

GREATER LONDON AUTHORITY
Development & Environment Directorate

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Our ref: PDU/2054a/EW01
Your ref: HGY/2012/1983
Date: 3 December 2012

Jeffrey Holt

Planning, Regeneration & Economy
Haringey Council
Civic Centre, High Road
Wood Green
London
N22 8LE

Dear Jeffrey Holt,

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008
Land at Lawrence Road, N15 4EX
HGY/2012/1983

I refer to the copy of the above planning application, which was received from you on 1 November 2012. On 3 December 2012 the Mayor considered a report on this proposal, reference PDU/2054a/01. A copy of the report is attached, in full. This letter comprises the statement that the Mayor is required to provide under Article 4(2) of the Order

The Mayor considers that the application is broadly acceptable in strategic policy terms however the matters set out in paragraph 69 require further discussion before it can be confirmed that the proposal complies with the London Plan.

If your Council subsequently resolves to make a draft decision on the application, it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the local planning authority for the purpose of determining the application and any connected application. You should therefore send me a copy of any representations made in respect of the application, and a copy of any officer's report, together with a statement of the decision your authority proposes to make, and (if it proposed to grant permission) a statement of any conditions the authority proposes to impose and a draft of any planning obligation it proposes to enter into and details of any proposed planning contribution.



Please note that the Transport for London case officer for this application is Gordon Adam, telephone 020 7126 2180, email Gordon.adam@tfl.gov.uk.

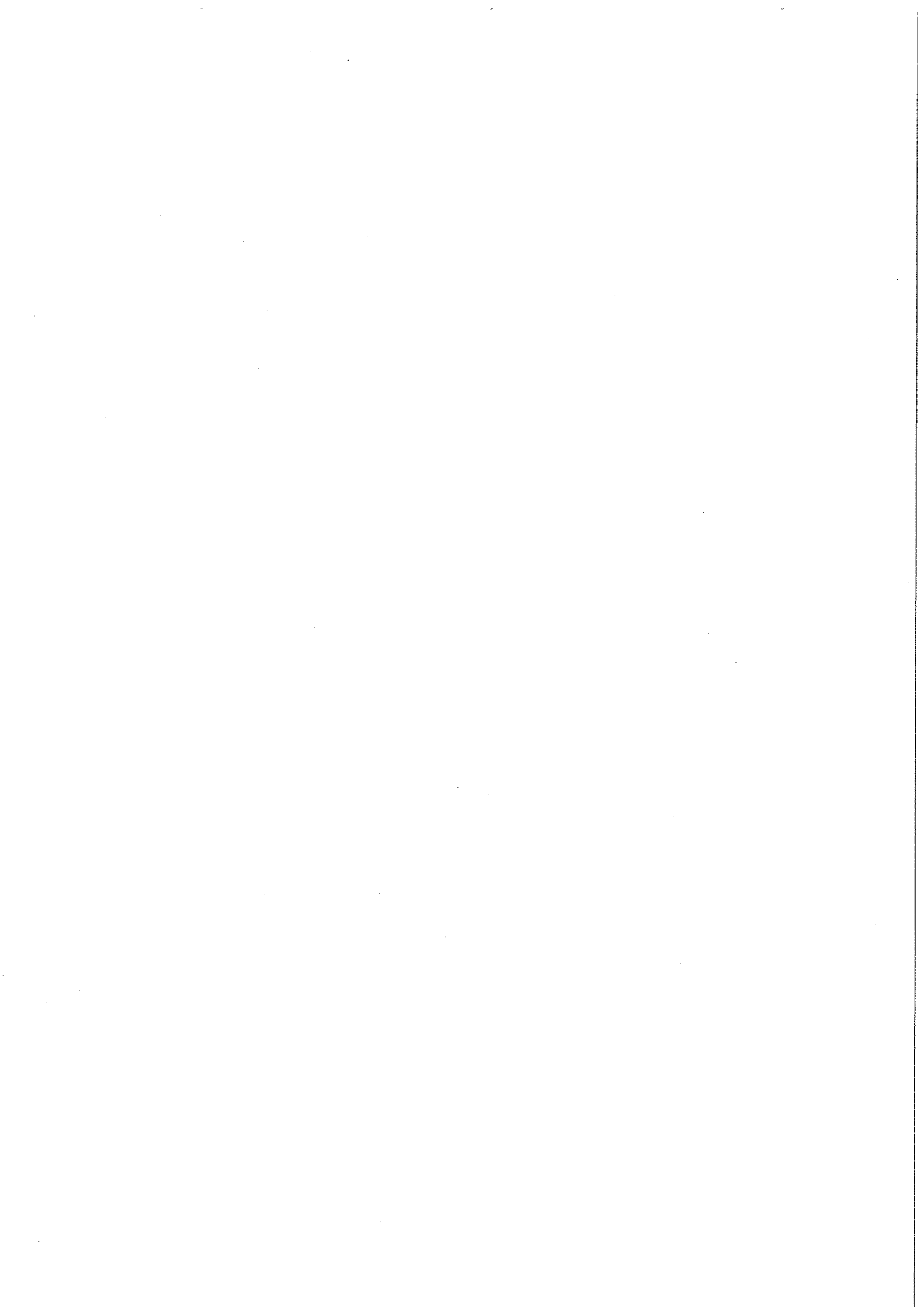
Yours sincerely,

A handwritten signature in black ink, appearing to read 'Colin Wilson', with a stylized, cursive script.

Colin Wilson

Senior Manager- Planning Decisions

cc Joanne McCartney, London Assembly Constituency Member
Nicky Gavron, Chair of London Assembly Planning Committee
National Planning Casework Unit, DCLG
Alex Williams, TfL
Scott Hudson, Savills, Lansdowne House, 57 Berkeley Square, London W1J 6ER



5 December 2012

50-80 & 83-113 Lawrence Road, Seven Sisters

in the London Borough of Haringey

planning application no. HGY/2012/1983

Strategic planning application stage 1 referral (new powers)

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008

The proposal

Demolition of existing buildings and erection of seven buildings extending up to seven storeys in height, 264 new residential dwellings, 500 sq.m. of commercial/retail floorspace to deliver A1/A2/A3/B1/D2 with associated car parking, landscaping and infrastructure works.

The applicant

The applicant is **Bellway Homes**, and the architect is **BPTW Partnership**.

Strategic issues

The proposal raises the following strategic issues: land use principle, housing and affordable housing, density, urban design, inclusive access, child playspace, climate change and transport.

Recommendation

That Haringey Council be advised that the application is broadly acceptable in strategic policy terms however the matters set out in paragraph 69 require further discussion before it can be confirmed that the proposal complies with the London Plan.

Context

1 On 1 November 2012 the Mayor of London received documents from Haringey Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor has until 12 December to provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2 The application is referable under Category 1B of the Schedule to the Order 2008:

"Development (other than development which only comprises the provision of houses, flats, or houses and flats) which comprises or includes the erection of a building or buildings outside central London and with a floorspace of more than 15,000 sq.m".

3 Once Haringey Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or allow the Council to determine it itself.

4 The Mayor of London's statement on this case will be made available on the GLA website www.london.gov.uk.

Site description

5 The site is located in the southern section of Lawrence Road on both east and west sides of the road. It is bounded to the north by other commercial properties fronting onto Lawrence Road, these are also identified for redevelopment; to the south by West Green Road which contains various uses including retail, a public house, commercial and residential and to the east and west by residential properties that are situated in conservation areas.

6 The site is currently an industrial estate comprising early 1970s pre-cast multi-storey slab blocks with the predominant uses being B1, B2 and B8 and the surrounding properties are predominately Victorian and Edwardian. At their tallest the buildings are six storeys in height. The site is predominately 1.45 hectares with 0.61 hectares to the west of Lawrence Road and 0.83 hectares to the east. There are four buildings to the east and three to the west.

7 Lawrence Road connects with West Green Road 50 metres to the south, which links with the A10 Tottenham High Road, part of the Transport for London road network. The nearest strategic road network, the A107 Amhurst Park is more than 1 kilometre away.

8 Seven Sisters underground and national rail station is 600 metres east of the site. It provides Victoria Line services and National Express East Anglia services. Bus routes 230 and 341 are accessible from Philip Lane, located around 350m from the northern boundary of the site, as well as route 41 from West Green Road. A further 10 bus services are available from the A10 Tottenham High Road, 600m east of the site. As a result, the site records a good public transport accessibility level (PTAL) of 4 (out of a range of 1 to 6 where 6 is excellent).

Details of the proposal

9 Demolition of existing buildings and erection of seven buildings extending up to seven storeys in height, 264 new residential dwellings, 500 sq.m. of commercial/retail floorspace to deliver A1/A2/A3/B1/D2 with associated car parking, landscaping and infrastructure works.

10 27 houses are proposed together with 16 maisonnettes (including 2 affordable). Overall the proposed residential accommodation comprises 44 (17%) affordable units (8 affordable rented and 38 shared ownership).

Case history

11 A full planning application was submitted by Galliard Homes for this site in April 2008 and it was referred to the GLA in May 2009 (PDU 2054/01). The description of development was as follows: demolition of existing buildings and erection of a mixed use development comprising 835 sq.m. office, 375 sq.m. retail and 338 residential units. Whilst the land-use principle was accepted in the stage I report there were a number of outstanding issues. This application remains undetermined.

12 A pre-application meeting was held regarding the current proposal in June 2012 and the proposal was felt to be acceptable in principle subject to further discussions on detailed matters.

Strategic planning issues and relevant policies and guidance

13 The relevant issues and corresponding policies are as follows:

- Housing *London Plan; Housing SPG; Housing Strategy; Providing for Children and Young People's Play and Informal Recreation SPG;*
- Affordable housing *London Plan; Housing SPG; Housing Strategy;*
- Density *London Plan; Housing SPG;*
- Urban design *London Plan;*
- Mix of uses *London Plan*
- Regeneration *London Plan; the Mayor's Economic Development Strategy*
- Transport *London Plan; the Mayor's Transport Strategy*
- Crossrail *London Plan; Mayoral Community Infrastructure Levy*
- Parking *London Plan; the Mayor's Transport Strategy*
- Retail/town centre uses *London Plan*
- Employment *London Plan; Land for Industry and Transport SPG*
- Access *London Plan; Accessible London: achieving an inclusive environment SPG; Planning and Access for Disabled People: a good practice guide (ODPM)*
- Equal opportunities *London Plan; Planning for Equality and Diversity in London SPG; Equal Life Chances for All (Mayor's Equalities Framework); Equalities Act 2010*
- Air quality *London Plan; the Mayor's Air Quality Strategy;*
- Sustainable development *London Plan; Sustainable Design and Construction SPG; Mayor's Climate Change Adaptation Strategy; Mayor's Climate Change Mitigation and Energy Strategy; Mayor's Water Strategy*

14 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the Haringey Unitary Development Plan 2006 and the 2011 London Plan.

15 The following are also relevant material considerations:

- The National Planning Policy Framework and Technical Guide to the National Planning Policy Framework.
- The Haringey Core Strategy Submission Stage document 2011 for which the Inspector's report is expected shortly.
- Haringey Council's Lawrence Road planning brief 2007 and additional planning statement 2011.
- The Revised Early Minor Alteration to the London Plan.
- Upper Lee Valley Opportunity Area Planning Framework (draft).

Land use principle

16 The Haringey UDP sets out that land in commercial use should be protected and enhanced although redevelopment may be permissible in defined circumstances. These being where land or buildings are no longer suitable for employment use on environmental, amenity and transport grounds and there is evidence of an unsuccessful marketing/advertisement campaign over a period of 18 months or the redevelopment or re-use of employment generating land and premises would retain or increase the number of jobs permanently provided on the site as a result of wider regeneration benefits. The area has also been identified in the Haringey UDP as an area suitable for mixed-use development. The Core Strategy policy SP8 seeks to protect employment land.

17 There is a planning brief for the site, which was adopted for development control purposes in October 2007. The brief addresses the economic and employment changes affecting the area, the lack of investment, the rise of crime in the road, the environmental problems and the need to change the restraint on the use of the land. An approach of maximising potential and making more efficient use of previously developed land by introducing mixed uses is proposed. It is envisaged, therefore, that there will be residential and live/work developments together with more intensive employment uses.

18 The planning brief area is 3.76 hectares and runs along both sides of Lawrence Road. The development site therefore comprises 40% of the area of the planning brief. The aspiration is for the number of jobs within the planning brief area to remain constant and therefore each site will be expected to contribute to the creation of new employment uses.

19 Two commercial/retail spaces are proposed: one of 407.5 sq.m. on West Green Road and a 92.5 sq.m. commercial unit on the east of Lawrence Road. These are proposed as flexible employment/retail spaces. Six live/work units are also proposed on the ground floor of blocks 4 and 5. A residents' gym is proposed on the ground floor of block 5. The applicant should set out the number of jobs it expects to generate from this proposal.

20 The provision of residential accommodation on the site is further supported by London Plan policy 3.3 which seeks provision of at least an annual average of 33,400 additional homes across London up to 2015/16. Table 3.1 sets annual average housing provision monitoring targets for London boroughs, of which Haringey's is 8,200 additional homes per year between 2011 and 2021. The proposed development represents 3% of Haringey's annual housing target, and is welcomed.

21 The application site is also located in the Upper Lee Valley Opportunity Area for which an indicative employment capacity of 15,000 is identified together with the opportunity to deliver a minimum of 9,000 new homes. A growth point is identified in Tottenham Hale and the entire High Road is also identified as a focus for housing and jobs growth.

22 Together with Croydon, Tottenham bore the brunt of the August 2011 disturbances in London with serious damage to buildings and businesses. Now that the physical environment has been repaired, the aim is to restore the confidence of local businesses and people. Working closely with Haringey and local partners, the GLA has set up a taskforce, led by Sir Stuart Lipton, Tottenham's business ambassador and by Haringey's Cabinet Member for Regeneration. The taskforce will ensure that the funding on offer delivers effective regeneration and growth. The taskforce is working to bring forward opportunities for long term growth by removing the barriers to private sector investment and ensuring local people have the skills to benefit from the opportunities this will bring.

23 The GLA and Haringey Council are working on a programme which will:

- Stimulate investment at key locations in Tottenham, and build on the momentum of the 2012 Games, by bringing back into use vacant and damaged sites and working with developers to bring forward high quality developments;
- Ensure Tottenham makes a good first impression by improving the physical realm. Examples include removing railings and clutter on The Green, High Road and Northumberland Park, improving shop fronts and signage, better traffic management and enhancing the walking environment and open spaces;
- Help young people in Tottenham fulfil their potential by promoting positive activities, supporting families, reducing re-offending and enabling youngsters to stay in education or take up training and job opportunities including apprenticeships;
- Enhance Tottenham's transport by improving Tottenham Hale and the gyratory, working to increase capacity on the West Anglia line between Liverpool Street and Cambridge, upgrading the Seven Sisters interchange and ensuring the station and those at Bruce Grove and White Hart Lane are fully accessible.

24 Given the poor quality of the existing employment uses, the need for regeneration and the need for housing and in the context of the retention of the rest of the employment area the proposed regeneration of this site is welcome and the loss of employment use does not raise any strategic issues.

Housing and affordable housing

25 The residential unit and tenure split is set out as follows:

Unit type	Private	Affordable Rent	Shared Ownership	Total	%
1 bed	78		17	95	36
2 bed	97		14	111	42
3 bed	24	6	5	35	13
4 bed	21	2		23	9
Total	220	8	36	264	

26 As such 44 (17%) of units are affordable. These are split 19% affordable rented: 81% shared ownership. 22% of all units are 3 bed plus and all of the affordable rented units are 3 bed plus. It is understood that the tenure split has been agreed with the Council and is justified through the desire to create a mixed and balanced community given the high level of social rented accommodation already existing in the area. This is acceptable subject to further discussions with the Council and the applicant regarding affordability of the shared ownership units. As such the mix and tenure split is acceptable in the strategic context.

27 Haringey Council has commissioned an independent appraisal of the viability assessment and the results of this are needed before it can be determined that the maximum reasonable

amount of affordable housing has been provided. Further discussion is also needed regarding whether grant is being applied to the scheme.

Housing quality

28 All the units meet the London Plan space standards. A high proportion of the units are dual aspect and the number of units per core have been minimised. The overall quality is of a high standard.

Design

29 The proposed development is for the most part well designed. Consideration has been given to the wider area and surrounding sites providing a clear steer as to how they can be coherently developed in the future. The approach of turning Lawrence Road into a simple yet good quality urban street is welcomed and will ensure it will not only add to the permeability and legibility of the area but will become a well used social space.

30 The layout and height of proposed buildings provide good enclosure over all streets and spaces as well as creating a clear threshold between the public and private realm. All publicly accessible spaces are flanked by active frontages with a good distribution of entrances at street level ensuring they feel safe, attractive and well used which is also welcomed. The layout also responds well to the surrounding terraced houses.

31 However, the applicant needs to confirm that the parking court behind West Green Corner will be a private and secured space, as this location lacks overlooking and animation. Officers are also concerned that the entrance to this court is very wide, and has a disproportionate presence on the streetscape. Consideration needs to be given to reducing the gap between the building on this corner and the terrace to the north and ensuring this is secure.

32 The proposed residential typologies are all supported. Terraced housing meets most of the standards in the London Housing Design guide and ensures a high proportion of family housing. The apartment buildings have a high number of vertical circulation cores, a low proportion of signal aspect units and have ground floor units accessed directly from the public realm, which is all welcomed.

Heritage

33 The Clyde Circus Conservation Area is adjacent to the site and this consists of predominantly two-storey Victorian terrace properties. The proposal responds to this by providing two and three-storey terrace and mews style houses adjoining the conservation area. The taller massing is set well back from the site boundaries. The high quality design, with its brick facades, will improve on the relationship the site currently has with the conservation area. As such the proposal will have a positive impact on the conservation area and is acceptable.

Conclusion

34 In conclusion, other than potential concerns with the space at the rear of West Green Corner as set out above, the design of the scheme is of a high quality. The applicant is advised to address this only issue so that the overall design of the scheme is not compromised.

Density

35 The London Plan sets out a guidance range of 450-700 habitable rooms per hectare for urban sites such as this site with a public transport accessibility level of 4.

36 GLA officers calculate that the density, based on the net residential area, is 542 habitable rooms per hectare. This is within the density range set out in the London Plan.

Child playspace

37 The anticipated child yield for the development using the calculation set out in the GLA Child Playspace SPG is 69. As such 690 sq.m. of child playspace should be provided.

38 395 sq.m. of doorstep play is provided on-site to cater for 0-5 year olds. The applicant sets out that there are several open spaces within the vicinity of the development. The applicant should consider whether contributions are needed to upgrade these spaces to deal with increased usage.

Inclusive design

39 All of the units meet Lifetime Homes Standards and 22 (8% by unit and 9.21% by habitable room, and 11.12% by area) of the units have been designed to be wheelchair accessible or easily adaptable. These are split as follows: 14 x 1 bed, 5 x 2 bed and 6 x 3 bed and 12 blue badge bays are provided. 12 of these units are affordable with six being shared ownership and six affordable rented. The locations of the wheelchair units have been distributed around the site as requested at the pre-application stage and this is welcomed. The applicant has set out that where wheelchair units are located on upper floors, these floors will be served by two lifts.

40 The level of wheelchair accessible housing and the unit mix and tenure split is acceptable. Further discussion is needed on the level of blue badge parking proposed. There should be one blue badge bay for each fully accessible unit as per the recently published Housing SPG and a car parking management plan should be put in place such that the marking out of bays is flexible enough such that further spaces can be provided in future should additional wheelchair units be fitted out.

Sustainable development

Climate change mitigation

Energy efficiency

41 A range of passive design features and demand reduction measures are proposed to reduce the carbon dioxide emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations. Other features include low energy lighting. The applicant should confirm how the demand for cooling will be minimised for both dwellings and non-domestic building uses.

42 The development is estimated to achieve a reduction of 8 tonnes per annum (2%) in regulated carbon dioxide emissions compared to a 2010 Building Regulations compliant development.

District heating

43 The applicant should investigate whether there are any existing or planned district heating networks in the vicinity of the development and provide a commitment to ensuring that the development is designed to allow future connection to a district heating network should one become available.

44 The applicant is proposing to install a site heat network. However, the applicant should confirm that all apartments and non-domestic building uses will be connected to the site heat network. A drawing showing the route of the heat network linking all buildings on the site should be provided.

Combined Heat and Power (CHP)

45 The applicant is proposing to install a 236 kW_t gas fired CHP unit as the lead heat source for the site heat network. The CHP is sized to provide the domestic hot water load, as well as a proportion of the space heating. The applicant should provide heat load profiles and/or heat load duration curves to confirm this.

46 A reduction in regulated carbon dioxide emissions of 145 tonnes per annum (42%) will be achieved through this second part of the energy hierarchy.

Renewable energy technologies

47 The applicant has investigated the feasibility of a range of renewable energy technologies but is not proposing to install any renewable energy technology for the development.

Overall carbon dioxide savings

48 A reduction of 145 tonnes of carbon dioxide per year in regulated emissions compared to a 2010 Building Regulations compliant development is expected, equivalent to an overall saving of 43%. As such these savings exceed the targets set within Policy 5.2 of the London Plan.

Climate change adaptation

49 The applicant has set out that water use will be reduced to 105 litres of water per day through the use of efficient fittings and that rainwater harvesting is proposed and this is welcomed. The applicant has discounted the inclusion of green roofs on viability grounds. The applicant sets out that the inclusion of green roofs on the flatted blocks would cost in the region of £300,000. The applicant should set out what the implication of the inclusion of green roofs would be on the level of affordable housing proposed.

50 The Flood Risk Assessment states that the impermeable areas will be reduced from 100% to 74% through the introduction of gardens and landscaping. It has ruled out the use of infiltration drainage on ground condition reasons however it proposes to use lined permeable parking areas and on site storage using oversized pipes and restrictions on outfalls.

51 Whilst the surface water management strategy has been accepted by Thames Water it is not in line with the London Plan Sustainable Drainage Hierarchy as set out in London Policy 5.13 because the development has not taken other readily available measures to further reduce the surface water discharge.

52 The use of sub surface storage under parking, access road or landscaped areas could move this development to near greenfield run-off rates at minimal additional cost.

53 The applicant should consider these measures as well as reconsidering the inclusion of green roofs particularly as there are areas of surface water flood risk nearby and as such this development should aim for a high level of surface water attenuation.

Transport

54 97 parking spaces are proposed which equates to a parking ratio of 0.37 spaces per unit and is therefore in line with London Plan policy 6.13 "Parking". In view of the good PTAL and to avoid overspill parking, TfL would however recommend that future residents should not be eligible for applying for on-street car parking permits and this should be secured by way of condition. It is also proposed that 20% of the parking spaces will have active provision for electric vehicle charging points (EVCP) and 20% will have passive provision. This is in line with the London Plan and is therefore acceptable.

55 Additionally, TfL would recommend that a car parking management plan be developed to understand how spaces are to be allocated between uses and purposes, such as maintenance. TfL would also recommend that included in this, should be the monitoring of EVCP use to assess whether or not there is a growing demand and establish when passive spaces will need to be brought into use. TfL recommends that this management plan should be subject to a planning condition.

56 The proposal to include the three car club spaces is welcomed by TfL and this similarly should be secured by condition.

57 The proposal to provide cycle spaces in line with the Revised Early Minor Alterations June 2012 is welcome. For the staff spaces, TfL would recommend that these should be made accessible, secure and well lit, including lockers and showers to be provided and secured through the section 106 agreement.

58 TfL considers the approach to trip rates and modal split presented within the transport assessment to be compliant with London Plan Policy 6.3 'Assessing effects of development on transport capacity' and this approach is therefore acceptable.

59 Given the nature and location of the proposal, it is subsequently accepted that there will be no impact on the highway and passenger transport networks.

60 However, TfL would have expected to see within the pedestrian environment review system (PERS) audit an assessment of the nearest bus stops in each direction on West Green Road and Philip Lane to assess whether or not they meet TfL's Bus Stop Accessibility Guidance. In the absence of this audit and until being carried out, TfL would request a capped sum of £20,000 per bus stop to be secured within the s106 agreement together with any improvements identified in the audit.

61 TfL also requests that Legible London signage be introduced through this development to improve wayfinding. This signage should not only cover key routes, such as from the development site to public transport nodes, but also potential improvements between Seven Sisters Underground and South Tottenham Overground Stations, and this should be secured through section 106 agreement at a cost of £16,000.

62 The proposal is supported by a framework travel plan for the entire development, which is welcomed. The content of the plan has been reviewed in accordance with the ATTrBuTE assessment tool and regrettably has failed. A revision is therefore required to include baseline modal splits (actual numbers and percentage) to make the travel plan acceptable. To ensure

conformity with London Plan Policy 6.3, the travel plans are expected to be secured, monitored, reviewed, and enforced through the section 106 agreement.

63 Additionally, the proposals should be supported by a delivery servicing plan (DSP) and a construction logistics plan (CLP), in line with London Plan Policy 6.14. Given the location, they should be secured through the section 106 agreement in consultation with TfL.

64 In accordance with London Plan policy 8.3 '*Community Infrastructure Levy*', the Mayor has agreed a CIL Charging Schedule which came into operation on 1 April 2012. It will be paid by most new development in Greater London. Boroughs are arranged into three charging bands with rates of £50 / £35 / £20 per square metre of net increase in floorspace respectively. The proposed development is in the Borough of Haringey, where the charge is £35 per square metre.

Summary

65 Further work is needed on the travel plan, the accessibility of the nearby bus stops should be assessed, contributions are requested towards bus stop accessibility improvements and Legible London signage and the cycle parking and EVCP provision should be secured by condition together with the car club spaces, a delivery and servicing plan and construction logistics plan and a car parking management plan.

Local planning authority's position

66 It is understood that local planning authority officers support this application in principle subject to discussion on details, in particular viability.

Legal considerations

67 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application and any connected application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

68 There are no financial considerations at this stage.

Conclusion

69 London Plan policies on land use principle, housing and affordable housing, urban design, inclusive design, density, child playspace, sustainable development and transport are relevant to this application. The application is broadly acceptable in strategic policy terms however the following matters require further discussion before it can be confirmed that the proposal complies with the London Plan.

- **Land use principle:** Given the poor quality of the existing employment uses, the need for regeneration and the need for housing and in the context of the retention of the rest of the

employment area the proposed regeneration of this site is welcome and the loss of employment use does not raise any strategic issues.

- **Housing and affordable housing:** The housing mix, tenure split and housing quality is acceptable, however further discussion is needed on affordability and viability.
- **Design:** Overall the scheme is of a high quality which will have a positive impact on the adjacent conservation area. However, there are concerns regarding the quality of space at the rear of West Green Corner and the applicant should confirm whether this will be a private and secure space.
- **Density:** The proposal falls within the guidance range for urban sites with a PTAL of 4.
- **Child playspace:** sufficient playspace is provided to cater for 0-5 year olds play. The applicant should consider whether contributions are needed to upgrade nearby older children's play spaces.
- **Inclusive design:** Further discussion is needed on the level of blue badge parking and the accessibility of the proposed home zone.
- **Sustainable development:** Confirmation is needed regarding how the demand for cooling will be minimised for all uses and that all uses will be connected to the site heat network and a drawing should be supplied showing the network. Heat load profiles and/ or heat duration curves for the CHP should also be supplied. Further consideration of the sustainable drainage options and the inclusion of green roofs is needed.
- **Transport:** Further work is needed on the travel plan, the accessibility of the nearby bus stops should be assessed, contributions are requested towards bus stop accessibility improvements and Legible London signage and the cycle parking and EVCP provision should be secured by condition together with the car club spaces, a delivery and servicing plan and construction logistics plan and a car parking management plan.

for further information, contact Planning Decisions Unit:

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