

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

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| <p>Reference No: HGY/2012/1983</p> <p>Date received: 15/10/2012</p> <p>Last amended date: 04/12/2012</p> | <p>Ward: Tottenham Green</p> |
| <p>Address: Land At Lawrence Road N15 4EX</p> <p>Proposal: 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/B1/D2 uses) with associated car parking, landscaping and infrastructure works</p> <p>Existing Use: Mixed Commercial and Industrial</p> <p>Proposed Use: C3 and A1/A2/A3/D2</p> <p>Applicant: Bellway Homes (North London) Ltd</p> <p>Ownership: Private</p> | |

| DOCUMENTS |
|--|
| Design and Access Statement by bptw Partnership |
| Planning Statement by Savills |
| Transport Statement by Transport Planning Practice |
| Sustainability/Energy Statement prepared by Abbey Consultants |
| Air Quality Assessment by Ardent |
| Flood Risk Assessment by Ardent |
| Daylight and Sunlight Assessment by Savills |
| Statement of Community Involvement and Equality Statement by Green Issues Communiqué |
| Ground Investigation Assessment by Groves |
| Arboricultural Method Statement by ACD Ecology |
| Arboricultural Impact Assessment by ACD Ecology |
| Tree Report by ACD Ecology |
| Ecological Assessment by ACD Ecology |
| Landscape Design Strategy prepared by ACD Ecology |
| Landscape Management and Maintenance Plan by ACD Ecology |
| Supplementary Report: Lawrence Road Design Proposals by Savills |
| Design Commentary by bptw Partnership |

| Plan Number | Plan Title |
|-------------|-----------------------------------|
| 100 | Location Plan - Existing |
| 151 | Site Plan |
| 160 | Contextual elevations - proposed |
| 161 | Contextual elevations - proposed |
| 200 | Courtyard house – floor plans |
| 201 | 3B5P Terraced house - floor plans |

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|-----|---|
| 202 | 4B7P Terraced house - floor plans |
| 203 | 3B5P wheelchair house - floor plans |
| 220 | A - Terraced House - Courtyard Elevations |
| 221 | F - Terraced house - elevations |
| 300 | Block B - floor plans |
| 301 | Block B - floor plans |
| 320 | Block B - elevations |
| 400 | Block C - floor plans |
| 420 | Block C - elevations |
| 500 | Block D & E - floor plans |
| 501 | Block D & E - floor plans |
| 520 | Block D & E - elevations |
| 521 | Block D & E - elevations |
| 600 | Bay Study 01 - Block C_ West Green Rd |
| 601 | Bay Study 02 - Block C&B_ Lawrence Rd |
| 602 | Bay Study 03 - Block E_ Lawrence Rd |
| 603 | Bay Study 04 - Block A_ Mews Houses |
| 604 | Bay Study 05 - Block B_ Walkway Access |
| 605 | Bay Study 06 - Block F_ Terraced Houses |

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| <p>Case Officer Contact: Jeffrey Holt</p> |
| <p>PLANNING DESIGNATIONS:</p> <p>Conservation Area Road Network: C Road</p> |
| <p>RECOMMENDATION</p> <p>GRANT PERMISSION ref: HGY/2012/1983 subject to conditions and subject to s106 Legal Agreement..... plus Mayoral Direction</p> |

SUMMARY OF REPORT:

The application site is located at the southern half of Lawrence Road and it is proposed that all buildings on site are demolished and replaced by a mixed use development consisting of 264 new dwellings (21% affordable), 6 live/work units and flexible commercial space.

The existing buildings are large commercial and industrial buildings from the 1960s but the majority have fallen out of use and are of poor condition. Council Policy for the site seeks the comprehensive regeneration of this area through mixed-use development. The development is considered to meet these aims.

The applicant has demonstrated that proposed affordable housing and s106 offer is highest possible taking into account the financial viability of the scheme.

The development is of a high design quality and responds to the site context and is a significant improvement over the existing buildings. It is laid out in a way which minimises the impact on the surrounding Clyde Circus Conservation Area, provides a variety of housing types and improves the street environment.

The development would cause no significant harm to residential amenity, traffic and highway conditions and meets the required standards for sustainability. Where impacts will be caused, mitigation measures will be secured by condition or by s106 agreement. The applicant has engaged directly with residents and local businesses and their comments have informed the development of the scheme.

In determining this application, officers have had regard to the Council's obligations under the Equality Act 2010.

The detailed assessments outlined in this report demonstrate that on balance there is strong planning policy support for these proposals embodied in the Local Development Plan and backed by Regional and National Planning Guidance. Therefore, subject to appropriate conditions and s106 contributions the application should be approved.

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1.0 PROPOSED SITE PLAN



2.0 IMAGES



Proposed site layout



Proposed View along Lawrence Road



Proposed street frontage with live/work unit



Proposed mews houses



Proposed corner of Lawrence Road and West Green Road



Proposed new residential street

3.0 SITE AND SURROUNDINGS

- 3.1 The subject site consists of 1.576ha of land in the east of the Borough. The site is centred on the southern half of Lawrence Road which runs north-south between Philip Lane and West Green Road. Existing development consists of office / light industrial buildings typically 4-storeys high but is of larger scale than comparable residential development due to larger floor-to-ceiling heights. Most of the buildings have fallen out of use since the 1970s and 1980s and currently only two of five buildings on site are currently in use. With this decline their physical condition has also degraded and much of the site has suffered neglect. However, the character of Lawrence Road benefits from a series of mature London Plane trees along both sides of the street.
- 3.2 The application site plus the northern half of Lawrence Road comprise an industrial area which is situated in predominantly residential surroundings. The site is bounded by the Clyde Circus Conservation Area to the east, west and part of the south. Development in the conservation area consists mainly of 2- and 3-storey terrace and semi-detached properties with gardens backing onto the site. West Green Road District Centre is to the south-east and stretches east towards Seven Sisters.
- 3.3 Lawrence Road connects to both Philip Lane and West Green and benefits from good access to neighbouring commercial uses. There are local bus stops on these adjoining roads which provide frequent east and westbound services. Seven Sisters Underground and Rail station is within walking distance to the east and provides good access to central London.

4.0 PLANNING HISTORY

- 4.1 An application was submitted for the comprehensive redevelopment of the site on behalf of Galliard Homes on 02 April 2008 (ref: HGY/2008/0674). The application proposed:
- 4.2 Demolition of all buildings and structures and erection of a mixed use development comprising 835 sq. m. gross internal office space; 375sqm gross internal retail space and 388 residential units together with associated car parking; service areas; amenity spaces and landscaping.
- 4.3 The application was referred to the GLA for Stage 1 in May 2009 and officers concluded that the principle of a mixed use development was acceptable and in the interests of good strategic planning in London. However further information regarding affordable housing, access, child playspace, sustainability, air quality and transport were required before the Mayor could approve the proposal at Stage 2.
- 4.4 The application was no longer pursued by applicant and the application remains undetermined.
- 4.5 There have been a number of minor change of use applications for various sites within the site but they are of no particular relevance to the proposal considered presently.

5.0 PROPOSAL DESCRIPTION

- 5.1 The application proposes the demolition of all buildings on site and the erection of buildings in a contemporary style ranging from 2 to 7 storeys in height to provide 264 new residential units, 6 live/work units and flexible commercial space.
- 5.2 The layout and design of the proposal was developed following consideration of the site context and is arranged in a series of blocks. Four blocks of flats line either side of Lawrence Road. On the west side is 5-storey block to the north and a 5- to 7-storey block to the south with the tallest element on the corner of West Green Road. On the east side, there is a 6-storey block to the north and a 7-storey block to the south. Behind these blocks are smaller scale terrace houses. On the west side there are two terraces of 3-storey houses facing each other across a courtyard which are accessed through an archway within the flatted block on Lawrence Road. On the east side there are two terraces of 2- and 3-storey houses aligned north-south which face the larger blocks on Lawrence Road. These houses front onto a new access street off Lawrence Road.
- 5.3 The 264 residential units range in size from 1-bedroom to 4-bedroom of which 21% are designated as 'affordable'. The commercial element of the scheme consists of two flexible spaces. A 407.5m² unit is proposed at ground floor on the frontage of West Green Road. A second unit 92.5m² is proposed on the ground floor of Block 1, which is to the north on the east side of Lawrence Road. Six 'live/work' units are proposed on the ground floor of the blocks on the east side of Lawrence Road. These units have direct street access.

6.0 RELEVANT PLANNING POLICY

- 6.1 The planning application is assessed against relevant National, Regional and Local planning policy, including relevant:

- National Planning Policy Framework
- The London Plan 2011
- Haringey Unitary Development Plan (Adopted 2006)
- Haringey Supplementary Planning Guidance and Documents
- Draft Haringey Local Plan: Strategic Policies:

Haringey's Local Plan: Strategic Policies (formerly the Core Strategy) was submitted to the Secretary of State in March 2011 and following a number of consultations and rounds of amendments, the Plan was found to be 'sound' in November 2012 subject to some modifications. Adoption is expected in February 2013.

As a matter of law and due to the advanced stage of development, weight should be attached to the Local Plan policies however they cannot in themselves override Haringey's Unitary Development Plan (2006) unless material considerations indicate otherwise.

- Haringey Draft Development Management Development Plan Document:

The consultation draft of the Development Management DPD (DM DPD) was issued in May 2010 following the responses received. The DM DPD is at an

earlier stage than the Core Strategy and therefore can only be accorded limited weight at this point in time

- Haringey Draft Site Allocations Development Plan Document:

The Site Allocations DPD forms part of the Local Plan and identifies some of the sites the Council seeks to be developed over the next 15 years. The DPD was consulted in May/June 2010 and the results of which are informing the next draft of the document.

6.2 A full list of relevant planning policies is in Appendix 2

7.0 CONSULTATION

7.1.1 Statutory Consultees

- GLA
- LB Hackney
- LB Waltham Forest
- London Development Agency
- Transport For London Road Network
- London Underground
- English Heritage - London Region
- English Heritage - GLAAS
- Natural England
- Environment Agency
- Thames Water Utilities
- British Waterways – London
- Met Police Crime Prevention Officer - Andrew Snape
- London Fire Brigade - Edmonton Fire Station
- Greater London Archaeology Advisory Service
- London Waste Ltd
- Network Rail
- The Highway Agency
- North London Chamber Of Commerce

7.1.2 Internal Consultees

- Building Control
- Transportation
- Waste Management/Cleansing
- Food and Hygiene
- Strategic and Community Housing
- Environmental Health – Noise and Pollution
- Policy
- Housing
- Conservation and Design

7.1.3 External Consultees

- Ward Councillors
- Lynne Featherst

- David Lammy MP
- Tottenham Civic Society
- Tottenham CAAC
- Bridge Renewal Trust

7.1.4 Local Residents

- Consultation letters were sent to the residents/owners of 2,705 properties

7.2 A summary of statutory consultees and residents/stakeholders comments and objections can be found in Appendix 1. Local resident responses raised the following broad issues:

- Design and massing – the scheme is too high and/or bulky
- Negative impact on Conservation Area
- Increased parking pressure
- Loss of employment land/buildings
- Overlooking
- Energy and sustainability
- Increased population and impact on school places

7.3 Planning Officers have considered all consultation responses and have commented on these both in Appendix 1 and within the relevant sections of the assessment in section 8.0 of this report.

7.4 A Development Management Forum was held 8th November at Tottenham Leisure Centre. Approximately 100 local residents and businesses attended. At the end of the table in Appendix 1 is a summary of the questions asked and responses given.

7.5 While the statutory consultation period is 21 days from the receipt of the consultation letter, the planning service has a policy of accepting comments right up until the Planning Sub-Committee meeting and in view of this the number of letters received is likely to rise further after the officer's report is finalised but before the planning application is determined. These additional comments will be reported verbally to the planning sub-committee.

Design Panel

7.6 The scheme was presented to the Haringey Design Panel 22nd March 2012. The panel considered that the overall scale, size and massing of the proposals suited the site. There was disagreement within the panel over the height of the buildings, some asking for lower and others for higher but all agreed that buildings heights should be the same on both sides. They commended the use of brick as the dominant material, the 'saw tooth' roof design to the terraces houses to the east, the use of multiple residential cores and short corridors. Concerns or questions were raised about the possibility using the flat roofs for solar panels or green roofs, some inactive frontages, the risk of the new street being dominated by car parking, the lack of detail on an energy strategy. Overall the panel were encouraged by the scheme.

7.7 Design is discussed in more detail in Section 8.16 however officers views on these comments are briefly provided below:

- Building heights on either side of Lawrence Road have been equalised
- Solar PV panels are deemed unnecessary and cost inefficient to achieve sustainability targets
- Green Roofs were considered too costly and would have a significant implication for viability. It was considered that focus should remain on delivering an energy centre
- Frontages onto Lawrence Road have been redesigned to engage more with the street. For example, the entrances to the live/work units and refuse stores have been reduced/redesigned
- The access street has been extensively redesigned with one side now having traditional front drive parking with landscaping interspersed and private front gardens on the opposite side
- A detailed energy solution is proposed consisting of high energy efficiency and a Combined Heat and Power (CHP) unit which exceeds the emissions saving target

Applicant's consultation

7.8 The applicant has undertaken their own extensive consultation

- 16th March - Website launched promoting upcoming public exhibition (below)
- 30th and 31st March 2012 – Exhibition for local residents at Marcus Garvey Library (within a half mile of the application site). A preview was held for Councillors beforehand on the 30th. Eight representatives from the development team were available over the course of the exhibition. Invitations were sent to 1572 homes and 74 businesses in the local area. Comments could be made via a comment box, freepost or through the website. 141 individuals attended the exhibition and 43 responses were received.
- 25th July 2012 – Second Exhibition at Marcus Garvey Library with a Councillor preview beforehand. Exhibition boards had multi-lingual introductions and there was an option to have the display material translated in one of 10 locally spoken languages. Invitations were sent to the same catchment area and residents had the same opportunities to provide comments. 52 individuals attended the exhibition and 22 responses were received during and after the event.

7.9 The following concerns were most frequently raised by the applicant's consultations:

- Overall support for redevelopment with a strong desire for it to come forward quickly
- A few were strongly opposed or had different ideas for redevelopment
- Height of the buildings
- It was an improvement on previous plans
- Impact on parking further afield

7.10 Full details of the applicant's consultation can be found in their Statement of Community Involvement and Equalities submitted with the application.

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

- 8.1 Regeneration Policy Context
- 8.2 Regeneration and Economic Benefits
- 8.3 Mixed Use Development
- 8.4 Density
- 8.5 Dwelling Mix
- 8.6 Lifetime Homes and Wheelchair Access
- 8.7 Amenity space
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8.1 Regeneration Policy Context

- 8.1.1 National planning policy is set by the National Planning Policy Framework (NPPF), which was published 27th March 2012 and replaces all previous Planning Policy Statements and Guidance. Within the framework there is a presumption in favour of sustainable development "which should be seen as a golden thread running through plan-making and decision-making" (NPPF para. 14).
- 8.1.2 The NPPF places great emphasis on the need for the planning system to support sustainable economic growth. This includes the need to identify priority areas for economic regeneration, infrastructure provision and environmental enhancement.
- 8.1.3 The site comes within the boundary of Site Specific Proposal 27 (SSP27) as set out in the adopted Unitary Development Plan 2006. The SSP encompasses all of Lawrence Road and seeks a mixed use development of residential and retail on this site to replace the existing office and industrial development. This designation is a departure from previous plans which identified this location as a place for employment uses only. The equivalent designation under the current UDP is 'Defined Employment Area' however Lawrence Road is not designated as such.

- 8.1.4 Haringey's emerging Local Plan is due for adoption. Policy SP1 'Managing Growth' of the Haringey Local Plan aims to manage growth by focusing it in the most suitable locations and manage it to make sure that the Council delivers the opportunities and benefits and achieve strong, healthy and sustainable communities for the whole of the borough. The draft Site Allocations DPD identifies Lawrence Road (encompassing the same area as SSP27) as a site for mixed use including retail and employment.
- 8.1.5 In 2007 a planning brief for Lawrence Road was adopted as a Supplementary Planning Document and as such it is material consideration for applications relating to Lawrence Road. The SPD seeks mixed use development consisting of residential (including affordable homes) and employment generating uses.
- 8.1.6 A supplementary planning statement was issued in 2011 which sets out more clearly certain elements of the 2007 SPD taking into account changes in policy and affordable housing funding. The statement maintains the same overall approach and seeks comprehensive mixed use development on the site to deliver housing and employment generating uses.
- 8.1.7 The principle of the proposed development is considered to be consistent with regeneration policy as it seeks to deliver a well designed mixed use scheme comprising residential (with some affordable), retail/commercial space and live/work units.

8.2 Regeneration and Economic Benefits

- 8.2.1 The proposed scheme will result in the comprehensive redevelopment of the site providing a number of physical and economic regeneration benefits for the area.
- 8.2.2 The development will result in the physical regeneration of the site through the provision of high quality housing, live/work units and employment uses and will replace the existing dilapidated buildings to provide a more appealing urban environment. The character of Lawrence Road will be improved with more street level activity, which will also reduce the fear of crime by significantly increasing passive surveillance. This development will help to bring forward proposals for the northern half of Lawrence Road so that the policy objectives for the area and wishes of the local community can be met.
- 8.2.3 In recent years a number of regeneration schemes have been approved in the east of the Borough. These include the Tottenham Hotspur stadium redevelopment, Tottenham Town Hall, Hale Village at Tottenham Hale and Seven Sisters (Wards Corner). These developments indicate there is a general trend of regeneration in the east of the Borough to which the Lawrence Road scheme will play a complementary role.
- 8.2.4 The applicants have estimated that between 13 and 48 jobs could be provided on site. This estimate is based on employment density figures provided by the former Homes and Communities for various use classes. By calculating the floorspace of given use, an estimate of employment generated can be given. Construction of the development will also provide job opportunities and the applicant proposes a financial contribution to local employment programmes as part of the s106 agreement.

8.3 Mixed Use Development

8.3.1 The proposal is for a mixed use development consisting of residential units, flexible commercial space and live/work units.

Residential

8.3.2 It is well established that there is a need in Haringey and in London as a whole to provide new housing for a growing population. The NPPF stresses the importance of boosting the supply of housing through the delivery of sustainable development. The regeneration policies discussed in earlier sections all identify residential as an appropriate development type for the regeneration of Lawrence Road. Accordingly, this element is considered acceptable.

Commercial

8.3.3 The commercial element of the scheme consists of two flexible spaces. A 407.5m² unit is proposed at ground floor on the frontage of West Green Road. A second unit 92.5m² is proposed on the ground floor of Block 1, which is to the north on the east side of Lawrence Road.

8.3.4 The site is to the north-west of the West Green Road District Centre. Although the larger of the two proposed commercial spaces lies just outside the district centre boundary, it would form a natural and complementary addition to the centre given that a significant number of new homes will be built in the immediate area.

8.3.5 The smaller of the two spaces is located at the centre of the application site where the new access street meets Lawrence Road. This space will provide an identifiable heart to the development.

8.3.6 The commercial spaces are flexible in that a range of permitted uses are sought. This is to ensure that the most appropriate and viable use can easily be accommodated. The Use Classes sought are:

- A1 (retail)
- A2 (financial and professional services)
- A3 (restaurant/cafe)
- B1 (Business)
- D2 (Assembly and Leisure)

8.3.7 The proposed commercial elements of the scheme are considered to be in compliance with the regeneration aims for the site by providing a level of employment use with the residential development.

Live/work Units

8.3.8 Six live/work units are also proposed in the development. These will sit well within the mixed nature of the development and complement the existing live/work units present at 28 Lawrence Road. As they are outside of a Defined Employment Area, they are compliant with Policy EMP7 of the UDP 2006.

8.3.9 The proposed mixed use development is considered to be compliant with the local planning policy discussed earlier including that set out in SSP27 of the adopted UDP 2006, the Lawrence Road Planning Brief SPD 2007, Policy SP1 of the emerging

Local Plan and the draft Site Allocations DPD clearly point to residential as an appropriate type of development for Lawrence Road.

8.4 Density

- 8.4.1 National, London and local policy seeks to ensure that new housing development makes the most efficient use of land and takes a design approach to meeting density requirements.
- 8.4.2 Table 3.2 of the London Plan sets out the acceptable range for density according to the Public Transport Accessibility (PTAL) of a site. The site is in an 'urban' context and has a PTAL of between 4 and 6a thus development should be within the density range of 200 to 700 habitable room per hectare (hr/ha). The proposed development has a density of 532 hr/ha, which is acceptable
- 8.4.3 The proposed density is in accordance with Haringey Local Plan Policy SP2 'Housing' as this policy is also based on Table 3.2 of the London Plan. Density is closely related to design and the proposed scheme has been designed with strong consideration to its context. This is discussed in more detail in section 8.11.

8.5 Dwelling Mix

- 8.5.1 The NPPF recognises that to create sustainable, inclusive and diverse communities, a mix of housing based on demographic and market trends and the needs of different groups should be provided. This approach is supported at the local level through UDP Policy HDG10. Policy 3.8 of the London Plan seeks to ensure that development schemes deliver a range of housing choices in terms of a mix of housing and types.
- 8.5.2 The proposed mix of private dwellings to be provided is below

| Dwelling Type | % proportion | % req'd by SPD |
|---------------|--------------|----------------|
| 1 bed | 34% | 27% |
| 2 bed | 45% | 30% |
| 3 bed | 11% | 22% |
| 4 bed | 10% | 11% |

- 8.5.3 The proposed mix of affordable dwellings to be provided is below

| Affordable Dwelling Type | % proportion | % req'd by SPD |
|--------------------------|--------------|----------------|
| 1 bed | 44% | 19% |
| 2 bed | 30% | 26% |
| 3 bed | 22% | 27% |
| 4 bed | 4% | 28% |

- 8.5.4 Although the proposed housing mix is skewed away from larger units for the private element and to a lesser a degree for the affordable element, the applicants have worked closely with the Council's Housing team and Sanctuary Housing Association, the registered provider, to ensure that the mix addresses current housing need. The tenure split between private and affordable has changed slightly since the application was first proposed with the proportion of affordable increasing slightly

(see section 8.10), However, the overall mix has remains the same and the Housing team consider it acceptable.

8.6 Standard of Accommodation, Lifetime Homes and Wheelchair Access

- 8.6.1 All residential units in the proposed scheme meet the space standards set out in the Mayor's Housing Design Guide, which is more onerous than Haringey's Housing SPD.
- 8.6.2 Policy HSG1 of the UDP and Policy 3.6 of the London Plan require that all units are built to Lifetime Homes Standard. This standard ensures that dwellings are able to be easily adapted to suit the changing needs of occupiers, particularly those with limits to mobility. All units in the proposed scheme are designed to Lifetime Homes standard.
- 8.6.3 These policies also require that 10% of units are wheelchair accessible. The proposed scheme falls just short of this requirement with 8.3% (22 dwellings) being fully wheelchair accessible. While this is below the target figure, the design sought to balance the number of wheelchair units against the site constraints and the requirement to provide a viable amount of housing. It should be noted that the design achieves 11% provision on a floorspace basis.

8.7 Amenity Space

- 8.7.1 The Council's Housing SPD sets the standard for amenity space under the UDP and the emerging Core Strategy.
- 8.7.2 The scheme includes a range of public, communal and private amenity spaces across the site. Communal roof terraces are provided on the sixth floors of Blocks E and C. Private amenity space consists of front and rear gardens, terraces and balconies. The private amenity space has been designed to meet the standards in the Mayor's Housing Design Guide.
- 8.7.3 The breakdown of amenity spaces is as follows:

| Amenity Space | Scheme Provision | Average per Dwelling |
|-------------------------------|--------------------|----------------------|
| Private Amenity Space | 5,149.2 sqm | 19.5 sqm |
| • Balconies | 1,471.1 sqm | |
| • Terraces | 288.8 sqm | |
| • Gardens | 3,389.3 sqm | |
| Communal Amenity Space | 719 sqm | 2.7 sqm |
| • Terraces | 240 sqm | |
| • Informal Play | 152 sqm | |
| • Landscaped Areas | 327 sqm | |
| Child Play Space | 395 sqm | 1.5 sqm |
| Total | 6,263.2 sqm | 23.7 sqm |

- 8.7.4 The SPD requires this development to provide 1,345 m² of amenity space to meet this standard and this e above table shows that this is exceeded.
- 8.7.5 The scheme also meet the private amenity space standards set out in the Mayor's Housing Design Guide.

8.8 Children's Play space

- 8.8.1 The Mayor's London Plan SPG "Providing for Children and Young People's Play and Informal Recreation" 2011 provides minimum standards for the provision of children's play space. The Haringey Open Space and Recreation Standards SPD sets out the Council's own play space standards under the current UDP and the emerging Haringey Local Plan.
- 8.8.2 Using the formula set out in the above SPG the scheme would have a child yield of 69, requiring 690sqm of play space (10sqm per child) of which 350sqm of this space should be for toddlers. The scheme provides 390sqm of playspace designed for toddlers. These areas will have high quality landscaping and play equipment. Playspace for older children is provided by Elizabeth Gardens to the north, which is at least 1300m² in area.
- 8.8.3 According to the submitted Daylight and Sunlight Study, approximately 95% of playspace achieves over 2 hours of sunlight availability on 21st March far exceeding the 50% BRE standard set out in 'Site Layout Planning for Daylight and Sunlight 1999.'
- 8.8.4 The Council's standard is less onerous than the Mayor's, requiring 3sqm per child, but specifies that children should have access to areas of children's play space of at least 100 sqm within 100m of home, local playable space of at least 300 sqm within 400m of home, and neighbourhood playable space of at least 500 sqm within 1000m of home. The site lies within close proximity to Elizabeth Gardens play area to the north, which is at least 1300sqm in area. A financial contribution of £100,00 will be sought to improve the quality of this space.

8.9 Affordable Housing

- 8.9.1 The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. However, such policies should be sufficiently flexible to take account of changing market conditions over time (para. 50).
- 8.9.2 Similarly, The London Plan (2011), policy 3.12 states that Boroughs should seek "the maximum reasonable amount of affordable housing...when negotiating on individual private residential and mixed-use schemes", having regard to their affordable housing targets, the need to encourage rather than restrain residential development and the individual circumstances including development viability".
- 8.9.3 Policy HSG 4 of the UDP (2006) requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough target of 50%.

This target is retained in Policy SP2 of the emerging Local Plan.

- 8.9.4 The applicants have submitted a financial viability assessment which concludes that only 17% affordable is viable on this site. Following consultation with the DVS, an arm of the Valuation Office Agency (VOA), and Jones Lang Lasalle, the applicant's viability consultants (see section 8.11 Viability)., the affordable housing offer has increased to 53 units, or 21% measured by habitable room. 47 of these units will be for shared-ownership and 8 for affordable rent.
- 8.9.5 Although a reduced level of affordable housing is provided, the greater proportion of private dwellings will help to balance the housing supply in the east of the Borough where there is currently a high proportion of social rented housing. The UDP sets out the main objectives for the east of the borough including "greater opportunity for large scale redevelopment to address the area's deprivation" and "greater housing choice" (in addition to access to jobs, improved public space, transport and environment).
- 8.9.6 The Council's Housing team has no objection to the initially proposed level and mix of affordable housing as it would meet policy aims by promoting a more balanced, mixed, sustainable and less transient community. The subsequent increase in affordable housing provision is welcomed.

8.10 Viability

- 8.10.1 In accordance with national, London and local policy, the applicants have submitted a financial viability appraisal which concluded that maximum viable offer is 17% affordable and a £950,000 combined Community Infrastructure Levy, s278 highway works and s106 offer. Following consultation with the DVS and Jones Lang Lasalle, the applicant's viability consultants, the offer has increased to 21% affordable and total financial contribution of £1.5m.
- 8.10.2 DVS did indicate that the scheme would be viable at with 50% affordable and £2.66m but only marginally. The local planning authority considers that concerns relating to demolition costs were not fully considered and that the length of time the site has been vacant, the strategic importance of the site and its key role in bring investment into Tottenham mean that a reduced contribution of £1.5m (the sum of s106, s278 and CIL contributions) is acceptable in this case. On this basis, the s106 heads of terms are detailed in section 8.28.

8.11 Design

- 8.11.1 The NPPF sets out the over-arching policy for design and emphasises its importance and indivisibility from good planning and sustainable development. Paragraph 60 states that planning decisions:
- "should not attempt to impose architectural styles or particular taste and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness."
- 8.11.2 This approach is reflected in Chapter 7 of the London Plan, Haringey UDP policies UD3 'General Principles' and UD4 'Quality Design' and Local Plan Policy SP11.

- 8.11.3 The layout of the development can be understood as having three separate areas. Along Lawrence Road itself there are four blocks of flats, two on each side, and these are the tallest buildings in the development ranging from five to seven storeys in height. On the west side is a five storey block to the north and a five to seven storey block to the south. On the east side is a six storey block to the north and a seven storey block to the south. To the west of Lawrence road are two terraces of 3-storey houses facing each other across a courtyard. To the east are two terraces of 2- and 3- storey houses.
- 8.11.4 The development has been designed following detailed analysis of the character, scale and massing of the application site and the surrounding area. In the adopted Lawrence Road planning brief, No. 28 Lawrence Road is identified as the most significant building, in architectural and design terms and that new development should not exceed the height of this building. This parameter allows for buildings of significant height and scale along Lawrence Road. However, Lawrence Road being relatively wide and having large mature Plane trees on both sides, has the character of an avenue or boulevard and as such can support buildings of significant height. This can be seen in how the trees temper the height and bulk of the existing buildings.
- 8.11.5 Accordingly, buildings of a similar height but no higher than no. 28 Lawrence Road, are proposed along Lawrence Road. Unlike the existing buildings which in some cases project 30m to 50m to the rear, the proposed block of flats are much shallower, approximately 18m deep and are arranged in a linear fashion along Lawrence Road. This keeps the tallest elements of the scheme adjacent to Lawrence Road, creating a strong frontage, and allows for smaller scale development to be located at the rear.
- 8.11.6 The tallest element of the scheme is the seven-storey element at the junction with West Green Road. The height reflects the importance of this corner as the gateway to Lawrence Road and the point at which it intersects with the busy commercial character of West Green Road.
- 8.11.7 To the west of Lawrence are two terraces of houses centred on a courtyard in a mews arrangement. Access is via an archway through one of the blocks on Lawrence Road. Smaller scale development is proposed in this area as it is closer to the two-storey houses on Bedford Road. The mews layout will create a more intimate space away from the main thoroughfare of Lawrence Road.
- 8.11.8 Development scales down in a similar way to the east. A new street is proposed behind the larger blocks with two terraces of 2- and 3-storey near the rear of the site. There is a gap between the terraces which is required to maintain access to an existing substation.
- 8.11.9 On the west side of the new street are private front gardens and entrances to the ground floor flats with communal parking perpendicular to the street. On the east side there is private curtilage parking for each house. On the west is communal parking placed perpendicular to the street. This layout serves the access and parking needs of the respective dwelling types while having the character of a residential street.
- 8.11.10 The proposed buildings are contemporary in style. Massing across the elevations of the flatted blocks is varied to break up the bulk of individual buildings. Balconies and

recesses articulate the facade with variations repeated upwards across floors to emphasise the verticality of the buildings in accordance with their residential character. The mews houses have a mansard roof form and the 3-storey terrace houses on the new street have a 'saw tooth' gable design with a traditional dual pitch roof for the 2-storey houses.

- 8.11.11 Brick is the dominant material across the development as it is prevalent in the surrounding area. Different treatments such as brown/buff, yellow/buff mixes and alternating stripes are used to add visual interest to the elevations and to identify different elements of the scheme while still maintaining a unified character.
- 8.11.12 Street frontages are designed to maximise residential amenity and maintain street activity. All ground floor units have street entrances with landscaped private forecourts or front gardens to maintain a strong buffer between private and public spaces. Communal entrances to the flat blocks are clearly defined with large canopies and integrated lighting. Refuse collection and external bikes stores are integrated into the various entrance designs.
- 8.11.13 At Block B, which is the north-western of the flatted blocks, walkway access is proposed to the upper floor flats. This arrangement allows for each of the flats to be dual aspect. Voids in the walkway are located at key windows to improve privacy by separating the walkway from habitable rooms.
- 8.11.14 Concerns have been raised by local residents about the overall height and scale of the buildings. Although the proposed buildings are 1 to 2 residential storeys higher than the existing commercial buildings, they are below the maximum parameter set by no. 28 Lawrence Road but also have much smaller building footprints. The proportion of the site covered by buildings falls from 45% to 34%. The overall bulk of the development will be reduced by this scheme.
- 8.11.15 Concerns were also raised about the character and style of the development. The design was developed following close consideration of the site and needs of future users. The applicant sought advice from Haringey and the GLA and conducted extensive consultation. With the strong use of brick, varied and articulated forms and a clear residential character, the design is considered to be appropriate to its context and the particular character of Lawrence Road.
- 8.11.16 The design, massing and layout of the proposed development are considered to be in compliance with the above policies on design.

8.12 Conservation

- 8.12.1 The application site is not in a Conservation Area but is bounded by the Clyde Circus Conservation Area to the east and west. Development in the Conservation Area consists of 2- and 3-storey terrace and semi-detached properties with gardens backing onto the site.
- 8.12.2 Under the NPPF, Conservation Areas are 'designated heritage assets' and Local Authorities are required to assess the significance of any such assets including the contribution made by assets setting. For this application, it is therefore appropriate to assess the impact the development has on the setting of the Clyde Circus Conservation Area.

- 8.12.3 Development on Bedford Road, Grove Park Road and West Green Road are the parts of the Conservation Area nearest to the application site.
- 8.12.4 The massing and layout of the development is such that the tallest elements are on Lawrence Road with buildings scaling down to 2- and 3-storey houses to east and west. This layout creates a transition between the larger elements and the scale of development in the surrounding conservation area. Brick is the dominant material in the development as it is the traditional material in the Conservation Area.
- 8.12.5 The existing commercial and industrial buildings are visible from the rear gardens of properties on the east side of Bedford Road. The applicant has provided a montage comparing the existing and proposed views from a rear garden. It shows that the flatted blocks are visibly higher than the existing buildings but the varied massing, the articulation to the facade and overall improved design quality will improve the contribution to the setting of the conservation area.
- 8.12.6 On Bedford Road itself, isolated glimpses can be caught in the gaps between buildings when however, the buildings on Lawrence Road have little bearing on the character of the conservation area as perceived from the street.
- 8.12.7 Similarly, the development would be visible from rear gardens of properties on Grove Park Road. It would also be visible from the street looking along the existing substation easement. The applicants have provided a montage of this view along the easement and it shows that there would be no increase in height relative to the existing buildings. As discussed above, the better design quality of the buildings will improve the setting of adjacent properties but as also discussed, the existing and proposed buildings little bearing on the character of the conservation area as perceived from the street.
- 8.12.8 On West Green Road, west of the southernmost block of the scheme are four pairs of semi detached Victorian Villas flanking the entrance to Bedford Road. Between the new development and these houses is a plain 3-storey brick office block built in the late 1980s. This building acts a buffer to these houses and in future could be developed into a more appropriate transition to the conservation area.
- 8.12.9 To the east is a group of 3-storey red-brick Edwardian buildings with retail units on the ground floor and residential above. The existing industrial building and the junction with Lawrence Road provides a physical and visual break to the streetscene. This break will accommodate the change in scale and style presented by the proposed development. There would be no harm to the setting of this part of the conservation area.
- 8.12.10 The Fountain Pub is an early 1920s public house on the opposite side of West Green Road. It is identified as making a positive contribution to the Conservation Area however it sits among visually unattractive residential properties and workshop units which are not in the conservation area. The proposal would not substantially alter the setting to this part of the conservation area.
- 8.12.11 Although the existing buildings do not make a substantial contribution to the public realm of the Clyde Circus Conservation Area, for the reasons above, the proposed development is considered to improve the contribution that the site makes to its setting having regard to the NPPF and Policies CSV1 of the Unitary Development Plan 2006 and Policy SP12 Conservation of the Local Plan.

8.13 Trees

- 8.13.1 Under Policy OS17 of the Unitary Development Plan 2006, The Council will seek to protect and improve the contribution of trees, tree masses and spines to local landscape character.
- 8.13.2 The applicant has submitted a tree report which identifies 15 trees on or very near the site. Eleven of these are the large mature London Planes which give Lawrence Road its particular character. These trees are considered to be of moderate quality and in good health and the report recommends that they be retained. Three Sycamores located just outside the site boundary are considered to be of low quality but their retention is recommended. The final tree is another sycamore but its removal is recommended due to existing decay and a short life expectancy. 27 new trees will be planted on site as part of the landscaping scheme. These will improve the visual amenity of the site and provide screening.
- 8.13.3 The above report is accompanied by an Arboricultural Method Statement which puts forward a number of tree protection measures including restricting certain operations within identified tree protection areas and erecting tree protection fencing. A condition will be applied requiring the recommendations to be carried out in full.
- 8.13.4 The Council's Tree Section has no objection to the scheme.

8.14 Community Safety

- 8.14.1 The design was developed in accordance with the principles of Secure by Design. All public spaces benefit from passive surveillance, private ground floors entrances have clear boundaries between private and public space, communal entrances are legible and well lit. The number of residential access cores is high to reduce the numbers of flats sharing each entrance. The new street is a through street and is flanked by private gardens and overlooked public spaces. The private mews area is secured by a gate. A condition will be applied requiring compliance with BS 8220 (1986) Part 1, 'Security Of Residential Buildings' and with the aims and objectives of 'Secured By Design' and 'Designing Out Crime'. The applicant are committed to working with the Metropolitan Police to secure the award.

8.15 Daylight/Sunlight and Privacy

- 8.15.1 Policy UD3 of the UDP 2006 requires development to have no adverse impact on residential amenity through loss of daylight or sunlight.
- 8.15.2 Best practice sets out that regard be had to the Building Research Establishment (BRE) guidelines 'Site Layout for daylight and Sunlight' when determining if a proposed development will cause a material loss of daylight and sunlight to another residential property or garden. The applicants have submitted a Daylight and Sunlight Report in accordance with the BRE report 'Site Layout Planning for Daylight and Sunlight 1999'.
- 8.15.3 The report concludes that the redistribution of building mass on the site results in the residential neighbours experiencing no material change in daylight. In fact, in some instances there are minor increases in 'vertical sky component' (VSC) and daylight

distribution levels. Some residential properties to the south do experience reductions in VSC levels but these are minor, with the resulting level being more than 0.8 times their former value thus meeting BRE requirements.

Privacy

- 8.15.4 The separation distances between the new units and existing houses exceeds 20m in all instances, thereby meeting the privacy standards set out in the Council's Housing SPD
- 8.15.5 The proposal is therefore considered to cause no harm to residential amenity through loss of daylight or sunlight in compliance with Policy UD3 of the UDP.

8.16 Traffic and Parking

- 8.16.1 The NPPF states that planning decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. This approach is continued in Local Plan Policy SP7. UDP Policy UD3 requires development to not significantly affect private and public transport networks.
- 8.16.2 The Council's Transportation team have assessed the proposal and do not object. The application site has a medium to high PTAL level of 4/6 and is served by a frequent bus route to Turnpike Lane underground station. The site is within a 600metre walking distance to Seven Sisters underground and rail stations on High Road Tottenham. The site is also within easy walking distance of a number of local bus routes which are available on the High Road. It is therefore reasonable to assume that the majority of residents, staff and patrons would use sustainable transport for journeys to and from the site.
- 8.16.3 The applicants have submitted a Transport Assessment which estimated the number of trips generated by the maximum use of existing development compared to the proposed development. This assessment is based on data contained within the 'Trip Rate Assessment Valid for London' (TRAVL) database. The assessment concludes that the development will result in fewer trips during the morning and evening peaks compared to that generated by the maximum use of the existing buildings.
- 8.16.4 The development includes 97 car parking spaces, of which 12 are reserved for use of disabled blue badge holders. Parking provision is in line with the maximum parking standards set out within the Unitary Development Plan 2006. In line with guidance set out within the London Plan 20% of the parking bays will be equipped with electric vehicle charging points, with another 20% passive capacity available in order to cater for any increase in demand for this facility.
- 8.16.5 Cycle storage for 378 bicycles is proposed providing a level of cycle storage in excess of the minimum standards set out in the London Plan. The development will also include the provision of three Car Club bays, which would feed into the existing car club network currently operated within Haringey. It is also proposed that each residential unit will be offered two years free membership and driving credit to encourage the demand for this facility.
- 8.16.6 The site does not fall within an area that has been identified within the UDP as that suffering from high on-street parking pressure. However, the development is located

on the edge of the Seven Sisters Controlled Parking Zone (CPZ). Residents of the development will not be eligible for residents' parking permits. In order to discourage prospective residents from parking on surrounding streets not currently subject to parking restrictions, it will be necessary for the applicant to contribute towards the costs of investigating the establishment of a new CPZ in the area.

- 8.16.7 The applicant has put forward a number of travel plan initiatives to minimise the impact of the development. A member of the site management team will be appointed as Travel Plan Co-ordinator to implement, manage and promote the travel plan. The travel plan will need to accord fully with the latest Transport for London guidance and it will be necessary to secure it's delivery via a S106 agreement.
- 8.16.8 Subject to the s106 provisions above, the proposed development is considered to have no harmful impact on the highway network.

8.17 Inclusive Design

- 8.17.1 UDP Policy UD3 "General Principles" and SPG 4 "Access for All – Mobility Standards" seek to ensure that there is access to and around the site and that the mobility needs of pedestrians, cyclists and people with difficulties. In addition, the London Plan requires all new development to meet the highest standards of accessibility and inclusion; to exceed the minimum requirements of the Building Regulations and to ensure from the outset that the design process takes all potential users of the proposed places and spaces into consideration, including disabled and deaf people, older people, children and young people
- 8.17.2 The design takes note of the Disability Discrimination Act 1995, Building Regulations Part M and Haringey Housing SPD and SPG4 in ensuring inclusive access. Level access will be provided to all buildings with lift access to all floors in the flatted blocks. A portion of homes will be fully wheelchair accessible (see section 8.6).

8.18 Sustainability and Energy

- 8.18.1 The NPPF emphasises the planning system's key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change and supporting the delivery of renewable and low carbon energy and associated infrastructure. Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. The energy strategy for the development has been developed using the Mayor's 'lean, clean, green' energy hierarchy which prioritises in descending order: reducing demand for energy, supplying energy efficiently and generating renewable energy.
- 8.18.2 The submitted Energy Statement indicates that development will achieve an overall carbon emission reduction of 43% over 2010 Building Regulations, exceeding the 25% required by Policy 5.7 of the London Plan. This is achieved through enhanced insulation, low energy lighting and a Combined Heat and Power (CHP) unit. Solar PVs were considered but were deemed too costly for the resulting carbon. However, in this way the development adheres to the 'energy hierarchy' by achieving reductions by being 'lean' and 'clean'. The opportunities for connecting to a district heating network will be secured by condition.

8.18.3 In addition the carbon emission reductions, the residential element of the proposal will achieve Code for Sustainable Homes (CSH) Level 4 and the non-residential elements of the scheme will achieve BREEAM 'Very Good' standard.

8.19 Air Quality

8.19.1 The NPPF requires planning policies to ensure pollution is minimised. London Plan Policy 7.14 requires that development proposals should minimise increased exposure to poor air quality and promote sustainable construction to reduce emissions. Similarly UDP Policy ENV7 requires developments to include measures to avoid, reduce or mitigate emissions of pollutants.

8.19.2 An Air Quality Assessment has been submitted which assess the impact from the construction and operation of the proposed development. The assessment indicates that although dust may occur from the construction of the development, it can be reduced through appropriate best practice mitigation measures. These include site planning measures such as ensuring staff are well trained and erecting solid boundaries; measures to limit and control construction traffic; appropriate demolition methods; and general site related measures such as using water as a dust suppressant and enclosing stockpiles. These measures will be secured through conditions.

8.19.3 In respect of operational impact of the completed scheme (boiler/CHP), the assessment concludes that any emissions would be imperceptible and as such no mitigation measures above Building Regulations are required. Similarly harmful exposure of the buildings occupiers to poor air quality from road traffic and boiler/CHP would not occur, and no measures other than good building insulation are recommended.

8.19.4 The proposed development is therefore considered to be in compliance with relevant planning policy.

8.20 Contamination

8.20.1 The applicants have submitted a Site Investigation Report which identifies a number of minor contaminations on the site due to the historic use of the site. A number of mitigation measures are proposed to ameliorate the risk and conditions will be applied to ensure these are carried out.

8.20.2 Asbestos is likely to be present in the existing buildings and a full asbestos survey will need to be carried. Any asbestos found will need to be disposed of by an approved contractor.

8.21 Demolition and Construction Impact

8.21.1 In order to minimise the impact of demolition and construction on adjoining residents and businesses, conditions will be applied requiring appropriate management plans detailing the method of demolition, vehicle activity, noise, dust and vibration mitigation measures and suitable measures to enhance the external appearance of the site.

8.22 Archaeology

- 8.22.1 London Policy 7.8 states that “development should incorporate measures that identify record, interpret, protect and, where appropriate, present the site’s archaeology” and UDP Policy CSV8 restrict developments if it would adversely affect areas of archaeological importance.
- 8.22.2 The site is not within an identified area of Archaeological Importance and therefore no further investigation has been undertaken.

8.23 Drainage and Flood Risk

- 8.23.1 The site is located within Flood Zone 1 and is therefore considered to have a low probability of flooding from rivers and sea. However, the NPPF requires that for developments on sites greater than 1 hectare a Flood Risk Assessment (FRA) is prepared to support the application.
- 8.23.2 An FRA has been submitted in support of the planning application. The proposed drainage strategy will use Sustainable Drainage Systems where possible to achieve the minimum standard of 50% attenuation of the undeveloped sites surface water runoff at peak times. This includes the provision of rear gardens and soft landscape areas to reduce the impermeable surface areas across the site and the inclusion of permeable paving to parking areas where appropriate.

8.24 Environmental Impact Assessment

- 8.24.1 The proposed development is “schedule 2 development” within the meaning of the Town & Country Planning (Environmental Impact Assessment) Regulations 2011, being an urban development project where the area of development exceeds 0.5 hectares. The Local Planning Authority (LPA) assessed the potential environmental impact of the above development having regard to the selection criteria for screening specified in schedule 3 of the Regulations and the guidance to these regulations set out in Circular 02/99.
- 8.24.2 Having regard to the existing type and intensity of development on the site, the Council determined that the proposed development is not likely to have a significant effect on the environment and that an Environmental Impact Assessment is therefore not required.

8.25 Greater London Authority

- 8.25.1 The GLA has submitted a Stage 1 report providing their views on the proposal (report attached at Appendix 4).
- 8.25.2 They are in support of land use principle of the development, the housing mix and tenure (subject to further discussions on viability), the overall design, density, young child play space.
- 8.25.3 Confirmation or further discussions are required on the quality of space at the rear of the West Green Road Corner, level of blue badge parking, accessibility of the ‘homezone’/new street, minimising demand for cooling, showing all uses will be connected to the heat network, drainage options, green roofs, accessibility of local

bus stops, Electric Vehicle Connection Points (EVCP), car club space, delivery and service plan, construction logistics plan and car parking management plan.

8.26 Mayoral Community Infrastructure Levy (CIL)

8.26.1 The development is liable to the Mayoral CIL of £35 per sqm. For this development, the CIL liable is £300,863.

8.27 Planning Obligations/s106 Agreement

8.27.1 Under Section 106 of the Town and Country Planning Act, the Community Infrastructure Levy Regulations 2010 (as amended), the terms of Circular 05/2005 Planning Obligations, and in line with Policy UD8 and Supplementary Planning Guidance 10a 'The Negotiation, management and Monitoring of Planning Obligations' the Local Planning Authority (LPA) will seek financial contributions towards a range of associated improvements immediately outside the boundary of the site.

8.27.2 The proposed planning obligations and s106 offer is set out in the table below. The table sets out how the offer has changed following consultation with DVS and the applicant's viability consultants.

| | Required by Policy | 1 st offer | 2 nd offer |
|---------------------------------------|--------------------|-----------------------|-----------------------|
| Affordable housing | 50% | 17% | 21% |
| Education | £2.44m | Part of £521k | £900k |
| Controlled Parking Zone investigation | £45k | £45k | £45k |
| Open Space contribution | £Contribution | Part of £521k | £100k |
| Environmental Improvements | £Contribution | Part of £521k | nil |
| CIL | £300k | £300k | £300k |
| s278 highway works | £128k | £128k | £128k |
| Jobs programme | £38k | Nil | £40k |
| Total | £2.9m | £950k | £1.5m |

8.27.3 The table shows an increase in s106 offer for all elements apart from environmental improvements. No contribution is sought for this element as it is considered that proposed highway and open space improvements will contribute to quality of the local environment and that the CHP, on-site heating network and sustainable travel measures will contribute towards improved air quality.

Other Heads of Terms

Travel Plan

8.27.4 A residential travel plan must be secured by the S.106 agreement. As part of the detailed travel plan the following measures must be included in order to maximise the use of public transport:

- The developer must appoint a travel plan co-ordinator, working in collaboration with the Facility Management Team to monitor the travel plan initiatives

annually.

- Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and timetables to all new residents.
- Establishment or operation of a car club scheme, which includes at least 3 cars spaces. The developer must offer two years free membership and £50 credit to all new residents.
- The developer must offer all new residents cycle vouchers towards the purchase of bicycles and equipment and at least four hours of cycle training (available from the Council at a subsidised cost of £10 per person)

Parking Permits

- 8.27.5 No residents within the proposed development will be entitled to apply for a resident's parking permit under the terms of any current or subsequent Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development

s278 highway works

- 8.27.6 The applicant shall be required to enter into a Section 278 Agreement securing a sum of £128, 000 for works related to the creation of two raised tables and the resurfacing of the footways both sides of Lawrence Road along the sites roadside frontage.

Use Class Restriction

- 8.27.7 The scheme allows for the establishment of A2 uses on the site however, betting shops, payday loan shops and similar uses will be restricted through a clause in the s106. This is to minimise the proliferation of such uses in the Borough.
- 8.27.8 The s106 will also include a provision where notice of prospective tenants of the commercial units must be given to the Council prior to occupation. This is to ensure appropriate commercial uses are established in the development.

9.0 HUMAN RIGHTS

- 9.1 All applications are considered against a background of the Human Rights Act 1998 and in accordance with Article 22(1) of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003 where there is a requirement to give reasons for the grant of planning permission. Reasons for refusal are always given and are set out on the decision notice. Unless any report specifically indicates otherwise all decision of this Committee will accord with the requirements of the above Act and Order.

10.0 EQUALITIES

- 10.1 In determining this application the Committee is required to have regard to its obligations under 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

- 10.2 The new duty covers the following eight protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Public authorities also need to have due regard to the need to eliminate unlawful discrimination against someone because of their marriage or civil partnership status.
- 10.3 Full school place funding cannot be met due to the viability issues discussed in section 8.11. This will have an impact on school aged children.
- 10.4 The proposed development is not expected to give rise any significant impacts affecting a particular group or groups who share one or more of the above protected characteristics. The new residential dwellings are fully accessible and designed to Lifetime Homes standard. A portion of the development is fully adaptable to wheelchair users (see sections 8.6 and 8.17).

11.0 SUMMARY AND CONCLUSION

- 11.1 The application site is located at the southern half of Lawrence Road and it is proposed that all buildings on site are demolished and replaced by a mixed use development consisting of 264 new dwellings (21% affordable), 6 live/work units and flexible commercial space.
- 11.2 The existing buildings are large commercial and industrial buildings from the 1960s but the majority have fallen out of use and are of poor condition. Council Policy for the site seeks the comprehensive regeneration of this area through mixed-use development. The development is considered to meet these aims.
- 11.3 The applicant has demonstrated that proposed affordable housing and s106 offer is highest possible taking into account the financial viability of the scheme.
- 11.4 The development is of a high design quality and responds to the site context and is a significant improvement over the existing buildings. It is laid out in a way which minimises the impact on the surrounding Clyde Circus Conservation Area, provides a variety of housing types and improves the street environment.
- 11.5 The development would cause no significant harm to residential amenity and due to the site's accessibility and design, would cause no harm to traffic and highway conditions. The proposal also meets the required standards for residential design and sustainability. Where impacts will be caused, mitigation measures will be secured by condition or by s106 agreement.
- 11.6 The applicant has engaged directly with residents and local businesses and their comments have informed the development of the scheme.
- 11.7 In determining this application, officers have had regard to the Council's obligations under the Equality Act 2010.

11.8 The detailed assessments outlined in this report demonstrate that on balance there is strong planning policy support for these proposals embodied in the Local Development Plan and backed by Regional and National Planning Guidance. Therefore, subject to appropriate conditions and s106 contributions the application should be approved.

12.0 RECOMMENDATIONS

a) **GRANT PERMISSION** subject to:

- conditions set out below
- a legal agreement under s106 of the Town and Country Planning Act 1990 (as amended)
- the direction of the Mayor of London; and
- in accordance with the approved plans and documents in the tables below

| DOCUMENTS |
|--|
| Design and Access Statement by bptw Partnership |
| Planning Statement by Savills |
| Transport Statement by Transport Planning Practice |
| Sustainability/Energy Statement prepared by Abbey Consultants |
| Air Quality Assessment by Ardent |
| Flood Risk Assessment by Ardent |
| Daylight and Sunlight Assessment by Savills |
| Statement of Community Involvement and Equality Statement by Green Issues Communiqué |
| Ground Investigation Assessment by Groves |
| Arboricultural Method Statement by ACD Ecology |
| Arboricultural Impact Assessment by ACD Ecology |
| Tree Report by ACD Ecology |
| Ecological Assessment by ACD Ecology |
| Landscape Design Strategy prepared by ACD Ecology |
| Landscape Management and Maintenance Plan by ACD Ecology |
| Supplementary Report: Lawrence Road Design Proposals by Savills |
| Design Commentary by bptw Partnership |

| Plan Number | Plan Title |
|--------------------|---|
| 100 | Location Plan - Existing |
| 151 | Site Plan |
| 160 | Contextual elevations - proposed |
| 161 | Contextual elevations - proposed |
| 200 | Courtyard house – floor plans |
| 201 | 3B5P Terraced house - floor plans |
| 202 | 4B7P Terraced house - floor plans |
| 203 | 3B5P wheelchair house - floor plans |
| 220 | A - Terraced House - Courtyard Elevations |
| 221 | F - Terraced house - elevations |
| 300 | Block B - floor plans |
| 301 | Block B - floor plans |
| 320 | Block B - elevations |
| 400 | Block C - floor plans |

| | |
|-----|--|
| 420 | Block C - elevations |
| 500 | Block D & E - floor plans |
| 501 | Block D & E - floor plans |
| 520 | Block D & E - elevations |
| 521 | Block D & E - elevations |
| 600 | Bay Study 01 - Block C_West Green Rd |
| 601 | Bay Study 02 - Block C&B_Lawrence Rd |
| 602 | Bay Study 03 - Block E_Lawrence Rd |
| 603 | Bay Study 04 - Block A_Mews Houses |
| 604 | Bay Study 05 - Block B_Walkway Access |
| 605 | Bay Study 06 - Block F_Terraced Houses |

Implementation

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

Pre-commencement Conditions

Materials

3. Notwithstanding the description of the materials in the application, no development of the relevant part shall be commenced until precise details of the materials, to be used in connection with the development hereby permitted, including samples of all materials to be used for the external surfaces, have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area

Thresholds and Boundary Treatment

4. That the levels of all thresholds and details of boundary treatment be submitted to and approved by the Local Planning Authority

Reason: In order to safeguard the visual amenity of the area and to ensure adequate means of enclosure for the proposed development.

Waste storage and recycling

5. The scheme for refuse, waste storage and recycling be implemented in accordance with the approved plans and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality.

Logistics

67. The applicant/developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's

approval prior to construction work commencing on site. The Plans should provide details on how construction work (including demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Lawrence Road, West Green Road and Philip Lane is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and highways network.

7. The applicant/operator is required to submit a Service and Delivery Plan (SDP) for the local authority's approval prior to occupancy of the non-residential elements of the proposed development. The Plans should provide details on how servicing and deliveries will take place. It is also requested that servicing and deliveries should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

Reason: To reduce traffic and congestion on the transportation and highways network.

Control of Construction Dust:

8. No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA. This shall be with reference to the London Code of Construction Practice. In addition either the site or the Demolition Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

Reason: In order to ensure that the effects of the construction upon air quality is minimised.

Contaminated land:

9. Before development commences other than for investigative work:

- a) **A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.**
- b) **If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-**

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

- c) **If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.**

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

Piling Method Statement

10. No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure.

Water Supply Infrastructure

11. No development shall be commenced until a Water Supply Impact Study, including full details of anticipated water flow rates, and detailed site plans have been submitted to, and approved in writing by the Local Planning Authority (in consultation with Thames Water).

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand in accordance with policy ENV3 of the London Borough of Haringey Unitary Development Plan 2006.

Trees

12. No tree works other than those specified in the submitted Tree Report October 2012 and Landscape Specification October 2012 prepared by ACD shall be carried out and no excavation shall be cut under the crown spread of the trees without the prior written permission of the Local Planning Authority.

Reason: In order to safeguard the trees in the interest of visual amenity of the area in accordance with Policy OS17 of the Unitary Development Plan 2006.

13. The tree protection measures recommended in the submitted Arboricultural Method Statement October 2012 prepared by ACD must be carried out in full. A pre-commencement site meeting must be arranged and attended by all interested parties, (Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees.

Reason: In order to safeguard the trees in the interest of visual amenity of the area in accordance with Policy OS17 of the Unitary Development Plan 2006.

Flood Risk Assessment

14. Development shall not begin until a detailed surface water drainage scheme for the site, based on the approved Flood Risk Assessment (FRA) Lawrence Road FRA (N260-001A) has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include a restriction in run-off and surface water storage on site as outlined in the FRA.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

Heat Network

15. The development shall have a communal onsite heat network, and connect to an area wide decentralised energy network if an offer of connection is forthcoming between the date of this approval and three months after the start of construction. Prior to commencement of the development full details of the decentralised energy solution should be submitted to and approved in writing by the Local Planning Authority. The details should include:

- **How the proposed building design(s) realise(s) opportunities to include design and technology energy efficiency measures;**
- **Plan of the development showing the energy centre, connection to the decentralised energy network, and the onsite communal network.**
- **Details of the energy centre, and demonstration of compliance with area wide decentralised network design guidance as regards temperature and pressure design parameters for the flow and return pipes and heat exchangers, arrangements for connections and heat metering;**

- An outline of details for the proposed Street works Licence application; and
- The reduction in carbon emissions achieved through these building design and technology energy efficiency and supply measures, compared with the emissions permitted under the national Building Regulations prevailing at the time the application(s), and achievement of the required Code for Sustainable Homes/BREEAM

If an offer is not forthcoming in the nominated timeframe, prior to commencement of the development, full details of the single plant room/energy centre, CHP and Boiler specifications, communal network and future proofing measures should be submitted to and approved in writing by the Local Planning Authority. The details should include:

- how the proposed building design(s) realise(s) opportunities to include design and technology energy efficiency measures;
- Technical specifications for the energy centre, and proposed plant and buffer vessels, and its operation;
- Evidence showing that the combustion plant to be installed meets an emissions standard of 40mg/kWh. Where any installations do not meet this emissions standard it should not be operated without the fitting of suitable NOx abatement equipment or technology as determined by a specialist to ensure comparable emissions. Following installation emissions certificates will need to be provided
- Full details of the location and appearance of the flues, including height, design, location and siting;
- Plan showing the energy centre and pipe route for the communal network for the development ;
- An outline of details for the proposed Street works Licence application;
- An assessment of the opportunity for the energy centre to connect and supply hot water to other regeneration sites in the area;
- Details of the design of building services to future proof to connect to an area wide DE network in the future;
- Details of other future proofing measures to enable connection to an area wide DE network, such as provision in the building fabric, external buried pipework routes from the plant room to Lawrence Road, and space allocation for a heat exchanger; and
- The reduction in carbon emissions achieved through these building design and technology energy efficiency and supply measures, compared with the emissions permitted under the national Building Regulations prevailing at the time the application(s), and achievement of the required Code for Sustainable Homes/BREEAM

The energy centre and onsite network shall be installed and maintained as approved.

Reason: To maintain the opportunity for the development to connect to a district heating scheme and contributes to a reduction in overall carbon dioxide emissions in line with G1, UD1, and UD2, of the London Borough of Haringey Unitary Development Plan (UDP) 2006 and London Plan Policy 5.6.

Compliance/other Conditions

Shopfront Design

16. Detailed plans of the design and external appearance of the shopfronts, including details of the fascias, shall be submitted to and approved in writing by the Local Planning Authority before any shopfront is installed.

Reason: In the interest of visual amenity of the area.

Hours of Construction

17. No demolition, construction or building works shall be carried out except between the hours of 0800 and 1800 hours (Monday to Friday) and 0800 and 1200 hours (Saturday) and not at all on Sundays or bank holidays unless written approval from the Local Planning Authority has been obtained prior to works taking place.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006

Accessibility

18. In order to ensure that the shops are accessible to people with disabilities and people pushing double buggies, the door must have a minimum width of 900mm, and a maximum threshold of 25mm.

Reason: In order to ensure that the shop unit is accessible to all those people who can be expected to use it in accordance with Policy RIM 2.1 'Access For All' of the Haringey Unitary Development Plan.

Secured by Design

19. The development hereby authorised shall comply with BS 8220 (1986) Part 1, 'Security Of Residential Buildings' and comply with the aims and objectives of the Police requirement of 'Secured By Design' and 'Designing Out Crime' principles.

Reason: In order to ensure that the proposed development achieves the required crime prevention elements as detailed by Circular 5/94 'Planning Out Crime'.

Satellite Aerials

20. Notwithstanding the provisions of Article 4 (1) and Part 25 of Schedule 2 of the General Permitted Development Order 1995, no satellite antenna shall be erected or installed on any building hereby approved. The proposed development shall have a central dish / aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and

permanently retained thereafter.

Reason: In order to prevent the proliferation of satellite dishes on the development.

Lifetime Homes

21. That all the residential units with the proposed development with the exception of these referred to directly in the Design and Access Statement as not being able to be compliant shall be designed to Lifetime Homes Standard.

Reason: To ensure that the proposed development meets the Council's Standards in relation to the provision of Lifetime Homes.

22. That at least 22 flats within the proposed development shall be wheelchair accessible or easily adaptable for wheelchair use.

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings.

Cycle Parking

23. That the proposed development shall provide service covered storage for 378 cycle spaces.

Reason: In order to promote a sustainable mode of travel and improve conditions for cyclists at this location.

Parking

24. A minimum of 12 disabled car parking spaces shall be provided on site.

Reason: In order to ensure well designed and adequate parking for disabled and mobility impaired in accordance with policies UD3, M3 and M5 of the London Borough of Haringey Unitary Development Plan (UDP) 2006.

25. The applicant/developer is required to submit a Parking Management Plan for the local authority's approval prior to occupation of the proposed development. The plans should provide details on how spaces are to be allocated between uses and purposes, such as maintenance, the monitoring of EVCP use to assess whether there is a growing demand and establish when passive spaces need to be brought into use.

Reason: In order to ensure that parking is allocated and management adequately to minimise parking impacts.

Commercial Opening Hours

26. That the commercial uses shall not be operational before 0700 or after 0100 hours on any day.

Reason: In order to protect the amenity of adjoining residential occupiers.

Electric Vehicle Charging Point

27. 20% of all residential parking spaces hereby authorised shall be fitted with electric vehicle charging points (EVCP's), with a further 20% having passive provision.

Reason: To encourage the uptake of electric vehicles in accordance with London Plan Policy 6.13.

INFORMATIVES

- A Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.
- B The new development will require naming/numbering. The applicant should contact the Transportation Group at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address
- C In accordance with Section 34 of the Environmental Protection Act and the Duty of, Care, any waste generated from construction/excavation on site is to be stored in a safe and secure manner in order to prevent its escape or its handling by unauthorised persons. Waste must be removed by a registered carrier and disposed of at an appropriate waste management licensed facility following the waste transfer or consignment note system, whichever is appropriate.

REASONS FOR APPROVAL

The reasons for the grant of planning permission are as follows:

- a) It is considered that the principle of this development is supported by National, Regional and Local Planning policies which seek to promote regeneration through housing, employment and urban improvement to support local economic growth.
- b) The scheme is considered to be of a high-quality design in respect of the local area and the surrounding conservation area. It would be a well designed replacement for the existing buildings and will enhance the public realm and community safety.
- c) The Planning Application has been assessed against and on balance is considered to comply with the:
 - o National Planning Policy Framework;
 - o London Plan Policies 3.3 'Increasing housing supply', 3.4 'Optimising housing potential', 3.5 'Quality and design of housing developments', 3.6 'Children and young people's play and informal recreation facilities', 3.8 'Housing choice', 3.9 'Mixed and balanced communities', 3.12 'Negotiating affordable housing on individual private residential and mixed use schemes', 4.7 'Retail and town centre

development', 4.8 'Supporting a successful and diverse retail sector', 4.9 'Small shops', 4.12 'Improving opportunities for all', 5.2 'Minimising carbon dioxide emissions', 5.3 'Sustainable design and Construction', 5.7 'Renewable energy', 5.10 'Urban greening', 5.14 'Water quality and wastewater infrastructure', 5.15 'Water use and supplies', 5.21 'Contaminated land', 6.3 'Assessing effects of development on transport capacity', 6.5 'Funding Crossrail and other strategically important transport infrastructure', 6.9 'Cycling', 6.10 'Walking', 6.12 'Road network capacity', 6.13 'Parking', 6.14 'Freight', 7.1 'Building London's neighbourhoods and communities', 7.2 'An inclusive environment', 7.3 'Designing out crime', 7.4 'Local character', 7.5 'Public realm', 7.6 'Architecture', Policy 7.8 'Heritage assets and Archaeology', 7.9 'Heritage-led regeneration', 7.15 'Reducing noise and enhancing soundscapes'; and

o London Borough of Haringey Unitary Development Plan (UDP) 2006 Policies G2 'Development and Urban Design', G3'Housing Supply', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD6 'Mixed Use Developments', UD9 'Locations for Tall Buildings', HSG1 'New Housing Developments', HSG4 'Affordable Housing', HSG7 'Housing for Special Needs', AC3 'Tottenham High Road Regeneration Corridor', M2 'Public Transport Network', M3 'New Development Location and Accessibility', M5 'Protection, Improvements and Creation of Pedestrian and Cycle Routes', M9 'Car- Free Residential Developments', M10 'Parking for Development', CSV1 Development in Conservation Areas', CSV2 'Listed Buildings', CSV3 Locally Listed Buildings and Designated Sites of Industrial Heritage Interest', CSV7 'Demolition in Conservation Areas', EMP3 'Defined Employment Areas - Employment Locations', EMP5 'Promoting Employment Uses', ENV1 'Flood Protection: Protection of the Floodplain and Urban Washlands', ENV2 'Surface Water Runoff', ENV4 'Enhancing and Protecting the Water Environment' ENV5 'Works Affecting Watercourses', ENV6 'Noise Pollution', ENV7 'Water and Light Pollution', ENV11 'Contaminated Land' and ENV13 'Sustainable Waste Management'.

APPENDICES

- 12.1 Appendix 1: Consultation Responses
- 12.2 Appendix 2: Planning Policies
- 12.3 Appendix 3: Building for Life Assessment
- 12.4 Appendix 4: GLA Stage I Report

| No. | Stakeholder | Question/Comment | Response |
|-----|---------------------|---|---|
| | STATUTORY | | |
| 1 | The Mayor of London | See section 8.25 | |
| | Environment Agency | <p>No objection</p> <p>The Flood Risk Assessment meets the minimum requirements of the London Plan and the National Planning Policy Statement (NPPF).</p> <p>Condition advised for a detailed surface water drainage scheme for the site to be submitted.</p> | <p>Noted</p> <p>Noted</p> <p>Noted</p> |
| | Metropolitan Police | <p>The majority of the scheme features good defensible space and natural surveillance. I would be keen that the developer addresses the "central social/meeting area" to limit any opportunities for problematic congregation issues and anti-social behaviour.</p> <p>The play areas will also need careful design to avoid these issues.</p> <p>The in curtilage parking on the east side of the scheme is well designed and the best option here. I am keen that the alley between the east side of the proposed scheme and Grove Park Road is addressed. I do not see the need for such access when good access is already provided on nearby roads.</p> <p>I urge the Developer to seek early consultation especially if a Secured by Design award will be sought.</p> | <p>Noted.</p> <p>Final design to be secured by condition</p> <p>The alleyway is required for access to the substation but it does not allow for public access.</p> <p>Condition applied requiring Secured by Design certification</p> |
| | London Fire Brigade | The Brigade is not satisfied with the proposals for fire fighting access as it would appear to be more than 45m from the fire brigade access point | The applicant states that generally the scheme has been designed in accordance with the Building Regulations requirements for Means of Escape. In areas where this may not have been the developers have considered the use of dry risers and engineered solutions although the planning drawings are not detailed enough to show this. It is not clear |

| No. | Stakeholder | Question/Comment | Response |
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| | | | from the LFEPA letter which element they consider to fall short of the 45 metre rule however we are confident that it will be possible to address these issues through an engineered solution that can be reached in consultation with the Fire Brigade during the detailed design process |
| | DESIGN PANEL | See sections 7.6-7.7 | See sections 7.6-7.7 |
| | INTERNAL | | |
| | Environmental Health | <p>Conditions recommended for land contamination remediation and control of construction dust</p> <p>Informative advised for asbestos removal</p> <p>Contribution of £72,750 sought towards the cost of environmental improvements in the vicinity of the site</p> | <p>Noted. Conditions added.</p> <p>Noted. Informative Added</p> <p>Contribution not sought due to viability issues</p> |
| | Tree Section | <p>The Tree report including tree protection plan must be made a planning condition to ensure all proposed works are carried out in accordance with</p> <p>A pre-commencement site meeting must be specified and attended by all interested parties, (Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees.</p> | <p>Condition Added</p> <p>Condition Added</p> |
| | LBH Building Control | Further details are required to demonstrate compliance with the requirements of B1 (means of escape - in particular for the tower blocks) and B5 of the Building Regulations (Access and facilities for the Fire Service), and will require an application to be submitted to this office. | Noted |
| | LBH Transportation | <p>No objection.</p> <p>S278 agreement required for highway works costing £128,000.</p> <p>S106 agreement required for parking permit restriction, Travel Plan, contributions toward CPZ investigation (£45,000).</p> <p>Conditions required for Construction Management Plan(CMP), Construction Logistics Plan (CLP) and Service and Delivery Plan (SDP)</p> | <p>Noted</p> <p>S278 agreement proposed accordingly</p> <p>S106 agreement proposed accordingly</p> <p>Conditions added</p> |

| No. | Stakeholder | Question/Comment | Response |
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| | LBH Housing | <p>The scheme in its current form complies, principally on the grounds that it promotes the area's regeneration; current UDP policy HSG4 promotes higher proportions of private sale and intermediate housing in the east of the borough as part of the housing challenge facing the council.</p> <p>This position is supported by paragraphs 4.21 and 4.22 of the UDP and 5.28-5.30 of the Housing SPD</p> <p>The enabling team does not object to this scheme in terms of the proportion of affordable housing delivered due to the reasons outlined above.</p> | Noted |
| | LBH Children's and Young People Service | <p>The development will have an estimated child yield of 195.77. In accordance with the formula set out in SPG10C (Educational Needs Generated by New Housing Development). The formula also allows for the monetary calculation of the educational contribution required to meet the additional demand for school places as a result of the development. The contribution is calculated to be £2.44 million.</p> <p>Without this financial contribution the Council will be very challenged in funding the additional school places that will be required in the local area as a result of the development meaning that the development may give rise to a demand for school places that cannot be met. The LA has a statutory duty to provide sufficient school places to meet demand.</p> | <p>Noted.</p> <p>The applicant has demonstrated that due to viability issues, the full contribution cannot be met.</p> |
| | LOCAL RESIDENTS/BUSINESSES | | |
| | 12 comments/objections from local residents/businesses | <p>Some welcome the principle of the development</p> <p>Development will bring more children to the area. Funding should be sought to ensure school places are provided</p> <p>There is no social housing in the development</p> <p>The development is too high given the surrounding context of 3-storey Victorian/Edwardian development in the CA</p> | <p>Noted.</p> <p>A portion of the s106 contribution will be allocated to school place funding</p> <p>At least 53 units will be affordable (21% of the scheme)</p> <p>The flatted blocks are 5-7 storeys and are no higher than the no. 28 Lawrence Road, have a smaller footprint than existing buildings. Development is small scale towards the residential parts of the CA. See sections 8.11 and 8.12</p> |

| No. | Stakeholder | Question/Comment | Response |
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| | | <p>The ground floor entrances are unattractive and uninviting</p> <p>Additional retail space will be un-let</p> <p>Additional residents will add to pedestrian and vehicle traffic congestion on West Green Road.</p> <p>Will blight the area with overcrowding and devalue local buildings and houses.</p> <p>How tall will terraces be on east side?</p> <p>When and how long will building work take place?</p> <p>On street parking conditions on local streets will be worsened</p> <p>Lighting on Bedford Road should be improved</p> <p>The s106 offer is unclear</p> <p>The scheme will cause overlooking to properties on Bedford and Grove Park Road</p> <p>The design is unsatisfactory</p> <p>The planning brief should be reviewed</p> | <p>Ground floor entrances will have private forecourts and communal entrances will be clear and well lit. See section 8.11.</p> <p>Commercial risk is noted but additional population will bring more spending power to local area LBH Transportation consider vehicle traffic will be minimised by access to public transport and that pavements can accommodate the increase in pedestrians. See section 8.16.</p> <p>Development is considered improvement over existing concrete offices and light industrial buildings. Density is within acceptable range. See sections 8.4 and 8.11.</p> <p>2- and 3-storeys</p> <p>Construction estimated at 2 to 3 years. Hours restricted to between 0800 and 1800 weekdays and 0800 and 1200 Saturdays.</p> <p>Parking provision is in line with Council standards. Measures will be put in place to reduce travel by car. Money will be put towards establishing a CPZ in the local area. See section 8.16.</p> <p>This cannot be accommodated within the proposed s106 due to viability issues.</p> <p>The applicant has proposed a s106 offer as outlined in this report.</p> <p>Separation distances are far in excess of the 20m required by Council standards.</p> <p>The design is considered to be of sufficient quality, responding to the site context while meeting requirements of a viable scheme. See section 8.11.</p> <p>The planning brief continues to hold weight in the planning process so it must be a material consideration for this</p> |

| No. | Stakeholder | Question/Comment | Response |
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| | | <p>The development should be 100% live/work</p> <p>The West Green Road frontage should be a Victorian pastiche</p> <p>The housing should be of higher energy standard</p> <p>Poor consultation with bias shown by the council</p> <p>Demolition and construction will cause air quality and noise issues, harming local businesses</p> <p>Construction congestion will affect deliveries to businesses</p> <p>The development should not be housing-led</p> <p>Planning Policy does not support housing on this site</p> <p>Impact on drainage</p> <p>The flats might not sell or the company might go bust</p> <p>The future development of no. 69 Lawrence Road may be hampered by this development</p> <p>D2 use is unlikely to be established as it less profitable</p> | <p>application.</p> <p>There is an imperative to deliver housing on this site as well as employment uses</p> <p>This corner location outside the conservation area is considered appropriate for a contemporary style</p> <p>The proposal exceeds the Building Regulation minimum</p> <p>The proposal was subject to extensive consultation by the applicant prior to submission</p> <p>Conditions will be in place to minimise impact</p> <p>Lawrence Road will remain open to traffic during construction</p> <p>The brief recognises the poor quality of the existing employment spaces. The new development will provide flexible commercial spaces will provide employment and deliver much needed housing</p> <p>See section 8.1</p> <p>Drainage assessment required by condition</p> <p>The development is backed up by extensive market research. The developers would not invest if the development is unlikely to succeed</p> <p>The planning approach for Lawrence Road is set out in the planning brief</p> <p>A1, A2 and A3 uses are also included</p> |

| No. | Stakeholder | Question/Comment | Response |
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| | 2 comments in support | <p>Bellway have been proactive with their consultation process from the beginning</p> <p>Consultation with Studio 28 led to the incorporation of welcome live/work units</p> <p>The design is a matter of taste</p> <p>The development is only half a floor higher than the top of floor Studio 28</p> | Noted. |
| | DM Forum 8 th November 2012 | <p>How affordable will the live/work units be?</p> <p>Can the energy centre be extended to other buildings?</p> <p>Can people access the easement to Grove Park Road?</p> <p>Will the easement become a dumping zone?</p> <p>Will there be solar panels?</p> <p>What is the construction method?</p> <p>Has a reduction of units been considered to reduce the impact on local infrastructure?</p> <p>What type of affordable housing is proposed?</p> <p>Will the commercial units end up being vacant?</p> <p>Will there be an impact on 1 Lawrence Yard?</p> | <p>They will be for private sale</p> <p>Current capacity for the proposed development only but it can be expanded</p> <p>No it will be gated.</p> <p>There will be a management company to deal with such issues</p> <p>The design of the buildings and the energy centre negate the need for on-site renewable energy</p> <p>Concrete frame, which is suited to this building type</p> <p>Impact on infrastructure is mitigated through s106 contributions</p> <p>A mixture of affordable rent and shared-ownership</p> <p>There is always a risk but there is no intention to leave these untenanted.</p> <p>No, this neighbouring property will not be affected by the</p> |

| No. | Stakeholder | Question/Comment | Response |
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| | | Will heating be charged at a flat rate? | development Heating will be charged in the conventional way |
| | | How was the parking supply calculated? | Parking was based on assessment of the public transport accessibility level (PTAL) and advice from LBH and TfL |
| | | Is this a loss of employment land? | LBH has designated this land for mixed residential development in the 2006 UDP, which was subject to consultation. Employment uses are being protected in more strategic locations closer to major infrastructure The developer does not own the land. |
| | | Why isn't the northern half of Lawrence being developed? | The applicant does not own the land |
| | | Won't there be disruption from construction? | Inevitably there will be some disruption but conditions will be applied to minimise this. |
| | | How long will construction last? | Construction will last 2-3 years, which is normal for a development of this size. |
| | | How is s106 money spent? | Money is put into a pool to be spent where needed. |
| | | How does traffic flow on the new street? | It will be 2-way |
| | | Why are the buildings as high as they are? | The buildings meet the height limits of the planning brief and secure maximum viability for the site |
| | | What is the future for buildings to the north (such as 69 Lawrence Road)? | LBH's intentions are set out in the Lawrence Road planning brief and other policy. |
| | | There should have been a more artistic approach to the building design. | Design is subjective and the architects have presented a well considered scheme |
| | | What is the proportion of affordable housing? | 21% |
| | | Are balconies transparent? | Currently there is a mixture of glass and opaque balconies |
| | | Has the London Housing Design Guide been followed? | Yes |

| No. | Stakeholder | Question/Comment | Response |
|-----|-------------|--|--|
| | | <p data-bbox="600 170 987 197">Why were live/work units added?</p> <p data-bbox="600 261 1234 320">The buildings are too high and do not blend in with the conservation area</p> <p data-bbox="600 416 1263 443">There is a potential for supported housing to be included</p> <p data-bbox="600 480 1070 507">Were alternative design ideas explored?</p> | <p data-bbox="1361 170 2047 229">The live/work units were added following consultation with existing successful live/work studios</p> <p data-bbox="1361 261 2078 384">The buildings are built to the height specified in the planning brief. The site is not in the conservation area but the chosen massing and materials are intended to provide a sympathetic setting</p> <p data-bbox="1361 416 1877 443">Such needs are being addressed elsewhere</p> <p data-bbox="1361 480 1980 539">Variations were presented during the pre-application consultation phase</p> |
| | | | |

Planning Policies

NATIONAL POLICY

National Planning Policy Statements and Framework

REGIONAL PLANNING POLICY

London Plan 2011

- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.11 Green roofs and development site environs
- Policy 6.1 Integrating transport & development
- Policy 6.3 Assessing transport capacity
- Policy 6.13 Parking
- Policy 7.2 Creating an inclusive environment
- Policy 7.3 Secured by design
- Policy 7.4 Local character
- Policy 7.5 Public realm
- Policy 7.8 Heritage Assets and Archaeology

The Mayor's Transport Strategy (May 2010)

The Mayor's Land for Transport Functions SPG (March 2007)

The Mayor's Sustainable Design & Construction SPG (2006)

The Mayor's Culture Strategy: Realising the potential of a world class city (2004)

The Mayor's Ambient Noise Strategy (2004)

The Mayor's Energy Strategy (2004)

The Mayor's Draft Industrial Capacity SPG (2003)

The Mayor's Air Quality Strategy: Cleaning London's Air (2002)

The Mayor's Biodiversity Strategy: Connecting with London's Nature (2002)

The Mayor's Planning for Equality & Diversity in Meeting the Spatial Needs of London's Diverse Communities SPG

The Mayor's Shaping Neighbourhoods: Children and Young People's Play and Informal Recreation SPG

The Mayor's Accessible London: Achieving an Inclusive Environment SPG

The Mayor and London Councils' Best Practice Guide on the Control of Dust & Emissions during Construction

LOCAL PLANNING POLICY

Haringey Unitary Development Plan (Adopted July 2006; Saved July 2009)

- G1 Environment
- G2 Development and Urban Design
- UD1 Planning Statements
- UD2 Sustainable Design and Construction
- UD3 General Principles
- UD4 Quality Design
- UD7 Waste Storage
- UD8 Planning Obligations
- ENV6 Noise Pollution
- ENV7 Air, Water and Light Pollution

- ENV11 Contaminated Land
- HSG1 New Housing Developments
- HSG2 Change of Use to Residential
- HSG4 Affordable Housing
- HSG10 Dwelling Mix
- M2 Public Transport Network
- M3 New Development Location and Accessibility
- M5 Protection, Improvement and Creation of Pedestrian and Cycle Routes
- M10 Parking for Development

Haringey Supplementary Planning Guidance (October 2006)

- SPG1a Design Guidance (Adopted 2006)
- SPG2 Conservation and Archaeology (Draft 2006)
- SPG4 Access for All (Mobility Standards) (Draft 2006)
- SPG5 Safety By Design (Draft 2006)
- SPG7a Vehicle and Pedestrian Movements (Draft 2006)
- SPG7b Travel Plans (Draft 2006)
- SPG7c Transport Assessment (Draft 2006)
- SPG8a Waste and Recycling (Adopted 2006)
- SPG8b Materials (Draft 2006)
- SPG8c Environmental Performance (Draft 2006)
- SPG8d Biodiversity, Landscaping & Trees (Draft 2006)
- SPG8e Light Pollution (Draft 2006)
- SPG8f Land Contamination (Draft 2006)
- SPG 8g Ecological Impact Assessment (Draft 2006)
- SPG 8h Environmental Impact Assessment (Draft 2006)
- SPG 8i Air Quality (Draft 2006)
- SPG9 Sustainability Statement Guidance Notes and Checklist (Draft 2006)
- SPG10a Negotiation, Mgt & Monitoring of Planning Obligations (Adopted 2006)
- SPG10d Planning Obligations and Open Space (Draft 2006)
- SPG10e Improvements Public Transport Infrastructure & Services (Draft 2006)
- SPD Housing
- SPD Sustainable Design and Construction
- SPD Open Space and Recreation SPD

Planning Obligation Code of Practice No 1: Employment and Training (Adopted 2006)

Haringey Local Plan (adoption due February 2013)

- SP1 Managing Growth
- SP2 Housing
- SP4 Working towards a Low Carbon Haringey
- SP6 Waste and Recycling
- SP7 Transport
- SP9 Imp Skills/Training to Support Access to Jobs/Community Cohesion/Inclusion
- SP11 Design
- SP16 Community Infrastructure

Draft Development Management Policies (Published for Consultation May 2010)

- DMP1 New Housing Developments
- DMP7 Homes of Different Sizes
- DMP9 New Development Location and Accessibility
- DMP10 Sustainable Transport
- DMP11 Car-free Residential Developments
- DMP12 Parking for Development
- DMP13 Vehicle and Pedestrian Movement
- DMP14 Flood Risk, Water Course and Water Management
- DMP16 Development within and Outside of Town and Local Shopping Centres
- DMP19 Employment Land and Premises
- DMP20 General Principles
- DMP21 Quality Design
- DMP22 Waste Storage
- DMP23 Commercial Design: Advertisements, Shopfronts, Signs and Security
- DMP25 Haringey's Heritage
- DMP32 Pre-school and Educational Needs Generated by New Housing

Draft Sustainable Design and Construction SPD (October 2010)
Haringey's 2nd Local Implementation Plan (Transport Strategy) 2011 – 2031

OTHER DOCUMENTS

CABE Design and Access Statements
Diversity and Equality in Planning: A Good Practice Guide (ODPM)
Planning and Access for disabled people: A Good Practice Guide (ODPM)
Demolition Protocol Developed by London Remade
Secured by Design

Building for Life (BfL) Assessment

“Building for Life is the industry standard, endorsed by Government, for well-designed homes and neighbourhoods that local communities, local authorities and developers are invited to use to stimulate conversations about creating good places to live.”

BfL is designed to help structure discussions between local communities, the local planning authority, the developer of a proposed scheme and other stakeholders. It also helps local planning authorities assess the quality of proposed developments.

BfL comprises 12 questions organised under three themes. The questions are based on a simple ‘traffic light’ system (red, amber and green) and it is intended that new developments secure as many ‘greens’ as possible.

A red light gives warning that an aspect of a development needs to be reconsidered. A development proposal might not achieve 12 greens for a variety of reasons. Where a proposal is identified as having one or more ‘ambers’, which would point to the need to rethink whether these elements can be improved, local circumstances may justify why the scheme cannot meet the higher standard expected of a green.

| Integrating into the neighbourhood | |
|---|--|
| 1. Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site? | <p>The development is centred on Lawrence road with a subordinate pedestrian friendly new street created to allow for access into the site. This street is a 2-way through street with two connections to Lawrence Road. Development scales down to smaller surrounding development</p> <p>Green</p> |
| 2. Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes? | <p>The development is highly accessible and is close West Green Town Centre and local schools. A s106 contribution will be sought for school places. New flexible commercial space and a residents gym is proposed.</p> <p>Amber (due to below-policy s106 offer for education funding)</p> |
| 3. Does the scheme have good access to public transport to help reduce car dependency? | <p>The site benefits from excellent access to bus, tube and rail services</p> <p>Green</p> |
| 4. Does the development have a mix of housing types and tenures that suit local requirements? | <p>A variety of housing types of proposed including starter homes to family houses. An element of affordable housing is included but with a focus on shared ownership to address the housing balance in the area. The level of affordable housing is determined by the scheme's viability.</p> <p>Amber (due to below target affordable housing offer)</p> |
| Creating a place | |
| 5. Does the scheme create a place with a locally inspired or otherwise distinctive character? | <p>The development capitalises on the avenue or boulevard character created by the large London Plane trees and scales down towards the smaller buildings of the surrounding conservation area. Brick is used as dominant material following established development. Different elements of the scheme have different characters (mews house, new street, flat blocks)</p> <p>Green</p> |
| 6. Does the scheme take advantage of existing | <p>The London Plane trees are retained and will underpin the central character of the</p> |

| | |
|--|---|
| topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates? | development on Lawrence Road. The rest of the site is already developed and there are few features to take advantage of. Green |
| 7. Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well? | The buildings create a strong sense of enclosure on Lawrence Road, the new street and the mews area. The junction with West Green Road is well defined. Separate ground floor entrances are provided for all ground floor units. Streets are overlooked and active. Green |
| 8. Is the scheme designed to make it easy to find your way around? | The street layout is legible and connected. Entrances to residential units and commercial units are clearly defined. Access is level for wheelchair users and buggies. Green |
| Street & Home | |
| 9. Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces? | Raised tables at junctions and repaved surfaces for Lawrence will improve pedestrian conditions. The new street is small in scale and has playspaces adjoining it. This will require drivers to slow down and be more careful. It will easily function as a social space. Green |
| 10. Is resident and visitor parking sufficient and well integrated so that it does not dominate the street? | Parkign levels are set by Council standards. Parking on Lawrence Road is limited. Parking on the new street is hybrid of private curtilage parking and communal spaces. Site constraints limit the extent of full curtilage parking. Parking is well overlooked and close to homes. Amber (due to design constraints of the new street) |
| 11. Will public and private spaces be clearly defined and designed to be attractive, well managed and safe? | A variety of open spaces are provided throughout the development including landscaped areas and roof terraces. Playspace is provided for young children and older children have access to a local play area. Amber (due to off-site provision of older child play space) |
| 12. Is there adequate external storage space for bins and recycling as well as vehicles and cycles? | Waste, recycling and cycle storage is integrated into the scheme and is convenient to residents |

| | |
|--|--------------|
| | Green |
|--|--------------|

