

Planning Sub Committee 3 November 2016

## **REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**

### **1. APPLICATION DETAILS**

**Reference Nos:**

- 1) HGY/2016/1212
- 2) HGY/2016/1213

**Ward:** Tottenham Green

**Addresses:**

- 1) 45-63 Lawrence Road N15 4EN (HGY/2016/1213)
- 2) 67 Lawrence Road N15 4EY (HGY/2016/1212)

**Proposals:**

**HGY/2016/1213**

- 1) Demolition of the existing buildings and redevelopment of the site to provide a building ranging from 4 to 7 storeys in height which includes a recessed top floor comprising 80 residential units (use class C3) and 566sqm of commercial floor space (Use class B1/A2) on ground and first floor level, including 8 disabled parking spaces, 1 car club space including associated works.

**HGY/2016/1212**

- 2) Demolition of the existing buildings and redevelopment of the site to provide a 7 storey building fronting Lawrence Road which includes a recessed top floor and four storey mews block to the rear, comprising 69 residential units (use class C3) and seven live work units on ground and first floor level, including 7 disabled parking spaces and associated works.

**Applicants:** C/O Savills

**Ownership:** Private

**Case Officer Contact:** Valerie Okeiyi

**Date received:** 25/04/2016

**Last amended date:** 12/09/2016

## Drawing numbers of plans:

### 1) HGY/2016/1213 –

1297\_E\_001, 1297\_E\_002, 1297\_P\_100, 1297\_P\_210 Rev C, 1297\_P\_211, 1297\_P\_212, 1297\_P\_213, 1297\_P\_214, 1297\_P\_215, 1297\_P\_216, 1297\_P\_300, 1297\_P\_301, 1297\_P\_302, 1297\_P\_303, 1297\_P\_304, 1297\_P\_305, 1297\_P\_306, 1297\_P\_500 Rev A, 1297\_P\_501 Rev A, 1297\_P\_502

- Design and Access Statement prepared by Forge Architects
- Transport Statement and Travel Plan prepared by Royal Haskoning DHV
- Heritage Statement prepared by Alsop Verrill
- Sustainability and Energy Strategy prepared by Green Gauge
- Overheating Analysis prepared by Green Gauge
- Daylight and Sunlight Assessment prepared by Green Gauge
- BREEAM and HQM Assessment prepared by SRE Limited
- Statement of Community Involvement prepared by Quatro
- Phase 1 Environmental Report prepared by Go Contamination Solutions
- Flood Risk Assessment prepared by RAB Consulting RAB Consultants
- Noise Assessment and Plant Noise Assessment prepared by Anderson Acoustics
- Arboricultural Report and Landscape Plan prepared by Tim Moya Associates

### 2) HGY/2016/1212 -

PL\_0100B, PL\_0101, PL\_0200, PL\_0300, PL\_1000E, PL\_1001E, PL\_1002A, PL\_1003B, PL\_1004, PL\_1005, PL\_1006, PL\_1007, PL\_1008B, PL\_1009, PL\_1100C, PL\_1101A, PL\_1102A, PL\_1103A, PL\_1104A, PL\_1105A, PL\_1106A

Design and Access Statement prepared by KCA Architects

Transport Statement and Travel Plan prepared by Royal Haskoning DHV

Heritage Statement prepared by Alsop Verrill

Sustainability and Energy Strategy prepared by Eight Associates

Overheating Analysis prepared by Eight Associates

Daylight and Sunlight Assessment prepared by Eight Associates

Statement of Community Involvement prepared by Quatro

Phase 1 Environmental Report prepared by Go Contamination Solutions

Outline Drainage Strategy prepared by JBA Consulting

Arboricultural Report and Landscape Plan prepared by Tim Moya Associates

1.1 Both applications HGY/2016/1213 & HGY/2016/1212 are being reported to Planning Committee as both planning applications are major planning applications and are required to be reported to committee under the constitution.

## 1.2 **SUMMARY OF KEY REASONS FOR RECOMMENDATION**

1.3 The proposals are for two separate schemes on two separate but adjoining sites. The schemes have been devised in order that the two developments can be built out 'as one' on both sites but also can be implemented independently of one another. It is considered that the proposed developments would be visually 'successful' if built out 'as one' or independently as both sites seek to optimise the potential of the site(s), by providing high quality mixed use development(s) taking account of the built form of the surrounding area whilst contributing towards the Boroughs housing stock and providing increased job opportunities and significant regeneration benefits generally.

1.4 Although there is a net loss of employment floorspace, good quality employment floorspace in the form of live work units and B1 office uses with ancillary A2 office uses are proposed. The commercial floorspace proposed would also provide an uplift in the number of job opportunities. The proposed schemes would also add to the vitality and vibrancy of this section of Lawrence Road and contribute to the urban regeneration of the locality and Borough generally.

1.5 Good quality residential accommodation, with affordable housing provision that would contribute to the Borough's housing targets and much needed housing stock is also provided.

1.6 The design of the proposed scheme would result in high quality designed developments both visually and in terms of future living environment which would justify a marginally higher density development as set out in the London Plan preferred density matrix.

1.7 The sites are located adjacent to the Clyde Circus Conservation area and officers consider that the proposed four storey mews blocks at the rear of the site would have an impact on the setting of this conservation area. This is considered to cause 'less than substantial harm' to the conservation area, however there are evident public benefits as a result of the proposed development namely being a key contributor to the regeneration of Lawtrence Road, provision of affordable housing, employment opportunities and enhanced pulic and private open space on both sites. This public benefit is considered to outweigh the harm to the conservation area.

1.8 The schemes have been independently assessed and its findings are that the schemes can viably deliver 20% of affordable housing units on 45-63 Lawrence

Road and 17.4%affordable housing units on 67 Lawrence Road. Whilst this does not achieve the policy requirement (40%), it does allow for the maximum reasonable amount of affordable housing to be delivered. If the scheme is not implemented within 18 months the viability of the scheme will be reviewed.

- 1.9 The proposed mix of residential units is considered appropriate with a significant number of family sized units, which is welcomed.
- 1.10 The proposed residential accommodation would be high quality and meet all the required London Plan Standards. The proposals would meet the requirement for private and communal amenity space provision and a contribution towards the local off-site open spaces has also been secured. A contribution has also been secured towards a feasibility report for wider public realm improvements within Lawrence Road and the surrounding area.
- 1.11 10% of the residential units will be fully wheelchair accessible.
- 1.12 In terms of impact on the residential amenity of neighbouring properties the proposal, would not cause unacceptable levels of overlooking, loss of privacy or an increased sense of enclosure or affect daylight/ sunlight.
- 1.13 Following discussions with the applicant, the proposed developments will now be 'car free', (although disabled parking provision is still proposed) in order to ensure that there is an appropriate amount of open space within the site whilst also establishing a feeling of 'openness and space' generally within the courtyard area of the site(s).
- 1.14 The schemes, subject to appropriate mitigation measures, would not have a material adverse impact on the surrounding highway network or on car parking conditions in the area.
- 1.15 The level of carbon reduction proposed is considered acceptable in this instance and carbon offsetting is required through the S106 agreement to reach the London Plan target. The building has been designed such that demand for cooling will be minimised. The proposal will provide sustainable drainage and will not increase flood risk and is considered to be a sustainable design.
- 1.16 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above.

## **2. RECOMMENDATION**

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 30/11/2016 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.
- 2.4 That delegated authority be granted to the Assistant Director to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

**Conditions – 45-63 Lawrence Road (HGY/2016/1213)**

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Precise details of materials
- 4) Boundary treatment
- 5) Details of levels
- 6) CHP
- 7) Site Investigation
- 8) Remediation requirement
- 9) Air Quality Dust Management Plan
- 10) Considerate Constructors Scheme
- 11) Plant and Machinery
- 12) Inventory of all Non Road Mobile Machinery
- 13) Energy Measures
- 14) Details of the CHP facility and associated infrastructure
- 15) Overheating Strategy
- 16) Sustainability Assessment BREEAM rating 'Very Good'
- 17) Home Quality Mark Assessment
- 18) Living roof/green roof
- 19) Landscape details and implementation
- 20) Construction Management Plan and Construction Logistics Plan
- 21) Service and Delivery Plan
- 22) A pre-commencement site meeting;

- 23) Robust protective fencing / ground protection;
- 24) Tree protective measures to be inspected or approved;
- 25) Tree protective measures to be periodically checked;
- 26) Root protection areas
- 27) Drainage
- 28) Details of the cycle parking stands method of security and access to cycle parking facility
- 29) Secured by design
- 30) Communal aerial
- 31) Flank elevation should the link building not be built/adjacent site not be developed
- 32) Restriction on hours of operation of the proposed commercial use
- 33) Restriction on B1/A2 use

**Informatives - 45-63 Lawrence Road (HGY/2016/1213)**

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers
- 7) Asbestos survey
- 8) Bulk waste store
- 9) Groundwater risk management permit
- 10) Water pressure
- 11) Petrol / oil interceptor
- 12) Ground Conditions
- 13) New shopfront and signs

**Conditions – 67 Lawrence Road (HGY/2016/1212)**

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Precise details of materials
- 4) Boundary treatment
- 5) Details of levels
- 6) Landscape details and implementation
- 7) Combustion and Energy Plant
- 8) Site Investigation
- 9) Remediation of Contamination
- 10) Air Quality Dust Management Plan
- 11) Considerate Constructors Scheme

- 12) Plant and Machinery
- 13) Inventory of all Non Road Mobile Machinery
- 14) Energy Measures
- 15) Boiler facility and associated infrastructure
- 16) Overheating Analysis
- 17) Sustainability Assessment
- 18) Living roof/green roof
- 19) Construction Management Plan and Construction Logistics Plan
- 20) Service and Delivery Plan
- 21) A pre-commencement site meeting;
- 22) Robust protective fencing / ground protection;
- 23) Tree protective measures to be inspected or approved;
- 24) Tree protective measures to be periodically checked;
- 25) Root protection areas
- 26) Drainage
- 27) Details of the cycle parking stands method of security and access to cycle parking facility
- 28) Secured by design
- 29) Communal aerial
- 30) Privacy Screen
- 31) Obscure glazing
- 32) Flank elevation should the link building not be built/adjacent site not be developed
- 33) Restriction on Live/work units
- 34) Details of an acoustic barrier

**Informatives – 67 Lawrence Road (HGY/2016/1212)**

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers
- 7) Asbestos survey
- 8) Bulk waste store
- 9) Water pressure
- 10) Ground Conditions

**Section 106 Heads of Terms:**

- 1) Affordable Housing – 45-63 Lawrence Road 20%(all shared ownership), which would equate to 16 units
- 2) Affordable Housing – 67 Lawrence Road 17.4%(all shared ownership), which would equate to 12 units
- 3) S278 works related to the removal and re-creation of the existing vehicular access point, construction of new loading bays, implementation of two raised tables and resurfacing of the footways sites along the frontage £25,884;
- 4) Amendment of the Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development;
- 5) £30,000 towards investigations for the feasibility of a new controlled parking zone;
- 6) Monitoring per travel plan contribution of £3000 ;
- 7) A residential and commercial travel plan;
- 8) Car Club membership (two years membership and £50 credit);
- 9) Carbon off set contribution if required;
- 10) Contribution of £56,322 towards enhancing the existing open space in the locality by upgrading the playground and redesigning the street furniture in the park and a contribution to fund a feasibility study to look at wider public realm improvements within Lawrence Road and the surrounding area;
- 11) Clause to secure commitment from the applicant for submission of a S73 application (minor material amendment) in the event that the adjoining planning application is not implemented. This S73 application will seek to amend the approved application by the removal of the adjoining 'bridge-link' element of the scheme and the reduction in the number of residential units hereby approved. The applicant/developer hereby covenants with the Council to submit such S73 application prior to the commencement of development.
- 12) Live/work units
- 13) Local labour and training during construction
- 14) Review Mechanism should the proposal not be implemented within 18 months
- 15) Proposed new pathway facing Elizabeth Place Park

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

2.5 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:

1. The proposed development in the absence of a legal agreement securing the provision of on-site affordable housing would have a detrimental impact on the provision of much required affordable housing stock within the Borough and



would set an undesirable precedent for future similar planning applications. As such, the proposal is contrary to policy SP2 'Housing' of the Council's Local Plan March 2013 and Policy 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) of the London Plan.

2. The proposed development in the absence of a legal agreement securing a financial contribution to and participation in the Council's 'Haringey Employment Delivery Partnership' would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal would be contrary to Local Plan Policies SP8 and SP9.
  3. The proposed development in the absence of planning obligations to amend the Traffic Management Order (TMO), secure a residential and commercial travel plan, financial contribution towards highways works, investigations for the feasibility of a new controlled parking zone, travel plan monitoring and car club funding, the proposal would have an unacceptable impact on the highway and fail to provide a sustainable mode of travel. As such, the proposal would be contrary to Local Plan policy SP7, saved UDP policy UD3 and London Plan policies 6.9, 6.11 and 6.13.
  4. The proposed development, in the absence of a legal agreement to ensure that each development does not prejudice the future development of the other site, in addition to ensure visual amenity. As such, the proposal would be contrary to Local Plan Policy SP11 and Saved UDP Policy UD3.
  5. The proposed development in the absence of a financial contribution towards enhancing the existing open space in the locality and greening Lawrence Road. The proposal would be contrary to Local Plan Policy SP13 and Saved UDP Policy UD3.
  6. The proposed development in the absence of the provision of a financial contribution towards carbon offsetting the proposal would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to London Plan Policy 5.2. and Local Plan Policy SP4.
  7. The proposed development in the absence of an agreement securing the live/work unit, the proposal would result in an unacceptable loss of employment space. As such, the proposal would be contrary to Local Plan Policy EMP7
- 2.6 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any

further application for planning permission which duplicates the Planning Application provided that:

- (i) There has not been any material change in circumstances in the relevant planning considerations, and
- (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
- (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

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- 7.0 RECOMMENDATION

### **APPENDICES:**

- Appendix 1: Consultation Responses
- Appendix 2: Plans and images
- Appendix 3: Quality Review Panel Notes

## **3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS**

### **3.1 Proposed development**

3.1.1 The proposals consist of two planning applications on adjoining sites, which seek planning permission for the redevelopment of 45-63 Lawrence Road – HGY/2016/1213 & 67 Lawrence Road – HGY/2016/1212. Although it would be the two applicants intentions to build out the two schemes ‘as one’ should planning permission be granted, the proposals have also been designed in order that each site could still be developed independently of one another without prejudicing the development potential of the each respective site. A unified masterplan has been submitted for both schemes. The proposed development for each site comprises the following:

#### HGY/2016/1213 – 45-63 Lawrence Road

3.1.2 Permission is sought for the demolition of the existing buildings at 45-63 Lawrence Road and redevelopment of the site to provide one interconnected new building ranging from four to seven storeys in height which includes a recessed top floor comprising 80 residential units (use class C3) and 566sqm of commercial floor space (Use class B1/A2) on ground and first floor level, including 8 disabled parking spaces, 1 car club space including associated works.

3.1.3 The mansion style block fronting Lawrence Road would be seven storeys in height and includes a recessed top floor which turns round the corner and fronts the existing play area and open space of Elizabeth Place Park to the north. The interconnected building fronting Elizabeth Place Park has a stepping form from east to west towards the short row of terraces on Bedford Road and steps down and connects to the four storey mews block to the rear of the main street facing building. The mansion style block fronting Lawrence Road has a grander base distinct from upper floors at ground and first floor level with the recessed top floor treated differently. The ground floor is to have a predominantly glazed commercial shopfront appearance (facilitating the B1 and ancillary A2 uses) and the first floor would have large windows. This different grander base treatment carries through the building as it turns round the corner. The recessed top floor continues to be treated differently facing the park. A walkway deck access is proposed as the building steps down facing Elizabeth Place Park. The interconnected four storey mews block to the rear would be separated by a recessed stair/lift tower that would also be treated differently. The primary material proposed throughout the development is brick using two different shades, where the recessed top floor, stair/lift tower, windows and doors is to be treated using dark grey powder coated metal cladding. Recessed balconies are proposed using opaque glazed balustrades and horizontal timber weatherboarding to line the inside.

3.1.4 The proposal also includes the water storage tank, CHP, centralised heating system and sub-station at basement level. At ground and first floor level 566 sqm of commercial floorspace comprising of B1 and ancillary A2 use is proposed which is accessed from Lawrence Road. Separate refuse stores for the commercial and residential units including a double height bike store fronts onto the rear courtyard. The residential accommodation at ground floor facing Elizabeth Place Park accessed from a new pedestrian path which connects to the park. All ground floor flats would have their own separate entrance with private amenity space to the rear. Three residential cores are proposed to serve the upper floor flats. Core 1 that serves the most flats fronts Lawrence Road with access out to the courtyard area. Core 2 is accessed off the pedestrian access to the Elizabeth Place Park and core 3 provides access to the flats in the interconnected mews block to the rear. The proposal would also include soft and hard landscaping within the courtyard area which includes small pocket park areas. Eight disabled parking spaces and one car club space is proposed . To the rear of the interconnected mews block is 458 sqm of communal green space which is easily accessed from the courtyard. There is a shared pedestrian/vehicular access from the undercroft fronting Lawrence Road, as well as other associated works.

#### HGY/2016/1212 – 67 Lawrence Road

3.1.5 Permission is sought for the demolition of the existing buildings and redevelopment of the site to provide a 7 storey mansion style block fronting Lawrence Road which includes a recessed top floor and four storey mews block to the rear, comprising 69 residential units (use class C3) and seven live work units on ground and first floor level, including 7 disabled parking spaces and associated works.

3.1.6 The mansion style block fronting Lawrence Road is seven storeys in height and includes a recessed top floor. The building has a grander base distinct from the upper floors at ground and first floor level with the recessed top floor treated differently. The rear mews block to the rear is four storeys in height and includes a base at either ground or ground and first floor level. To the rear of the mews block is a walkway deck access at second and third floor levels. Recessed balconies are proposed using opaque glazed balustrades. The primary material proposed throughout the development is brick using two different shades, where the recessed top floor, windows and doors is to be treated using aluminum cladding.

3.1.7 At ground and first floor level of the mansion style block fronting Lawrence Road 7 live work units are proposed. Each unit is to have their own separate entrance off Lawrence Road. The main entrance to the flats leads to the core that serves the most flats at ground and upper floor level with access out to the courtyard area. The 2<sup>nd</sup> core is accessed from the rear courtyard. The ground floor flats of the rear mews block have their own separate entrance with private rear gardens.

Soft and hard landscaping is also proposed within the courtyard area which includes two play areas to the south. Seven disabled parking spaces are proposed. There is a shared pedestrian/vehicular access from the undercroft fronting Lawrence Road, as well as other associated works.

#### Bridge link

- 3.1.8 Both schemes (HGY/2016/1212 & HGY/20161213) on each site would 'adjoin' with a deeply recessed bridge link with a two storey high archway access point. (an illustration of this design concept is contained within the appendices). This would essentially be the last phase of construction as a lightweight element supported vertically by the flank walls of the two schemes. If one of the two schemes would not be implemented the bridge / link element would be omitted. The flank walls of the development (which ever scheme was built out first) would have windows inserted in order to provide an acceptable elevation in design and appearance terms. This treatment would be as such to allow the bridge link to be incorporated at a later stage at the point the second development is constructed.

#### Open Space

- 3.1.9 With regards to 45-63 Lawrence Road, the 458 sqm of existing open space to the west of the proposed development would be enhanced as communal amenity space and a child friendly woodland park where access for residents as well as for maintenance has been improved. Further soft landscaped areas are proposed to the north and west of the courtyard. With regards to No. 67 Lawrence Road, 116 sqm of communal child play space for 0-5 year olds at the southern end of the courtyard is proposed. This play space is designed to encourage role play and interaction with the surroundings. Further landscaped areas to the south of this area is proposed featuring a permeable space that people can easily move through and spend time in.
- 3.1.10 A financial contribution has also been secured by a S106 agreement to enhance the existing play area and open space of Elizabeth Place Park. In addition, a financial contribution has also been secured to fund a feasibility report that will look into measures towards the public realm improvements which may result in the landscape enhancements within Lawrence Road.

#### Parking

- 3.1.11 The scheme would be car free for both sites (45-63 & 67 Lawrence Road) but would still incorporate disabled parking bays only with 1 car club space provision at no. 45-63 Lawrence Road.

#### Amendments

3.1.12 Both planning applications (HGY/2016/1212 & HGY/20161213) have been amended since initial submission and includes the following changes:

- Improved access to western communal garden
- Layout tested and refined at detail level
- Revised waste management layout
- Revised landscaping arrangement increasing areas of open space on site
- Revised parking arrangement so that the developments are 'car free' but would still incorporate disable parking bays only and 1 car club space proposed for no. 45-63 Lawrence Road

### **3.2 Site and Surroundings**

3.2.1 The sites falls within a designated 'site specific proposal' (SSP27) on the Haringey proposals map (Unitary Development Plan 2006) and are also identified in the Lawrence Road Planning Brief 2007. The site is also a designated site in the Council's emerging Tottenham Hale Area Action Plan (AAP) pre-submission version 2016 as SS2, which carries significant weight given its advanced stage through the public consultation process particularly given there have been no objections to the designation. The emerging Tottenham AAP identifies Tottenham as an area that can accommodate 10,000 new homes and 5000 new jobs, in which these sites would play an integral role in contributing towards this vision. The sites are located in the east of the borough, to the south is West Green Road which it is a town centre and to the north is Philip Lane which is a local shopping centre. Seven Sisters underground and rail station is within easy walking distance and it is close to three bus corridors. The sites have a Public Transport Accessibility Level (PTAL) rating of 4.

3.2.2 Lawrence Road has a distinct dense urban character with wide pavements, a wide road and an attractive avenue of trees on both sides of the road. The buildings at Lawrence Road were developed mainly between the years 1968 to 1970 and constructed of industrialised, pre-cast multi-storey slab blocks. They were used intensely by the clothing industry throughout the 1970s and early 1980s. By the mid-1980s, the UK clothing industry had begun to move abroad for economic reasons. A number of the existing industrialised blocks to the south have now been demolished and construction is being completed on a major residential led regeneration scheme for Lawrence Square, by Bellways that was approved in 2013 under planning reference HGY/2012/1983 for the demolition of existing buildings and erection of seven buildings extending up to seven storeys to provide 264 new residential dwellings, 500 sqm of flexible commercial/retail floorspace (A1/A2/A3/D2 uses) with associated car parking, landscaping and infrastructure works.

3.2.3 The two sites, the subject of these planning applications are located at the northern end of Lawrence Road on the west side of the street. The north

boundary of no. 45 – 63 which is furthest north adjoins the existing play area and open space of Elizabeth Place which falls within a designated Significant Local Open Land (SLOL) and its south boundary adjoins no. 67 Lawrence Road. The west boundary adjoins residential properties on Bedford Road. To the east is no. 28 Lawrence Road, which is the most significant building, in architectural and design terms.

- 3.2.4 The site at no. 45 – 63 is currently occupied by a number of redundant commercial buildings in a range of single and two storey buildings, with the remainder being used as a car park. No. 67 Lawrence road is occupied by a four storey flat roofed building which adjoins no. 69 Lawrence Road.
- 3.2.5 The sites adjoin, but are not within the Clyde Circus Conservation Area to the east which also includes the rear gardens of the properties on Bedford Road. The surrounding area is mixed residential and commercial, characterised by Victorian terraced houses, blocks of flats and commercial buildings on Lawrence Road, alongside the recent 'Bellways' development at the southern end of the road.

### **3.3 Relevant Planning and Enforcement history**

- 3.3.1 Planning permission was GRANTED under planning reference HGY/2000/186 on 04 July 2000 for change of use and conversion of property into a community/worship centre. Creation of new access from Lawrence Road– 45 Lawrence Road.
- 3.3.2 Planning permission was REFUSED under planning reference HGY/1993/0152 on 10 May 1993 for extension to existing car park – 47-49 Lawrence Road.
- 3.3.3 Planning permission was WITHDRAWN under planning reference HGY/1996/0744 on 07 March 1997 for HGY/49788 seeking the removal of the personal permission. Variation to Condition 2 attached to planning permission– 63 Lawrence Road.
- 3.3.4 Planning permission was GRANTED under planning reference HGY/1995/0749 on 19 September 1995 for Change of use of first floor from B1 (offices) to A3 (restaurant and take-away) – 63 Lawrence Road.
- 3.3.5 Planning permission was REFUSED under planning reference HGY/1994/1149 on 18 October 1994 for change of use of first floor to a night club, and conference centre during the day– 63 Lawrence Road.
- 3.3.6 Planning permission was GRANTED under planning reference HGY/1992/0351 on 14 April 1992 for alterations to front elevation to provide new doors to workshop area and new shopfront to reception area. Erection of circular steel flue to rear elevation– 63 Lawrence Road.

- 3.3.7 Planning permission was GRANTED under planning reference HGY/1991/1248 on 26 November 1991 for variation to conditions Nos.2 & 3 attached to planning permission Ref No.HGY/43504 granted 12th August 1991– 63 Lawrence Road.
- 3.3.8 Planning permission was GRANTED under planning reference HGY/1991/0442 on 12 August 1991 for change of use from storage and offices to garage repair workshops and offices – 63 Lawrence Road.
- 3.3.9 This application is subject to a Planning Performance Agreement (PPA) and a number of pre-application meetings have been held.

#### **4. CONSULTATION RESPONSE**

**4.1 Haringey Quality Review Panel** has considered the proposals on 16th December 2015 and 18 May 2016.

4.1.1 The minutes of the meeting dated 16<sup>th</sup> December 2015 are set out in appendix 3 and summarised as follows:

- *The Quality Review panel recognises the merits in both sites coming forward for development under a coordinated overall design, and finds much to admire in the proposals. Whilst the panel feels that the proposed building height/massing fronting onto Lawrence Road is at the limit of what would be acceptable, they think building heights to the north of the site should step down sooner, away from Lawrence Road. This would achieve a more sympathetic relationship with the small scale of the existing homes to the north and west. The panel identified structural and daylighting issues that require further technical input, in tandem with very careful consideration of how the two sites would function independently in the event that one site fails to proceed, The panel would encourage further consideration of the design of the central courtyard space, and the relationship of the existing games court to the northern section of the development. The palette of materials and approach to architectural design across the two sites needs to be more coordinated. The design of the commercial facades and the public realm adjacent also requires further consideration.*

4.1.2 The minutes of the meeting dated 18 May 2016 are set out in appendix 3 and summarised as follows:

- *The Quality Review Panel feels that the scheme for the linked sites on Lawrence Road has significantly improved since the last review on 16 December 2015. They welcome the articulation and setting back of the upper level to the north of the site, and broadly support the way that the architectural expression has developed. They identify a number of key areas for further consideration, in order*



*to ensure that the delivery of a high quality development. There is also scope to improve the generosity of circulation areas and entrances to the residential blocks. The panel would welcome further clarity on the nature and design of the landscaped areas, in order to maximise quality and amenity for the residents and commercial occupants. Access to the landscaped communal garden to the west of the site also requires further thought, to optimise access for all residents as well as for maintenance.*

**4.2 Planning Committee Pre-application:** the proposals were presented to the 28 January 2016 pre-application briefing meeting of the planning committee. The following issues were discussed;

- The design was too rectilinear in form
- No uniformity in design between the schemes or the nearby Lawrence Road Bellway scheme
- Mix of materials and finishes proposed uncoordinated.
- Affordable housing
- Land ownership

**4.3 1<sup>st</sup> Haringey Development Management Forum** was held on 15 March 2016 the comments raised were as follows;

- Active edges welcomed
- Frontages a concern
- Quality of detailing and boundaries important as Bellway scheme does not reflect this
- Does each ground floor unit have their access off the street
- Future of 69 Lawrence Road
- Query on height and whether it matched the height of no. 28 and the Bellway's development closest to West Green Road
- Land ownership query
- Query on access with cars going in and our
- Solar panels, DHS
- Undercroft
- Timber and maintenance
- Open walkway
- On site management
- How one qualifies for parking
- Scale, massing and height right but quality of elevation and detailing important. 1:20 scale plans would be useful

- Query on commercial element
- Live work unit space and demand
- Loss of employment
- Financial contribution for community
- Unit mix
- Impact on infrastructure
- Deficiency of open space
- Parking/Traffic calming, pedestrian crossing/Buses

4.4 2<sup>nd</sup> **Haringey Development Management Forum** was held on 04 July 2016 the comments raised were as follows;

- Creating a coherent neighbourhood is important
- Green roof, solar panels good but connection between amenity space and play ground needs to be considered
- Hale Village mini allotments should be looked at
- Concerns with height and impact on Bedford Road
- Access routes into courtyard
- Right to light
- The scheme is not sympathetic to adjacent CA
- What policies are the Council looking at
- The proposal breaches the 2007 Lawrence Road brief
- Concerns the adopted brief is being superseded by the draft Tottenham AAP
- Impact on infrastructure
- Contributions towards infrastructure
- Where did the Bellways S106 money go
- Child play space should be provided
- Overdevelopment
- Grim looking design
- Profit maximising
- The scheme degrades the area
- Density too high
- The scheme doesn't suit the urban grain
- QRP comments does not help the scheme
- Bellways scheme is better
- Too many single aspect flats
- The existing public open space will be degraded by the scheme
- Concerns with the piece of land which has been sold to the developer as this land has ecological value

- Biodiversity impact study should be submitted
- Public Consultation has not been carried out properly
- To use 28 Lawrence Road as a reference point regarding height is an issue
- Density concern
- Parking spaces not sufficient
- Too many parking spaces proposed
- Affordable housing concern
- Who will have access to site B (communal amenity space)
- This space should not be used for child playspace
- Lawrence Road is deficient in amenity space as per the 2007 brief
- The existing MUGA and playground will permanently be in shade if the development was approved
- Overlooking
- No separation between public amenity space and residence rights
- What hours of daylight did the existing MUGA and playground have before and after the development
- Impact on residential block at Elizabeth Place in terms of the distance between buildings
- Concerns if one scheme is built out independently of the other
- The scheme is not coherent
- Single purpose vehicles
- Concerns that the development would not be gated
- Secure by Design concerns
- Design needs to be improved
- Massing concern
- Application should be withdrawn
- The proposed building is too close to the existing MUGA and playground

4.5 The following were consulted regarding both applications:

#### Internal

- 1) LBH Head Of Carbon Management
- 2) LBH Tottenham Regeneration
- 3) LBH Design Officer
- 4) LBH Planning Enforcement
- 5) LBH Housing Design & Major Projects
- 6) LBH Housing Renewal Service
- 7) LBH Arboricultural Officer
- 8) LBH EHS - Noise
- 9) LBH Flood and Surface Water

- 10)LBH Economic Regeneration
- 11)LBH Cleansing
- 12)LBH Parks
- 13)LBH Conservation Officer
- 14)LBH Homes For Haringey
- 15)LBH Emergency Planning and Business Continuity
- 16)LBH Building Control
- 17)LBH EHS - Pollution Air Quality Contaminated Land
- 18)LBH Transportation Team

External

- 19)London Fire Brigade
- 20)Designing Out Crime Officer
- 21)Transport for London
- 22)Environment Agency
- 23)Thames Water Utilities

The responses are set out in full in Appendix One and are summarised as follows:

Internal:

HGY/2016/1213 – 45-63 Lawrence Road

- 1) Pollution: Officers raise no objection and recommends the following conditions/informative;
  - Chimneys
  - CHP
  - Site Investigation
  - Remediation requirement
  - Air Quality Dust Management Plan
  - Considerate Constructors Scheme
  - Plant and Machinery
  - Inventory of all Non Road Mobile Machinery
  - Informative regarding asbestos

HGY/2016/1212 – 67 Lawrence Road

- 2) Pollution: Officers raise no objection and recommends the following conditions/informative;
  - Combustion and Energy Plant
  - Site Investigation
  - Remediation of contamination

- Air Quality Dust Management Plan
- Considerate Constructors Scheme
- Plant and Machinery
- Inventory of all Non Road Mobile Machinery
- Informative regarding asbestos

HGY/2016/1212 – 67 Lawrence Road

3) The Carbon Management Team would not object to this application subject to the following comments and imposition of the following conditions;

- Parking - 20% of all parking bays provided on site should be Electric Vehicle Recharging ready.
- Car Club - Any contribution towards a local car club should include a cost to make the Car Club bay able to delivered and enable the recharging Electric Vehicles. (funding a new recharging point for the Car Club Bay
- Condition - Energy Measures
- Condition - Boiler facility and associated infrastructure
- Condition - Overheating Analysis
- Condition – Sustainability Assessment
- Condition - Living roof/green roof

HGY/2016/1213 – 45-63 Lawrence Road

4) The Carbon Management Team would not object to this application subject to the following comments and imposition of the following conditions;

- Condition - Energy Measures
- Condition - Details of the CHP facility and associated infrastructure
- Condition - Overheating strategy and design solutions
- Condition - Sustainability Assessment
- Condition – BREEAM rating ‘Very Good’
- Condition - Home Quality Mark Assessment
- Condition - Living roof/green roof

5) Waste Management Team: The waste management team has made the following comments;

- HGY/2016/1213 - 45 – 63 Lawrence Road - it is unclear if there is storage provision for food waste and bulky items.

- HGY/2016/1212 - 67 Lawrence Road - it looks like provision has only been made for 14 x 1100L bins where there should be 21 x in total for Refuse x 13 and recycling x 8 (this would be reduced to 12 and 7 respectively if the live/work units have separate provision) plus food waste and bulky item storage.

HGY/2016/1213 – 45-63 Lawrence Road & HGY/2016/1212 – 67 Lawrence Road

- 6) Transportation; Officers raise no objection to the revised 'car free' parking arrangements for both schemes subject to the imposition of the following;

- S278 agreement towards works related to the removal and re-creation of the existing vehicular access point, construction of new loading bays, implementation of two raised tables and resurfacing of the footways sites along the frontage;
- S106 towards amendment to the Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development, investigations for the feasibility of a new controlled parking zone, residential and commercial travel plan, operation of car club scheme and Travel Plan monitoring;
- Planning conditions for details of a construction Management and Logistics plan, Service and Delivery Plan (SDP) and Details of the cycle parking stands method of security and access to cycle parking facility;
- Informative requiring naming.

- 7) Design Officer: The Officer raises no objection and has made the following comments;

- The schemes at 45-63 & 67 Lawrence Road are complimentary and closely intertwined proposals which have enabled a much better quality development, that avoids leaving awkward corners and unnecessary traffic dominated spaces alongside Lawrence Road, but produces a development that strengthens and reinforces a strong, street facing pedestrian priority, lively, mixed use, mixed tenure, mixed community development. Furthermore, the gradation from the mansion block form along Lawrence Road, through the courtyard and around the corner into the park, to the lower development to the west and the retained trees along the western boundary, ensures that it would make a good and genuine moderation down to the lower-rise-, lower-density, lower-scale context to the west;
- The necessary design quality has been achieved to permit the exceptional height and visibility in this sensitive location.
- The quality of residential accommodation will be high, and that the relationship of the proposed development to the street and context will be positive

- 8) Flood and Surface Water: Agreed in principle to the concept proposed and required conditions for further details
- 9) The Tree Officer raises no objection to planning application HGY/2016/1213 & HGY/2016/1212 subject to the following conditions;
- A pre-commencement site meeting;
  - Robust protective fencing / ground protection;
  - Tree protective measures to be inspected or approved;
  - Tree protective measures to be periodically checked;
  - Root protection areas
- 10) Tottenham Regeneration team raise the following comments;

HGY/2016/1212 – 67 Lawrence Road

- In principle support the re-development of the site to continue the regeneration of Lawrence Road as a mixed use street, with residential introduced alongside new employment uses as per the emerging Tottenham AAP;
- Concerns regarding loss of employment;
- Concerns regarding employment re-provision;
- Concerns with the live/work units proposed;
- Concerns regarding affordable housing;
- Concerns regarding the design;
- The quality of open space is limited ;
- The reduction of parking in the courtyard is welcomed to increase the landscaped open space;
- A financial contribution towards Elizabeth Gardens to the north of the development should be secured to contribute to upgrading this public open space and facilities, so it can be better used and enjoyed by the new and existing residents;
- Upgrading and opening up the green space to the west of the site to the public would be supported

HGY/2016/1213 – 45-63 Lawrence Road

- In principle support the re-development of the site to continue the regeneration of Lawrence Road as a mixed use street, with residential introduced alongside new employment uses as per the emerging Tottenham AAP;
- Concerns regarding loss of employment;
- Concerns regarding employment re-provision and concerns regarding what is planned for the proposed B1(a) use;

- Concerns regarding A2 use;
- Concerns regarding affordable housing;
- Concerns regarding the design;
- The quality of open space is limited;
- The reduction of parking in the courtyard is welcomed to increase the landscaped open space;
- A financial contribution towards Elizabeth Gardens to the north of the development should be secured to contribute to upgrading this public open space and facilities, so it can be better used and enjoyed by the new and existing residents;
- Upgrading and opening up the green space to the west of the site to the public would be supported.

11) Conservation Officer: The Officer raises no objection to planning application HGY/2016/1213 & HGY/2016/1212 and has made the following comments;

- The existing buildings do not contribute to the setting of the conservation area and as such there would be no objection to their demolition;
- This new four storey element of the proposals will have the most impact on the setting of the conservation area as these would be clearly visible from the rear gardens of properties along Bedford Road and introduce a scale that is alien to the conservation area's character. However, these would be a long distance from the rear elevations and the overall impact would be considered less than substantial;
- The seven storey development along Lawrence Road itself would not be considered to have an impact on the setting of the conservation area albeit the new blocks would be visible from the various parts of the conservation area. However, the impact would be similar to the impact of the existing buildings as such this would be considered as 'no harm';
- Whilst there are no imminent heritage benefits of the development that would outweigh the less than substantial harm, there are evident public benefits such as regeneration and housing that should be assessed by the planning officer accordingly

12) Housing Enabling Team: The Officer raises no objection and has made the following comments;

- This site forms part of the Tottenham Area Action Plan and within the site allocation to deliver a mixed used development with commercial uses.



- Although the sites does not maximise the provision of affordable to meet the borough wide target of 40%, however, the housing enabling team supports this development principally on the grounds that it promotes the area's regeneration for Lawrence Road.
- The combined offer for both sites equates to 28 units, or 18.8% affordable housing provision.

External:

HGY/2016/1213 – 45-63 Lawrence Road

13)Thames Water: - No objection and has made the following comments;

- Approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer;
- No foul water concerns for this development site;
- Unable to assess the impact on the surface water sewer system;
- Thames Water would not object to this application subject to the imposition of the following condition/informative;
- Drainage strategy detailing any on and/or off site drainage work;
- Informative regarding groundwater risk management permit;
- Informative regarding minimum pressure in the design of the proposed development;
- Informative regarding petrol / oil interceptor.

HGY/2016/1212 – 67 Lawrence Road

14)Thames Water: - No objection and has made the following comments;

- With regards to surface water drainage where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required;
- With regards to sewerage infrastructure and water infrastructure capacity Thames Water has no objection;
- Informative regarding minimum pressure in the design of the proposed development

15)Environment Agency – No objection to both planning applications

- HGY/2016/1213 & HGY/2016/1212 subject to the imposition of the following informative;

- Ground conditions

#### HGY/2016/1213 – 45-63 Lawrence Road

16) Designing Out Crime Officer – No objection subject to the following condition

- Community Safety – Secured by Design

17) Transport for London - No objection to both planning applications

HGY/2016/1213 & HGY/2016/1212 and has made the following comments;

- In line with the London Plan housing SPG 6 blue badge spaces should be provided
- Electric Vehicle charge Points should be provided at London Plan standards
- The site has a public transport accessibility level rating of 4, where 6 is the highest. Given this TfL welcome the restrained approach to car parking
- Cycle parking should be provided at London Plan standards with the design and access of cycle storage designed in accordance with TfL's best practice the London Cycle Design Standards
- TfL would expect a full Transport Statement to support the application
- TfL would not object to this application subject to the imposition of the following condition
- Condition regarding car parking management plan
- Condition regarding delivery & servicing and construction logistics plans

#### HGY/2016/1212 – 67 Lawrence Road

18) London Fire Brigade: The brigade is satisfied with the proposal for fire fighting

## **5. LOCAL REPRESENTATIONS**

#### HGY/2016/1213 – 45-63 Lawrence Road

5.1 The following were consulted by letter informing the occupants of the proposals:

878 Neighbouring properties

1 Residents Association

5 site notices were erected close to the site

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

No of individual responses: 53

Objecting:50

Supporting:3

Others: 0

5.3 The following local groups/societies made representations:

- Bedford Road Residents Association
- Tottenham CAAC

#### HGY/2016/1212 – 67 Lawrence Road

5.4 The following were consulted by letter informing the occupants of the proposals:

878 Neighbouring properties

1 Residents Association

5 site notices were erected close to the site

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

No of individual responses: 57

Objecting:54

Supporting:3

Others: 0

5.6 The following local groups/societies made representations:

- Bedford Road Residents Association
- Tottenham CAAC

5.7 The issues raised in representations that are material to the determination of planning applications references HGY/2016/1212 & HGY/2016/1213 are set out in Appendix 1 and summarised as follows:

- ***Objections to the design and appearance***
- Impact on the surrounding area
- Detract from Bedford Road, Clyde Circus and the park
- Overshadow no. 28

- Excessive Height and Mass of the street facing building and mews block
- The development should not exceed the current tallest 6 storey buildings on the road
- Incoherent and poorly articulated elevation treatment
- Create precedence for future developments
- Both schemes designed to support each other and there is little in common with the surrounding area
- Very busy communal area
- Inappropriate materials proposed
- Too many materials proposed
- The bridge would be too enclosed
- Two separate designs using two architects is a concern
- The design is out of keeping with the Bellways scheme
- The planning applications are 50% more dense than the Bellways scheme
- The buildings would significantly alter the skyline
- Overdevelopment
- Oppressive
- The proposed building would introduce a discordant feature detracting from the visual appearance of the area as a whole
- Detrimental to the visual amenity
- The modern building will look out of character with surrounding tradition buildings
- Lack of uniformity
- The design of the planning application at Mono House (50-56 Lawrence Road) is more sympathetic to neighbouring houses and gardens
  
- ***Concerns with the quality of the development***
- Poor standard of living conditions for potential occupiers
- *Amenity space provision for the residents is insufficient*
- ***Impact on neighbours and the surrounding area***
- Loss of light to properties on Bedford Road
- Loss of privacy/overlooking from proposed balconies/windows/walkways to Bedford Road residents
- Noise pollution to Bedford Road residence
- Visual intrusion
- Light pollution from the proposed walkways to Bedford Road properties
- The development is too imposing on Bedford Road
- The development is in close proximity to Bedford Road gardens
- The position, proximity and orientation of proposed balconies/terraces and windows of no. 67 would prejudice development at no. 69
- Communal areas sited adjacent to private family gardens on Bedford Road

- **Transport**

- Inadequate off street parking and cycle parking provision
- Inadequate car parking provision.
- Further inclusion of car club arrangement should be considered
- On-street parking permits should not be allowed

- **Employment**

- Inadequate employment space provision.
- Concerns with live/work units as the units at the Bellways scheme has been vacant for months
- The commercial space proposed should be re-considered
- It seems unrealistic to expect so much office space in the proposed development to be filled when so many existing commercial units on Lawrence Road are empty
- Concerns the proposed A2 and B1 use would change to A1 use after the development has been constructed.

- **Open space**

- Lawrence road is situated in an area identified as being deficient of public open spaces.
- Lack of on-site play space/green space.
- Inadequate public open space provision.
- Open space should be enhanced
- Adverse Impact on trees.
- Removal of mature trees
- It would take decades for any replanted trees to reach the same size
- Overshadowing to the park
- Loss of existing trees and habitat
- Ecological Impact
- No ecological impact assessment submitted with the application
- Concerns the vital green corridor which abuts the rear of 25-31 Bedford Rd will be developed. The residents were assured by the Council that this woodland would be preserved as is and protected from development
- Elizabeth Place play area is not an adequate size to accommodate additional families
- Consideration should be given to greening Lawrence Road
- Excessive natural surveillance to the park
- Green space provision following the amendments is inadequate
- No consideration has been given to the potential of more public 'open space' which this project could easily and affordably have contributed to (and been required to do so) given the profits at hand.
- Lack of investment into public amenity space

- **Adjoining Conservation Area**
- Heritage Impact
- Impact on the adjoining conservation area
- The proposals are out of scale with the grain and character of the conservation area
- Not enough consideration has been given the conservation area
- A scheme more like Bellway's would achieve a much better balance between conservation and housing concerns
- The amendments do not ameliorate the significantly adverse impact that the development would have on the Clyde Circus Conservation Area
- Following the amendments, the landscaping changes are minor and the scale and mass of the proposal will continue to have an impact on the conservation area of Bedford Road
- The Clyde Circus Conservation Area should be preserved and enhanced

**Submission of two separate applications**

- The development should be considered as a whole and also reviewed by the GLA office,
- Concerns with the co-ordination of both schemes
- What safeguards would be put in place to ensure that one scheme does not happen without the other
- The development should not be considered in isolation as it is being created in tandem with the property at 45-63 Lawrence Road

**Policy**

- The proposal breaches the adopted Lawrence Road Planning Brief (2007) which should carry more weight than the Tottenham Area Action Plan
- Retail units are proposed which breaches the Lawrence Road SPD (2007)
- Conflicts between development plan policies adopted, approved or published at the same time must be considered in the light of all material considerations, including

**Others**

- Security concerns
- The scheme does not fulfil the regeneration vision of the area
- Fly tipping of rubbish
- impact on crime and antisocial behaviour
- Availability of nursery places/schools should be considered due to the high percentage of family units proposed
- Inadequate on site affordable housing
- Poor sustainable design
- Density excessive
- Impact on local infrastructure and services
- Little focus on building a community

- The revised plans have not taken on board the objections made by local residents
- Such a large number of residents into a very small area will lead to social problems in the future
- The negative impact created by these projects would be far greater than the Bellway's development

***Support***

- Support for more development on Lawrence Road
- Support for the redevelopment of the site to provide a residential-led development
- The development will help further regenerate Seven Sisters
- Hopefully the development will discourage dumping and littering and loitering in the area
- Support for the demolition of the existing buildings
- The area needs investment
- Support the development would improve the condition on Lawrence Road
- The development would improve natural surveillance and safety in the historically notorious area

5.8 The following issues raised are not material planning considerations:

- Noise and disturbance during construction (Officer Comment: This is addressed by environmental health legislation and is not a material planning consideration)
- Asbestos concerns (Officer comment: As above)
- The application is difficult to access (Officer Comment: all plans have been uploaded on to the Councils website)
- Conditions should be imposed to address the party wall on the boundary of the site and during construction phase. (Officer Comment: This is a private/civil matter between the respective parties and therefore not a material planning consideration)
- Demolition of no. 67 will cause damage no 69 (Officer Comment: This is a private / civil matter between respective parties and therefore not a material planning consideration)
- Inaccurate plans (Officer Comment: officers have assessed the submitted plans and these are considered accurate)
- Community engagement and consultation has been poor (Officer comment: Consultation has been rigorous consisting of 2 Development Management Forums, the developers held their own public consultation event prior to submission, consultation letters were sent out and further letters were sent out following the amendments made)

- Clarity of the applications is poor (Officer Comment: The objector did not state 'why' they observed the clarity being poor – however, officers are satisfied that the proposals and applications have been submitted and formulated so to be clear as to what is proposed and on which site)
- Money cannot be the only driving force in such developments (Officer Comment: This is not a material planning consideration)
- Concerns are that these properties were sold at a very low cost (Officer Comment: This is a private matter and not a material planning consideration)
- The developer has not addressed the concerns raised at the *DMF* (Officer Comment: The developer addresses the concerns regarding the Lawrence Road Brief (2007) in the form of a letter dated 26 August 2016 following the Development Management Forum)
- There was no signage displayed in the affected areas about the planned proposals (Officer Comment: 5 sites notices were displayed close to the site for each planning application)
- Planning advice is so inconsistent across these developments (Officer Comment: Every application is considered on its own merits)

## **6 MATERIAL PLANNING CONSIDERATIONS**

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

1. Policy Context
2. Regeneration and Economic Benefits
3. Principle of demolition
4. Principle of the development
5. Density
6. Design
7. Inclusive Access
8. Impact on the Character and Appearance of the adjoining Conservation Area
9. Affordable Housing, Mix, Quality, layout
10. Amenity Space
11. Child Play space
12. Daylight, Sunlight/Impact on neighbouring amenity
13. Transport



14. Daylight, Sunlight/Impact on neighbouring amenity
15. Trees /Impact on adjacent Significant Local Open Land (SLOL)
16. Flooding and drainage
17. Energy/Sustainability
18. Waste storage
19. Contaminated land
20. Archaeology
21. Air Quality
22. Section 106 Contribution
23. Conclusion

## **Policy Context**

6.1 National planning policy is set by the National Planning Policy Framework (NPPF), 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).

6.2 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.

6.3 The sites (45-63 & 67 Lawrence Road) fall within a designated ‘Site Specific Proposal’ (SSP27) on the Haringey proposals map. The SSP encompasses all of Lawrence Road and seeks a mixed use development of residential and employment on this site to replace the existing office and industrial development.

- 6.4 Local Plan Policy SP1 'Managing Growth' 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.
- 6.5 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.
- 6.6 In September 2016 the emerging Tottenham AAP pre-submission version 2016 went through EiP and is starting to gain significant material weight. This document identifies Lawrence Road as a site for mixed use development with re-provision of commercial / employment at ground floor level and residential above.
- 6.7 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), commercial space and live/work units.

### **Regeneration and Economic Benefits**

- 6.8 The proposed scheme will result in the comprehensive redevelopment of both sites providing a number of physical and economic regeneration benefits for the area.
- 6.9 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 significantly increase passive surveillance of the public realm. This development will help to bring forward proposals for the northern end of Lawrence Road so that the policy objectives for the area can be met.
- 6.10 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 fundamental complementary role.

- 6.11 The applicant for 45-63 Lawrence Road has estimated that 49 jobs could be provided on site. The applicant for 67 Lawrence Road has estimated that between 7 and 17 jobs could be provided on site. Both estimates are based on employment density figures provided by the 2015 Home and Communities Agency Employment Agency Density Guide.. Construction of the development will also provide job opportunities and the applicant for both schemes proposes a financial contribution towards local labour and training during construction as part of the s106 agreement.
- 6.12 The proposed developments would provide a total of 149 residential units which will make an important contribution towards the housing target of 10,000 within Tottenham and the overall housing target of 19,800 for the Borough as a whole.
- 6.13 The securing of planning obligations would ensure that existing open space at the playground of Elizabeth Place Park is improved and enhanced in order to benefit future residents of the developments subject to these two planning applications, the existing community and the physical appearance of the area generally.

#### **Principle of demolition**

- 6.14 The scheme proposes the redevelopment of the site, including the demolition of the existing buildings. The existing buildings that occupy both sites (HGY/2016/1212 & HGY/2016/1213) have no architectural merit and detract from the appearance of the area. The principle of demolition is also supported by the Lawrence Road SPD (2007) and SS2 of the Council's emerging Tottenham Hale Area Action Plan pre-submission version 2016 where no building at nos. 45-63 & 67 Lawrence Road is sought to be retained.
- 6.15 As such the principle of demolition of existing buildings on the sites are considered to be acceptable subject to appropriate replacement scheme

#### **Principle of the development**

Co-joined scheme – 45 – 63 Lawrence Road HGY/2016/1213 & 67 Lawrence Road HGY/2016/1212

- 6.17 The schemes have been devised in order that the development can be built out 'as one' across both sites. The schemes have also been designed so that each

development on the two sites can also be implemented independently of one another. The schemes have been considered 'as one' but also as separate developments with regard all planning issues as set out in this report. As such, the principle of assessing a co-joined scheme and independent schemes is considered acceptable.

#### Mixed use development – Employment and residential uses

- 6.18 The principle of a mixed use development across both sites comprising a predominantly residential led scheme, with employment generating uses in land use terms accords with the land use designations of the UDP (SSP27), the Lawrence Road SPD (2007) together with the site specific designation in the Local Plan and the emerging Tottenham Area AAP pre-submission version 2016 – designated site (SS2). Furthermore, the site is near the Seven Sisters and High Road corridor, which is a priority area for change and has a strategic role to play in the growth of Haringey. Local Plan Policy SP8 seeks to encourage and support employment generating uses together with the emerging Tottenham AAP, which identifies Tottenham for regeneration, with the opportunity to enable the provision of 10,000 new homes and 5,000 new jobs. The Council's aspiration for this site is for a comprehensive residential led mixed use development with ground floor employment generating commercial provision, which will significantly contribute to the regeneration of the area.

#### Residential use

- 6.19 The scheme at 45-63 Lawrence Road (HGY/2016/1213) provides 80 residential units and the scheme at 67 Lawrence Road (HGY/2016/1212) provides 69 residential units. The principle of housing is supported by the National Planning Policy Framework (NPPF) 2012 chapter 6 Delivering a wide choice of quality homes, London Plan 2015 Policies 3.3 'Increasing Housing Supply' and 3.4 'Optimising Housing Potential'. It is also supported by Saved policy HSG2 of the Unitary Development Plan and Haringey Local Plan Policy SP2 'Housing'. The Haringey Local Plan 2013 sets out a target for the Borough to deliver 8,200 dwellings between 2011 and 2021 (820 per year). Under the new draft plan figure alterations to the London plan (FALP), the target has been increased to 15,019 dwellings (1,502 dwellings per year). The site is also identified in the Council's emerging Tottenham Hale Area Action Plan pre-submission version 2016 as SS2 which specifically encourages residential development as part of mix use schemes - in addition the site is surrounded by existing residential uses within a broader residential context.
- 6.20 The proposed number of residential units, together with affordable shared ownership housing on both sites would therefore contribute to providing much needed housing to assist in meeting the boroughs housing target and the overall regeneration of Lawrence Road and the Tottenham area generally.

#### Employment Use on both sites (45-63 & 67 Lawrence Road)

- 6.21 The proposed schemes both seek to provide employment uses on the sites which in essence is actually seeking to retain existing employment generating uses currently on the sites, as part of a mix use scheme.
- 6.22 The Lawrence Road SPD (2007) seeks to provide a proportion of employment generating floorspace on these sites on Lawrence Road. The site is identified as SS2 within the emerging Tottenham Area Action Plan (AAP) pre-submission version 2016, which states that any scheme for these sites should seek to re-provide employment floorspace at ground floor level along Lawrence Road, with residential development above as part of any redevelopment. This document has significant weight given its advanced stage within the consultation and adoption process and will supersede the Lawrence Road SPD (2007). Both sites seek to provide employment generating uses as part of these proposed mix use schemes which is acceptable. However, it is evident that each proposed scheme would result in a net loss of existing employment generating uses, which are assessed individually below.

Net Loss of existing light Industrial (B1) and Storage (B8) use at 45-63 Lawrence Road

- 6.23 The site measures approximately 3,328 sqm and is occupied by four existing buildings. One of the buildings is in disrepair and is no longer in use and the other buildings are a combination of storage and light industrial use.
- 6.24 The existing buildings on the site equate to approximately 1,263.35 sqm in area and are within B1 and B8 storage and warehouse industrial use, which is understood to support 11 jobs. The existing commercial floorspace will be replaced by 566sqm of B1 and ancillary A2 commercial floorspace all of which becomes the applicant's head office with the A2 part being the ancillary A2 estate agency. Whilst there would be a net loss of employment floorspace, the scheme would support a significant increase in employment opportunities. The existing site currently represents an inefficient use of land and very low employment density. The commercial element of the proposal would provide a denser employment use and therefore increases the number of jobs anticipated to be 49, whilst allowing the site area to be used for much needed regeneration benefits. The proposed floorspace would be modern and fit for purpose, designed specifically for office use and in a suitable location within the site. This would provide long term and sustainable and high quality employment floorspace that will increase long-term employment provision on the site.
- 6.25 The proposal would provide significant regeneration and employment benefits and is supported by the NPPF, London Plan Policy 4.1, Policies SP1 and SP8 of the Local Plan, the Lawrence Road SPD (2007), site designations SSP27 of the UDP and SS2 of the emerging Tottenham Area Action Plan (AAP).

- 6.26 Therefore, in consideration of the above, the net loss of the existing employment floorspace is considered acceptable in this instance as part of a regeneration scheme. Policy SP9 of the local plan empowers the council to seek a financial contribution for the loss of the existing employment floorspace on the site. However, in this instance, it is considered, given the significant up lift in job opportunities and the applicant's willingness to participate in local labour and training initiatives, which is secured by legal agreement that this is not appropriate. A condition is recommended to be imposed on any grant of planning permission to ensure that the A2 use remains strictly ancillary to the B1 use and shall not be self contained in order to protect the employment use on the site.

#### Net Loss of existing office and industrial use at 67 Lawrence Road

- 6.27 The site measures approximately 2,636 sqm and is occupied by two existing buildings which consists of approximately 768.5 sqm of office floorspace and 1303.8 sqm of industrial floorspace. It is understood the site and buildings are currently vacant. The current commercial floor space would be replaced with live work units that would equate to the retention of 321 sqm of employment generating floorspace, which is clearly a net loss of employment space. It is not known what number of jobs the site once supported given the fact that it has been vacant for some time, which illustrates that the market demand for the current use is very low.
- 6.28 An estimate of the employment that would potentially be supported by the proposed live/work units has been undertaken, using the assumptions for job density as those used in the employment densities from the 2015 Home and Communities Agency Employment Density Guide, which equates to providing 7to17 job opportunities, which is welcomed.
- 6.29 The same policy analysis as for 45-63 Lawrence Road also applies for the site and proposal at 67 Lawrence Road and therefore will not be repeated. However, there is further policy analysis required given that this site proposes live work units which are not strictly defined as User Class 'B's' employment uses.
- 6.30 Saved UDP Policy EMP7 states that proposals for live/work units in the Borough will only be permitted provided that:
- a) they are outside the Industrial Location DEAs as identified in Schedule 3 and the Proposals Map;
  - b) the residential element complies with the Council's standards on dwelling and room sizes and other residential amenity standards
  - c) at least a minimum of 25% of the floor area is allocated for workspace; and
  - d) where appropriate, the proposals complies with policy EMP 5.
- 6.31 Although the site is specified within Schedule 1 of saved policy SSP 27 of the UDP - designated for residential and employment use, the site itself is not a

designated Defined Employment Area, therefore the principle of live work units is acceptable on this site. With regards to Saved UDP Policy EMP7, the scheme would comply with London Plan standards in terms of dwelling sizes and amenity space and in excess of 25% of floor area of the live work units is devoted to workspace. With regards to saved policy EMP5 of the UDP, which promotes employment uses within and outside Defined Employment Areas, the proposal is acceptable as any vehicular trips generated by the proposal is catered for by the most sustainable and appropriate – measures which are considered within the transport section of this report. It is also important to note that the Lawrence Road SPD (2007) supports live/work units, as the principle of live/work units has already been established at No. 28 Lawrence Road.

- 6.32 Also relevant to the consideration of live work units on this site are the concerns which have been raised by local residents and the Council's regeneration team who are concerned that the live/work units at the Bellway scheme (HGY/2012/1983) have been vacant for a long period and are concerned that this may repeat itself should consent be granted for live work units on this site.. In this instance, the applicant has provided an accompanying supporting letter from Christo & Co dated May 2016 which confirms that the freeholder of the site, (Interfine Properties Limited) intend to retain the ownership of the seven proposed live/work units and they will be let and managed by Christo & Co based in north London. Christo & Co have a great deal of experience in letting and managing commercial and residential properties in the Borough and have a team of professional agents and surveyors who specialise in letting and the ongoing management of this type of property. Christo & Co have confirmed that the 7 live/work units will be marketed within the borough and also London wide in order to attract entrepreneurs, artists and small business owners who wish to take advantage of living and working in the same place. Leases for the live/work units will be granted that define and identify the commercial area within the units at ground floor and the residential above. The lease will restrict occupants from using the units for other purposes. Christo & Co have also confirmed that their management team will be responsible for on-going monitoring and enforcement of the terms of lease. The Bellway scheme does not manage the live work units in this manner. Given these circumstances and assurances, it is considered, on balance, that the live work units are acceptable as the replacement employment generating uses for this site.

#### Summary 45-63 & 67 Lawrence Road

- 6.33 Overall the principle of the proposed uses on these sites, in light of the specified planning polices, documents and officer assessment, are considered to be in line with existing and emerging policy and is acceptable.

#### **Density**

- 6.34 The density of the proposed scheme at 45-63 Lawrence Road is 828 habitable rooms per hectare which exceeds the 200–700 hr/ha set out in the London Plan.

The density of the scheme for 67 Lawrence Road is 860 habitable rooms per hectare which again exceeds the 200–700 hr/ha set out in the London Plan. Although the density of both schemes (45-63 Lawrence Road - HGY/2016/1213 & 67 Lawrence Road - HGY/2016/1212) exceeds the guidance in the London Plan density matrix, this does not mean that the developments are automatically inappropriate or an overdevelopment of the site. In this regard the Mayor's Housing SPG states that exceptionally, higher densities on individual developments may be acceptable where these can be clearly and robustly justified by local circumstances. They must be tested rigorously, taking account of different aspects of 'liveability' related to proposed dwelling mix, design and quality, physical access to services, long term management of communal areas, and the wider context of the proposal including its contribution to local 'place shaping' as well as concerns over 'place shielding'. It is particularly important to take account of its impact in terms of massing, scale and character in relation to nearby uses, and design should be exemplary.

- 6.35 In this instance the sites are located in a highly accessible location (PTAL 4-5), close to public transport, the proposed developments would provide a high percentage of 3 bed dwellings, a good level of private and communal amenity space and the residential units proposed would provide a good internal living environment for future occupiers. Furthermore, the schemes would result in a high quality designed development together with a much improved public realm, which will benefit future residents and the visual amenity of Lawrence Road and the locality generally. It is important to note that within the emerging Tottenham Area Action Plan (AAP), the Council expects the highest density development to be located adjacent to public transport nodes, and in Growth areas and Areas of Change. Therefore, it is considered that the schemes would not constitute an overdevelopment on either of the sites and the quantum of units proposed, together with the proposed employment generating floorspace is considered acceptable in its local setting, subject to all other material planning considerations being met.

## **Design**

### Use, Form and Development Pattern

- 6.36 Policy 3.5 of the London Plan seeks to enhance the quality of local places taking into account local character and density. Local Plan policy SP11 and saved UDP policy UD3 include similar requirements. Policies 7.4 and 7.6 of the London Plan also require that design takes into account context. Local Plan policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. To achieve these aims, proposed developments are required to respect its local context and character and historic significance and to contribute to the creation and enhancement of Haringey's sense of place and identity. Policy DM1 of the Councils Development Management DPD Pre-submission Version 2016 'Delivering High Quality Design'



continues this approach and requires development proposals to relate positively to their locality.

- 6.37 The Lawrence Road SPD 2007 states that the size, scale and density of the urban blocks (in terms of proposed developments) should relate to the existing street pattern and the connections with the wider area. The emerging Tottenham Area Action Plan (AAP) sets out that development at the northern edge of the site should face the existing linear park as well as Lawrence Road, and should step down in height to respect the existing terraced housing to the west.
- 6.38 The proposals for these two sites at 45-63 Lawrence Road & 67 Lawrence Road) are carefully coordinated and tie together and also conform to the masterplan envisaged for the whole redevelopment of Lawrence Road; from its junction with West Green Road to the Clyde Road / Elizabeth Gardens crossing as specified in the Tottenham Area Action Plan and the planning brief. This envisages residential led mixed use redevelopment with active frontage and employment uses on the ground floor facing Lawrence Road, with residential above and behind, up to the height of the retained Live/Work building at 28 Lawrence Road, with lower residential blocks behind, in courtyard or mews layouts, dropping down towards the heights of existing housing to either side.
- 6.39 The proposals for both sites have non residential uses on the whole of their ground floor frontage facing Lawrence Road, also extending into the 1<sup>st</sup> floor; which officers consider a significantly better interpretation of the masterplan than the Bellway development which has discontinuous non-residential frontage. The southern site at no. 67 Lawrence Road has Live-Work units on the ground and first floor, whilst the northern site at 45-63 Lawrence Road has B1 office uses on both floors, part with an active frontage; this turns the corner before switching to residential facing the park.
- 6.40 Both developments have large “mansion” style blocks facing the street, set back from the pavement with an active, hard landscaped frontage and consistent 2 storey architecturally treated base which would contain the proposed employment generating uses. Residential flats would be located above with a ‘set back’ top (7<sup>th</sup> floor). In addition to non-residential active frontage, each block has a communal entrance leading to lift and stair cores to access upper floor flats. The two blocks on each respective site would be separated by a route through to their rear for vehicles and pedestrians. This access point would in essence be two (2) storeys in height providing active frontage and passive surveillance from windows above the access to the ground and 1<sup>st</sup> floor office and live-work units. The building’s layout and siting with flats above the commercial frontage would ensure continuity of the “street-wall” along Lawrence Road.
- 6.41 The mansion style street facing block at 45-63 Lawrence Road then turns the corner to face Elizabeth Place Park , with the ground floor in residential use;

here there would be ground floor flats with their own front doors off the new path created along the southern edge of the park as part of this development; the developers have expressed a willingness to donate a piece of land to the park to create the proposed path for this and for additional park landscaping, ensuring that the northern edge of the development aligns with the existing terraced houses to the west on Bedford Road and opens up this side of the park, improving its accessibility and layout and providing active frontage and passive surveillance to the park, as well as facilitating a pedestrian 'archway' access into the proposed development.

- 6.42 Behind the proposed mansion style blocks fronting Lawrence Road, and enclosed by the mews block facing the communal amenity space to the west (45-63 & 67 Lawrence Road) would be a large courtyard space; this is typical of a mews style development, but would be of a larger scale and more generously landscaped. This part of the proposed development would be similar to that on the east side of the Bellway blocks on the east side of their stretch of Lawrence Road, but that space is somewhat 'under-scaled' with 2 and 3 storey houses on its east side; here the proposal is for an enclosed courtyard, with minimal car parking provision and generous amounts of soft landscaping. Officers are confident it will have the feeling of being a true public space, albeit quieter and of a purely residential character. The proposed development on 45-63 & 67 x Lawrence Road has been designed in order to not prejudice redevelopment of no. 69 Lawrence Road.

#### Height, Bulk & Massing

- 6.43 The site as identified as (SS2) within the emerging Tottenham Area Action Plan (AAP) pre-submission version 2016 states that Lawrence Road is suitable for taller buildings facing both sides of Lawrence Road with mews-type streets behind containing family housing. Proposals responding to the scale of the terraced housing prevailing in the Clyde Circus Conservation Area to the east and west will be supported, in line with the extant planning permission on the southern section of the site.
- 6.44 The Lawrence Road SPD 2007 states that the maximum height of any new building proposed in the planning brief site should not exceed the height of the building at 28 Lawrence Road, which is the most significant building, in architectural and design terms. Paragraph 7.2.2 of the SPD also states that there may be scope for an additional floor, but this must be set back from the front façade of the building and will be subject to a detailed assessment of design and amenity considerations.
- 6.45 The proposed mansion block form of the Lawrence Road frontages on both sites maintain consistent height as a 6 storey "street-wall" of a clearly distinguished 2 storey base and 4 storey middle, with a setback 7<sup>th</sup> storey. This is appropriate for the width and scale of Lawrence Road, will match the parapet height of no. 28

Lawrence Road opposite, as well as the higher mansion blocks of the Bellway development.

- 6.46 The four storey new development to the rear of the mansion style blocks fronting Lawrence Road on both sites (45-63 & 67) would be 4 storeys in height with ground and first floor maisonettes and a few flats above. As this part of the proposed development would be set back from the western boundary the buildings would not be highly visible at street level but nevertheless are of an acceptable design standard regarding height, scale and bulk.
- 6.47 There is a large courtyard space set behind the proposed mansion style block fronting Lawrence Road and before the proposed lower four storey mews development to the rear (45-63 & 67 Lawrence Road). The heights of the proposed development around this central courtyard space due to its overall dimensions are considered appropriate in this instance. The height of the proposed four storey mews development to the west of this space is also considered appropriate as they would both be set well back from the western boundary of the two sites and given a large number of large mature trees will be retained, it is unlikely the four storey mews development would be visible from the neighbouring street to the west.
- 6.48 In terms of proposed massing, of the development fronting 45-63 Lawrence Road the proposed mansion style block of 7 storeys becomes a gradually-‘stepping-down’ terrace facing Elizabeth Place Park to the north, and mediating in height between the proposed 6/7 storeys on Lawrence Road and 2/3 storeys of the existing surroundings, whilst still being prominent enough to be commensurate with the scale of the park space it looks onto. It is considered that this is an ideal design response between the building proposed on this part of the site and the existing built form of the adjacent terrace housing on Bedford Road.

#### Elevational Treatment & Fenestration

- 6.49 Officers consider that the proposed elevational treatment and fenestration would reinforce the composition of the Lawrence Road frontage, as a series of bold, linear blocks of a mansion-block style, with a vertical emphasis and a clear distinction between base, middle and top. Entrances are also clearly indicated as open or glazed slots. Balconies would be recessed, to help emphasise the vertical and solid emphasis.
- 6.51 The most special case is the ‘link block’; this would be designed to link between these two proposed separate developments on each respective site, by two separate developers and architects, and potentially not going to be completed until after the completion of both proposed developments. Indeed, both developments on each site are designed so they can be linked in the future (or development could be built out before the development on the adjacent site). In order to provide confidence that one development on one of the sites could be

built out before the development on the adjacent site, each proposed development has been designed in order that:

- a) Each one of the sites could stand alone for ever, without the neighbouring development and therefore without (any of) the link block and with a permanent flank elevation of contrasting brick infill and permanent windows where the door to the flat in the link would have been;
- b) alone for a short period if the other site starts later than the first site is completed, in which case there would be a temporary flank elevational treatment and window; and
- c) have the link completed by either developer, with both developers contributing and benefiting equally in providing structural support, weather proofing and having a flat each on each floor.

6.52 The link would be designed as a more lightweight element than the proposed mansion blocks on either sides, with just glazing and balustrades to the facades, as is appropriate for a construction bridging over the alleyway through to the courtyard.

6.53 In the case of the site at (45-63 Lawrence Road), the proposed development, as mentioned earlier would have an appropriate transition between the height, massing and gradation of the proposed Lawrence Road blocks and the western, courtyard blocks the proposed development would also step down in a series of coherent, distinguished steps to become a 3 storey building, with a setback 4<sup>th</sup> storey, where it adjoins the existing terraced houses at the north western corner of the site on Bedford Road.

#### Materials & Details

6.54 Paragraph 7.7.3 of the Lawrence Road SPD (2007) seeks materials that are robust and of a high quality. In response to this, the materials palette would be predominantly brick, which is appropriate as a durable, robust material that weathers well, as well as being established by precedent from local context. A limited palette of just 3 different bricks has been skilfully handled to provide sufficient variety, a red and “neutral” (grey) brick to the southern development, more similar to the palette used in the Bellway development, and the same “neutral” brick with a more buff brick to the northern development; similar to the existing housing north of the linear park and west on Bedford Road. Officers are satisfied that this proposal is acceptable.

6.55 Other materials that would be used include lightweight powder coated grey aluminium cladding to set-back top floors which would reinforce their “recessive” appearance as an element analogous to a pitched roof on a more traditional building. Windows and other joinery / metalwork would be in matching powder coated metals (aluminium or steel). Balustrades are all proposed to be in frosted

glass, which will allow reasonable light transmission, whilst providing privacy to residents' outdoor amenity space and reducing the appearance of clutter.

- 6.56 Conditions are recommended to be imposed on any grant of planning permission in order to secure quality materials and that their detailing is robust, particularly of choice of brick, cladding, balustrades, rainwater goods and other materials, and detailing of parapets, window reveals and around recessed balconies, including their soffits.
- 6.57 Objections have been received on the issue of design, scale, siting, context, height and the proposals being out of keeping with the character of the area. In this instance for the reasons set out above, the proposed development is considered acceptable where the necessary design quality has been achieved to permit the exceptional height and visibility in this sensitive location. Further, the heights and massing of the proposed developments would comply with the Lawrence Road planning brief 2007 and the Tottenham AAP pre-submission version 2016.

**Quality Review Panel (QRP)**

- 6.58 Haringey's Quality Review Panel (QRP) considered the development proposals on 16<sup>th</sup> December 2015 and 18<sup>th</sup> May 2016. The panel's comments are reproduced in full in appendix 3; the panel's comments are nevertheless also set out and addressed below:

QRP Comments	Response
<p>The Quality Review panel recognises the merits in both sites coming forward for development under a coordinated overall design, and finds much to admire in the proposals</p> <p><b>Massing and development density</b></p> <p>At the first review the panel felt that the proposed building height/massing fronting onto Lawrence Road is at the limit of what would be acceptable, they think building heights to the north of the site should step down sooner, away from Lawrence Road. This would achieve a more sympathetic</p>	<p>Following QRP comments both planning application were submitted so that one site could still be developed without prejudicing the development potential of the each respective site.</p> <p>Following QRP comments, the top floor of the external walkway has been reduced so that the building steps down more quickly facing the park and the northern entrance has been widened to avoid a pinch point (45-63 Lawrence Road). At the second review, the QRP welcomed the articulation</p>

relationship with the small scale of the existing homes to the north and west. (45-63 Lawrence Road – HGY/2916/1213)

### **Structural/daylight issues**

At the first review, the panel identified structural and daylighting issues that require further technical input, in tandem with very careful consideration of how the two sites would function independently in the event that one site fails to proceed.

### **Central courtyard space**

At the first review, the panel would encourage further consideration of the design of the central courtyard space, and the relationship of the existing games court to the northern section of the development

### **Layout**

At the second review, the panel felt that there is scope to improve the generosity of circulation areas and entrances to the residential blocks. The panel would welcome further clarity on the nature and design of the landscaped areas, in order to maximise quality and amenity for the residents and commercial occupants

### **Architectural expression**

At the first review, the panel felt that the palette of materials and approach to architectural design across the two sites needs to be more coordinated. The design

and setting back of the upper level to the north of the site

Following QRPs comments, the scheme has been analysed for daylight impact, sunlight, overheating and energy which are discussed later on in the report

Following QRPs comments, the layout of the courtyard has been redesigned to break up the parking more and move more amenity space towards the centre of the courtyard, and creating a green focus point when entering under bridge. Further revisions have been made by significantly reducing the number of car parking within the central courtyard and increasing the amount of open space on both sites.

Following QRPs comments the layout has been tested and refined at a detailed level.

Following these comments, the materials have been coordinated so between the two sites there are now only four main

of the commercial facades and the public realm adjacent also requires further consideration.

materials; two types of brick per scheme with a grey multi brick shared, a dark grey metal cladding and white opaque glass balustrades. Also, the public realm along Lawrence Road has been redesigned to create a defined private space to the front of the live/work units that still is open and has character of a commercial unit (67 Lawrence Road). At the second review, the QRP welcomed the how the architectural expression has developed

### **Bridge linking both developments**

At the first review, the panel questioned the nature of the bridging accommodation (above the main entrance on Lawrence Road) that links the two sites.

Following QRPs comments, the approach to the bridge in terms of progression of the two developments, construction and technically has been set out in the Combined Masterplan. The bridge / link is to be the last phase of construction as a light weight element supported vertically by the flank walls of the two schemes. If one scheme is not to go ahead the bridge / link element can be omitted and any openings through the flank walls can become windows instead. The applicant has submitted a plan to show the elevation treatment of the flank for both 45-63 & 67 Lawrence Road

### **Sustainability/Energy**

At the first review, the panel recommended the consideration of green roofs, photovoltaic panels and a shared heating system.

Following QRPs comments, as part of sustainability and SUDS concerns green roofs has been included all main roofs, PVs are to be installed on the green roofs and the scheme will have a communal heating system which has potential to connect to district heating in the future.

### **Landscaped areas**

At the second review, the panel would welcomed further clarity on the nature and design of the landscaped areas, in order to

Following QRPs comments, further clarity has been provided on the nature and

<p>maximise quality and amenity for the residents and commercial occupants</p> <p>At the second review, the panel pointed out that access to the landscaped communal garden to the west of the site also requires further thought optimise access for all residents as well as for maintenance</p> <p><b>Open Space to the north of the site</b></p> <p>At the second review, the panel pointed out that careful consideration of future management strategies to mitigate nuisance from the MUGA is therefore recommended.</p>	<p>design of the landscaped areas.</p> <p>Following QRPs comments, the applicants have improved access to western communal garden</p> <p>These comments were noted.</p>
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6.59 Overall the proposed developments at (45-63 & 67 Lawrence Road) are considered acceptable due to its coordinated overall design which is of a high quality where the bulk, scale and massing of the proposal has reached a point where it is considered acceptable and officers are satisfied with the height which responds well to the street and context. The improved layout and public open space is also considered positive.

**Inclusive Access**

6.60 Local Plan Policy SP2 and Policy 3.6 of the London Plan require that all housing units are built to Lifetime Homes Standards with a minimum of 10% wheelchair accessible housing or easily adaptable for wheelchair users

45-63 Lawrence Road – HGY/2016/121

6.61 The proposals provide 10% of the units as wheelchair units as required in planning policy and the typical layout is considered acceptable. The wheelchair accessible units would be provided at all floor levels except for the 6<sup>th</sup> floor. The wheelchair units apply to the 1 and 2 bed flats however all the units would be easily adaptable for wheelchair use.

67 Lawrence Road – HGY/2016/1212

6.62 The proposals provide 10% of the units as wheelchair units as required in planning policy and the typical layout is considered acceptable. The wheelchair



accessible units would be provided at all floor levels except for the 6<sup>th</sup> floor. The wheelchair units apply to the 2 and 3 bed flats however all the units would be easily adaptable for wheelchair use.

### **Character and appearance of the conservation area**

- 6.63 The Legal Position on impacts on heritage assets is as follows, and Section 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, are of relevance.
- 6.64 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66(1) did intend that the desirability of preserving the settings of listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise."
- 6.65 The Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving the settings of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrefutable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.66 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit to each element needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment

concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.

- 6.67 Policy 7.8 of the London Plan (LP) (2015) requires that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Policy SP12 of the Haringey Local Plan (HLP) (2013) requires the conservation of the historic significance of Haringey's heritage assets. Saved policy CSV5 of the Haringey Unitary Development Plan (UDP) (2006) requires that alterations or extensions preserve or enhance the character of the Conservation Area. Policy DM9 of the Councils Development Management DPD pre-submission version 2016 continues this approach.
- 6.68 The policy tests above concerns development within a conservation area but also covers development that affects the setting of a conservation area, including significant views into or out of the area.
- 6.69 The site lies just outside the Clyde Circus Conservation Area and given its size would potential have an impact on the Conservation Area. The existing buildings do not contribute to the setting of the conservation area and as such there would be no objection to their demolition. The seven storey mansion style block fronting Lawrence Road (45-63 & 67 Lawrence Road) would not be considered to have an impact on the setting of the conservation area albeit the new blocks would be visible from the various parts of the conservation area. However, the impact would be similar to the impact of the existing buildings and as such this would be considered as 'no harm'. However, the height of the proposed four storey mews block to the rear (45-63 & 67 Lawrence Road) would be clearly visible from the rear gardens of properties along Bedford Road and would introduce a scale that is alien to the conservation areas character. However, these would be a long distance from the rear elevations and the overall impact would be considered 'less than substantial'. Whilst there are no imminent heritage benefits of the development that would outweigh the less than substantial harm, there are evident public benefits such as regeneration, affordable housing, employment and open space on both sites.
- 6.70 Objections have been received on the issue of both developments (45-63 & 67 Lawrence Road) having an impact on the adjoining conservation area, Officers however as set out above the less than substantial harm caused by some elements of the development is outweighed by the regeneration benefits of the scheme.

### **Affordable housing, mix, quality, layout**

#### Affordable Housing

- 6.71 The London Plan through Policy 3.11 seeks to maximise affordable housing provision across London and seeks to provide an average of 17,000 more affordable homes per year up to 2031 and requires 60% of affordable housing to be for social and affordable rent and 40% for intermediate rent or sale.
- 6.72 London Plan Policy 3.12 notes that in negotiating affordable housing on individual private housing and mixed use schemes Local Planning Authorities “should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for reappraising the viability of schemes prior to implementation (‘contingent obligations’), and other scheme requirements”.
- 6.73 Haringey Council’s affordable housing policy is contained in Policy SP2 of the adopted strategic policies DPD (2013). This requires that the subject to viability schemes meet the 50% affordable housing borough wide target. The alterations to the Strategic Policies DPD, considered by Full Council in November, propose reducing this requirement to 40%, based upon evidence of development viability. The NPPF re-affirms the government’s commitment to ensure that obligations imposed by the planning process do not threaten the deliverability of sustainable development proposals.

45-63 Lawrence Road

- 6.74 The proposal provides for 16 affordable units consisting of a mix of 1 bed 2 person, 2 bed 3 person and 2 bed 4 person flats and all the flats will be shared ownership. The affordable housing mix is as follows;

<b>No. of bedrooms</b>	<b>Shared ownership</b>
1 bed units	11
2 bed units	5
<b>TOTAL</b>	<b>16 units</b>

- 6.75 The number of affordable units provided equates to 20% based on habitable rooms.

67 Lawrence Road

- 6.76 The proposal provides for 12 affordable units consisting of a mix of 1 bed 1 person, 1 bed 2 person and 2 bed 3 person flats and all the flats will be shared ownership. The affordable housing mix is as follows;

<b>No. of bedrooms</b>	<b>Shared ownership</b>
1 bed units	7
2 bed units	5

<b>TOTAL</b>	<b>12 units</b>
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- 6.77 The number of affordable units provided equates to 17.4% based on habitable rooms.

Justification regarding viability of affordable housing provision for both schemes 45-63 & 67 Lawrence Road

- 6.78 The combined affordable housing provision for both sites would equate to 28 units, or 18.8% affordable housing provision. Concerns have been raised that the proportion of affordable housing is too low, Officers consider that although this is below the adopted Local Plan and London Plan target borough wide target of 50% and below the 40% target within draft Policy SP2 contained in the proposed Alterations to the Strategic Polices Local Plan that this is the maximum amount of affordable housing. The applicant has accordingly submitted an economic viability assessment to justify the level of on-site affordable units offered. The Council has appointed Cartas Jonas to provide expert, independent advice on development viability for each site in this case. They have provided a report to the Council which confirms that the proposed development at 45-63 & 67 Lawrence Road provides the maximum level of affordable housing that both sites can viably support when measured against the benchmark land value. This will be subject to a review mechanism, for re-appraisal to maximum cap of the policy requirement (40%) should the proposal not be implemented within 18 months.
- 6.79 The shared ownership units of the proposed scheme at 45-63 Lawrence Road are located on the ground, first and second floor of the mansion style block fronting Lawrence Road, the interconnected block facing Elizabeth Place Park to the north and interconnected mews block to the rear (Flat numbers: 2, 3, 4, 6, 7, 12, 14, 20, 21, 48, 49, 51, 52, 53, 54 & 56). The shared ownership units of the scheme at 67 Lawrence Road are located on the ground floor, first floor and second floor of the mansion style block fronting Lawrence Road (Flat numbers: G.01, G.02, 1.03,1.04.1.05, 2.04, 2.06, 2.07, 2.08, 2.09, 2.10 & 2.11)
- 6.80 In this instance, although all the affordable units are shared ownership and there is no affordable rent provision, Officers consider this to be satisfactory as there are currently high levels of social rented housing within the Tottenham constituency wards. In order to rebalance the levels and promote the area's regeneration, current Local plan policies promote higher proportions of market sale homes and intermediate housing in this part of the borough. This is supported by Policy DM13 of the Council's Development Management DPD Pre-Submission Version 2016 which states that the Council may seek to alter the tenure and/or mix of affordable provision to be secured on a case-by-case basis to avoid affordable housing of a certain tenure or size being over or under represented in an area. This is also supported by Local Plan Policy SP1

'Managing Growth', SP2 'Housing' and London Plan Policy 3.9 'Mixed and Balanced Communities'. The emerging Tottenham AAP reinforces this.

- 6.81 Officers consider that the level of affordable housing for both scheme at 45-63 & 67 Lawrence Road and the overall affordable housing mix and tenure is the maximum reasonable amount and this has been independently verified.

#### Housing Mix

- 6.82 London Plan Policy 3.8 requires new residential developments to offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups and the changing roles of different sectors, including the private rented sector. Local Plan Policy SP2 'Housing' and Policy DM11 of the Councils Development Management DPD Pre-submission Version 2016 'Housing Mix' and emerging Housing Strategy (2016) continues this approach.
- 6.83 In assessing these proposed developments, officers need to be convinced that the private and affordable housing dwelling mix for all residential development proposals in the borough is acceptable in order to achieve mixed, sustainable and cohesive communities. Each individual scheme should be considered in its local context, availability of subsidy and viability.

#### 45-63 Lawrence Road

- 6.84 The proposal is for **80** residential units. The general housing mix is as follows:

<b>No. of bedrooms</b>	<b>No. of units</b>	<b>% of units</b>
<b>1 bed units</b>	<b>28</b>	<b>35</b>
<b>2 bed units</b>	<b>28</b>	<b>35</b>
<b>3 bed units</b>	<b>19</b>	<b>24</b>
<b>4 bed units</b>	<b>5</b>	<b>6</b>
<b>TOTAL</b>	<b>80</b>	<b>100</b>

#### 67 Lawrence Road

- 6.85 The proposal is for **69** residential units. The general housing mix is as follows:

<b>No. of bedrooms</b>	<b>No. of units</b>	<b>% of units</b>
<b>1 bed units</b>	<b>27</b>	<b>39</b>
<b>2 bed units</b>	<b>21</b>	<b>30</b>
<b>3 bed units</b>	<b>18</b>	<b>26</b>
<b>4 bed units</b>	<b>3</b>	<b>4</b>

<b>TOTAL</b>	<b>69</b>	<b>99</b>
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Summary of housing mix for both 45-63 Lawrence Road & 67 Lawrence Road

- 6.86 The proposed dwelling mix is mostly of 1 and 2 bedroom units, but with a significant number of family sized 3 and 4 bedroom units. It is welcomed that these are mostly ground and first floor maisonettes, located on the quieter western side of the two sites, and with their own private front and back gardens. The proposed housing mix is therefore considered acceptable as it would deliver a range of unit sizes which include a high level of 1 and 2 bedroom units, as it is recognised that developments in highly public transport accessible locations and close to facilities are more suitable for smaller units where car ownership and use is lower. In addition a good level of family sized units is also proposed to meet local housing requirements, as such in accordance with the above policies.

Layout and standard of accommodation

- 6.87 London Plan policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwelling in particular to be of sufficient size and quality and Policy DM12 of the Council Development Management DPD pre-submission version 2016 reinforces this approach. The Mayor’s Housing SPG sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered.
- 6.88 All flat layouts meet Mayors Housing SPG space and layout standards. It is particularly notable that larger flats are provided with two separate living rooms; a dining-kitchen separate from the living room in most cases, and beyond the base requirement. Despite having a block laid out east to west, as well as the larger, deeper plan main blocks north to south along the Lawrence Road frontage and narrower, lower parallel blocks on the west side of the courtyard, the proposals for the two sites both completely avoid north or south facing single aspect flats and effectively avoid ground floor single aspect flats. 67 Lawrence Road would have two single aspect flats at the southern end of the ground floor of the mansion style block, but these are at the quiet “end” of the courtyard, facing the children’s playground, and have generous front gardens for additional privacy and therefore in this instance are considered acceptable.

Approach to the front door(s), Accessibility & Legibility of the street layout

- 6.89 The proposals would distinguish between Lawrence Road, treated as a working street with active frontage of employment use, and the quieter, more residential frontage of no. 45-63 Lawrence Road which faces onto Elizabeth Place Park to the north and the courtyard space at the heart of these two developments. The Lawrence Road frontage of the proposed development would therefore be dominated by a commercial frontage; but this, for both the live-work units and B1 units, would be designed to be flexible between active shopfronts, with goods on

display, brass-plaque style or glass-and-sofas style office receptions, more blank office windows and more heavy-business like delivery and workshop type doors of light industrial, crafts or creative workshops. Flexible signage zones and (for the live-work units), separation of residential entrances and uses would also be designed in to the proposed schemes.

- 6.90 The main entrances to the two street facing mansion blocks would have their own generous entrance lobbies off the street. The entrance would be controlled by concierge's desk and video entry phones. There would also be separate entrances to the courtyard on the west side of the blocks, where residents can access their refuse stores, cycle stores and private communal amenity space. All but 1 core of the proposals for 45-63 and 67 Lawrence Road meet all the Standards in the Mayors Housing SPG s; the one exception being the largest block of no. 67, the "mansion block" facing the Lawrence Road frontage. Although part of No. 67 does not meet standard 12 of the Mayor's Housing SPG, which is stated as to be *generally* required, as long as video entry phones are supplied, it meets Standard 13. It can also be justified as being of exceptional design quality.
- 6.91 Almost all the proposed ground floor flats and maisonettes on both sites (45-63 & 67 Lawrence Road) would have their own front doors which would line as much of the courtyard and park frontage as can be reasonably expected and would significantly animate these spaces, giving them the feel as public realm, with passive surveillance, and providing a level, safe and visible route to the front doors. The remaining flats would share smaller cores but all have logical and clearly laid out entrances
- 6.92 The proposed flats and maisonettes would have their own front doors and would line as much of the courtyard and park frontage as can be reasonably expected and would significantly animate these spaces, giving them the feel as public realm, with passive surveillance, and providing a level, safe and visible route to the front doors.

#### Daylight/sunlight of the proposed residential flats

##### *45-63 Lawrence Road*

- 6.93 A detailed analysis has been undertaken to examine the amount of daylight enjoyed by the habitable rooms of the proposed residential units. 50 test rooms have been generated across the site. Rooms with challenging aspects have been targeted in particular and known shading to assess the impact of this and the surrounding buildings on the daylight factors achieved
- 6.94 The Daylight factors required are listed below:
- Bedrooms : 1%
  - Living rooms 1.5%

- Kitchens 2%

- 6.95 The applicants consultants tested a large sample of likely worst case habitable rooms in the design and found that most rooms have adequate daylight but in two instances (96%) found habitable rooms that would fail to have sufficient natural daylight. The two rooms concerned are both bedrooms, the second bedroom of a two bedroom ground floor flat and the fourth bedroom of a four bedroom second floor flat. Officers are satisfied that the two flats have adequate daylight overall with much better daylight in other rooms in those dual aspect flats.

#### *67 Lawrence Road*

- 6.96 A detailed analysis has been undertaken to examine the amount of daylight enjoyed by the habitable rooms of the proposed residential units. Recommended by the BRE, the daylight factor of the kitchen, living room, dining room and bedroom were analysed for 20 residential units that are considered to be the worst daylight and 1 live/work unit. The analysis shows that all analysed spaces at 67 Lawrence Road development receive adequate daylight levels according to the BRE guidance for average Daylight factors. All dwellings have an average daylight factor of more than 2% at kitchens, more than 1.5% in living rooms and more than 1% in bedrooms.
- 6.97 The amenity spaces in the courtyard of the 67 Lawrence Road are unlikely to be significantly affected as more than 50% of the areas receive more than 2 hours of sunlight on 21st of March.

#### Daylight/sunlight summary of the proposed residential flats for the scheme at 45-63 & 67 Lawrence Road

- 6.98 Overall the daylight analysis shows that all the analysed spaces at 67 Lawrence Road development receive adequate daylight levels according to the BRE guidance for average daylight factors and the test daylight factors completed indicate an excellent pass rate meeting the BRE209 target requirement in 96% of the situations. The daylight/sunlight analysis of the neighbouring existing properties is discussed further on in the report.

#### **Amenity Space**

- 6.99 The scheme includes a range of public, communal and private amenity spaces across both sites. Communal amenity space is provided on both sites within the courtyard area and west of the rear mews blocks in the form of landscaped areas, informal play and child playspace. Private amenity space consists of front/rear gardens and balconies of both schemes. The private amenity space has been designed to meet the standards in the Mayor's Housing Design Guide



and the communal amenity space has been designed to accord with the Lawrence Road SPD (2007) and emerging Tottenham AAP.

6.100 The breakdown of amenity spaces is as follows;  
45-63 Lawrence Road

Amenity Space	Scheme provision	Average per dwelling
<b>Private Amenity space</b>	932 sqm	11.65 sqm
<ul style="list-style-type: none"> <li>• Balconies</li> <li>• Gardens</li> </ul>	643 sqm 289 sqm	9.5 sqm 2.4 sqm
Communal Amenity Space	771 sqm	9.6 sqm
Informal play	478 sqm	6 sqm
Landscaped Areas	161 sqm	2 sqm
<b>Child Play Space</b>	132 sqm	1.65
Total	3,406 sqm	42.8sqm

67 Lawrence Road

Amenity Space	Scheme provision	Average per dwelling
<b>Private Amenity space</b>	1027	13.5
<ul style="list-style-type: none"> <li>• Balconies</li> <li>• Gardens</li> </ul>	579 545	9.1 41.9
<b>Communal Amenity Space</b>	443	5.8
Informal play	274	3.6
Landscaped Areas	45	0.6
Child Play Space	124	1.6
Total	3,037	76.1

6.101 The scheme for both sites meets the private amenity space standards set out in the Mayor's Housing Design Guide.

6.102 The scheme for both sites meets the communal amenity space provision set out in the Lawrence Road SPD (2007) and the emerging Tottenham AAP the prevailing document, as new communal spaces/landscaped areas are proposed within the central courtyard of both schemes, and includes child play space for 0-5 year olds at the southern end of no. 67 Lawrence Road. Further landscaped areas are proposed to the south of this area (67 Lawrence Road). This is also repeated north of the site (45-63 Lawrence Road). In addition the existing space to the west of the mews development across both sites would be significantly improved with access improvements.

6.103 Local objections have been raised that the proposed development would result in an impact on the ecology of the sites, in particular the existing open space which backs onto the residential properties at No 25-31 Bedford Road, which forms part of this proposal, where assurances had been given in the past that this amenity space would be retained in the future. In this instance the site does not have a specific open space designation unlike Elizabeth Place Park to the north which has SLOL designation, however both schemes would be designed and laid out in order to respond to the site's context and makes a contribution to the support and maintenance of wildlife and ecological habitats; through enhancing existing woodland, the creation of new green spaces, the maintenance of existing trees and the planting of new trees.

### **Child Play Space**

6.104 Policy 3.6 of the London Plan seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards 2009, where London Plan Policy 3.6 and Local Plan Policy SP13 underline the need to make provision for children's informal or formal play space. The provision of play space should integrate with the public realm without compromising the amenity needs/enjoyment of other residents and encourage children to play.

6.105 The Mayor's 'Shaping Neighbourhoods: Play and Informal Recreation' SPG sets a benchmark of 10 sq.m. of useable children's playspace to be provided per child, with particular emphasis on playspace for children under five years old to be provided on-site.

#### *45-63 Lawrence Road*

6.106 Based on the proposed tenure mix, a child yield of approximately 27.8 children could be expected from this development, of which 21 would be under five.

#### *67 Lawrence Road*

6.107 Based on the proposed tenure mix, a child yield of approximately 23.8 children could be expected from this development, of which 17 would be under five.

6.108 Based on the housing and tenure mix, the provision of play space would meet the London Plan requirements for children's informal and formal playspace in the form of the child play space for 0-5 year olds at the southern end of no. 67 Lawrence Road, the enhanced space to the west of the mews development across both sites and landscaped areas within the central courtyard.

6.109 Playspace for Children over 5 cannot be specifically provided on-site and as such the applicant has agreed to provide a financial contribution towards upkeep and enhancements of existing open space within the locality namely to the upgrade of the playground and redesign the street furniture in the park.

## **Daylight, Sunlight/Impact on the amenity of adjoining occupiers**

6.110 Saved UDP Policy UD3 states that development proposals are required to demonstrate that there is no significant adverse impact on residential amenity or other surrounding uses in terms of loss of daylight or sunlight, privacy, overlooking. Similarly London Plan Policy 7.6 requires buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy. In respect of tall buildings London Plan Policy 7.7 states that tall buildings should not affect their surroundings adversely in terms of overshadowing, noise and/or glare and should not impact on local or strategic views.

### Daylight/Sunlight impact on neighbouring properties

6.111 Significant concerns have been raised during the consultation from neighbouring properties in respect of the impact of the proposed development at no. 45-63 & 67 Lawrence Road on surrounding daylight and sunlight, in particular the neighbours on Bedford Road to the west of the site. The applicant has submitted Daylight, Sunlight Study in line with Building Research Establishment (BRE) 2011 guidelines, British Standard BS 8206:2008 Lightings for buildings and Planning Practice Guidance (2014) – Design. Daylight is measured by Vertical Sky Component (VSC) whereas the acceptable level of sunlight is calculated by Annual Probable Sunlight Hours (APSH), The BRE Report suggest a VSC of 27% or more should be achieved if a room is to be adequately day lit. In terms of sunlight, the acceptability criteria are greater than 25% for the whole year or more than 5% between 21<sup>st</sup> September and 21<sup>st</sup> March. Only the existing habitable rooms of the neighbouring buildings are considered for the purpose of the BRE calculation.

### ***45-63 Lawrence Road***

6.112 With regards to impact on daylight and sunlight of the development at 45-63 Lawrence Road to the neighbouring buildings, the applicant ran a 3D model of the site and surrounding buildings to review the impact of the development on surrounding buildings. The model was then run in 3 modes. An initial site model was run first which identified the number of Annual Solar hours available in the location with no buildings etc. impacting on this. The second model then ran the existing buildings with the existing development on the site. Analysis of these results against the reference enabled the applicant to establish whether the existing buildings are well lit. The results indicates in all cases that the available sunlight hours are greater than 25% or 5% respectively and therefore the existing buildings are classified as well day lit. Therefore the risk of adversely impacting on the daylighting is likely to be low. The third model then assesses the impact of the development and calculation results 2 and 3 identify the level of the impact. The results indicate that in all cases the windows receive at least 0.8 of their former sunlight hours, the ground floor flat of the properties at 37-39 Elizabeth

Clyde Close and the ground floor flat of the 6 storey block at Elizabeth Clyde Close has a minor reduction in sunlight over the whole year of more than 4% but this is limited in number and only marginally fails the target. The analysis indicates that the daylight impact on the existing façade windows is minor and is within the limits indicated in the above requirements.

### **67 Lawrence Road**

6.113 With regards to impact on daylight and sunlight of the development at 67 Lawrence Road to the neighbouring buildings, the neighbouring buildings that could possibly experience impacts to their daylight and sunlight levels are:

- 69 Lawrence Road
- 52 Lawrence Road
- 30-48 Lawrence Road
- 28 Lawrence Road
- 19, 21, 23 and 25 Bedford Road.

6.114 Based on the results of this analysis and according to the recommendations provided in the BRE guidance “Site layout planning for daylight and sunlight – A guide to good practice” (second edition), the study concludes that:

- The daylighting level of the existing neighbouring amenities at 21 to 25 Bedford Road and 30-48 Lawrence Road are not affected by the proposed development because of the distance between the buildings.
- The windows on 52 and 28 Lawrence road and on the rear façade of 69 Lawrence Road receive enough light from the sky, and the daylighting would not be significantly affected.

6.115 According to the BRE guidance the VSC does not include the light reflected by the ground and neighbouring buildings. Therefore in reality, the reduction of the light would be less and the neighbouring developments would receive more daylight and sunlight than numerically stated in this report.

### Summary of impact of daylight/sunlight on neighbouring properties 45-63 & 67 Lawrence Road

6.116 In conclusion despite the concerns raised by the neighbours, taking account of the room arrangements to these properties existing levels of light to the windows in question it can be demonstrated that no part of the proposed development of both 45-63 and 67 Lawrence Road would have a significant, noticeable effect on existing neighbouring dwellings and it can be demonstrated that the development does not cause any breaches of BRE guidelines Most significantly, where the houses on Bedford Road to the west face the development, they are so far away and the height of the proposal to its western side no more than a modest 4

storeys, that ground floor windows in the neighbouring houses would not have the proposed development intersecting their 25° line that is the 1<sup>st</sup>, screening test to tell if there might be a daylighting concern.

#### Privacy and overlooking

- 6.117 Concerns have been raised that the proposed development would result in loss of privacy/overlooking issues in particularly to the properties to the west of the site on Bedford Road. Officers consider however that given the 33m-38m distance between the rear wall of the properties at 21–31 Bedford Road and that of the proposed rear mews block of no. 45-63 & 67 Lawrence Road, the distance of the mews block to the rear boundary of both sites and the existing new trees along the boundary there would not be any material levels of overlooking and / or a loss of privacy to the occupiers of the existing dwellings at 21 – 31 Lawrence Road.
- 6.118 Similarly the 17-24m distance between the two blocks (mews block to the rear and mansion style block fronting Lawrence Road) on each site (no. 45-63 & 67 Lawrence Road) would ensure that there is no material loss of privacy or overlooking.
- 6.119 Concerns have also been raised that the proposed position, proximity and orientation of proposed balconies/terraces and windows of the seventh storey set back of no. 67 Lawrence Road would prejudice development at no. 69 Lawrence Road in terms of overlooking and loss of privacy. To address this issue concerning the proposed balconies/terraces on the 7<sup>th</sup> floor, a condition is recommended to be imposed on any grant of planning permission to ensure that a 1.8m high privacy screen is installed on the side facing no. 69 Lawrence Road in order to mitigate any material levels of overlooking and loss of privacy issues. A condition is also recommended to be imposed on any grant of planning permission to ensure that all side facing window on the 7<sup>th</sup> floor facing no. 69 Lawrence Road are obscurely glazed although it is important to note that these windows are secondary windows.

#### Loss of outlook

- 6.120 The proposed developments at no 45-63 and 67 Lawrence Road would undoubtedly change the relationship between the buildings on the site and existing surrounding properties. The scale and height of the mews block to the rear of the mansion style block fronting Lawrence Road would have an impact upon outlook from these surrounding homes, in particular when viewed from the rear gardens/windows of the properties on Bedford Road and will be an obvious change from the existing building on the site. Surrounding residents would accordingly experience both actual and perceived changes in their amenity as a result of the development. Nevertheless, taking account the urban setting of the site, given the distances between neighbouring properties and its current

condition the proposal is not considered to result in an unacceptable impact on local amenity and as such is considered to satisfy planning policy.

### Noise and disturbance

- 6.121 UDP Policy UD3 seeks to resist developments involving an unacceptable level of noise beyond the boundary of the site. This stance aligns to the NPPF and with London Plan Policy 7.15 and Policy SP14 of Haringey's Local Plan. Noise and disturbance has been cited as a concern from neighbours on Bedford Road. Officers consider that noise during construction can be managed with the submission of a construction management plan, which would seek to minimise disturbance to the current residents although hours of construction and noise arising from such work is covered under relevant health and safety legislation. The potential noise emanating from the amenity space and windows/balconies of the proposed schemes would not create a level of noise and disturbance over and above that of a typical dwelling/flat in an urban location; i.e. that created from using a typical domestic garden.
- 6.123 In terms of noise and disturbance, the proposed commercial use of the proposed B1 (office) and A2 (ancillary estate agent) of the scheme at no. 45-63 Lawrence Road and the proposed live work units of the scheme at no. 67 Lawrence Road would not have an adverse affect on the amenity of the neighbouring properties. The proposed B1 use within the proposed offices is not generally noise sensitive compared to the existing which comprises of industrial/light industrial floorspace at no. 45-63 & 67 Lawrence Road – The applicant has stated that this office will be the headquarters of their business together with the Ancillary A2 unit. The proposed live work units on 67 Lawrence Road would not give rise to any excessive noise levels as the nature of the business that generally occupy such uses are artist / photography and office based business and studios etc. A condition restricted the B1 and live/work units of the proposed schemes will be imposed. A condition limiting the hours of operation of the proposed B1/A2 use (45-63 Lawrence Road) will also be imposed to ensure that nearby residents living conditions are not unduly harmed.
- 6.124 A Plant Noise Assessment has also been prepared by Anderson Acoustics which accompanies the proposed development at 45-63 Lawrence Road. Roof level plant units would serve the commercial elements of the scheme and the scheme would contain a basement plant. The assessment concludes the following;
- Site observations indicated that the noise climate was generally low level with occasional vehicle movements on the local roads.
  - A background noise survey has been undertaken and an assessment of plant noise emissions carried out to establish the likely noise level at the nearest noise sensitive properties.

- To meet the requirement, the proposed plant at roof level will need an acoustic barrier to be installed, blocking the line of site from plant to the nearest noise sensitive window. This can be dealt with through the use of a condition.
- An assessment of noise emissions from windows of a basement level plant room was also undertaken. Basement level plant room noise emissions from openings or other forms of ventilation have been found to meet the requirement and have no adverse effect on residents or the surrounding outdoor area

6.125 Overall in terms of noise and disturbance the proposed development at 45-63 & 67 Lawrence Road is in accordance with the above policies.

#### Overshadowing Elizabeth Place Park

6.126 Objections have been received from local residents that the proposed development at no.45-63 Lawrence Road would overshadow the park due to its overall scale. The BRE Guidelines suggest that the Spring Equinox (March 21st) is a suitable date for the assessment. Using specialist software, the path of the sun is tracked to determine where the sun would reach the ground and where it would not. This assessment reviews the total percentage of an area that receives at least two hours of direct sunlight on the March 21st.

6.127 The BRE guidelines recommend that at least half of a garden or amenity area should receive at least 2 hours of sunlight on March 21<sup>st</sup> or the area which receives 2 hours of direct sunlight should not be reduced to less than 0.8 times its former value (i.e. no more than a 20% reduction).

6.128 The results indicate the existing layout provides Elizabeth Place Park with a high proportion of sunlight over the site. The initial impact review of the all soft and hard landscaped play areas indicates that there is an impact on shading from the development; however 50% of the site will receive sunlight for two hours or more. The impact is greater during the early hours. There will be areas of soft landscaping (particularly directly north of the site) which remain in shadow for the whole day. However given half of the site would maintain at least 2 hours sunshine on the March equinox, it would therefore satisfy the BRE guidance.

#### **Parking and highway safety**

6.129 Local Plan (2013) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in Policies DM31 and DM32 of the Councils Development Management DPD pre-submission version 2016.

#### 45-63 Lawrence Road

6.130 The proposed revised parking arrangement has resulted in a 'car free' development but would include 8 disabled parking spaces for the residential properties and 1 car club space. 584 square meters of B1 and ancillary A2 commercial floor space is also proposed as part of the planning application. The Council's Transportation Team has assessed the proposal and is satisfied that the proposed car parking provision as illustrated on the proposed landscaping plan drawing No: 1297-SK-25 Rev-B, is in line with the Council's maximum parking standards set out within the Council's saved Unitary Development Plan (UDP) Policy M10. The 158 cycle parking spaces proposed comprises of 134 long stay cycle parking spaces, and 5 short stay spaces, 4 long stay and 15 short stay for the 564sqm of commercial space which is in line with the 2015 London Plan. A condition will be applied to secure the type of cycle parking stands method of security and access to cycle parking facility.

#### 67 Lawrence Road

6.131 The proposed revised parking arrangement, which would provide a 'car free' development includes 7 disabled parking spaces for the residential units. The proposed development also would 7 live/work units. The Council's Transportation Team has assessed the proposal and is satisfied that the proposed car parking provision as illustrated on the proposed landscaping plan drawing No: 1297-SK-25 Rev-B, is in line with the Council's maximum parking standards set out within the Council's saved Unitary Development Plan (UDP) Policy M10. The 120 cycle parking spaces proposed is in line with the 2015 London Plan. A condition will be applied to secure the type of cycle parking stands method of security and access to cycle parking facility.

#### Summary – 45-63 Lawrence Road & 67 Lawrence Road

6.132 Notwithstanding the above provision, it is considered that the proposed development at no. 45-63 and 67 Lawrence Road would not generate a significant increase in traffic or parking demand which will have a significant impact on the highway and transportation network subject to the imposition of the following conditions, S.278 /S.106 obligations:

- Details of a Construction Management and Logistics Plan and details of a Delivery Service Plan would be conditioned consistent with policy;
- The developer has agreed to secure £25,884 (twenty five eight hundred and eight four pounds) for works related to the removal of the existing vehicular access point and the re-creation of a new vehicular access point into the site, construction of new loading bays and the implementation of two raised tables and the resurfacing of the footways sites side along the frontage, this will be secured by a S278 contribution;



- The developer has agreed to amend the Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development;
- The developer has agreed to secure £30,000 (thirty thousand pounds) towards investigations for the feasibility of a new controlled parking zone;
- The developer has agreed to secure £3000 per travel plan monitoring and offer free car club membership to all residents of the development for a period of the at least the first two years and include £50 car club credit for each unit;
- The developer has agreed to secure a residential and commercial travel plan

## **Trees/ Impact on adjacent Significant Local Open Land (SLOL)**

### Trees

6.133 UDP (2006) Policy OS17 states that the Council will seek to protect and improve the contribution of trees, tree masses and spines to local landscape character by ensuring that, when unprotected trees are affected by development, a programme of tree replanting and replacement of at least equal amenity and ecological value and extent is approved by the Council.

#### *45-63 Lawrence Road*

6.134 The applicant has provided an Arboricultural Report which surveyed the trees on site. The report demonstrated that the tree cover at this site consists of a variety of individual trees and groups of trees, including a Horse chestnut (T7), which is subject to a Tree Preservation Order. There are no trees of high quality and value (category A). Four were assessed as moderate quality (category B), eleven were assessed as low quality (category C) and seven were of poor quality (category U). It is proposed to remove four individual trees and four groups of trees totalling 8, to either, facilitate the development or because they are in a poor structural condition. The Horse chestnut (T7) is in a declining condition with a limited life expectancy.

6.135 There are also two London plane trees on the public highway outside the site. These are to be protected by wooden panels to prevent damage to their stems and ground protection will be installed within the development site to protect their root protection areas. It is proposed to carry out some minor pruning works to increase clearance between these trees and the development site. Officers consider that this would have minimal impact on the trees and is acceptable .

6.136 The proposed landscape plan includes the planting of eighteen new trees of various species, both native and non native. This will greatly improve the sustainability of the site, go some way to compensating for the loss of trees as a consequence of the developments, the proposal will result in a net gain of 10 trees, enhance biodiversity, and visually soften the urban context, while also

increasing the quality of life for future residents and at the same time these new trees will compensate for the proposed loss of trees.

- 6.137 The Arboricultural report outlines how the retained trees will be protected, in accordance with industry best practice. The tree protection plans shows the location of the protective fencing during the demolition and construction stages. It also shows the areas of temporary ground protection and No-Dig' construction.
- 6.138 The Council's Arboricultural Officer has assessed the report submitted and is satisfied that the tree removals will not result in a detrimental impact on the site or the wider local area as new tree planting will mitigate this. The proposed development will result in the loss of a small number of low and poor quality trees. New tree planting will visually enhance the site and provide a more diverse local tree population. If the protective measures recommended in Arboricultural report are implemented and adhered to, the proposed development will have minimal impact on the trees to be retained. This is recommended to be imposed as a condition on any grant of planning permission.

#### 67 Lawrence Road – HGY/2016/1212

- 6.139 The applicant has provided an Arboricultural Report which surveyed the trees on site. The report demonstrated that the tree cover at this site consists of mainly self-seeded Sycamores which are of poor quality and value (category U). It is proposed to remove the 4 trees as they are in a poor structural condition.
- 6.140 There is one London plane tree on the public highway outside the site. It is to be protected by wooden panels to prevent damage to its stem and ground protection will be installed within the development site to protect its root protection area. It is proposed to carry out some minor pruning works to increase clearance between the trees and the development site. Officers consider that this would have minimal impact on the trees and is acceptable .
- 6.141 The proposed landscape plan includes the planting of sixteen new trees of various species, both native and non native. It is also proposed to plant a Hornbeam hedge and nine specimen Yew trees along the frontage of Lawrence Road. This will greatly improve the sustainability of the site, enhance biodiversity, while also increasing the quality of life for future residents. and at the same time these new trees will compensate for the proposed loss of trees which would be a net gain of 12 trees.
- 6.142 The Arboricultural report outlines how the retained trees will be protected, in accordance with industry best practice. The tree protection plans shows the location of the protective fencing during the demolition and construction stages. It also shows the areas of temporary ground protection and No-Dig' construction. The tree protection measures here are considered acceptable subject to condition.

6.143 The Council's Arboricultural Officer has assessed the report submitted and is satisfied that the tree removals will not result in a detrimental impact on the site or the wider local area as new tree planting will mitigate this. The proposed development will result in the loss of a small number of low and poor quality trees. New tree planting will visually enhance the site and provide a more diverse local tree population. If the protective measures recommended in Arboricultural report are implemented and adhered to, the proposed development will have minimal impact on the trees to be retained. This is recommended to be imposed as a condition on any grant of planning permission.

### **Impact on adjacent Significant Local Open Land (SLOL)**

6.144 Saved UDP policy OS3 seeks to protect development on SLOL land. The existing play area and open space of Elizabeth Place Park which is north of 45-63 Lawrence Road is identified as a new piece of Significant Local Open Land (SLOL) in the submissions draft proposals map (January 2016). SS2 of the emerging Tottenham Area Action Plan (AAP) pre-submission version 2016, seeks to ensure that development is designed in a way that responds to the SLOL designation at the land linking Elizabeth Place and Clyde Circus to the north of the site. In this instance the proposed development at 45-63 Lawrence Road relates well to the adjacent SLOL land in that it would not adversely affect the openness of the existing play area and open space of Elizabeth Place Park, which it directly faces onto nor will it be harmful to the adjacent SLOL designation and the proposed development at 45-63 Lawrence Road would satisfy the BRE requirements in terms of overshadowing the park . As such the proposal is in accordance with the above policies.

### **Flooding and drainage**

6.145 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.

6.146 A flood risk assessment has been submitted in support of both planning applications (45-63 7 67 Lawrence Road). 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 SuDS features where appropriate.

6.147 London Plan (2011) Policy 5.13 'Sustainable drainage' and Local Plan (2013) Policy SP5 'Water Management and Flooding' require developments to utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that

surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:

- 1 store rainwater for later use
- 2 use infiltration techniques, such as porous surfaces in non-clay areas
- 3 attenuate rainwater in ponds or open water features for gradual release
- 4 attenuate rainwater by storing in tanks or sealed water features for gradual release
- 5 discharge rainwater direct to a watercourse
- 6 discharge rainwater to a surface water sewer/drain
- 7 discharge rainwater to the combined sewer.

6.148 They also require drainage to be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation. Further guidance on implementing Policy 5.13 is provided in the Major's Sustainable Design and Construction SPG (2014) including how to design a suitable SuDS scheme for a site. The SPG advises that if Greenfield runoff rates are not proposed, developers will be expected to clearly demonstrate how all opportunities to minimise final site runoff, as close to Greenfield rate as practical, have been taken. This should be done using calculations and drawings appropriate to the scale of the application. On previously developed sites, runoff rates should not be more than three times the calculated Greenfield rate. The SPG also advises that drainage designs incorporating SuDS measures should include details of how each SuDS feature, and the scheme as a whole, will be managed and maintained throughout its lifetime.

6.149 The applicant has provided a drainage strategy for each scheme (45-63 Lawrence Road – HGY/2016/1213 & 67 Lawrence Road – HGY/2016/1212) which states that the proposal will utilise SUDS and conform to No. 6 of the London Plan hierarchy. The proposed drainage scheme will be able to safely, without flooding, manage the 1% +CC AEP (1 in 100 years plus 40% climate change) while discharging to a rate similar to the Greenfield runoff rate. The Council's SUDs officer is satisfied with the strategy subject to further details of the management and maintenance plan for the lifetime of the development. The imposition of a condition is recommended to secure such measures on any grant of planning permission.

6.150 The proposal for both schemes will therefore provide sustainable drainage and will not increase flood risk in accordance with London Plan (2015) Policy 5.13 'Sustainable drainage' and Local Plan (2013) Policy SP5 'Water Management and Flooding'

## **Energy/Sustainability**

6.151 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Local Plan Policy SP4 sets out the approach to climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new homes to achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations (this is deemed to be broadly equivalent to the 40 per cent target beyond Part L 2010 of the Building Regulations, as specified in Policy 5.2 of the London Plan for 2015).

45-63 Lawrence Road – HGY/2016/1213

6.152 The applicant has submitted a policy compliant Energy Strategy, where the development designs will go beyond the building regulations requirement with the use of lower u-values materials. There will be a single heating and hot water system powered by a CHP unit which will serve all dwellings and commercial units. Officers considered this satisfactory subject to condition. Details of the development shall be constructed in strict accordance with the Energy Strategy submitted. Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee. With regards to the CHP facility and associated infrastructure, that will serve all units within the development. Officers considered this satisfactory subject to the imposition of a condition on any grant of planning permission.

6.153 With regards to the overheating assessment submitted, this has highlighted that several units are at risk from overheating in current weather patterns. This risk will increase as climate change increases temperatures in London. The assessment states that “Using the above strategy the TM52 calculation demonstrates compliance in the significant majority of cases. Where cases do fail this is by a marginal number of hours and therefore it would seem realistic that during the detailed design stage these areas can be reviewed and addressed in the detailed design stages.”

6.154 Several design responses are required to reduce this risk. These include:

- Windows Double glazed windows with a G value of no more than 0.52
- Balcony Doors Double glazed doors with a G value of no more than 0.34

6.154 It is the recommendation of the Carbon Management Team that both these recommendations are implemented on units on all floors and that other design lead solutions (such as reducing the amount of glazing, or that external shutters are included into the design which will be operated by the occupiers to reduce

sunlight entering the property) are included. The imposition of conditions securing these measures are recommended on any grant of planning permission

6.155 With regards to sustainability design, the applicant has given the Council a BREEAM pre-assessment on the commercial floor space. This shows that a BREEAM “very good” is achievable. Officers considered this satisfactory subject to condition. The applicant has also given the Council a Home Quality Mark Assessment on the residential units. This shows that a 3 stars outcome is achievable. Officers considered this satisfactory subject to condition. . The applicant has provided no details on the design of the living roofs this is referenced throughout the ecological assessment and highlights the biodiversity benefits. The floor plans show an area of approx 825m<sup>2</sup> green roof will be installed on the roof of the 3rd, 5th and 6th floors allocated to living roofs. Officers considered this satisfactory subject to the imposition of conditions on any grant of planning permission

#### 67 Lawrence Road – HGY/2016/1212

6.156 The applicant has submitted a policy compliant Energy Strategy, where the development designs will go beyond the building regulations requirement with the use of lower u-values materials. There will be a single heating and hot water system which will serve all dwellings and commercial units which will be served by communal boilers. Officers considered this satisfactory subject to condition. Details of the development shall be constructed in strict accordance with the Energy Strategy submitted. Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.

6.157 With regards to the overheating assessment submitted, this has highlighted that several units are at risk from overheating in current weather patterns. This risk will increase as climate change increases temperatures in London.

6.158 The building does introduce several single aspect units that face due south. These units are at high risk and mitigation measures should be required through condition to protect the occupants.

6.159 Several design responses are required to reduce this risk. These include:

- Reduced solar gain from a glazing g-value of 0.40 for the 6th floor and 0.55 for the rest floors;
- Fixed shading and overhangs as per architectural drawings.

6.160 It is the recommendation of the Carbon Management Team that both these recommendations are implemented on all south facing units on all floors. And that either the amount of glazing is reduced to reduce heating and sunlight

entering the building, or that external shutters are included into the design which will be operated by the occupiers to reduce sunlight entering the property. Officers considered this satisfactory subject to the imposition of conditions on any grant of planning permission.

6.161 With regards to sustainability design, the applicant should provide evidence of the following to the local planning authority at least 6 months before completion on site for approval:

- A site waste management plan targeting best practice benchmarks for resource efficiency;
- Dedicated internal and external waste storage and recycling facilities for end users;
- Approximately 825m<sup>2</sup> green roof will be installed on the roof of the 3rd, 5th and 6th floor, to provide the following ecological and sustainable benefits:
  - Registration under the Considerate Constructors Scheme (CCS) targeting at least 35 out of 50 points, including 7 points within each section of the scheme.
  - A resident and employee Travel Pack for all new occupiers.

6.162 Officers considered this satisfactory subject to condition. The applicant has provided no details on the design of the living roofs this is referenced throughout the ecological assessment and highlights the biodiversity benefits. The floor plans show an area of approx that 825m<sup>2</sup> green roof will be installed on the roof of the 3rd, 5th and 6th floors allocated to living roofs. Officers considered this satisfactory subject to the imposition of conditions to provide details of the living roofs on any grant of planning permission.

### **Waste Storage**

6.163 London Plan Policy 5.17 'Waste Capacity', Local Plan Policy SP6 'Waste and Recycling' and Saved UDP Policy UD7 'Waste Storage', require development proposals make adequate provision for waste and recycling storage and collection.

#### 45-63 Lawrence Road – HGY/2016/1213

6.164 In response to waste management's comments who query whether there is storage provision for food waste and bulky items, the applicant has provided the following details;

- Route from waste to collection is flat or a gradient no greater than 1:20
- There is sufficient space to house containers as per Waste Management's comments. Drawing no. 1297\_SK27 - Ground plan BINS demonstrates this.
  - 14 x 1100Lt refuse (brown bins)
  - 8 x 1100Lt recycling (green bins)

- 1 x 240Lt + 1 x 660Lt bins for food waste (red bins)
  - 1 x kitchen caddy within each unit (80total)
- There is sufficient height to fully open containers
  - The container housing will be sufficiently lit
  - All doors are min 2m wide
  - There are no secure access gates to the scheme
  - The waste vehicle would not be entering the site but if it did need to there is sufficient height over 4.75m
  - The management agent for the building will ensure a clear cleansing schedule for the container housing.
  - Commercial waste is separate from the residential and will be serviced independently

### 67 Lawrence Road

6.165 Drawing nos. 0427 PL\_1001 C and 0432 PL\_1100A have addressed the concern raised by the waste management team who require 21 x in total for Refuse x 13 and recycling x 8 (this would be reduced to 12 and 7 respectively if the live/work units have separate provision) plus food waste and bulky item storage

### Summary – 45-63 Lawrence Road & 67 Lawrence Road

6.166 The waste management team are satisfied with the proposals subject to consideration made around food waste

### **Contaminated land**

6.167 Saved Policy ENV1 and draft DM Policy DM32 require development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors.

6.168 The applicant has assessed the potential for contamination on the site and the impact of such contamination, The Council's Environmental Health Pollution Officer raises no objections subject to the imposition of conditions on any grant of planning permission.

### **Archaeology**

6.169 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.



6.170 The site is not within an identified area of Archaeological Importance and therefore no further investigation has been undertaken.

### **Air Quality**

6.171 The London Plan, Policy 7.14 states that new development should: 'minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans promote sustainable design and construction to reduce emissions from the demolition and construction of buildings; be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)). The policy seeks to ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site.

6.172 UDP saved policy UD3 sets out that:"The Council will require development proposals to demonstrate that:

a) there is no significant adverse impact on residential amenity or other surrounding uses in terms of loss of daylight or sunlight, privacy, overlooking, aspect and the avoidance of air, water, light and noise, pollution (including from the contamination of groundwater/water courses or from construction noise) and of fume and smell nuisance;.

#### 45-63 Lawrence Road – HGY/2016/1213

6.173 The Council Lead Pollution Officer has assessed the proposal, although an Air Quality Assessment has not been submitted with the planning application, the proposed development includes CHP and a number of conditions will cover this matter.

#### 67 Lawrence Road – HGY/2016/1212

6.174 The Council Lead Pollution Officer has assessed the proposal and is satisfied with the proposal subject to a condition regarding a combustion and energy plant to protect local air quality,

### **S106 legal agreement**

6.175 This application will be subject to a S106 legal agreement and the applicant has agreed to the following heads of terms:

- 1) Affordable Housing – 45-63 Lawrence Road 20%(all shared ownership), which would equate to 16 units
- 2) Affordable Housing – 67 Lawrence Road 17.4%(all shared ownership), which would equate to 12 units
- 3) S278 works related to the removal and re-creation of the existing vehicular access point, construction of new loading bays, implementation of two raised tables and resurfacing of the footways sites along the frontage £25,884;
- 4) Amendment of the Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development;
- 5) £30,000 towards investigations for the feasibility of a new controlled parking zone;
- 6) Monitoring per travel plan contribution of £3000 ;
- 7) A residential and commercial travel plan;
- 8) Car Club membership (two years membership and £50 credit);
- 9) Carbon off set contribution if required;
- 10) Contribution of £56,322 towards enhancing the existing open space in the locality by upgrading the playground and redesigning the street furniture in the park and a contribution to fund a feasibility study to look at wider public realm improvements within Lawrence Road and the surrounding area;
- 11) Clause to secure commitment from the applicant for submission of a S73 application (minor material amendment) in the event that the adjoining planning application is not implemented. This S73 application will seek to amend the approved application by the removal of the adjoining 'bridge-link' element of the scheme and the reduction in the number of residential units hereby approved. The applicant/developer hereby covenants with the Council to submit such S73 application prior to the commencement of development.
- 12) Live/work units
- 13) Contribution to and participation in Local labour and training during construction
- 14) Review Mechanism should the proposal not be implemented within 18 months
- 15) Proposed new pathway facing Elizabeth Place Park

## **7 Conclusion**

- 7.1 The proposals are for two separate schemes on two separate but adjoining sites. The schemes have been devised in order that the two developments can be built out 'as one' on both sites but also can be implemented independently of one another. It is considered that the proposed developments would be visually 'successful' if built out 'as one' or independently as both sites seek to optimise

the potential of the site(s), by providing high quality mixed use development(s) taking account of the built form of the surrounding area whilst contributing towards the Boroughs housing stock and providing increased job opportunities and significant regeneration benefits generally.

- 7.2 The proposed schemes would also add to the vitality and vibrancy of this section of Lawrence Road and contribute to the urban regeneration of the locality and Borough generally. The design of the proposed scheme would result in high quality designed developments both visually and in terms of future living environment which would justify a marginally higher density development on the sites which would marginally exceed the preferred density threshold set out in the London Plan.
- 7.3 The sites are located adjacent to the Clyde Circus Conservation area and officers consider that the proposed four storey mews blocks at the rear of the site would have an impact on the setting of this conservation area. This is considered to cause 'less than substantial harm' to the conservation area, however there are evident public benefits as a result of the proposed development namely being a key contributor to the regeneration of Lawrence Road, provision of affordable housing, employment opportunities and enhanced public and private open space on both sites. This public benefit is considered to outweigh the harm to the conservation area.
- 7.4 The schemes have been independently assessed and its findings are that the schemes can viably deliver 20% of affordable housing units on 45-63 Lawrence Road and 17.4% affordable housing units on 67 Lawrence Road. This is the maximum reasonable amount of affordable housing that has been provided and this has been independently verified. An 18 months review mechanism is recommended on any grant of planning permission in order to ensure that the Council can review the delivery of affordable housing units as a part of these schemes should the developments not commence within this set time period.
- 7.5 The proposed mix of residential units is considered appropriate with a significant number of family sized units, which is welcomed.
- 7.6 The proposed residential accommodation would be high quality and meet all the required London Plan Standards and meet the requirement for private and communal amenity space provision and a contribution towards the off-site open spaces. Further, a contribution has been secured towards a feasibility report for wider public realm improvements within Lawrence Road and the surrounding area.
- 7.7 10% of the residential units will be fully wheelchair accessible.

- 7.8 In terms of impact on the residential amenity of neighbouring properties the proposal is acceptable and would not cause unacceptable levels of overlooking or loss of privacy or an increased sense of enclosure or affect daylight/ sunlight.
- 7.9 Following discussions with the applicants, the proposed developments would now be 'car free', (although parking provision for the disabled is still proposed) in order to ensure that there is an appropriate amount of open space within the site whilst also establishing a feeling of 'openness and space' generally within the courtyard area of the site(s).
- 7.10 The schemes, subject to appropriate mitigation measures would not have a material adverse impact on the surrounding highway network or on car parking conditions in the area.
- 7.11 The level of carbon reduction proposed is considered acceptable in this instance and carbon offsetting is required through the S106 to reach the London Plan target. The building has been designed such that demand for cooling will be minimised. The proposal will provide sustainable drainage and will not increase flood risk and is considered to be a sustainable design.
- 7.12 The proposed schemes would provide a number of benefits and financial contributions which have been secured by a section 106 legal agreement.
- 7.13 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above.

#### **7.14 CIL**

##### 45-63 Lawrence Road – HGY/2016/1213

- 7.15 Based on the information given on the plans, the Mayoral CIL charge will be £249,813.914 (5,807.6 sqm x £35 x 1.229) and the Haringey CIL charge will be £91,818.156 (5,807.6 sqm x £15 x 1.054). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

##### 67 Lawrence Road – HGY/2016/1212

- 7.16 Based on the information given on the plans, the Mayoral CIL charge will be £132,830.32 (3,088 sqm x £35 x 1.229) and the Haringey CIL charge will be £48,821.28 (3,088 sqm x £15 x 1.054). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges

for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

## 8.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement

Subject to the following condition(s)

### 45-63 Lawrence Road – HGY/2016/1213

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 S91 of the Town and Country Planning Act and to prevent the accumulation of unimplemented planning permissions

2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:

1297\_E\_001, 1297\_E\_002, 1297\_P\_100, 1297\_P\_210 Rev C, 1297\_P\_211, 1297\_P\_212, 1297\_P\_213, 1297\_P\_214, 1297\_P\_215, 1297\_P\_216, 1297\_P\_300, 1297\_P\_301, 1297\_P\_302, 1297\_P\_303, 1297\_P\_304, 1297\_P\_305, 1297\_P\_306, 1297\_P\_500 Rev A, 1297\_P\_501 Rev A, 1297\_P\_502

Reason: In order to avoid doubt and in the interests of good planning.

3. Samples of all materials to be used in conjunction with the proposed development for all the external surfaces of buildings hereby approved, shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include type and shade of cladding, window frames and balcony frames, sample panels or brick types and a roofing material sample combined with a schedule of the exact product references. The development shall thereafter be implemented in accordance with the approved samples.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

4. Details of any proposed boundary treatment shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development. The approved boundary treatment shall thereafter be installed prior to occupation of the new residential unit.

Reason: In the interest of the visual amenity of the area and residential amenities of neighbouring occupiers

5. The details of all levels on the site in relation to the surrounding area shall be submitted and approved by the Local Planning Authority prior to the commencement of the development. The development shall then be carried out in accordance with the approved site levels.

Reason: In the interest of the visual amenity of the area and residential amenities of neighbouring occupier.

6. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc).

Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Local Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

8. The schedule of species of those new trees and shrubs to be planted shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development, excluding demolition. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the approved development. Any trees or plants, either existing or proposed,

which, within a period of five years of occupation of the approved development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme shall be implemented in accordance with the approved details and retained thereafter.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Local Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

9. Prior to commencement of the development, details of the CHP must be submitted to evidence that the unit to be installed complies with the emissions standards as set out in the GLA SPG Sustainable Design and Construction for Band A. A CHP Information form must be submitted to and approved by the LPA. The development shall then be carried out strictly in accordance with the details approved by the Council and shall be maintained as such thereafter.

Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction

10. Before development commences other than for investigative work:

- a) Using the information contained within the Phase I desktop study and Conceptual Model, a site investigation shall be carried out for the 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. for approval and the development cannot commence until approved, and thereafter the development shall be carried out only in accordance with the approved details.

- b) 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.

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

11. 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. The development shall then be carried out strictly in accordance with the details approved by the Council and shall be maintained as such thereafter.

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

12. No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment must be submitted to and approved by the LPA thereafter, the development shall be carried out only in accordance with the approved Air Quality and Dust Management Plan.

Reason: *To Comply with Policy 7.14 of the London Plan*

13. Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration shall be sent to the Local Planning Authority.

Reason: To Comply with Policy 7.14 of the London Plan

14. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases meets Stage IIIA of EU Directive 97/68/EC for both NO<sub>x</sub> and PM and all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

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

15. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be



regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

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

16. The development shall then be constructed in strict accordance of the details set out in "Lawrence Road - Sustainability and Energy Strategy", dated 17/04/2016, by GreenGauge, and shall achieve the agreed carbon reduction of at least 35% reduction beyond BR 2013.

Design aspects includes:

- U Values achieving at least:
  - Walls: 0.18W/m<sup>2</sup>/K
  - Ground floor: 0.15 W/m<sup>2</sup>/K
  - Roof: 0.13 W/m<sup>2</sup>/K
  - m<sup>2</sup>/K
  - Windows: 1.4 W/m<sup>2</sup>/K
  - And an air tightness of at least 4m<sup>3</sup>/hr/m<sup>2</sup>
  
- A single heating and hot water system which will serve all dwellings and commercial units which will be served by a communal CHP unit.
  
- PV panels will be placed horizontal, oriented south, generating approx. 70kWp of power and covering an area of 700m<sup>2</sup>

All of this equipment and materials shall be maintained as such thereafter. Confirmation of this must be submitted to the local authority at least 6 months of completion on site for approval and the applicant must allow for site access if required to verify delivery.

Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.

Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04

17. Details of the CHP facility and associated infrastructure, that will serve all units within the development, shall be submitted to and approved in writing by the Local Planning Authority 3 months prior to any works commencing on site. The details shall include:

- location of the energy centre;
- specification of equipment / plant;
- flue arrangement;
- operation/management strategy; and
- the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link)

The CHP and infrastructure shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the approved development and shall be maintained as such thereafter.

Reason: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with London Plan policy 5.7 and local plan policy SP:04 and DM22.

18. To demonstrate that there is minimal risk of overheating, the results of dynamic thermal modelling (under London's future temperature projections) for all internal spaces will be given to the Council for approval. This should be submitted to and approved in writing by the Local Planning Authority 6 months prior to any works commencing on site and shall be operational prior to the first occupation of the development hereby approved.

This model and report should include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and of maximising passive ventilation) to ensure adaptation to higher temperatures are included. Air Conditioning will not be supported unless exceptional justification is given.

Once approved the development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.

Reason: In the interest of adapting to climate change and to secure sustainable development.

19. The applicants must construct the scheme as set out in the BREEAM New Construction (version 2014) undertaken by SRE Ltd (dated 04.04.2016) that demonstrates the office space (B1) can achieve a "very good" outcome.

The development shall construct in strict accordance of the details so approved, and shall achieve the agreed rating and shall be maintained as such thereafter. A post construction certificate shall then be issued by the Building Research Establishment or other independent certification body, confirming this standard

has been achieved. This must be submitted to the local authority at least 6 months of completion on site.

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

Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) policies 5.1, 5.2,5.3 and 5.9 and policy SP:04 of the Local Plan.

20. The applicant must construct the scheme as set out in the Home Quality Mark Assessment undertaken by SRE Ltd (dated 04.04.2016) that demonstrates that all dwellings achieve a 3 stars outcome under this scheme.

The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed rating and shall be maintained as such thereafter. A post construction certificate shall be issued by the Building Research Establishment or other independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site.

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

Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) policies 5.1, 5.2,5.3 and 5.9 and policy SP:04 of the Local Plan.

21. Prior to commencement on site details on the living roof shall submitted to the local authority for approval. This will include the following:

- A roof(s) plan identifying where the living roofs will be located and demonstrating that 825m<sup>2</sup> green roof will be installed on the roof of the 3rd, 5th and 6th floors;
- Confirmation that the substrates depth range of between 100mm and 150mm across all the roof(s);

- Details on the diversity of substrate depths across the roof to provide contours of substrate. This could include substrate mounds in areas with the greatest structural support to provide a variation in habitat;
- Details on the diversity of substrate types and sizes;
- Details on bare areas of substrate to allow for self colonisation of local windblown seeds and invertebrates;
- Details on the range of native species of wildflowers and herbs planted to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- Details of the location of log piles / flat stones for invertebrates;

The living roof will not be used for amenity or sitting out space of any kind. Access will only be permitted for maintenance, repair or escape in an emergency.

The living roof (s) shall then be carried out strictly in accordance with the details approved by the Council and shall be maintained as such thereafter.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2011) and local policy SP:05 and SP:13.

22. 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.

23. The applicant/operator is required to submit a Service and Delivery Plan (SDP) for the local authority's approval prior to occupancy 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

24. A pre-commencement site meeting must be specified and attended by all interested parties, (e.g. Site manager, Consultant Arboriculturist, Council

Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees and discuss any construction works that may impact on the trees prior to construction work commencing on site

Reason: In order to safeguard the tree in the interest of visual amenity of the area consistent with Policy 7.21 of the London Plan 2011, Policy SP11 of the Haringey Local Plan and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

25. Robust protective fencing / ground protection must be installed under the supervision of the Consultant Arboriculturist, prior to the commencement of demolition and retained until the completion of construction activities. It must be designed and installed as recommended in the Arboricultural report.

Reason: In order to safeguard the tree in the interest of visual amenity of the area consistent with Policy 7.21 of the London Plan 2011, Policy SP11 of the Haringey Local Plan and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

26. The tree protective measures must be inspected or approved by the Council Arboriculturist, prior to the commencement of demolition.

Reason: In order to safeguard the tree in the interest of visual amenity of the area consistent with Policy 7.21 of the London Plan 2011, Policy SP11 of the Haringey Local Plan and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

- 25 The tree protective measures must be periodically checked the Consultant Arboriculturist.

Reason: In order to safeguard the tree in the interest of visual amenity of the area consistent with Policy 7.21 of the London Plan 2011, Policy SP11 of the Haringey Local Plan and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

- 26 All construction works within root protection areas or that may impact on them, must be carried out under the supervision of the Consultant Arboriculturist

Reason: In order to safeguard the tree in the interest of visual amenity of the area consistent with Policy 7.21 of the London Plan 2011, Policy SP11 of the Haringey Local Plan and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

27. No development hereby approved in relation to the below elements shall commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved in writing by, the Local Planning

Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason: The development may lead to sewerage flooding, to ensure that sufficient capacity is made available to cope with the new development, and in order to avoid adverse environmental impact upon the community.

28. Before the first occupation of the development hereby permitted, details of the cycle parking stands method of security and access to cycle parking facility to be submitted to and approved in writing by, the Local Planning Authority

Reason: To encourage sustainable modes of travel

29. Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into all the development demonstrating how the principles and practices of the 'Secured by Design' scheme have been included shall be submitted to and approved in writing by the Local Planning Authority. Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers, the development shall be carried out in accordance with the agreed details.

30. The proposed development shall have a central dish/aerial system for receiving all broadcasts for all 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 protect the visual amenities of the neighbourhood

31. The permitted use within Use Class A2 of the Town & Country Planning (Use Classes) Order 1987 (as amended) shall not include the use as a Betting Office and shall be ancillary to the B1(a) use only.

Reason: In order to protect the amenity of occupiers of the development and surrounding occupiers.

32. Prior to occupation, confirmation in writing and full details that the adjoining proposal at 67 Lawrence Road (application reference number HGY/2016/1212) will be implemented and built out as detailed in the approved drawings. In the event that the adjoining application at 67 Lawrence Road is not implemented, full details the proposals shall be submitted to and approved by the local planning authority. The full details of these proposals must include the following:

- a) Updated floorplans detailing the revised layouts as a result of the adjoining application not built.

- b) Full details of the of the external elevations facing the adjoining site
- c) Full details and samples of the external materials

The development must be completed fully in accordance with the above approved drawings.

Reason: In order to protect the visual amenities of the neighbourhood

**Informatives:**

INFORMATIVE : In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE : CIL

Based on the information given on the plans, the Mayoral CIL charge will be £249,813.914 (5,807.6 sqm x £35 x 1.166) and the Haringey CIL charge will be ££91,818.156 (5,807.6 sqm x £15). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE :

Hours of Construction Work: The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

- 8.00am - 6.00pm Monday to Friday
- 8.00am - 1.00pm Saturday
- and not at all on Sundays and Bank Holidays.

INFORMATIVE : Party Wall Act: The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

INFORMATIVE : The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE : The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises,

particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. .

INFORMATIVE :With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

INFORMATIVE : Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

INFORMATIVE : Prior to demolition or refurbishment 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

INFORMATIVE: A bulk waste store should be considered when residents are throwing out items of furniture. How is it going to be managed, also due to the nature of the weight and size unlike residual waste locations for collections. Bulk waste vehicles must be able to collect from the location the bulk waste is store for health & safety reasons.

INFORMATIVE;A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)."



INFORMATIVE;Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

INFORMATIVE: No infiltration based sustainable drainage systems should be constructed on land affected by contamination as contaminants can remobilise and cause groundwater pollution. Piling or any other foundation designs using penetrative methods should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution.

INFORMATIVE: A separate application will be required for either the installation of a new shopfront or the display of any illuminated signs.

67 Lawrence Road – HGY/2016/1212

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 S91 of the Town and Country Planning Act and to prevent the accumulation of unimplemented planning permissions

2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:

PL\_0100B, PL\_0101, PL\_0200, PL\_0300, PL\_1000E, PL\_1001E, PL\_1002A, PL\_1003B, PL\_1004, PL\_1005, PL\_1006, PL\_1007, PL\_1008B, PL\_1009,

PL\_1100C, PL\_1101A, PL\_1102A, PL\_1103A, PL\_1104A, PL\_1105A,  
PL\_1106A

Reason: In order to avoid doubt and in the interests of good planning.

3. Samples of all materials to be used in conjunction with the proposed development for all the external surfaces of buildings hereby approved, shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include type and shade of cladding, window frames and balcony frames, sample panels or brick types and a roofing material sample combined with a schedule of the exact product references. The development shall thereafter be implemented in accordance with the approved details.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

4. Details of the proposed boundary treatment shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development. The approved boundary treatment shall thereafter be installed prior to occupation of the new residential unit.

Reason: In the interest of the visual amenity of the area and residential amenities of neighbouring occupiers

5. The details of all levels on the site in relation to the surrounding area be submitted and approved by the Local Planning Authority prior to the commencement of the development.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

- 6 No development above ground shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.). Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme.

Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be retained thereafter.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Local Plan 2015, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

7. The schedule of species of those new trees and shrubs to be planted shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development, excluding demolition. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the approved development. Any trees or plants, either existing or proposed, which, within a period of five years of occupation of the approved development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme shall be implemented in accordance with the approved details and retained thereafter.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Local Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

8. Prior to installation, details of the Ultra Low NOx boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 20 mg/kWh.

Reason: To protect local air quality

9. Before development commences other than for investigative work:

c) Using the information contained within the Phase I desktop study and Conceptual Model, a site investigation shall be carried out for the 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.

d) 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.

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

10. 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

11. No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment.

Reason: *To Comply with Policy 7.14 of the London Plan*

12. Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA.

Reason: To Comply with Policy 7.14 of the London Plan

13. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases meets Stage IIIA of EU Directive 97/68/EC for both NO<sub>x</sub> and PM and all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

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

14. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

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

15. The development shall then be constructed in strict accordance of the details set out in "Planning Statement Energy Assessment of 67 Lawrence Road", date drafted - 31/03/2016, by Eight Associates, issue number 2. The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed carbon reduction of 40.2% reduction beyond BR 2013. Design aspects includes:

- U-values of 0.17 W/m<sup>2</sup>K on all walls;
  - U-values of 1.3 W/m<sup>2</sup>K on all windows;
  - U-values of 0.13 W/m<sup>2</sup>K on the residential roofs.
- A single heating and hot water system which will serve all dwellings and commercial units (as seen on page 11) which will be served by communal boilers.
  - PV panels will be placed horizontal, oriented south, covering 352m<sup>2</sup> of the roof and delivering a 33% carbon reduction (as seen on page 25) and the drawing (Planning Proposed Roof Plan diagram PL\_1008) which shows 215 PV panels.

All of this equipment and materials shall be maintained as such thereafter. Confirmation of this must be submitted to the local authority at least 6 months of

completion on site for approval and the applicant must allow for site access if required to verify delivery.

Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.

Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04

16. Details of the boiler facility and associated infrastructure, that will serve all units within the development, shall be submitted to and approved in writing by the Local Planning Authority 3 months prior to any works commencing on site. The details shall include:

- location of the energy centre;
- specification of equipment;
- flue arrangement;
- operation/management strategy; and
- the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link)

The boiler facility and infrastructure shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.

Reason: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with London Plan policy 5.7 and local plan policy SP:04 and DM22.

17. The development shall then be constructed in strict accordance of the details set out in the "Planning Statement: Overheating Analysis of 67 Lawrence Road", date drafted - 31/03/2016, by Eight Associates, issue number 1 and subsequent appendix.

The development shall then be constructed in strict accordance of the details so approved, to manage overheating risk. Design aspects includes:

- All southern glazing should have a G-value of less than 0.40
- That all external shading as set out in the analysis is delivered as designed.

All of this equipment and materials shall be maintained as such thereafter. Confirmation of this must be submitted to the local authority at least 6 months of completion on site for approval and the applicant must allow for site access if required to verify delivery.

Reason: To comply with London Plan Policy 5.9. and local plan policy SP:04

18. The development shall then be constructed in strict accordance of the details set out in the sustainability assessment as set out in "Planning Statement: Sustainability Statement, 67 Lawrence Road. Dated 05/04/2016 by Joanna Peacock of Eight Associates.

The development shall then be constructed in strict accordance of the details so approved, and shall provide evidence of the following to the local planning authority at least 6 months of completion on site for approval:

- A site waste management plan targeting best practice benchmarks for resource efficiency;
- Dedicated internal and external waste storage and recycling facilities for end users;
- Approximately 825m<sup>2</sup> green roof will be installed on the roof of the 3rd, 5th and 6th floor, to provide the following ecological and sustainable benefits:
- Registration under the Considerate Constructors Scheme (CCS) targeting at least 35 out of 50 points, including 7 points within each section of the scheme.
- A resident and employee Travel Pack for all new occupiers.

The external waste facilities and the green roof shall be maintained as such thereafter.

In the event that the development fails to deliver the required measures, a full schedule and costings of remedial works shall be submitted for our written approval. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authorities' approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) policies 5.1, 5.2, 5.3 and 5.9 and policy SP:04 of the Local Plan

19. Prior to commencement on site details on the living roof shall be submitted to the local authority for approval. This will include the following:

- A roof(s) plan identifying where the living roofs will be located and demonstrating that 825m<sup>2</sup> green roof will be installed on the roof of the 3rd, 5th and 6th floors;
- Confirmation that the substrate depth range of between 100mm and 150mm across all the roof(s);

- Details on the diversity of substrate depths across the roof to provide contours of substrate. This could include substrate mounds in areas with the greatest structural support to provide a variation in habitat;
- Details on the diversity of substrate types and sizes;
- Details on bare areas of substrate to allow for self colonisation of local windblown seeds and invertebrates;
- Details on the range of native species of wildflowers and herbs planted to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- Details of the location of log piles / flat stones for invertebrates;

The living roof will not be used for amenity or sitting out space of any kind. Access will only be permitted for maintenance, repair or escape in an emergency.

The living roof (s) shall then be carried out strictly in accordance with the details approved by the Council and shall be maintained as such thereafter.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2011) and local policy SP:05 and SP:13.

20. 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.

21. The applicant/operator is required to submit a Service and Delivery Plan (SDP) for the local authority's approval prior to occupancy 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

22. A pre-commencement site meeting must be specified and attended by all interested parties, (e.g. Site manager, Consultant Arboriculturist, Council



Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees and discuss any construction works that may impact on the trees prior to construction work commencing on site

Reason: In order to safeguard the tree in the interest of visual amenity of the area consistent with Policy 7.21 of the London Plan 2011, Policy SP11 of the Haringey Local Plan and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

23. Robust protective fencing / ground protection must be installed under the supervision of the Consultant Arboriculturist, prior to the commencement of demolition and retained until the completion of construction activities. It must be designed and installed as recommended in the Arboricultural report.

Reason: In order to safeguard the tree in the interest of visual amenity of the area consistent with Policy 7.21 of the London Plan 2011, Policy SP11 of the Haringey Local Plan and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

24. The tree protective measures must be inspected or approved by the Council Arboriculturist, prior to the commencement of demolition.

Reason: In order to safeguard the tree in the interest of visual amenity of the area consistent with Policy 7.21 of the London Plan 2011, Policy SP11 of the Haringey Local Plan and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

25. The tree protective measures must be periodically checked the Consultant Arboriculturist.

Reason: In order to safeguard the tree in the interest of visual amenity of the area consistent with Policy 7.21 of the London Plan 2011, Policy SP11 of the Haringey Local Plan and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

26. All construction works within root protection areas or that may impact on them, must be carried out under the supervision of the Consultant Arboriculturist

Reason: In order to safeguard the tree in the interest of visual amenity of the area consistent with Policy 7.21 of the London Plan 2011, Policy SP11 of the Haringey Local Plan and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

27. No development hereby approved in relation to the below elements shall commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved in writing by, the Local Planning

Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason: The development may lead to sewerage flooding, to ensure that sufficient capacity is made available to cope with the new development, and in order to avoid adverse environmental impact upon the community.

28. Before the first occupation of the development hereby permitted, details of the cycle parking stands method of security and access to cycle parking facility to be submitted to and approved in writing by, the Local Planning Authority

Reason: To encourage sustainable modes of travel

29. Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into all the development demonstrating how the principles and practices of the 'Secured by Design' scheme have been included shall be submitted to and approved in writing by the Local Planning Authority. Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers, the development shall be carried out in accordance with the agreed details.

30. The proposed development shall have a central dish/aerial system for receiving all broadcasts for all 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 protect the visual amenities of the neighbourhood

31. A detailed plan showing a 1.8 metre high privacy screen along the side of the balcony on the 7<sup>th</sup> floor of no. 67 Lawrence Road facing no. 69 Lawrence Road shall be submitted to and approved in writing by the Planning Authority prior to the occupation of the property. Development shall be carried out in accordance with the approved details prior to the first use of the BALCONY AREA and the screening shall be retained in perpetuity unless otherwise agreed in writing by the Planning Authority.

Reason: To avoid overlooking into the site if it was to come forward for development and to comply with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 General Principles of the Haringey Unitary Development Plan 2006.

32. Before the first occupation of the development hereby permitted, windows in the proposed side elevation of the 7<sup>th</sup> floor of no. 67 Lawrence Road facing no. 69 Lawrence Road shall be fitted with obscured glazing and any part of the

window that is less than 1.7 metres above the floor of the room in which it is installed shall be non-opening and fixed shut. The window shall be permanently retained in that condition thereafter.

Reason: To avoid overlooking into the adjoining properties and to comply with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 General Principles of the Haringey Unitary Development Plan 2006

33. Prior to occupation, confirmation in writing and full details that the adjoining proposal at 45-63 Lawrence Road (application reference number HGY/2016/1213) will be implemented and built out as detailed in the approved drawings. In the event that the adjoining application at 45-63 Lawrence Road is not implemented, full details the proposals shall be submitted to and approved by the local planning authority. The full details of these proposals must include the following:

- a) Updated floorplans detailing the revised layouts as a result of the adjoining application not built.
- b) Full details of the of the external elevations facing the adjoining site
- c) Full details and samples of the external materials

The development must be completed fully in accordance with the above approved drawings.

Reason: In order to protect the visual amenities of the neighbourhood

#### **Informatives:**

INFORMATIVE : In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE : CIL

Based on the information given on the plans, the Mayoral CIL charge will be £132,830.32 (3,088 sqm x £35 x 1.229) and the Haringey CIL charge will be £48,821.28 (3,088 sqm x £15 x 1.054). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE :

Hours of Construction Work: The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

- 8.00am - 6.00pm Monday to Friday
- 8.00am - 1.00pm Saturday
- and not at all on Sundays and Bank Holidays.

INFORMATIVE : Party Wall Act: The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

INFORMATIVE : The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE : The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. .

INFORMATIVE :

With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

INFORMATIVE : Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

INFORMATIVE : Prior to demolition or refurbishment 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

INFORMATIVE: A bulk waste store should be considered when residents are throwing out items of furniture. How is it going to be managed, also due to the nature of the weight and size unlike residual waste locations for collections. Bulk waste vehicles must be able to collect from the location the bulk waste is store for health & safety reasons.

INFORMATIVE: No infiltration based sustainable drainage systems should be constructed on land affected by contamination as contaminants can remobilise and cause groundwater pollution. Piling or any other foundation designs using penetrative methods should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution.

/Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
<b>INTERNAL</b>		
<b>Transportation</b>	<p><u>Transport Context</u>                      The proposed development site is located to the north of Lawrence Road close to the junction of Lawrence Rod with Clyde Road; the development site was previously uses as a collection of general light industrial B2, works shops and storage. The site has a medium to high public transport accessibility ranging from to 3/5 depending on the inclusion of exclusion of a bus stop on the bus stop on the High Road by West Green Road, for the purpose of this assessment we have agreed for the bus stop to be included in the assessment, the manual calculation conducted by the applicant transport consultant “Royal Haskoning DHV” has demonstrated that the site has a PTAL of 5 which is good. The development is located close to 3 bus corridor (A504 West Green Road, B153 Phillip Lane and A10 High Road) which provides access to some 11 bus routes (41, 230, 341, 76, 349, 476, 318, 149, 243, 279, and 259) these routes when combined offers some 91 buses per hour, the site is also within 700 metre walking distance of Seven Sisters underground and 750 metres walking distance of Seven Sisters rail stations. Lawrence Road is located within the Seven Sisters control parking zone (CPZ) which operates Monday to Saturday between the hours of 8am to 6:30 pm, to the northeast of Lawrence Road is the Bruce Grove CPZ which operates Monday to Saturday between the hours of 8am to 6:30 pm, there are currently no CZP’s to the west and northwest of Lawrence Road, a CPZ is planned for the roads to the west which includes: Bedford Road, Summer Hill Road and Dorset Road.</p> <p><u>Accident Analysis</u>                      The analysis of the accident within the area surrounding the site which includes: Lawrence Road, Phillip Lane, and West Green Road, concluded that within the most recent 5 years up to 31<sup>st</sup> of August 2015, there were 34 accidents; 32 of the 34 were classified as slight and 2 sever. Of these accidents only 3 were on Lawrence Road, all three accidents were classified as been slight. Of these accidents 2 collisions involved cyclist/vehicular collision and the other a collision involved a pedestrian failing to judge the speed of</p>	Noted/Conditions/informatives/S106/S278 contribution agreed

Stakeholder	Question/Comment	Response
	<p>the vehicle whilst it was reversing. Of the other 29 accidents 13 were on Philip Lane junction with West Green Road and Phillip Lane and 16 were on West Green Road and Junction of West Green Road with Lawrence Road.</p> <p><u>Description of Development</u></p> <p>The planning applications are for the development of two, sites: 45-63 Lawrence Road, to provide 80 residential units (29x1, 28x2 17x3 and 6x4 bed units), the development will also include 564 sqm of commercial space; 67 Lawrence Road will include 69 residential units ( 56x1 bed, 49x2 bed 35x 3bed and 9x4 bed units and 7 live work units. In total the proposed development's, comprises 149 units across both sites comprising 56x1, 49x2, 35x3, 9x4, (total of 44 family size units). The total car parking provision proposed is 16 car parking spaces this equates to 10% car parking spaces per unit; all the spaces are to be dedicated as wheel chair accessible car parking spaces and car club space.</p> <p><u>Trip Generation</u></p> <p>The applicant's transport consultant Haskoning DHV has submitted a Transport Assessment (TA) and a Draft Travel Plan to support the application. The trip generation predictions stated within the Transport Assessment are supported by survey information extracted from the TRAVL/TRICS prediction database. The TA indicated that at full capacity the existing commercial use which comprises of, 2,834 sqm, is expected to generate a combined 24 person's in/out persons trip during the AM period and 30 in/ out person's tips during the PM peak periods, 11 in/out vehicular trips during the Am period and 12 in/out vehicular trips during the PM peak period.</p> <p>The proposed development is expected to generate a total of 104 in/out persons trip during the Am peak period and 88 in/out trips during the Pm peak period, in terms of vehicular trips the proposed development including the two commercial units will generate a total of 21 in/out vehicular trips during the Am peak periods and 24 in/out vehicular trips during the Pm peak period. The proposed</p>	

Stakeholder	Question/Comment	Response
	<p>development will generate maximum net of 14 in/out trip during the AM peak period; we have considered that this increase of some 14 additional vehicular trips during the AM peak period will not impact on the operation of the transportation and highways network.</p> <p><u>Pedestrian Access</u></p> <p>The proposed development will be access from Lawrence Road via a new central courtyard; the applicant has provided footways on both sides of the access way and on the access to the perimeter of the blocks which segregates the parking for pedestrians. The applicant is proposing to construct new footways to the north of the site, which provides secondary access to the several of the cores and provides a new pedestrian north south connection, through the development site. The proposed new foot path will be constructed on private land, and will the responsibility of the developer to maintain the new footpath we will therefore require the developer to enter into a S.106 agreement for the long term maintenance of the footways.</p> <p><u>Parking Provision</u></p> <p>The applicant has conducted a parking survey in the area surrounding the site ( 200 metres) which included the following Roads, Wood Green Road, Lawrence Road, Elizabeth Clyde Court, Lawrence Close Fairwater Close, Clyde Road, Collingwood Road, Bathurst Square, Phillip Lane and Clyde Circus; the parking surveys were conducted in line with the Lambeth methodology on: Wednesday the 7<sup>th</sup> September at 05:00 hours and 12:00 hours; Thursday the 8<sup>th</sup> September at 12:30 hours and Friday the 9<sup>th</sup> September at 01:00 hours. The parking surveys conducted on Wednesday and Friday over nigh represents the highest parking pressures; this is to be expected given that the majority of residents will be at home and the demand for on street car parking spaces will be at the highest.</p> <p>On reviewing the results of the car parking surveys we have</p>	



Stakeholder	Question/Comment	Response
	<p>concluded that, Elizabeth Place and Bedford Road which are within the 200 metres parking radius are suffering from high car parking pressures, these roads are located on the edge of the existing CPZ and suffer from displaced parking as a result of the recent expansion of the Seven Sister CPZ to cover Lawrence Road. There is a proposal to include these roads as part of the St Ann's CPZ; residents are in support of the proposed CPZ which will be implemented in November.</p> <p>On reviewing the results of the car parking survey, we have concluded that with the exception of the Bedford Road and Elizabeth Place the remainder of the local within the 200 metres walking distance of the site as per the Lambeth Methodology not suffering from high parking pressure, the roads closest to the site Lawrence Road and Clyde Road has between 42 and 56 car parking spaces available. We have therefore concluded that the area surrounding the site is not suffering from high car parking pressure.</p> <p>The Councils Saved UDP Policy M9 Car-free Developments state that: Proposal for new development without the provision of car parking spaces will be permitted in locations where:</p> <ul style="list-style-type: none"> <li>a) There are alternative and accessible means of transport available;</li> <li>b) Public transport is good; and</li> <li>c) A controlled parking zone exists or will be provided prior to occupation of the development</li> </ul> <p>In addition the Council's Local Plan SP7: Transport, which focuses on promoting sustainable travel and seeks to adopt maximum car parking standards and car free developments. Car free developments are further supported by Haringey Development Management DPD Pre-submission version January 2016, Policy DM32 which support car-free development in areas with a good public transport accessibility level provided a CPZ exist and the applicant is proposing to provide 10% off street disable car parking spaces for the wheel chair accessible units.</p>	

Stakeholder	Question/Comment	Response
	<p>The proposed developments is located in an area with high public transport accessibility; the applicants are proposing to provide 16 off street car parking spaces including 15 disable car parking spaces and 1 car club space as per Drawing No: 1297-SK-25 Rev-B. The application site 43-63 Lawrence Road has proposed providing 8 disable car parking spaces and 67 Lawrence Road has proposed providing 7 disable car parking spaces. The proposed car parking provision as illustrated on the Proposed Landscaping Plan Drawing No: 1297-SK-25 Rev-B, is in line with the Council's maximum parking standards set out within the Council's saved Unitary Development Plan (UDP) Policy M10; 20% of the parking spaces must be equipped with electric vehicle charging points, with another 20% passive capacity available to be converted in order to cater for any increase in future demand; in line with the London Plan (FLAP 2015).</p> <p>The applicants have provided cycle parking in line with the 2015 London Plan which requires a minimum of 278 cycle parking stands for both developments, 43-63 Lawrence Road will provide 134 long stay cycle parking spaces, and five short stay spaces, for the 80 residential units, and 4 long stay and 15 short stay for the 564sqm of commercial space. The development at 67 Lawrence Road which also includes 69 residential units and 7 live work units will provide a total of 120 cycle parking spaces. A condition will be applied to both planning permissions to secure the type of cycle parking stands method of security and access to cycle parking facility.</p> <p>As the development proposal is car capped the applicant will be required to provide car club membership to each of the residential units, prior to occupation of each of the developments the development will be required to implement a car club space and offer 2 years free membership and £50 (fifty pounds) in driving credit to each residential unit.</p> <p>Although this site is located within the Seven Sisters Controlled Parking Zone (CPZ), it is with a 200 metres radius of number of road to the Northwest of Lawrence road which are not covered by a CPZ and will potentially suffer from displaced residual parking generated by the development proposals, in order to discourage prospective residents from parking on surrounding streets not currently subject</p>	

Stakeholder	Question/Comment	Response
	<p>to parking restrictions, it will be necessary for the applicant to contribute towards the costs of investigating and designing a new parking controls in these areas which are not currently covered by a control parking zone. The parking management team has requested contribution of £30,000 towards the design and consultation of a new control parking zone in the area to the north of the site.</p> <p><u>Access and Servicing Arrangements</u></p> <p>The applicant is proposing to construct a loading bay on the southern side of the site access to the development to service the residential and commercial aspect of the development as per Drawing No: 1297-pp-110-RevE. Refuse will be located on close to Lawrence Road with some 10 metres from the carriageway, is also possible for refuse truck to enter and leave in forward gear. The developer will be required to pay the cost of converting the existing resident's car parking bay into a loading bay.</p> <p><u>Travel Plan</u></p> <p>The applicants have 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.</p> <p><u>Highways layout</u></p> <p>The site is currently served by two vehicular accesses onto Lawrence Road. However, the proposed development will be served by one shared accesses point for both sites, this will include the removal of the existing access, reconstruction of the footways and construction of a new raised enter point (bell mouth access) to the service both development proposals, as the carriage way at this section of Lawrence road is quite wide we will seek to implement a new buildout and the construct two raised tables which are also detailed in Drawing number 11-206 D-151. To take into account the increased pedestrian/cycling activity arising from this development the proposal also includes the resurfacing of the footways Lawrence Road along the site frontage. The off-site highway works are</p>	

Stakeholder	Question/Comment	Response
	<p>estimated to cost in the region of £25,884; these funds are to be secure byway of a S278 agreement.</p> <p>The transportation and highways authority have reviewed the transport assessment and supporting documentation and have concluded that the proposed demolition of the existing B2 warehouse and construction of 149 residential units including 7 live work units and some 563 SQM of commercial floor space will not generated as significant increase traffic or parking demand which will have and significant impact on the highway and transportation network subject to the following S.278 /S.106 obligations and conditions:</p> <p>1. The applicant will be required to enter into a Section 278 Agreement to secure a sum of £25,884 (twenty five eight hundred and eight four pounds) for works related to the removal of the existing vehicular access point and the re-creation of a new vehicular access point into the site, construction of new loading bays and the implementation of of two raised tables and the resurfacing of the footways sites side along the frontage. Reason: To improve pedestrian/cycle conditions in the immediate vicinity of this development.</p> <p>2. The applicant enters into a S.106 agreement including provision that 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. Reason: To mitigate the parking demand generated by this development proposal on the local highways network by constraining car ownership and subsequent trips generated by car, resulting in increase travel by sustainable modes of transport hence reducing the congestion on the local highways network.</p> <p>3. The applicant shall be required to enter into a Section 106 Agreement securing a £30, 000 (thirty thousand pounds) contributions towards investigations for the feasibility of a new controlled parking zone.</p>	

Stakeholder	Question/Comment	Response
	<p>Reason: To encourage the use of sustainable modes of transport and to minimise the impact of the development upon on-street parking within the vicinity of the site.</p> <p>4. A residential and commercial 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:</p> <p>a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Facility Management Team to monitor the travel plan initiatives annually.</p> <p>b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all new residents.</p> <p>c) 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.</p> <p>d) The applicant's are required to pay a sum of, £3,000 (three thousand pounds) per travel plan for monitoring of the travel plan initiatives.</p> <p>Reason: To minimise the traffic impact generated by this development on the adjoining roads, and to promote travel by sustainable modes of transport.</p> <p>Conditions:</p> <p>1. 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.</p>	

Stakeholder	Question/Comment	Response
	<p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and highways network.</p> <p>2. The applicant/operator is required to submit a Service and Delivery Plan (SDP) for the local authority's approval prior to occupancy 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.</p> <p>Reason: To reduce traffic and congestion on the transportation and highways network.</p> <p>Informative The new development will require naming. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.</p>	
<p><b>Pollution Officer – 45-63 Lawrence Road</b></p>	<p>The above application is for the demolition of the existing buildings and redevelopment of the site to provide one interconnected new building ranging from the to seven storeys in height which includes a recessed top floor comprising 80 residential units (use class C3) and 566sqm of commercial floor space (Use class B1/A2) on ground and first floor level, including 17 car parking spaces and associated works</p> <p>The following comments and conditions are recommended;</p> <p><b><u>Air Quality:</u></b></p> <p>The London Plan, Policy 7.14 states that new development should:</p> <ul style="list-style-type: none"> <li>• minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer</li> </ul>	<p>Noted/conditions/informatives attached</p>

Stakeholder	Question/Comment	Response
	<p>zones or steps to promote greater use of sustainable transport modes through travel plans</p> <ul style="list-style-type: none"> <li>• promote sustainable design and construction to reduce emissions from the demolition and construction of buildings;</li> <li>• be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)).</li> <li>• Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site.</li> </ul> <p>Photo voltaic panels and CHP is proposed with this planning application; a condition with respect to emissions from CHP is therefore required. There are chimneys / flues associated with this proposed development, thus a chimney height calculation or emissions dispersal assessment is required.</p> <p>I recommend the following conditions:</p> <ul style="list-style-type: none"> <li>• Prior to construction of the development details of all the chimney height calculations, diameters and locations must be submitted for approval by the LPA.</li> </ul> <p><i>Reason: To protect local air quality and ensure effective dispersal of emissions.</i></p> <ul style="list-style-type: none"> <li>• Prior to commencement of the development, details of the CHP must be submitted to evidence that the unit to be installed complies with the emissions standards as set out in the GLA SPG Sustainable Design and Construction for Band A. A CHP Information form</li> </ul>	

Stakeholder	Question/Comment	Response
	<p>must be submitted to and approved by the LPA.</p> <p><i>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</i></p> <p><b><u>Contaminated land: (CON1 &amp; CON2)</u></b></p> <p><b><u>CON1:</u></b></p> <ul style="list-style-type: none"> <li>• Before development commences other than for investigative work: <ul style="list-style-type: none"> <li>e) Using the information contained within the Phase I desktop study and Conceptual Model, a site investigation shall be carried out for the site. The investigation must be comprehensive enough to enable:- <ul style="list-style-type: none"> <li>▪ a risk assessment to be undertaken,</li> <li>▪ refinement of the Conceptual Model, and</li> <li>▪ the development of a Method Statement detailing the remediation requirements.</li> </ul> <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> </li> <li>f) If the risk assessment and refined Conceptual Model indicate any risk of harm,</li> </ul> </li> </ul>	



Stakeholder	Question/Comment	Response
	<p>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.</p> <p><u>And CON2 :</u></p> <ul style="list-style-type: none"> <li>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.</li> </ul> <p><i>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</i></p> <p><b><u>Management and Control of Dust:</u></b></p> <ul style="list-style-type: none"> <li>No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment.</li> </ul> <p><i>Reason: To Comply with Policy 7.14 of the London Plan</i></p> <ul style="list-style-type: none"> <li>Prior to the commencement of any works the site or</li> </ul>	

Stakeholder	Question/Comment	Response
	<p>Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA.</p> <p><i>Reason: To Comply with Policy 7.14 of the London Plan</i></p> <ul style="list-style-type: none"> <li>• No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases meets Stage IIIA of EU Directive 97/68/ EC for both NOx and PM and all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <a href="http://nrmm.london/">http://nrmm.london/</a>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</li> </ul> <p><i>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</i></p> <ul style="list-style-type: none"> <li>• An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.</li> </ul> <p><i>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM</i></p>	

Stakeholder	Question/Comment	Response
	<p style="text-align: center;"><i>LEZ.</i></p> <p><b><u>As an informative:</u></b></p> <p>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.</p>	
<p><b>Pollution Officer – 67 Lawrence Road</b></p>	<p>The following comments and conditions are recommended; Air Quality: The London Plan, Policy 7.14 states that new development should:</p> <ul style="list-style-type: none"> <li>• minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps</li> <li>to promote greater use of sustainable transport modes through travel plans</li> <li>• promote sustainable design and construction to reduce emissions from the demolition and construction of buildings;</li> <li>• be at least ‘air quality neutral’ and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)).</li> <li>• Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site.</li> </ul> <p>The Energy Assessment report by Eight Associates, dated 31</p>	<p>Noted/Conditions/informatives attached</p>

Stakeholder	Question/Comment	Response
	<p>March 2016 (ref: 1645-Energy Assessment(2015)-1603-31YP.docx) for the proposed development rejects biomass and states that that ‘the heat demand profile of this residential scheme is not suitable to CHP’.....’For CHP systems to be economically viable they need to run for at least 5,000 hours per year. Therefore a CHP system would most likely be oversized, and as a result less efficient and economic.’ The report concludes that 79 photo voltaic panels on the roofs to be employed and this is depicted in the roof plans submitted. There are no flues / chimneys associated with this proposed development.</p> <p>As no CHP is proposed, a condition with respect to emissions from CHP is not required. As no biomass is proposed, a condition with respect to emissions from biomass is not required. As there are no chimneys / flues associated with this proposed development, no chimney height calculations or emissions dispersal assessment is required.</p> <p>I recommend the following conditions:</p> <p>Combustion and Energy Plant:</p> <ul style="list-style-type: none"> <li>• Prior to installation, details of the Ultra Low NOx boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 20 mg/kWh. Reason: To protect local air quality.</li> </ul> <p>Contaminated land: (CON1 &amp; CON2) CON1:</p> <ul style="list-style-type: none"> <li>• Before development commences other than for</li> </ul>	

Stakeholder	Question/Comment	Response
	<p>investigative work:</p> <p>a) Using the information contained within the Phase I desktop study and Conceptual Model, a site investigation shall be carried out for the site. The investigation must be comprehensive enough to enable:-</p> <ul style="list-style-type: none"> <li>• a risk assessment to be undertaken,</li> <li>• refinement of the Conceptual Model, and</li> <li>• the development of a Method Statement detailing the remediation requirements.</li> </ul> <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>b) 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.</p> <p>And CON2 :</p> <ul style="list-style-type: none"> <li>• 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.</li> </ul> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>Management and Control of Dust:</p>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li data-bbox="575 245 1377 483"> <p>• No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. Reason: To Comply with Policy 7.14 of the London Plan</p> </li> <li data-bbox="575 532 1335 706"> <p>• Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA. Reason: To Comply with Policy 7.14 of the London Plan</p> </li> <li data-bbox="575 755 1360 1091"> <p>• No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases meets Stage IIIA of EU Directive 97/68/ EC for both NOx and PM and all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <a href="http://nrmm.london/">http://nrmm.london/</a>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</p> </li> <li data-bbox="575 1140 1381 1409"> <p>• An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.</p> </li> </ul>	

Stakeholder	Question/Comment	Response
	<p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</p> <p>As an informative: 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.</p>	
<p><b>Carbon Management – 67 Lawrence Road</b></p>	<p>The Carbon Management Team would not object to this application subject to the following comments and imposition of the following conditions;</p> <ul style="list-style-type: none"> <li>- Parking - 20% of all parking bays provided on site should be Electric Vehicle Recharging ready.</li> <li>- Car Club - Any contribution towards a local car club should include a cost to make the Car Club bay able to delivered and enable the recharging Electric Vehicles. (funding a new recharging point for the Car Club Bay</li> <li>- Condition - Energy Measures</li> <li>- Condition - Boiler facility and associated infrastructure</li> <li>- Condition - Overheating Analysis</li> <li>- Condition – Sustainability Assessment</li> <li>- Condition - Living roof/green roof</li> </ul>	<p>Noted/Conditions/S106 contribution agreed</p>
<p><b>Carbon Management –</b></p>	<p>The Carbon Management Team would not object to this</p>	<p>Noted/Conditions/S106 contribution agreed</p>

Stakeholder	Question/Comment	Response
45-63 Lawrence Road	<p>application subject to the following comments and imposition of the following conditions;</p> <ul style="list-style-type: none"> <li>- Condition - Energy Measures</li> <li>- Condition - Details of the CHP facility and associated infrastructure</li> <li>- Condition - Overheating strategy and design solutions</li> <li>- Condition - Sustainability Assessment</li> <li>- Condition – BREEAM rating ‘Very Good’</li> <li>- Condition - Home Quality Mark Assessment</li> <li>Condition - Living roof/green roof</li> </ul>	
Waste Management	<p>The waste management team has made the following comments;</p> <p>HGY/2016/1213 - 45 – 63 Lawrence Road - it is unclear if there is storage provision for food waste and bulky items.</p> <p>HGY/2016/1212 - 67 Lawrence Road - it looks like provision has only been made for 14 x 1100L bins where there should be 21 x in total for Refuse x 13 and recycling x 8 (this would be reduced to 12 and 7 respectively if the live/work units have separate provision) plus food waste and bulky item storage</p>	<p>The applicant has provided further details to address waste management’s comments. Paragraph 6.164 – 6.1166 of the report addresses this</p>
Design Officer	<p><b><u>Location, Description of the site, Policy context</u></b></p> <p>1. Location, detailed elsewhere. Key features are;</p> <p>a) The two neighbouring sites are on the west side of</p>	<p>Noted in paragraph 6.36 – 6.59 and paragraph 6.87 – 6.92 of the report</p>



Stakeholder	Question/Comment	Response
	<p>Lawrence Road, approximately mid way along its length.</p> <p>b) It is just north-west of the western end of the busy shopping street and designated Town Centre of West Green Road. There are also local shops and amenities on Phillip Lane, to the north.</p> <p>c) Lawrence Road forms a grand avenue, running north-south, connecting West Green Road with Philip Lane; it is the main street linking the two, and its junction with West Green Road forms the point where that latter street changes abruptly from a busy, vibrant and “tightly proportioned” shopping street into a broad, residential arterial road.</p> <p>d) Immediately opposite the northern end of the site, a large late 19<sup>th</sup> /early 20<sup>th</sup> century industrial building of six high storeys fronts Lawrence Road; the retention of this and its established heights form an important governing principle for the masterplan of Lawrence Road.</p> <p>e) Parallel to Lawrence Road to its west s series of fairly grand yet quieter residential streets with a mixture of older houses are part of the Clyde Circus conservation Area, with their back gardens backing onto the western boundary of these sites.</p> <p>f) Lawrence Road is lined with majestic mature trees, and was highly consistently laid out with 3-5 storey flatted factories from the mid 20<sup>th</sup> century. The masterplan (in the SPG and later Site Allocation) envisaged a planned transformation</p>	

Stakeholder	Question/Comment	Response
	<p>from that to residential led mixed use of consistent layout, massing and to some extent design. With the completion of the Bellway development south of these sites this is partially implemented.</p> <p>g) The one break in the form of Lawrence Road comes where it is crossed by what was originally an east west street; Clyde Road, but is now, west of Lawrence Road, a linear Park; this street / linear park forms a quiet east-west pedestrian and cycle route. It goes west to the western end of the shopping parades of Phillip Lane, close to the public spaces and recreation of West Green and Down Lane Park. East, it leads through the Circus that gives the Clyde Circus area its name to the back of the Marcus Garvey Library / Tottenham Green Leisure Centre building that fronts Tottenham Green, with Tottenham High Road beyond.</p> <p>h) As an immediate neighbour to the northern end of the site it forms a small local park containing a multi-use-games-area (MUGA). Immediately west of the northern edge of the site, mid 20<sup>th</sup> century 2 storey terraced houses face this green, but the current buildings on the site turn their backs on this space. On the opposite side, on both sides of Lawrence Road, are more mid 20<sup>th</sup> century houses, including two 8/9 storey mini-tower-blocks marking the corners and the end of “industrial” Lawrence Road</p> <p>2. Description of the site, detailed elsewhere. However crucially that these are 2 separate but neighbouring</p>	

Stakeholder	Question/Comment	Response
	<p>sites in Lawrence Road, both part of the Site Allocation and area covered by the SPG. But they are not just simply bordering each other; their ownerships are entwined. The existing car park between the existing buildings on the two sites is shared, with a complex mixing of parking spaces belonging to the different buildings on the two separate sites and with shared ownership and/or mutual rights of way over the access roads to the car park, and with convoluted and unexpected ownership of strips of land around it.</p> <p>3. As well as the Growth Area and Site Allocation, it forms part of or is close enough to be affected by other policy designations:</p> <ul style="list-style-type: none"> <li>i) It is surrounded by the Clyde Circus Conservation Area.</li> <li>j) Covered elsewhere.</li> </ul> <p><b><u>Use, Form &amp; Development Pattern</u></b></p> <p>4. The proposals are for two separate but complimentary developments that enmesh together tightly but can each be developed independently and could if needed be completed on their own, without the other of these two developments being carried out, or could equally be developed at different times, with one completed before the other started, with an overlap or with the two sites built together. This has effects on and needs to be borne in mind when considering both of; the overall massing, detailed layout and detailed finishes of the two enmeshed</p>	

Stakeholder	Question/Comment	Response
	<p>developments.</p> <p>5. The proposals for these two sites not only are carefully coordinated and ties together, they also conform to the masterplan envisaged for the whole redevelopment of Lawrence Road; from its junction with West Green Road to the Clyde Road / Elizabeth Gardens crossing (see the SPG and Site Allocation). This envisages residential led mixed use redevelopment with active frontage and employment uses on the ground floor facing Lawrence Road, with residential above and behind, up to the height of the retained Live/Work Building, with lower residential blocks behind, in courtyard or mews layouts, dropping down towards the heights of existing housing to either side. These proposals conform to this masterplan.</p> <p>6. The proposals for both sites have non residential uses on the whole of their ground floor frontage facing Lawrence Road, also extending into the 1<sup>st</sup> floor; a significantly better interpretation of the masterplan than the Bellway development which has discontinuous non-residential frontage. The southern site (HGY/2016/1212) has Live-Work units on the ground and first floor, whilst the northern site (HGY/2016/1213) has office uses on both floors, part with an active frontage; this turns the corner before switching to residential facing the park.</p> <p>7. Both developments have large “mansion” style blocks facing the street, set back from the pavement bur with an active, hard landscaped frontage and consistent 2 storey architecturally treated base containing the non-</p>	

Stakeholder	Question/Comment	Response
	<p>residential uses. Residential flats then fill the 4 floors above, with in each case a set back top (7<sup>th</sup> floor). In addition to non-residential active frontage, each block has a communal entrance leading to lift and stair core to access upper floor flats. The two blocks are separated by a route through to their rear for vehicles and pedestrians this will be of 2 storeys height and have active frontage and passive surveillance from windows to the ground and 1<sup>st</sup> floor office and live-work units, but a link block of flats above to ensure continuity of the “street-wall” along Lawrence Road</p> <p>8. The northern development then turns the corner to face the park, in all residential use; here there are ground floor flats with their own front doors off the new path created along the southern edge of the park as part of this development; the developers will be donating a piece of land to the park for this and for additional park landscaping, ensuring that the northern edge of the development aligns with the terraced houses to the west (currently set back slightly), opening up this side of the park, improving its accessibility and layout and providing active frontage and passive surveillance to the park, as well as a pedestrian arch through and entrance to a stair and lift core to upper floor flats.</p> <p>9. Behind the terrace of blocks fronting Lawrence Road, and enclosed by the block facing the park to the north is a large courtyard space; this is analogous to a mews behind the street facing properties, but it is of a larger scale and more generously landscaped. This would be similar to that on the east side of the</p>	

Stakeholder	Question/Comment	Response
	<p>Bellway blocks on the east side of their stretch of Lawrence Road, but that space is somewhat under scaled, with rather nebulous space, dominated by parked cars, and with, in my view, under-scaled 2 and 3 storey houses on its east side; here the proposal is for an enclosed court, with fewer cars, more landscaping and that its corresponding west side enclosed with 3 and 4 storey housing, with active frontages from regular front doors. I am confident it will have the feeling of being a true public space, albeit quieter and of a purely residential character. It also could allow its extension into any eventual similar redevelopment of the neighbouring site to the south, no. 69, or if the existing building on that site is retained, it will form a 3 storey block enclosing its southern end.</p> <p><b><u>Height, Bulk &amp; Massing</u></b></p> <p>10. The mansion block form of the Lawrence Road frontages maintain consistent height as a 6 storey “street-wall” of a clearly distinguished 2 storey base and 4 storey middle, with a set back 7<sup>th</sup> storey. This is appropriate for the width and scale of Lawrence Road, will match the parapet height of the Live-Work Building opposite and the higher mansion blocks of the Bellway development; some of those are at lower heights, at the developers choice,</p> <p>11. In both cases there is a space behind the “street-wall”, before a second, lower terrace of housing. This space would have the character of a yard or public space, but of a quiet, residential character, and the heights of buildings around it are not inappropriate for</p>	

Stakeholder	Question/Comment	Response
	<p>the dimensions of the space. The housing on the western side of this space would be mostly of 4 storeys, but with ground and first floor maisonnettes and a few flats above. As these are still well set back from the western boundary of the 2 sites, with long back gardens and a further large communal garden, private for only residents of the 2 developments and containing a number of large mature trees that will be retained, it is unlikely that these blocks will have any impact on neighbouring houses, or be visible from the neighbouring street to the west.</p> <p>12. The final move, in massing terms, which only occurs in the Forge Architects northern development of this pair of developments, is that the mansion block terrace facing Lawrence Road turns the corner and becomes a gradually-stepping-down terrace of housing facing the linear park to the north, and mediating in height between the 6/7 storeys on Lawrence Road and 2/3 storeys of the existing surroundings, whilst still being prominent enough to be commensurate with the scale of the park space it looks onto.</p> <p><b><u>Approach to the front door(s), Accessibility &amp; Legibility of the street layout</u></b></p> <p>13. As mentioned above, in overall masterplan terms the proposals distinguish between Lawrence Road, treated as a working street with active frontage of employment use, and the quieter, more residential frontage onto the park to the north and the courtyard space at the heart of these two developments. The Lawrence Road frontage of this development is</p>	

Stakeholder	Question/Comment	Response
	<p>therefore dominated by commercial frontage; but this, for both the live-work units and B1 units, is designed to be flexible between active shopfronts, with goods on display, brass-plaque style or glass-and-sofas style office receptions, more blank office windows and more heavy-business like delivery and workshop type doors of light industrial, crafts or creative workshops. Flexible signage zones and for the live-work units, separation of residential entrances and uses are also designed in</p> <p>14. Between these the main entrances to the two larger residential blocks have their own generous entrance lobbies off the street. The numbers of flats per core, and in the case of the southern development the number of flats per floor, is on the high side, but entrance will be controlled by concierges desk and video entry phones. There are also separate entrances to the courtyard on the west side of the blocks, where residents can access their refuse stores, cycle stores and private communal amenity space.</p> <p>15. Flats and maisonnettes with their own front door line as much of the courtyard and park frontage as can be reasonably expected and will significantly animate these spaces, giving them the feel as public realm, with passive surveillance, and providing a level, safe and above all visible route to their front doors. The remaining flats share smaller cores but all have logical and clearly laid out entrance procedures.</p> <p><b><u>Dwelling Mix and Block(s) Layout</u></b></p>	



Stakeholder	Question/Comment	Response
	<p>16. The dwelling mix is mostly of 1 and 2 bedroom units, but with a significant number of family sized 3 and 4 bedroom units; it is also to be welcomed that these are mostly as ground and first floor maisonnettes, located on the quieter western side of the two sites, and with their own private front and back gardens.</p> <p>17. Despite having a block laid out east to west, as well as the larger, deeper plan main blocks north to south along the Lawrence Road frontage and narrower, lower parallel blocks on the west side of the courtyard, the proposals for the two sites both completely avoid north or south facing single aspect flats and effectively avoid ground floor single aspect flats. The southern site (HGY/2016/1212) has two at the southern end of the ground floor of the mansion block, but these are at the quiet “end” of the courtyard, facing the childrens playground, and have generous front gardens for additional privacy.</p> <p><b><u>Residential Design Standards &amp; Internal Layout(s)</u></b></p> <p>18. All flat layouts meet Mayors Housing SPG space and layout standards. It is particularly notable that care has been taken to ensure larger flats are provided with two separate living rooms; a Dining-Kitchen separate from the Living Room in most cases, and beyond the base requirement. I have also already mentioned above that there are no single aspect north or south facing units; nor are there any single aspect ground floor units facing a street or other unsociable space.</p>	

Stakeholder	Question/Comment	Response
	<p data-bbox="573 240 1377 313"><b><u>Daylight, Sunlight, Overshadowing, Privacy &amp; Overlooking</u></b></p> <p data-bbox="573 331 1377 586">19. The applicants have both provided Daylight Sunlight and Overshadowing Reports on their respective sites, prepared in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2<sup>nd</sup> Edition, Littlefair, 2011).</p> <p data-bbox="573 604 1377 1003">20. The reports show that no part of the proposed development would have a significant, noticeable effect on existing neighbouring dwellings. Most significantly, where the houses on Bedford Road to the west face the development, they are so far away and the height of the proposal to its western side no more than a modest 4 storeys, that ground floor windows in the neighbouring houses would not have the proposed development intersecting their 25° line that is the 1<sup>st</sup>, screening test to tell if there might be a daylighting concern.</p> <p data-bbox="573 1021 1377 1203">21. The proposals show that daylight to proposed habitable rooms, as well as the sunlighting to the proposed habitable rooms and amenity spaces is acceptable. There are also no concerns with overlooking and privacy.</p> <p data-bbox="617 1230 1182 1268"><b><u>Elevational Treatment &amp; Fenestration</u></b></p> <p data-bbox="573 1286 1377 1421">22. The proposed elevational treatment and fenestration needs to be supportive of the masterplan for the redevelopment of this and the neighbouring sites within Lawrence Road, including responding to the</p>	

Stakeholder	Question/Comment	Response
	<p>design parameters established for the whole allocation site and responding in a complimentary way to what has already been approved and built at the Bellway site to the southern end of the street. It should also complement its existing neighbours especially those immediately adjoining to its west.</p> <p>23. Crucially, the elevational treatment and fenestration needs to and in my view does reinforce the composition of the Lawrence Road frontage, as a series of bold, linear blocks of a mansion-block style, with a vertical emphasis and a clear distinction between base, middle and top. Entrances are also clearly indicated as open or glazed slots. Balconies are recessed, to help emphasise the vertical emphasis.</p> <p>24. The most special case is the link block; this is designed to link between these two separate developments, by two separate developers and architects, and potentially not going to be completed until after the completion of the rest of one of the blocks. Indeed, both developments are designed so they <i>could</i>:</p> <ul style="list-style-type: none"> <li>d) stand alone for ever, without the neighbouring development and therefore without (any of) the link block and with a permanent flank elevation of contrasting brick infill and permanent windows where the door to the flat in the link would have been;</li> <li>e) alone for a short period if the other site starts later than the first site is completed, in which case there would be a temporary elevational treatment</li> </ul>	

Stakeholder	Question/Comment	Response
	<p>and window; and</p> <p>f) have the link completed by either developer, with both developers contributing and benefiting equally in providing structural support, weather proofing and having a flat each on each floor.</p> <p>The link is designed as a more lightweight element than the mansion blocks either sides, with just glazing and balustrades to the facades, as is appropriate for a construction bridging over the alleyway through to the courtyard.</p> <p>25. This case, particularly in the case of the northern development (HGY/2016/1213), the proposals also have to effect a transition between the height, massing and gradation of the Lawrence Road blocks and the western, courtyard blocks and the existing context; in this,, the stepping down northern range of this block steps down both its overall height, its recessed top floor and its projecting 2 storey base in a series of coherent, distinguished steps to become a 3 storey building, with a set back 4<sup>th</sup> storey, where it adjoins the existing terraced houses at the north western corner of the site.</p> <p><b><u>Materials &amp; Details</u></b></p> <p>26. The materials palette is predominantly brick, which is appropriate as a durable, robust material that weathers well, as well as being established by precedent from local context. A limited palette of just 3 different bricks has been skilfully handled to provide sufficient variety, a red and “neutral” (grey) brick to the southern development, more similar to the palette</p>	

Stakeholder	Question/Comment	Response
	<p>used in the Bellway development, and the same “neutral” brick with a more buff brick to the northern development; more similar to the existing housing north of the linear park and west on Bedford Road. I am happy that this is not too many bricks but provides enough indication of different elements to compliment the architectural composition and balance its gestures towards contextualism.</p> <p>27. Other materials used include lightweight powder coated grey aluminium cladding to set-back top floors which will reinforce their “recessive” appearance as an element analogous to a pitched roof on a more traditional building. Windows and other joinery / metalwork will be in matching powder coated metals (aluminium or steel). Balustrades are all proposed to be in frosted glass, which will allow reasonable light transmission, whilst providing privacy to residents’ outdoor amenity space and reducing the appearance of clutter.</p> <p>28. Conditions will be required to secure quality materials and that their detailing is robust, particularly of choice of brick, cladding, balustrades, rainwater goods and other materials, and detailing of parapets, window reveals and around recessed balconies, including their soffits.</p> <p><b><u>Conclusions</u></b></p> <p>29. These two neighbouring developments have been subject of many years of protracted and detailed discussions with council officers including myself. Crucially, the necessity of resolving the extremely</p>	

Stakeholder	Question/Comment	Response
	<p>convoluted overlapping land ownership and getting the two separate owners to produce complimentary and closely intertwined proposals has enabled a much better quality development, that avoids leaving awkward corners and unnecessary traffic dominated spaces alongside Lawrence Road, but produces a development that strengthens and reinforces a strong, street facing pedestrian priority, lively, mixed use, mixed tenure, mixed community development. Furthermore, the gradation from the mansion block form along Lawrence Road, through the courtyard and around the corner into the park, to the lower development to the west and the retained trees along the western boundary, ensures that it would make a good and genuine moderation down to the lower-rise-, lower-density, lower-scale context to the west.</p> <p>30.As design officer I am satisfied that the necessary design quality has been achieved to permit the exceptional height and visibility in this sensitive location. I am also happy that the quality of residential accommodation will be high, and that the relationship of the proposed development to the street and context will be positive.</p>	
<p><b>Tree officer</b></p>	<p><u>HGY/2016/1213 – 45/63 Lawrence Road, N15</u></p> <p>Tree cover at this site consists of a variety of individual trees and groups of trees, including a Horse chestnut (T7), which is subject to a Tree Preservation Order. There are no trees of high quality and value (category A). Four were assessed as moderate quality (category B), eleven were assessed as low</p>	<p>Noted/conditions attached</p>

Stakeholder	Question/Comment	Response
	<p>quality (category C) and seven were of poor quality (category U). It is proposed to removed four individual trees and four groups of trees, to either, facilitate the development or because they are in a poor structural condition. The Horse chestnut (T7) is in a declining condition with a limited life expectancy. The tree removals will not result in a detrimental impact on the site or the wider local area as new tree planting will mitigate this.</p> <p>There are also two London plane trees on the public highway outside the site. These are to be protected by wooden panels to prevent damage to their stems and ground protection will be installed within the development site to protect their root protection areas. It is proposed to carry out some minor pruning works to increase clearance between these trees and the development site. This would have minimal impact on the trees are would be permitted by Haringey.</p> <p>The proposed landscape plan includes the planting of eighteen new trees of various species, both native and non native. This will greatly improve the sustainability of the site, enhance biodiversity, while also increasing the quality of life for future residents.</p> <p>The Arboricultural report outlines how the retained trees will be protected, in accordance with industry best practice. The tree protection plans shows the location of the protective fencing during the demolition and construction stages. It also shows the areas of temporary ground protection and No-Dig' construction.</p> <p>The proposed development of this site will result in the loss of a small number of low and poor quality tree. New tree planting will visually enhance the site and provide a more diverse local tree population. If the protective measures recommended in</p>	

Stakeholder	Question/Comment	Response
	<p>Arboricultural report are implemented and adhered to, the proposed development will have minimal impact on the trees to be retained.</p> <p><u>HGY/2016/1212 - 67 Lawrence Road, N15</u></p> <p>Tree cover at this site consists of mainly self-seeded Sycamores which are of poor quality and value (category U). It is proposed to remove them because they are in a poor structural condition. The tree removals will not result in a detrimental impact on the site or the wider local area as new tree planting will mitigate this.</p> <p>There is one London plane tree on the public highway outside the site. It is to be protected by wooden panels to prevent damage to its stem and ground protection will be installed within the development site to protect its root protection area. It is proposed to carry out some minor pruning works to increase clearance between the trees and the development site. This would have minimal impact on the tree are would be permitted by Haringey.</p> <p>The proposed landscape plan includes the planting of sixteen new trees of various species, both native and non native. It is also proposed to plant a Hornbeam hedge and nine specimen Yew trees along the frontage of Lawrence Road. This will greatly improve the sustainability of the site, enhance biodiversity, while also increasing the quality of life for future residents.</p> <p>The Arboricultural report outlines how the retained trees will be protected, in accordance with industry best practice. The tree protection plans shows the location of the protective fencing during the demolition and construction stages. It also shows the areas of temporary ground protection and No-Dig'</p>	



Stakeholder	Question/Comment	Response
	<p>construction.</p> <p>The proposed development of this site will result in the loss of a small number of poor quality trees, which are of little amenity value. New tree planting will visually enhance the site and provide a more diverse local tree population. If the protective measures recommended in Arboricultural report are implemented and adhered to, the proposed development will have minimal impact on the trees to be retained.</p> <p>When drafting planning conditions for both applications, they must include reference to the following;</p> <p>A pre-commencement site meeting must be specified and attended by all interested parties, (e.g. Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees and discuss any construction works that may impact on the trees.</p> <p>Robust protective fencing / ground protection must be installed under the supervision of the Consultant Arboriculturist, prior to the commencement of demolition and retained until the completion of construction activities. It must be designed and installed as recommended in the Arboricultural report.</p> <p>The tree protective measures must be inspected or approved by the Council Arboriculturist, prior to the commencement of demolition.</p> <p>The tree protective measures must be periodically checked the Consultant Arboriculturist.</p> <p>All construction works within root protection areas or that may</p>	

Stakeholder	Question/Comment	Response
	<p>impact on them, must be carried out under the supervision of the Consultant Arboriculturist.</p>	
<p><b>Tottenham regeneration</b></p>	<p><b>67 Lawrence Road</b></p> <p>In principle we support a new development on this site to continue the regeneration of Lawrence Road as a mixed use street, with residential introduced alongside new employment uses as per the emerging Tottenham AAP. We do have some concerns however regarding the type, quantity and mix of uses proposed in this scheme.</p> <p><u>Employment space</u> – there is a substantial loss in employment floorspace on this site (-2,073 sqm). This is replaced by seven live/work units of which the employment element has been proven to be unenforceable in completed schemes and from which job creation likely to be low. This therefore has the potential to be a purely residential scheme and wouldn't meet the requirements of the emerging AAP for mixed use development. Lawrence Road is intended to be a focus for new employment uses, for example meeting the demand in this area for flexible and affordable workspace and taking advantage of the opportunities of very good public transport links with its proximity to Seven Sisters Underground and Overground stations. By under-delivering on employment provision, this scheme is undermining the overall aspiration for Lawrence Road to be a mixed use employment hub. In turn it fails to contribute to increased use/ footfall in the nearby</p>	<p>Paragraph 6.8 – 6.13 addresses the overall aspiration for Lawrence Road.</p> <p>Paragraph 6.27-6.32 of the report addresses the employment space concern</p>

Stakeholder	Question/Comment	Response
	<p>Seven Sisters/ West Green Road town centre in the day by those working in Lawrence Road.</p> <p><u>Affordable housing</u> – this scheme offers a low proportion of affordable housing, with only 14 affordable units out of 76 proposed to be affordable. This is well below the target level for both Haringey and Tottenham and will therefore does not sufficiently contribute to meeting the local or borough-wide housing need.</p> <p><u>Design</u> – opportunities to break up the frontage of the development along the street have been missed and this development therefore could contribute more to the interest of the street scene here, instead producing a long and unvaried frontage when combined with the linked application for 45-63 Lawrence Road. The mix of materials does help to add some interest and variation. It is questionable as to how much the live/work units will provide a vibrant use to the ground floor frontage.</p>	<p>Paragraph 6.71-6.81 of the report addresses the affordable housing concern. The proposed schemes would not provide the required level of affordable housing units (40%). The schemes have been independently assessed and its findings are that the schemes can viably deliver 20% of affordable housing units on 45-63 Lawrence Road and 17.4%affordable housing units on 67 Lawrence Road If the scheme is not implemented within 18 months the viability of the scheme will be reviewed.</p> <p>Paragraph 6.36-6.57 of the report addresses the concerns regarding the design. It is also important to note that Haringey's Quality Review Panel (QRP) considered the development proposals on 16<sup>th</sup> December 2015 and 18<sup>th</sup> May 2016. The panel's comments and how these have been addressed are found in paragraph 6.58 of the report. The panel concluded that they broadly support the proposals. They highlight a number of actions points for consideration by the design team, in consultation with Officers. Additional plans and amendments were provided to address this. Their full reports are found in the appendices</p>

Stakeholder	Question/Comment	Response
	<p><u>Open space</u> – the quality of open space provided is limited by the further development to the rear of the site, which means the courtyard is somewhat overshadowed on both sides by buildings. The reduction of parking in the courtyard is welcomed to increase the landscaped open space. A financial contribution towards Elizabeth Gardens to the north of the development should be secured to contribute to upgrading this public open space and facilities, so it can be better used and enjoyed by the new and existing residents. With additional residential coming forward in this area, existing open space and play facilities should be improved and where possible increased to address the extra demand. Upgrading and opening up the green space to the west of the site to the public would be supported, as this would increase the amount of good quality open space available to the increasing residential population in the area.</p> <p><b>45 – 63 Lawrence Road</b></p> <p>In principle we support a new development on this site to continue the regeneration of Lawrence Road as a mixed use street, with residential introduced alongside new employment uses as per the emerging Tottenham AAP. We do have some concerns however regarding the type, quantity and mix of uses proposed in this scheme.</p> <p><u>Employment space</u> – the replacement of lost light industrial space with B1(a) office is welcomed, however there is still a substantial loss of office space (over 50%) and a higher proportion of retain employment space would have been preferred. The new A2 use class commercial space in this location is considered inappropriate as it is outside of the town centre where this use would be better placed. Tottenham Regeneration team is investing in improving the viability of the Seven Sisters/ West Green Road town centre and part of this</p>	<p>Paragraph 6.42 of the report addresses the issue raised about the central courtyard.</p> <p>The applicant has agreed to secure a financial contribution by way of a S106 legal agreement to upgrade the public open space and facilities at Elizabeth Place Park as pointed out in paragraph 6.175 of the report. A contribution has also been secured towards a feasibility report for wider public realm improvements within Lawrence Road and the surrounding area.</p> <p>Paragraph 6.8 – 6.13 addresses the overall aspiration for Lawrence Road.</p> <p>Paragraph 6.23-6.26 of the report addresses the employment space concern</p>

Stakeholder	Question/Comment	Response
	<p>strategy is to concentrate such uses within the town centre. There is little information on what is planned for the B1(a) office space not to be used as the applicants head office would be, but at 162sqm this does raise concerns about how viable such a small office space would be in isolation and how it will be managed. By under-delivering on employment provision, this scheme is undermining the overall aspiration for Lawrence Road as be mixed use employment hub. In turn it fails to contribute as much to the increased use/ footfall in the nearby Seven Sister/ West Green Road town centre in the day by those working in Lawrence Road.</p> <p><u>Affordable housing</u> – this scheme offers a low proportion of affordable housing, with only 16 affordable units out of 80 proposed to be affordable. This is well below the target level for both Haringey and Tottenham and will therefore not sufficiently contribute to meeting the local or borough-wide housing need.</p> <p><u>Design</u> – opportunities to break up the frontage of the development along the street have been missed and this development therefore could contribute more to the interest of the street scene here, instead producing a long and unvaried frontage when combined with the linked application for 67 Lawrence Road. The mix of materials does help to add some interest and variation and the new frontage along the open space and games court to the north of the site is welcomed as it will add use, vibrancy and overlooking to the public space and hopefully encourage increased use of the space,</p>	<p>Paragraph 6.71-6.81 of the report addresses the affordable housing concern. The proposed schemes would not provide the required level of affordable housing units (40%). The schemes have been independently assessed and its findings are that the schemes can viably deliver 20% of affordable housing units on 45-63 Lawrence Road and 17.4%affordable housing units on 67 Lawrence Road If the scheme is not implemented within 18 months the viability of the scheme will be reviewed.</p> <p>Paragraph 6.36-6.57 of the report addresses the concerns regarding the design. It is also important to note that Haringey’s Quality Review Panel (QRP) considered the development proposals on 16<sup>th</sup> December</p>

Stakeholder	Question/Comment	Response
	<p>particularly when combined with improvements to the space made possible by financial contributions from this development.</p> <p><u>Open space</u> – the quality of open space provided is limited by the further development to the rear of the site, which means the courtyard is somewhat overshadowed on both sides by buildings. The reduction of parking in the courtyard is welcomed to increase the landscaped open space. A financial contribution towards Elizabeth Gardens to the north of the development should be secured to contribute to upgrading this public open space and facilities, so it can be better used and enjoyed by the new and existing residents. With additional residential coming forward in this area, existing open space and play facilities should be improved and where possible increased to address the extra demand. Upgrading and opening up the green space to the west of the site to the public would be supported, as this would increase the amount of good quality open space available to the increasing residential population in the area.</p>	<p>2015 and 18<sup>th</sup> May 2016. The panel's comments and how these have been addressed are found in paragraph 6.58 of the report. The panel concluded that they broadly support the proposals. They highlight a number of actions points for consideration by the design team, in consultation with Officers. Additional plans and amendments were provided to address this. Their full reports are found in the appendices</p> <p>The applicant has agreed to secure a financial contribution by way of a S106 legal agreement to upgrade the public open space and facilities at Elizabeth Place Park as pointed out in paragraph 6.175 of the report. A contribution has also been secured towards a feasibility report for wider public realm improvements within Lawrence Road and the surrounding area.</p>
<p><b>Conservation officer HGY/2016/1213 &amp; HGY/2016/1212</b></p>	<p><b>Background:</b> This is a large site forming the hinterland of Clyde Circus Conservation Area, although lies just outside it. The scheme proposes to demolish all the existing buildings and propose new multi use residential and commercial buildings up to seven storeys high. To the rear lower 'mews style' blocks are proposed directly behind the rear gardens of two storey terraces fronting Bedford Road.</p> <p><b>Significance of the asset:</b></p>	<p>Noted in paragraph 6.63-6.70 of the report.</p>

Stakeholder	Question/Comment	Response
	<p>The site forms part of the setting of the Clyde Circus Conservation Area and given its size would have considerable impact on it. Clyde Circus Conservation is mainly residential and is characterised by low scale two storey terraces Victorian terraces with deep rear gardens set principally around Clyde Circus and the surrounding streets. Lawrence Road, in contrast, is characterised by slightly higher modernist blocks that are currently under employment use. The significance of the conservation area lies mainly in its layout, scale and homogeneity of Victorian terraces.</p> <p><b>Impact of proposed development:</b> The existing buildings do not contribute to the setting of the conservation area and as such there would be no objection to their demolition.</p> <p>However, the proposed development introduces a much higher intensity of development to the 'hinterland' of the conservation area with a parallel street enclosure running behind the rear gardens of properties along Bedford Road. Whilst the applicant refers to this part of the development as 'mews style', in my opinion a four storey block does not conform to that typology and shouldn't be misconstrued as such.</p> <p>This new four storey will have the most impact on the setting of the conservation area as these would be clearly visible from the rear gardens of properties along Bedford Road and introduce a scale that is alien to the conservation area's character. However, these would be a long distance from the rear elevations and the overall impact would be considered less than substantial.</p> <p>Whilst there are no imminent heritage benefits of the</p>	

Stakeholder	Question/Comment	Response
	<p>development that would outweigh the less than substantial harm, there are evident public benefits such as regeneration and housing that should be assessed by the planning officer accordingly.</p> <p>The seven storey development along Lawrence Road itself would not be considered to have an impact on the setting of the conservation area albeit the new blocks would be visible from the various parts of the conservation area. However, the impact would be similar to the impact of the existing buildings as such this would be considered as 'no harm'.</p> <p>Overall, I consider that the rear part of the proposals with the four storey blocks would have an impact on the setting of the conservation area and cause less than substantial harm to it. In making this assessment, I have given great weight to the preservation of the heritage assets as per the Council's statutory requirement. In accordance with the national policies, the harm should be assessed against the public benefits of the scheme.</p> <p><b>Conclusion:</b> Less than substantial harm should be assessed in terms of public benefits</p>	
<p><b>Housing Enabling Officer</b></p>	<p><b>Affordable Housing Provision</b></p> <p>The Council will seek to 'maximise the Provision of Affordable housing by requiring developments capable of providing 10 or more residential units to provide affordable housing to meet an overall Borough wide target of 40% by habitable rooms.</p> <p>The scheme does not comply with the adopted London Plan strategic target that 40% of all additional housing should be affordable.</p>	<p>Noted in paragraph 6.71-6.81 of the report</p>



Stakeholder	Question/Comment	Response
	<p><b>Dwelling mix and Tenure</b></p> <p>The proposed development fails to comply with the recommended dwelling mix for the intermediate housing 30%x1beds, 60% x 2beds and 10%x3 beds and rented housing 5%x 1beds, 43%x 2 beds, 32% x3beds and 10% x 4beds or more.</p> <p>A minimum 10% of all new units, to be fully wheelchair accessible to ensure housing choice for disabled residents.</p> <p><b>Propose Development Scheme.</b></p> <p>The current quantum of affordable housing to be provided on the above sites comprises of 19% (45-63 Lawrence Rd) and 5% (67 Lawrence Road) 4x1, 6x2 and 1x3 beds affordable housing by habitable rooms.</p> <p>The affordable tenure will be 100% shared ownership, which has been through an independent viability assessment.</p> <p><b>CONCLUSION:</b></p> <p><b>This site forms part of the Tottenham Area Action Plan and within the site allocation to deliver a mixed used development with commercial uses.</b></p> <p><b>Although the sites does not maximise the provision of affordable to meet the borough wide target of 40%, however, the housing enabling team supports this development principally on the grounds that it promotes the area's regeneration for Lawrence Road.</b></p> <p><b>The combined offer for both sites equates to 28 units, or</b></p>	<p>Officers are satisfied with the dwelling mix as noted in paragraph 6.82 -6.86 of the report</p>

Stakeholder	Question/Comment	Response
	18.8% affordable housing provision.	
<b>EXTERNAL</b>		
<b>Thames Water – 45-63 Lawrence Road</b>	<p>No objection and has made the following comments;</p> <ul style="list-style-type: none"> <li>- Approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer;</li> <li>- No foul water concerns for this development site;</li> <li>- Unable to assess the impact on the surface water sewer system;</li> <li>- Thames Water would not object to this application subject to the imposition of the following condition/informative;</li> <li>- Drainage strategy detailing any on and/or off site drainage work;</li> <li>- Informative regarding groundwater risk management permit;</li> <li>- Informative regarding minimum pressure in the design of the proposed development;</li> <li>- Informative regarding petrol / oil interceptor</li> </ul>	Noted//informatives attached
<b>Thames Water – 67</b>	No objection and has made the following comments;	Noted//informatives attached

Stakeholder	Question/Comment	Response
<b>Lawrence Road</b>	<ul style="list-style-type: none"> <li>- With regards to surface water drainage where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required;</li> <li>- With regards to sewerage infrastructure and water infrastructure capacity Thames Water has no objection;</li> <li>- Informative regarding minimum pressure in the design of the proposed development</li> </ul>	
<b>Environment Agency</b>	Environment Agency – No objection to both planning applications HGY/2016/1213 & HGY/2016/1212 subject to the imposition of the following informative	Noted/informative attached
<b>Crime Prevention</b>	<p>19)No objection subject to the following condition</p> <ul style="list-style-type: none"> <li>- Community Safety – Secured by Design</li> </ul>	Noted/condition attached
<b>TFL</b>	<p>No objection to both planning applications HGY/2016/1213 &amp; HGY/2016/1212 and has made the following comments;</p> <ul style="list-style-type: none"> <li>- In line with the London Plan housing SPG 6 blue badge spaces should be provided</li> <li>- Electric Vehicle charge Points should be provided at London Plan standards</li> <li>- The site has a public transport accessibility level rating of 4, where 6 is the highest. Given this TfL</li> </ul>	Noted/conditions attached

Stakeholder	Question/Comment	Response
	<p>welcome the restrained approach to car parking</p> <ul style="list-style-type: none"> <li>- Cycle parking should be provided at London Plan standards with the design and access of cycle storage designed in accordance with TfL's best practice the London Cycle Design Standards</li> <li>- TfL would expect a full Transport Statement to support the application</li> <li>- TFL would not object to this application subject to the imposition of the following condition</li> <li>- Condition regarding car parking management plan</li> <li>- Condition regarding delivery &amp; servicing and construction logistics plans</li> </ul>	
<b>London Fire Brigade</b>	London Fire Brigade: The brigade is satisfied with the proposal for fire fighting	Noted/informative attached
<b>NEIGHBOURING PROPERTIES</b>	<ul style="list-style-type: none"> <li>- <b><i>Objections to the design and appearance</i></b></li> <li>- Impact on the surrounding area</li> <li>- Detract from Bedford Road, Clyde Circus and the park</li> <li>- Excessive Height and Mass of the street facing building and mews block</li> <li>- The development should not exceed the current tallest 6 storey buildings on the road</li> <li>- Incoherent and poorly articulated elevation treatment</li> <li>- Both schemes designed to support each other</li> </ul>	<p>Paragraph 6.36-6.57 of the report addresses the concerns regarding the design and appearance. It is also important to note that Haringey's Quality Review Panel (QRP) considered the development proposals on 16<sup>th</sup> December 2015 and 18<sup>th</sup> May 2016. The panel's comments and how these have been addressed are found in paragraph 6.58 of the report. The panel concluded that they broadly support the proposals. They highlight a number of actions points for consideration by the design team, in consultation with Officers.</p>

Stakeholder	Question/Comment	Response
	<p>and there is little in common with the surrounding area</p> <ul style="list-style-type: none"> <li>- Very busy communal area</li> <li>- Inappropriate materials proposed</li> <li>- Too many materials proposed</li> <li>- The bridge would be too enclosed</li> <li>- Two separate designs using two architects is a concern</li> <li>- The design is out of keeping with the Bellways scheme</li> <li>- Overdevelopment /high density</li> <li>- The proposed building would introduce a discordant feature detracting from the visual appearance of the area as a whole</li> <li>- Detrimental to the visual amenity</li> <li>- The modern building will look out of character with surrounding tradition buildings</li> <li>Lack of uniformity</li> <li>- The negative impact created by these projects would be far greater than the Bellway's development</li> <li>- The design of the planning application at Mono House (50-56 Lawrence Road) is more sympathetic to neighbouring houses and gardens</li> <li>- Create precedence for future developments</li> <li>- The planning applications are 50% more dense than the Bellways scheme</li> </ul>	<p>Additional plans and amendments were provided to address this. Their full reports are found in the appendices</p> <p>Concerns around the height, bulk and massing are noted and addressed in paragraph 6.43-6.48 of the report.</p> <p>A height reduction is not considered necessary as the design is considered to be acceptable</p> <p>The design and materials are considered to be high quality which references the surrounding development</p> <p>Condition 3 of 45-63 &amp; 67 Lawrence Road requires the submission of materials to ensure they retain the quality of the design</p> <p>High density development above the London Plan guidelines is accepted due to the sites proximity to public transport, high percentage of family sized units, good level of private and communal amenity space, good internal living environment, high quality design, and much improved public realm.</p> <p>The proposal provides a modern contrasting design</p> <p>Each application is judged on its own merits</p> <p>The emerging Tottenham AAP and</p>

Stakeholder	Question/Comment	Response
	<p>The buildings would significantly alter the skyline</p> <p>The revised plans have not taken on board the objections made by local residents</p> <ul style="list-style-type: none"> <li>- <b>Concerns with the quality of the development</b></li> <li>- Poor standard of living conditions for potential occupiers</li> <li>- Amenity space provision for the residents is insufficient</li> </ul> <ul style="list-style-type: none"> <li>- <b>Impact on neighbours and the surrounding</b></li> </ul>	<p>Lawrence Road brief identifies Lawrence Road as a site for future mixed used development which provides an appealing urban environment. In this instance both schemes provide this.</p> <p>The loss of a private view is not a material planning consideration</p> <p>Not all feedback from consultation can be accommodated in any development proposal. All relevant considerations, have been taken into account.</p> <p>Noted, the overall standard of accommodation in these dwellings is considered to be acceptable</p> <p>The proposed residential accommodation meets the requirement for private and communal amenity space provision and a contribution towards the local off-site open spaces has been secured. A contribution has also been secured towards a feasibility report for wider public realm improvements within Lawrence Road and the surrounding area.</p>

Stakeholder	Question/Comment	Response
	<p><b>area</b></p> <ul style="list-style-type: none"> <li>- Loss of light to properties on Bedford Road/</li>   <li>- Loss of privacy/overlooking from proposed balconies/windows/walkways to Bedford Road residents</li>   <li>- Noise pollution to Bedford Road residence</li> <li>- Light pollution from the proposed walkways to Bedford Road properties</li> <li>- Overshadow no. 28</li> <li>- The development is in close proximity to Bedford Road gardens</li> <li>- Communal areas sited adjacent to private family gardens on Bedford Road</li> <li>- The position, proximity and orientation of proposed balconies/terraces and windows of no. 67 Oppressive/loss of outlook</li> <li>- Visual intrusion</li> <li>- The development is too imposing on Bedford Road</li> <li>- The proposed development would prejudice development at no. 69</li> </ul>	<p>In terms of impact on neighbours and the surrounding area. Paragraph 6.111-6.125 of the report addresses all the issues raised</p> <p>In terms of loss of sunlight/daylight to properties on Bedford Road paragraph 6.111-6.116 addresses this.</p> <p>The proposal</p> <p>The impact on privacy is considered in paragraph 6.117-6.119 of the report</p> <p>Noise during construction would be a temporary impact and controlled through environmental health legislation</p> <p>In terms of noise to Bedford Road residents, the potential noise emanating from the amenity space and windows/balconies/gardens of the proposed schemes would not create a level of noise and disturbance over and above that of a typical dwelling/flat in an urban location; i.e. that created from using a typical domestic garden.</p> <p>In terms of the quality of accommodation Paragraph 6.93-6.98 addresses this Daylight and sunlight to the proposed units are covered in paragraph 6.8.15-6.8.19 of the report.</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>- <b>Transport</b></li> <li>- Inadequate off street parking and cycle parking provision</li> <li>- Inadequate car parking provision.</li> <li>- Further inclusion of car club arrangement should be considered</li> <li>- On-street parking permits should not be allowed</li>   <li>- <b>Employment</b></li> <li>- Inadequate employment space provision.</li> <li>- Concerns with live/work units as the units at the Bellways scheme has been vacant for months</li> <li>- The commercial space proposed should be re-considered</li> <li>- It seems unrealistic to expect so much office space in the proposed development to be filled when so many existing commercial units on Lawrence Road are empty</li> <li>- Concerns the proposed A2 and B1 use would change to A1 use after the development has been</li> </ul>	<p>In terms of light pollution from the proposed walkways to Bedford Road properties the proposal is acceptable</p> <p>In terms of visual intrusion, loss of outlook and oppression paragraph 6.120 addresses this</p> <p>In terms of the impact on development coming forward at no. 69, the adjoining site. Condition 32 of the scheme at no. 67 Lawrence Road addresses overlooking/loss of privacy issues.</p> <p>The proposal as amended would be car free other than disabled parking so will not impact on parking and traffic in the area subject to the imposition of conditions, S278/S106</p> <p>Paragraph 6.23-6.26 and 6.27-6.32 of the report addresses the loss of employment and re-provision of employment floorspace concern.</p> <p>In terms of the live/work units proposed for no. 67 Lawrence Road, given the circumstances and assurances as set out in paragraph 6.32 of the report, it is considered on balance, that the live work units are acceptable as the replacement employment generating uses for this site.</p>



Stakeholder	Question/Comment	Response
	<p>constructed.</p> <ul style="list-style-type: none"> <li>- <b>Open space</b></li> <li>- Lawrence road is situated in an area identified as being deficient of public open spaces.</li> <li>- Lack of on site play space/green space.</li> <li>- Inadequate public open space provision.</li> <li>- Open space should be enhanced</li> <li>- Adverse Impact on trees.</li> <li>- Removal of mature trees</li> <li>- <i>It would take decades for any replanted trees to reach the same size</i></li> <li>- Overshadowing to the park</li> <li>- Loss of existing trees and habitat</li> <li>- Ecological Impact</li> <li>- No ecological impact assessment submitted with the application</li> <li>- Concerns the vital green corridor which abuts the rear of 25-31 Bedford Rd will be developed. The residents were assured by the Council that this woodland would be preserved as is and protected from development</li> <li>- Elizabeth Place play area is not an adequate size to accommodate additional families</li> <li>- Consideration should be given to greening Lawrence Road</li> <li>- Excessive natural surveillance to the park</li> <li>- Green space provision following the amendments</li> </ul>	<p>A condition is imposed restricting the B1/A2 use which is addressed in paragraph 6.24-6.26 of the report.</p> <p>The proposals as amended provides adequate communal amenity space in the form of child playspace, informal playspace, landscaped areas and private amenity space in the form of balconies and private rear/front gardens across both sites as addressed in paragraph 6.99-6.109 of the report</p> <p>The existing open space to the west of the mews development across both sites would be significantly improved.</p> <p>The impact of the development on Elizabeth Place Park in terms of overshadowing is considered in paragraph 6.126-6.128 of the report.</p> <p>Paragraph 6.103 addresses the concerns raised about the green space which abuts the rear of 25-31 Bedford Road. In this instance the site does not have a specific open space designation unlike Elizabeth Place Park to the north which has SLOL designation, however both schemes would be designed and laid out in order to respond to the site's context and makes a</p>

Stakeholder	Question/Comment	Response
	<p>is inadequate</p> <ul style="list-style-type: none"> <li>- No consideration has been given to the potential of more public 'open space' which this project could easily and affordably have contributed to (and been required to do so) given the profits at hand.</li> <li>- Lack of investment into public amenity space</li> </ul> <ul style="list-style-type: none"> <li>- <b><i>Adjoining Conservation Area</i></b></li> <li>- Heritage Impact</li> <li>- Impact on the adjoining conservation area</li> <li>- The proposals are out of scale with the grain and character of the conservation area</li> <li>- Not enough consideration has been given the conservation area</li> <li>- A scheme more like Bellway's would achieve a much better balance between conservation and</li> </ul>	<p>contribution to the support and maintenance of wildlife and ecological habitats; through enhancing existing woodland, the creation of new green spaces, the maintenance of existing trees and the planting of new tree</p> <p>The applicant has agreed to secure a financial contribution by way of a S106 legal agreement to upgrade the public open space and facilities at Elizabeth Place Park as pointed out in paragraph 6.175 of the report. A contribution has also been secured towards a feasibility report for wider public realm improvements within Lawrence Road and the surrounding area.</p> <p>In terms of the impact on existing trees paragraph 6.133-6.143 of the report addresses this. Conditions are also attached.</p> <p>The impact on the adjoining Clyde Circus Conservation Area is set out in paras 6.63-6.70 of the report.</p>

Stakeholder	Question/Comment	Response
	<p>housing concerns</p> <ul style="list-style-type: none"> <li>- The amendments do not ameliorate the significantly adverse impact that the development would have on the Clyde Circus Conservation Area</li> <li>- Following the amendments, the landscaping changes are minor and the scale and mass of the proposal will continue to have an impact on the conservation area of Bedford Road</li> <li>- The Clyde Circus Conservation Area should be preserved and enhanced</li> </ul> <p><b><i>Submission of two separate applications</i></b></p> <ul style="list-style-type: none"> <li>- The development should be considered as a whole and also reviewed by the GLA office,</li> <li>- Concerns with the co-ordination of both schemes</li> <li>- What safeguards would be put in place to ensure that one scheme does not happen without the other</li> <li>- The development should not be considered in isolation as it is being created in tandem with the property at 45-63 Lawrence Road</li> </ul> <p><b><i>Policy</i></b></p> <ul style="list-style-type: none"> <li>- The proposal breaches the adopted Lawrence Road Planning Brief (2007) which should carry more weight than the Tottenham Area Action Plan</li> <li>- Retail units are proposed which breaches the</li> </ul>	<p></p> <p>In terms of the concerns raised about the scheme submitted as two separate applications, paragraph 6.17 considers this. It is important to note that the Quality Review Panel (QRP) broadly support the co-joined scheme, so that the two sites could be developed independently of one another. This is also secured through a S106 legal agreement.</p> <p>The proposed schemes have taken into consideration the adopted Lawrence road Brief (2007). The emerging Tottenham AAP however will supersede the 2007 Lawrence</p>

Stakeholder	Question/Comment	Response
	<p>Lawrence Road SPD (2007)</p> <ul style="list-style-type: none"> <li>- Conflicts between development plan policies adopted, approved or published at the same time must be considered in the light of all material considerations, including</li> </ul> <p><b><i>Others issues</i></b></p> <ul style="list-style-type: none"> <li>- Security concerns</li> <li>- impact on crime and antisocial behaviour</li> <li>- The scheme does not fulfil the regeneration vision of the area</li> <li>- Fly tipping of rubbish</li> </ul> <ul style="list-style-type: none"> <li>- Availability of nursery places/schools should be considered due to the high percentage of family units proposed</li> <li>- Impact on local infrastructure and services</li> <li>- Inadequate on site affordable housing</li> <li>- Poor sustainable design</li> <li>- little focus on building a community</li> <li>- Such a large number of residents into a very small area will lead to social problems in the future</li> </ul>	<p>Road Planning when it is adopted. It has also started to gain more weight.</p> <p>The proposal is considered to comply with national and local policy</p> <p>In terms of security/crime, a community safety –secure my design condition is attached</p> <p>Regeneration is considered in paragraph 6.8-6.13 of the report</p> <p>In terms of fly tipping of rubbish paragraph 6.163-6.166 considers this. In addition an informative has been added</p> <p>The Council’s CIL charges provide contributions towards the impact on infrastructure including schools.</p> <p>In terms of building a community, this is covered in the design comments found in the appendices.</p> <p>Paragraph 6.71-6.81 of the report addresses the affordable housing concern. The proposed schemes would not provide the required level of affordable housing</p>

Stakeholder	Question/Comment	Response
	<p>The consultation responses have be ignored</p> <p>Residents have not been adequately consulted</p> <p><b>Support</b></p> <ul style="list-style-type: none"> <li>• Support for more development on Lawrence Road</li> <li>• Support for the redevelopment of the site to provide a residential-led development</li> <li>• The development will help further regenerate Seven Sisters</li> <li>• Hopefully the development will discourage dumping and littering and loitering in the area</li> <li>• Support for the demolition of the existing buildings</li> </ul>	<p>units (40%). The schemes have been independently assessed and its findings are that the schemes can viably deliver 20% of affordable housing units on 45-63 Lawrence Road and 17.4%affordable housing units on 67 Lawrence Road If the scheme is not implemented within 18 months the viability of the scheme will be reviewed.</p> <p>The proposal as followed the GLA guidelines and achieves a good level of sustainability with an offsetting contribution to achieve policy compliance.</p> <p>Not all feedback from consultation can be accommodated in any development proposal</p> <p>Consultation has been carried out in accordance with the Council's SOCI</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>• The area needs investment</li> <li>• Support the development would improve the condition on Lawrence Road</li> <li>• The development would improve natural surveillance and safety in the historically notorious area</li> </ul> <p>The following issues raised are not material planning considerations:</p> <ul style="list-style-type: none"> <li>• Noise and disturbance during construction (Officer Comment: This is addressed by environmental health legislation and is not a material planning consideration)</li> <li>• Asbestos concerns (Officer comment: As above)</li> <li>• The application is difficult to access(Officer Comment: all plans have been uploaded on to the Councils website)</li> <li>• Conditions should be imposed to address the party wall on the boundary of the site and during construction phase. (Officer Comment: This is a private/civil matter between the respective parties and therefore not a material planning consideration)</li> <li>• Demolition of no. 67 will cause damage no 69 (Officer Comment: This is a private / civil matter between respective parties and</li> </ul>	

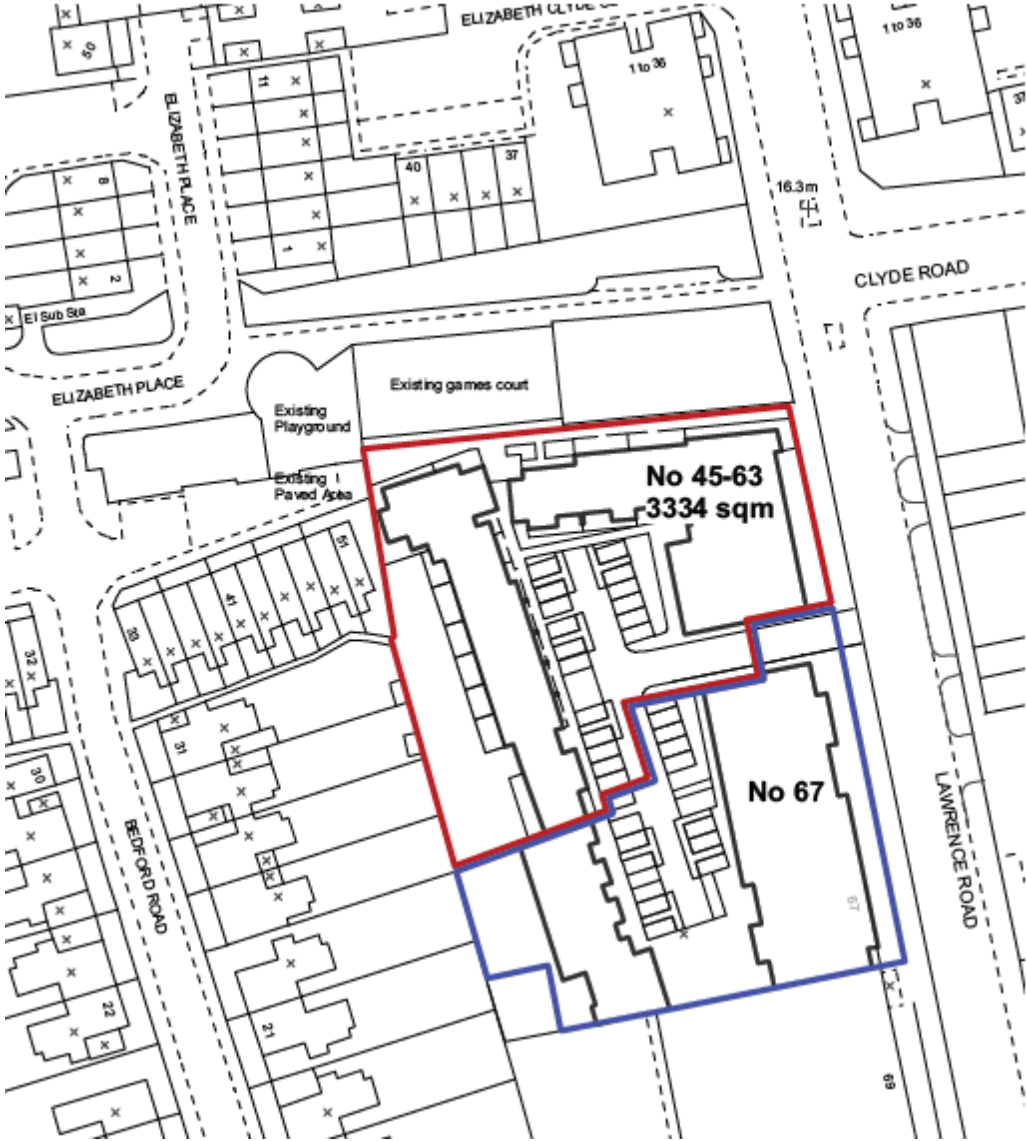
Stakeholder	Question/Comment	Response
	<p>therefore not a material planning consideration)</p> <ul style="list-style-type: none"> <li>• Inaccurate plans (Officer Comment: officers have assessed the submitted plans and these are considered accurate)</li> <li>• Community engagement and consultation has been poor (Officer comment: Consultation has been rigorous consisting of 2 Development Management Forums, the developers held their own public consultation event prior to submission, consultation letters were sent out and further letters were sent out following the amendments made</li> <li>• Clarity of the applications is poor (Officer Comment: The objector did not state 'why' they observed the clarity being poor – however, officers are satisfied that the proposals and applications have been submitted and formulated so to be clear as to what is proposed and on which site)</li> <li>• Money cannot be the only driving force in such developments (Officer Comment: This is not a material planning consideration)</li> <li>• Concerns are that these properties were sold at a very low cost (Officer Comment: This is a private matter and not a material planning consideration)</li> </ul>	<p>Noted</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"><li data-bbox="716 235 1367 521">• The developer has not addressed the concerns raised at the <i>DMF</i> (Officer Comment: The developer addresses the concerns regarding the Lawrence Road Brief (2007) in the form of a letter dated 26 August 2016 following the Development Management Forum)</li><li data-bbox="716 532 1367 732">• There was no signage displayed in the affected areas about the planned proposals (Officer Comment: 5 sites notices were displayed close to the site for each planning application)</li></ul>	





**Adjoining site location plan of 45-63 & 67 Lawrence Road**





**Aerial view – 45-63 Lawrence Road**

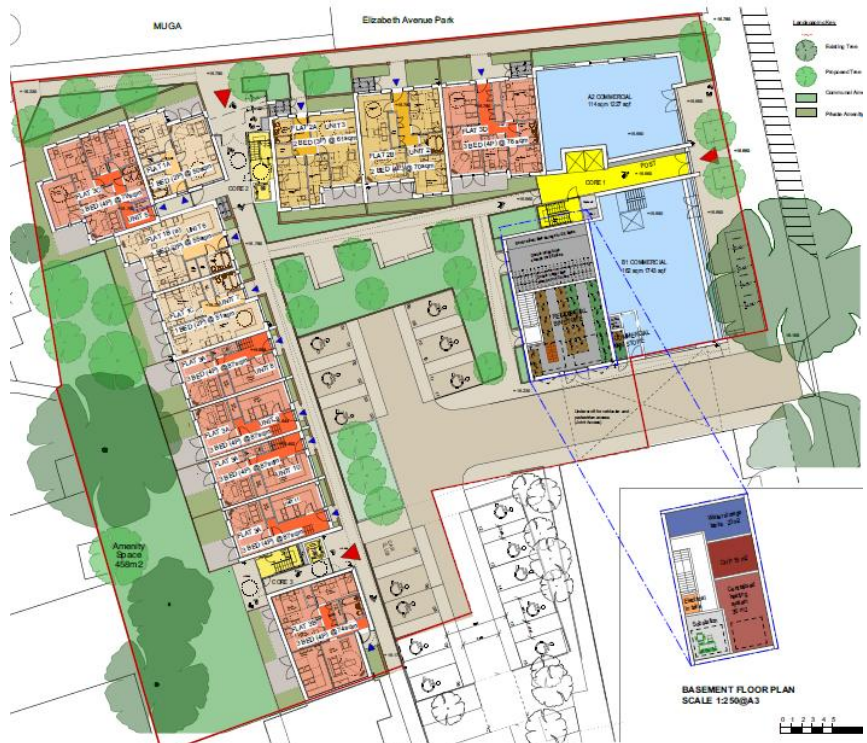


**Aerial view 67 Lawrence road**



### Site context

### Proposed ground floor plan - 45-63 Lawrence Road



**Proposed first floor plan 45-63 Lawrence Road**



### Proposed ground floor plan - 67 Lawrence Road



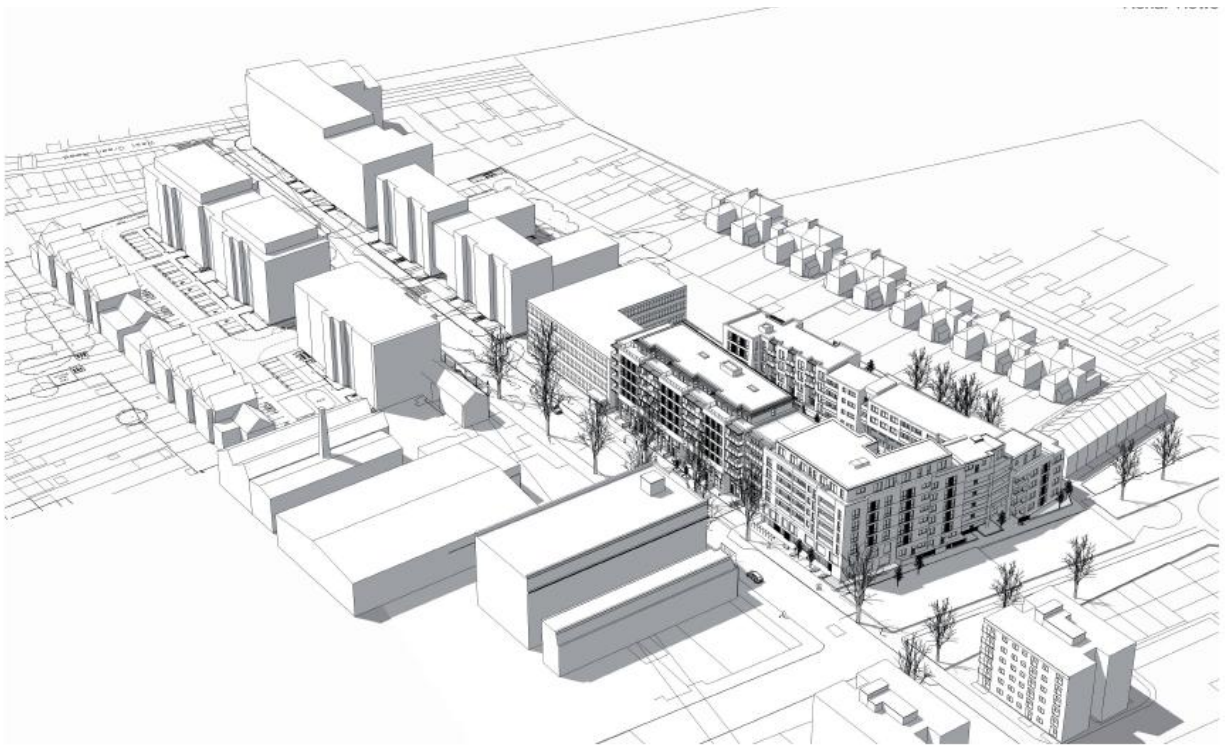
### Proposed first floor – 67 Lawrence Road



### Combined proposed second floor plan – 45-63 & 67 Lawrence Road



3D Images of combined proposed scheme at 45-63 & 67 Lawrence Road



**CGI images of the proposed scheme at 45-63 Lawrence Road**





Site Massing



**CGI images of the proposed scheme at 67 Lawrence Road**





**Combined CGI image of the proposed schemes at 45-63 & 67 Lawrence Road**



**CGI image showing the front facade of the proposed scheme at 67 Lawrence Road**



**CGI images showing the corner of the proposed scheme at 45-63 Lawrence Road**



**CGI image showing the proposed scheme viewed from the internal courtyard**



**CGI Image showing the proposed linked bridge between the proposed schemes at 45-63 & 67 Lawrence Road**

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FRAME PROJECTS

**London Borough of Haringey Quality Review Panel**

**Report of Formal Review Meeting: 45 - 63 & 67 Lawrence Road**

Wednesday 16 December 2015  
River Park House, 225 High Road, London, N22 8HQ

**Panel**

Chris Twinn (chair)  
Phyllida Mills  
Hugo Nowell  
Wen Quek

**Attendees**

Valerie Okeiyi	London Borough of Haringey
John McRory	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Sarah Carmona	Frame Projects

**Apologies / report copied to**

Stephen Kelly	London Borough of Haringey
Emma Williamson	London Borough of Haringey
Nairita Chakraborty	London Borough of Haringey
Deborah Denner	Frame Projects

**Confidentiality**

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

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### 1. Project name and site address

45-63 & 67 Lawrence Road, Tottenham

### 2. Presenting team

Jo Mehan	KCA Architects
Bo Laugesen	KCA Architects
Laura Rowland	Forge Architects
Tim Wood	Forge Architects
Scott Hudson	Savills
Felicity Crawford	Savills

### 3. Planning authority's views

The applicant has engaged in pre-application discussions with Haringey Council for the redevelopment of these sites - which have been co-joined by the owners of the sites. The redevelopment of the site to create a mixed use development comprising residential units, and commercial floorspace is generally acceptable in principle subject to the level of employment generating floorspace being re-provided. Any reduction in employment generating floorspace would have to be robustly justified. It is fundamental that the schemes can be implemented independently of one another, without prejudicing the future development of either site. Any design proposal should also have regard to the impact on the conservation area, and surrounding properties, particularly those on Bedford Road. Officers have recommended that the applicants explore the elevation treatment on ground and first floor level on the street frontage on both schemes, and the northeast corner of nos. 45 to 63, with reference to the design of the commercial accommodation.

The full mix of units and tenure split has not been confirmed. However, some affordable workspace would be expected in this scheme, as well as affordable housing. The bulk, scale and massing of the proposal has reached a point where it is broadly acceptable and Officers are generally satisfied with the height.

### 4. Quality Review Panel's views

#### *Summary*

The Quality Review panel recognises the merits in both sites coming forward for development under a coordinated overall design, and finds much to admire in the proposals. Whilst the panel feels that the proposed building height/massing fronting onto Lawrence Road is at the limit of what would be acceptable, they think building heights to the north of the site should step down sooner, away from Lawrence Road. This would achieve a more sympathetic relationship with the small scale of the existing homes to the north and west. The panel identified structural and daylighting issues that require further technical input, in tandem with very careful consideration of how the two sites would function independently in the event that one site fails to



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proceed. The panel would encourage further consideration of the design of the central courtyard space, and the relationship of the existing games court to the northern section of the development. The palette of materials and approach to architectural design across the two sites needs to be more coordinated. The design of the commercial facades and the public realm adjacent also requires further consideration. More detailed comments are provided below on: massing and development density, place-making, character and quality, relationship to surroundings, scheme layout, architecture, and inclusive and sustainable design.

### *Massing and development density*

- The panel thinks that the proposed height of development on Lawrence Road is acceptable, albeit at the limit of what is appropriate.
- However they suggested that the massing to the north of the site should reduce/step down, to improve the relationship with smaller scale existing homes to the north and west.
- In addition, the panel recommends a check on the levels of solar penetration to the playground, games court and public open space to the north of the site.
- The panel recommended careful consideration of how the top storey of accommodation is integrated within the whole block.

### *Place-making, character and quality*

- The panel identified that the central courtyard required further consideration, and more detailed design of landscaping, both hard and soft, to knit all sides of the development together and create a more coherent space.
- Whilst it was acknowledged that the courtyard would clearly not be in public ownership, the panel would encourage the creation of a welcoming space.
- The proposed location of the green space (to the south of the courtyard) is potentially overlooked and overshadowed, and likely to be perceived as 'private' to the mews houses adjacent.
- Relocating the green space more centrally in the courtyard would reduce overshadowing, and provide a positive view in to the courtyard from outside the development, helping to open it up as a more welcoming space.

### *Relationship to surroundings: access and integration*

- The panel suggested that locating proposed residential accommodation so close to the existing games court at the north of the site may be problematic.
- Whilst the games court would require tall fencing (not shown in the visuals), it would still present challenges in terms of noise and possible anti-social behaviour.





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- It was identified that the narrow wedge-shaped entrance to the courtyard at the north of the site would funnel noise from the games court into the courtyard.
- The design of the residential accommodation overlooking the existing play facilities to the north will also need careful thought in terms of privacy and noise.

### *Scheme layout*

- The panel questioned the nature of the bridging accommodation (above the main entrance on Lawrence Road) that links the two sites.
- They identified that there would be significant technical and design difficulties in achieving a workable design if one of the sites were not able to proceed, due to the nature of this link.
- The panel recommends further technical and design work to resolve these constraints, and to ensure that each part of the development can in reality stand-alone.
- If a supporting wall is required to support one side of the bridging accommodation, this would drastically alter the nature of the entrance, from an attractive and open frontage as shown, to a sterile underpass.

### *Architecture*

- The panel would recommend a coordinated approach to the architecture across the two sites; current proposals show a mix of materials and roofing typologies.
- The articulation of the facades was welcomed, including the use of balconies to create visual interest.
- However, the panel recommends assessments of the levels of daylight within the balconies and associated living spaces.
- The panel welcomes the elevation treatment to provide a two-storey plinth to the blocks fronting Lawrence Road.
- The design of the commercial facades to the north of Lawrence Road should allow flexibility of use (for different types of commercial activity).
- The design of the public realm adjacent to the commercial frontages requires further thought; the role of the planters was questioned, and it was suggested that 'domestic' style front gardens to the commercial frontages would not be appropriate.



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- As a detailed comment, the panel notes that the elevation along Lawrence Rd does not show a spanning structural element supporting the bridging accommodation above.
- Inclusion of the necessary structural element could significantly alter the visual articulation of this part of the façade, and would need careful consideration.

### *Inclusive and sustainable design*

- The panel would recommend the consideration of green roofs, photovoltaic panels and a shared heating system.
- Further technical work is required to explore issues of daylight, overshadowing, and overheating within the development.
- This should include consideration of the daylight access within external spaces and daylight penetration into all dwellings.
- The panel would also like to see more detail concerning the levels of affordable housing and workspace provided on site.
- The panel would recommend that the definition of 'affordable' employment space should be established prior to submission of the planning applications for both parts of the site.
- Any elements of cross-subsidy (in affordable employment space) between the two different parts of the site need to be clearly identified, and secured through the planning process.

### *Steps*

- The panel would welcome the opportunity for further review when recommended technical studies and further design development has been undertaken.



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**London Borough of Haringey Quality Review Panel**

**Report of Chair's Review Meeting: 45-63 & 67 Lawrence Road**

**Wednesday 18 May 2016**

River Park House, 225 High Road, London, N22 8HQ

**Panel**

Peter Studdert (chair)  
Phyllida Mills  
Hugo Nowell

**Attendees**

John McRory	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Sarah Carmona	Frame Projects

**Apologies / report copied to**

Stephen Kelly	London Borough of Haringey
Emma Williamson	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Nairita Chakraborty	London Borough of Haringey
Deborah Denner	Frame Projects

**Confidentiality**

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

### 1. Project name and site address

45-63 & 67 Lawrence Road, Tottenham

Planning application reference: 45-63 Lawrence Rd HGY/2016/1213  
67 Lawrence Rd HGY/2016/1212

### 2. Presenting team

Jo Meehan	KCA Architects
Bo Laugesen	KCA Architects
Laura Rowland	Forge Architects
Felicity Crawford	Savills

### 3. Planning authority's views

The applicant has engaged in pre-application discussions with Haringey Council for the redevelopment of these sites, which have been co-joined by the owners of the sites. Two planning applications for redevelopment of the sites have now been submitted. The schemes have been formulated so that the two sites could be developed independently of one another. It will be critical to ensure that each development does not prejudice the future development of the other site, in addition to ensuring visual amenity and the relationship to the conservation area should only one site be developed. Further consideration of the bridge link is also required in this respect. The bulk, scale and massing of the proposal has reached a point where it is considered acceptable and officers are generally satisfied with the height. Any design proposal should have regard to the impact on the amenity of the surrounding properties, particularly those on Bedford Road. Improved public open space is proposed as part of the scheme, which is located adjacent to the site in the existing play area. The applicants have also further developed the elevation treatment of the commercial uses on ground and first floor level, and officers are now satisfied with this element of the scheme.

### 4. Quality Review Panel's views

#### *Summary*

The Quality Review Panel feels that the scheme for the linked sites on Lawrence Road has significantly improved since the last review on 16 December 2015. They welcome the articulation and setting back of the upper level to the north of the site, and broadly support the way that the architectural expression has developed. They identify a number of key areas for further consideration, in order to ensure that the delivery of a high quality development. There is also scope to improve the generosity of circulation areas and entrances to the residential blocks. The panel would welcome further clarity on the nature and design of the landscaped areas, in order to maximise quality and amenity for the residents and commercial occupants. Access to the landscaped communal garden to the west of the site also requires further thought, to

optimise access for all residents as well as for maintenance. Further details on the panel's comments are provided below.

### *Massing and development density*

- The panel welcomes the revisions to the articulation of the massing that have been made to the north of the site.

### *Scheme layout*

- The panel has significant concerns that sufficient space has not been given to the circulation areas and entrances within the different blocks on site.
- They recommend that the layout of these areas are tested and refined at a detailed level to ensure that there is sufficient generosity within the circulation areas
- The panel highlights that within a high-density scheme, the quality of the shared spaces will have a significant impact on the eventual success or failure of the development.
- The panel notes that the communal garden to the western boundary of the site is an attractive amenity for the residents, and it also provides an opportunity to provide additional tree planting to provide privacy to adjoining residents; however, the panel believes that further work is required to improve access to it.
- Current access solely through the residential lobby of the western block is inadequate, as it implies that the gardens belong to one block, whereas they are intended as a communal resource for all residents to enjoy.
- Access for maintenance machinery and landscape materials is also problematic through the residential lobby.
- The panel recommends further work to adjust the layout of the scheme on this part of the site to provide an improved access to the western communal garden.
- They would suggest a gated break in the terrace at the western edge, to provide a strong visual and physical link through to the garden from the parking court, perhaps located at the boundary line between the two sites.

### *Landscape design and management*

- The panel highlights that there are lots of green areas shown within the plans but that it is not clear what these are for and how they will work.

- They recommend greater clarity and detail on the nature and design of these spaces, to include an overall strategy, planting, materiality, use and management.
- The panel would support planning officers in securing high quality landscaped areas through planning conditions.
- The MUGA (multi use games area) beyond the northern boundary of the site could create problems for future residents due to lighting and noise nuisance.
- Careful consideration of future management strategies to mitigate nuisance from the MUGA is therefore recommended.

*Architectural expression*

- The panel broadly supports the development of architectural expression across the two linked sites, and welcomes the calmer elevational treatments within the development.
- The quality and texture of the bricks and other construction materials will be critical to the success of the scheme.

*Next Steps*

The panel broadly support the revised proposals. They highlight a number of action points for consideration by the design team, in consultation with Haringey officers, as follows:

- Ensuring generosity of entrances and circulation space through testing and refining the layout of these in detail.
- Further clarity on the nature, design and management of the landscaped spaces within the site.
- Further work to improve the access to the communal landscaped garden to the western boundary of the site.
- Consideration of the future management of the games court beyond the northern boundary of the site in order to mitigate nuisance from lighting and noise.

