

Planning Sub Committee

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2016/2824

Ward: Tottenham Green

Address: Mono House 50-56 Lawrence Road N15 4EG

Proposal: Demolition of the existing buildings and redevelopment of the site to provide a 7 storey building fronting Lawrence Road and a part 5, 3 and 2 storey building which forms an intermediate block and mews to the rear comprising 47 residential units (use class C3) and 176sqm of commercial floor space (use class B1) on ground floor, including 8 car parking spaces and associated landscaping and cycle parking

Applicant: Highgate Capital LLP

Ownership: Private

Case Officer Contact: James Hughes

Site Visit Date: 29/08/2016

Date received: 26/08/2016 **Last amended date:** 29/11/2016

Drawing number of plans: 1024-00-001rev Q; 1024-00-002revK; 1024-00-003revK; 1024-00-004revJ; 1024-00-005revG; 1024-00-006revF; 1024-00-007revF; 1024-00-008revF; 1024-00-009revD; 1024-00-010revM; 1024-00-011revEcol; 1024-00-012revD; 1024-00-013revCcol; 1024-00-014revDcol; 1024-00-015revDcol; 1024-00-016revDcol; 1024-100-001-col; 1024-100-002 ; 1024-100-003; 1024-100-004; 1024-100-005; 1024-100-006; 1024-100-007; 1024-100-008 ; 1024-100-009; 1024-100-0101024-100-011revA; 1024-100-012revA; 1024-100-013; 1024-100-014; 1024-100-01.

Applicant's Documents: Affordable Housing and Viability Assessment prepared Quod dated August 2016; Arboricultural Report prepared by Landmark Trees dated 8th August 2016; Commercial Report prepared by Currell dated August 2016; Daylight and Sunlight Report prepared by Point 2 Surveyors dated August 2016; Design and Access Statement Rev E prepared by RAK dated August 2016; Energy Statement prepared by Syntegra dated August 2016; Noise Impact Assessment prepared by KR Associates dated August 2016; Planning Statement and Heritage Statement prepared by RPS CgMs dated 11th August 2016; Planning Statement Addendum prepared by RPS CgMs dated 13th September 2016. Statement of Community Involvement prepared by Terrapin Communications dated August 2016; Surface Water Management Report prepared by MTS dated July 2016; Transport Statement prepared by Motion dated August 2016; Travel Plan Statement prepared by Motion dated August 2016.

1.1 This application is heard at Planning Sub-Committee because it is major development and is required to be reported to the Sub-Committee under the Council's constitution.

1.2 **SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- 1.2.1 The proposed development will make a contribution to targeted housing delivery in the locality and the regeneration of the wider Lawrence Road area. The scheme is judged to accord with the site requirements and development guidelines of the emerging site allocation. The demolition of the existing buildings on the application site is acceptable and a reasonable quantum of commercial floorspace is proposed to be delivered by the scheme. The applicant has justified the net loss of employment floorspace in bringing forward the development. The applicant's financial contribution to off set the net loss of employment floorspace is judged acceptable given viability constraints, discussed below.
- 1.2.2 The scheme is considered to optimise the site potential with respect to development density and has responded well to the Quality Review Panel's (QRP's) design critique. The scheme does not exceed London Plan Density Matrix thresholds. The level of affordable housing offered is not policy compliant, however the developer has submitted a viability appraisal to demonstrate that the level of affordable housing offered is above what may be viably delivered on the site. The Council's third party consultant has reviewed the appraisal and reaches the same conclusion with respect to the quantum of affordable housing offered. The developer has agreed to an 18 month review mechanism to be secured by way of a planning obligation in the event a planning permission granted by Planning Sub-Committee is not implemented. The mix of units within the scheme is also judged acceptable given the accessible location and in consideration of viability issues. The development is considered acceptable in principle.
- 1.2.3 The layout of the scheme represents high quality design that is in keeping with the emerging typologies on Lawrence Road. The scheme will deliver a mixed use development with a continuous and active frontage. Lower residential blocks are proposed behind in a courtyard layout, stepping down in height toward dwellinghouses on Collingwood Road. The height, bulk and massing of the scheme is also successful given the location. The height of seven storey block fronting Lawrence Road is judged acceptable given the high quality design. The massing respects existing building lines southward and is appropriate for the area. The elevational treatment and fenestration are appropriate in design terms and the use of weathering steel framing is considered a strong element of the scheme.
- 1.2.4 The proposed units are judged to be high quality in terms of internal layout and will generally meet the space standards enshrined in the London Plan. All units will have access to a balcony or garden and 90% of the units proposed are dual aspect. There

are no north-facing single aspect units within the scheme. The courtyard layout maximises the number of doors to the street, and no building core comprises more than 4 units per level. A BRE compliant daylight/sunlight assessment confirms the units will receive good levels of daylight and sunlight. Subject to mitigation measures, the noise impacts to future occupiers are acceptable.

- 1.2.5 The provision of child playspace is not required given the unit mix (less than 10 children would live in the scheme based on an application of London Plan guidance) and whilst the level of open space is below policy requirements a contribution to offset this deficiency is not viable without compromising affordable housing provision. The site is served by local green spaces in the vicinity of the site.
- 1.2.6 The impacts of the scheme to adjoining occupiers are acceptable. The applicant's assessment indicates the daylight and sunlight impacts to adjoining properties are satisfactory given the application of BRE criteria. Some planning harm arises as a result of the overshadow impacts to the rear gardens of 19 and 20 Collingwood Road, however this harm is outweighed by other beneficial elements of the scheme. Given the existing position, the privacy and noise impacts to properties on Collingwood Road are judged acceptable.
- 1.2.7 Less than substantial harm is identified on the setting of the Clyde Circus Conservation Area in relation to the height of Block B in the northeast corner of the site. The development will also be visible from views along Nelson Road. While there is some conflict with adopted and emerging planning policy arising as a result of the scheme's impact on the Clyde Circus Conservation Area, the public benefit of the scheme significantly outweighs the harm and would therefore accord with the overall aims of the National Planning Policy Framework in seeking to preserve and enhance heritage assets. The scheme is therefore acceptable in heritage planning terms.
- 1.2.8 The level of car parking provision and cycle parking provision is considered acceptable given the spatial location of the site, subject to the imposition of recommended conditions. The accesses to the scheme are safe and sustainable. The scheme is not considered to give rise to cumulative transportation impacts in relation to the operation of the highway network or highway safety that may be considered to be severe in relation to Paragraph 34 of the National Planning Policy Framework. The development is acceptable in transportation terms.
- 1.2.9 The scheme will not give rise to the removal of any mature tree and is acceptable with respect to flood risk and sustainable drainage concerns, subject to the imposition of recommended conditions. Subject to the securing of proposed sustainability features and a financial contribution to offset climate change impacts, the proposal is acceptable in sustainability terms. The scheme would provide for land remediation and appropriate storage and collection of waste and recycled materials provided that recommended conditions are imposed.

- 1.2.10 While planning harm arises in respect of the loss of employment floorspace, a non policy compliant level of affordable housing, and the lack of open space provided, this planning harm is mitigated by the developer's financial and non-financial contributions to address the harm. The impacts to the adjoining Conversation Area are acceptable given the public benefits.
- 1.2.11 On balance, the development will result in the physical regeneration of the site through the provision of high quality housing and employment uses, and will replace the existing buildings to provide a more appealing urban environment. The character of Lawrence Road will be improved. This development will make a significant contribution to meeting the objectives of the local plan in the Lawrence Road area and delivers a level of affordable housing above what the scheme can viably support.

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 **15th January 2017** 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 is granted in accordance with the Planning Application subject to the attachment of the conditions.
- 2.4 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning 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 – Summary (The full text of recommended conditions is contained in Section 8 of this report. The internal or external consultee recommending imposition follows in brackets.)

- 1) Three Year Expiry (HGY Development Management)
- 2) Development in Accordance with Approved Drawings and Documents (LBH Development Management)
- 3) Preclusion of A Class Uses – Ground Floor Office (LBH Development Management)

- 4) Materials Samples (LBH Development Management)
- 5) Boundary Treatments (HGY Development Management)
- 6) Hard and Soft Landscaping (LBH Development Management)
- 7) Landscaping – Replacement of Trees and Plants (LBH Development Management)
- 8) Confirmation of Site Levels (HGY Development Management)
- 9) Detail of Sub-Station Re-location (LBH Development Management)
- 10) Impact Piling Method Statement (Thames Water)
- 11) Land Contamination – Part 1 and 2 (LBH Environmental Services and Community Safety)
- 12) Details of Sustainable Drainage – (LBH Senior Drainage Engineer)
- 13) Development in accordance with BREEAM Rating (LBH Carbon Management)
- 14) BREEAM Verification Certificate Submission (LBH Carbon Management)
- 15) BREEAM Non-Compliance Remediation (LBH Development Management)
- 16) Chimney Height Calculations, Diameters and Locations (LBH Environmental Services and Community Safety)
- 17) Details of Combined Heat and Power (CHP) – (LBH Environmental Services and Community Safety)
- 18) Details of Gas Boilers (Dry NOx Emissions) - (LBH Environmental Services and Community Safety)
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- 20) Development in accordance with target solar electricity delivery (LBH Carbon Management)
- 21) Details Roof Top PV Panels (LBH Development Management)
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- 23) Consideration Constructor Scheme Registration (LBH Environmental Services and Community Safety)
- 24) Plant and Machinery - EU Directives (LBH Environmental Services and Community Safety)
- 25) Registration of NRMM - (LBH Environmental Services and Community Safety)
- 26) NRMM Inventory and Documentation Availability (LBH Environmental Services and Community Safety)
- 27) Details of Noise Mitigation Measures (LBH Development Management)
- 28) Details of Mechanical Plant (LBH Development Management)
- 29) Waste Management Scheme (LBH Environmental Services and Community Safety)
- 30) Cycle Parking Details (Transport for London + LBH Transportation)
- 31) Demolition and Construction Logistics Plan (DCLP) + Demolition and Construction Management Plan (DCMP) (Transport for London + LBH Transportation)
- 32) Servicing and Delivery Plan (SDP) (LBH Transportation)
- 33) On Site Car Parking Allocation Details (LBH Development Management)
- 34) Tree Protection Method Statement (LBH Tree & Nature Conservation)
- 35) Tree Protection Site Meeting (LBH Tree & Nature Conservation)
- 36) Inspection of Tree Protection Measures (LBH Tree & Nature Conservation)

- 37) Details of Central Dish/Receiving System (LBH Development Management)
- 38) Individual Satellite Dishes or Television Antennas Precluded (LBH Development Management)

Informatives – Summary (The full text of recommended informatives is contained in Section 8 of this report. The internal or external consultee recommending imposition follows in brackets).

- 1) Working with the Applicant (LBH Development Management)
- 2) Community Infrastructure Levy (LBH Development Management)
- 3) Hours of Construction Work (LBH Development Management)
- 4) Party Wall Act (LBH Development Management)
- 5) Requirement for Groundwater Risk Management Permit (Thames Water)
- 6) Attenuation of Storm Flows. Combined Sewer drain to nearest manhole. Connection for removal of ground water precluded. Approval required for discharge to public sewer. (Thames Water)
- 7) Public Sewer Crossing – Approval required for building, extension or underpinning within 3 metres. (Thames Water).
- 8) Water Main Crossing Diversion (Thames Water)
- 9) Minimum Pressure and Flow Rate from Pipes (Thames Water)
- 10) Responsibility to Dispose of Commercial Waste (LBH Neighbourhood Action Team)
- 11) Asbestos Survey (LBH Environmental Services and Community Safety)
- 12) New Development Naming (LBH Transportation)
- 13) Connecting and Sharing Heating Plant (LBH Carbon Management)
- 14) Affordable Housing Preferred Partners (LBH Housing)
- 15) Designing Out Crime – Certified Products (Metropolitan Police)
- 16) Tree Protection Site Meeting and Inspection (LBH Tree & Nature Conservation)
- 17) Environment Agency – Additional Advice (Environment Agency)

Section 106 Heads of Terms:

Affordable Housing

- 1) Affordable Housing – **19% (5 intermediate shared ownership (3bedroom/5person) units)**. The nominated units are proposed to be the mews block of houses at the rear of the development.
- 2) Viability review mechanism should the proposal not be implemented within **18 months** of the date of decision.

Transportation

- 3) Amendment of the Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development to preclude the issue of on-street

residential parking permits within any current or future Controlled Parking Zone (CPZ) to future occupiers of the land.

- 4) Provision of residential and commercial travel plans, addressing:
 - a. Appointment of travel plan co-coordinator for both plans
 - b. Provision of “welcome transport induction packs” containing sustainable transport information for future residents
- 5) Two years free membership to an existing car club in the vicinity of the site for each future residential occupier and a £50 car club credit for each new residential unit.
- 6) Developer financial contribution of **£3000 (three thousand pounds)** per travel plan toward the cost of plan monitoring.
- 7) Developer financial contribution of **£10,000 (ten thousand pounds)** toward the investigation of the feasibility of a new Controlled Parking Zone (CPZ) to the north of the application site, to be paid upon the implementation of the planning permission.
- 8) Developer obligation to preserve the vehicle/pedestrian access to private land south of the application site in perpetuity.

Loss of Employment Floorspace

- 9) Developer financial contribution of **£5,400 (five thousand four hundred pounds)** toward addressing the net loss of employment floorspace, to be paid upon the implementation of the planning permission.

Skills and Training

- 10) Participation in the Jobs for Haringey Initiative Use to utilise local labor during the construction process.

Carbon Management

- 11) Developer financial contribution of **£ 25,500 (twenty five thousand five hundred pounds)** toward addressing the unachieved carbon reduction targets, to be paid upon the implementation of the planning permission.

Decentralised Energy

- 12) Connection to future decentralised energy network.

Section 278 Heads of Terms:

- 1) A developer contribution of **£45,000 (forty five thousand pounds)** for offsite highway works, to be paid upon the implementation of the planning permission, including:
 - a. removal of the existing vehicular access point
 - b. re-creation of a new vehicular access point
 - c. construction of a raised table
 - d. resurfacing of the footways sites side along the frontage.

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

- 2.6 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:
 - i. *In the absence of a legal agreement securing the provision of on-site affordable housing, and in the absence of a legal agreement to review the provision of affordable housing in 18 months, the scheme would fail to foster balanced neighbourhoods where people choose to live, and which meet the housing aspirations of Haringey's residents. The scheme would not make full use of Haringey's capacity for housing to meet targeted delivery of required homes. 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.*

 - ii. *In the absence of an agreement to provide local employment, the proposal would fail to facilitate training and employment opportunities for the local population. The scheme would fail to contribute to the social regeneration of the area. As such the proposal is contrary to Local Plan Policies SP8 and SP9.*

 - iii. *In the absence of planning obligations to provide 1) travel plans and Traffic Management Order (TMO) amendments to preclude the issue of parking permits, and 2) financial contributions toward off site highways works, travel plan monitoring, car club and CPZ feasibility funding, the proposal would have an unacceptable impact on the safe operation of the highway network and give rise to unsustainable modes 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.*

 - iv. *In the absence of a legal agreement to preserve the vehicular/pedestrian access to the land south of the application site for the duration of the development, the*

proposal would give rise to a scheme that lacks connectivity and permeability in design terms. As such, the proposal would be contrary to London Plan policies 7.1, 7.4 and 7.6 and emerging DM Policy DM1.

- v. In the absence of a financial contribution toward carbon offsetting, the proposal would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and therefore contrary to London Plan Policy 5.2 and Local Plan Policy SP4.*
- vi. In the absence of a planning obligation to secure a connection to a future distinct energy network, the proposal would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and therefore contrary to London Plan Policy 5.2 and Local Plan Policy SP4.*

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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3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1. Proposed development

- 3.1.1. Full planning permission is sought for the demolition of the existing buildings on the land and redevelopment of the application site to create a mixed use scheme comprising 47 residential units over 3 blocks, together with 176m² of commercial floorspace (Use Class B1a) at ground floor level fronting Lawrence Road. The street facing block would be 7 storeys in height and include a recessed top floor. The mid-level block along the northern plot line is proposed to be 5 storeys in height (stepping down to 4 storeys east of the access core) and the mews block would be 3 storeys in height. The scheme makes a transition in height eastward across the site.
- 3.1.2. The three blocks are approximately laid out at the site perimeter and arranged in a courtyard formation. The blocks are proposed to contain the following quantum of development:
- **Block A** ('Mansion block') fronting Lawrence Road (23 flatted units + 176m² ground floor office use). Block A will rise to a height of 22.8 metres to the top of the set back floor. (There is proposed to be a box of rooftop plant 1.9 metres in height above this floor, but this plant will be set back 9.5 metres from the Lawrence Road elevation of the building. Photovoltaic [PV] plant will also be sited on the roof of Block A.)
 - **Block B** ('Courtyard block') along northern plot line (19 flatted units). The five storey element of Block B will rise to a height of 16.2 metres. The projecting steel framing set to the front of Block B will rise to a height of 12.4 metres. The four storey element of Block B will rise to a height of 12.8 metres. PV plant will also be sited on the roof of Block B.
 - **Block C** 'Mews block' along eastern plot line (5 Dwelling Houses). Block C will rise to a height of 9.4 metres.
- 3.1.3. The blocks are proposed to be primarily constructed of brick, with the balcony framing of Blocks A and B constructed of weathering steel. Blocks B and C adjoin in the northeast corner of the site and each block is of a flat roof design. A buff brick is proposed for the Mansion block and the Mews block, while the Courtyard block is proposed to be offset by a darker, purple-grey brick. The top storey of the Mansion block is set back to lessen its massing, and is proposed to incorporate a metal seam roof with decorative fins. The ground floor of Block A by contrast is to have a predominantly glazed commercial shopfront appearance. The upper inset balconies and rear roof elevations of the mews houses (Block C) are proposed to be clad in slate grey cementitious panels, designed to accord with the character of the Clyde Circus Conservation Area to the east. These houses also incorporate back gardens with a depth of approximately 7 metres. (However a single storey projection to Block C in the northeast corner of the site will abut the eastern plotline). The scheme is also designed with slatted privacy screening to the north elevation of Block B.

- 3.1.4. The 47 residential units range in size from 1-bedroom to 3-bedroom, of which 19% (5 units) are designated as 'affordable' (as a percentage of habitable rooms). The affordable housing offer comprises 5 shared ownership 3-bedroom (5 person) family homes. The commercial element of the scheme consists of an office unit (Use Class B1a) at ground floor level (comprising 176 m² of floorspace). The unit mix comprises 23 x one-bedroom units (49%), 16 x two-bedroom units (34%) and 8 x three-bedroom units (17%) across the three blocks.
- 3.1.5. The development proposes to incorporate a shared use double height undercroft access via Lawrence Road leading to an interior courtyard. A second shared use access leading south to the adjoining Bellway Homes development is also proposed. 8 on-site surface car parking spaces (including 5 Blue Badge disabled spaces) lie within the courtyard area. The residential parking provision yields approximately 0.2 car parking spaces per unit. The Mews block will incorporate individual front doors facing the courtyard, while the Courtyard block is deck access to the rear of the block, with a central core (and lift) also accessed from the courtyard. The access to the Mansion block (and two lifts) is via a recess in the shared undercroft. The access to the commercial unit is directly fronting Lawrence Road.
- 3.1.6. 80 cycle parking spaces are proposed within the scheme. The cycle parking for the flats is disaggregated across the site. Cycle storage for the terraced houses will be provided in sheds in the rear gardens. Blocks A and B incorporate lift access. Two residential bin storage areas (serving both the houses and the flats) are proposed, with a separate commercial bin storage areas in the undercroft area serving the commercial unit.

3.2. **Site and Surroundings**

- 3.2.1. The application site is an irregular shaped parcel 0.19 ha in area, widening to the rear. The site is on the east side of Lawrence Road. The front of the site is occupied by an existing terrace of Victorian buildings (Mono House) which may have previously been used for residential purposes. An undercroft from Lawrence Road leads to a small yard between Mono House and a set of 2 and 3 storey factory buildings. The factory buildings represent a substantial footprint in relation to the overall site area and may have previously been used as a lamp works. These buildings feature a saw tooth roof set and a prominent chimney. The factory buildings are currently vacant and comprise a footprint of approximately 1300m². Mono House has a footprint of approximately 200m² with the industrial yard area forming the remaining 400m² of the application site. (Images of the application site are contained in Appendix 2 for reference.)
- 3.2.2. The surrounding area is of a mixed use character. Lawrence Road has wide pavements and an attractive avenue of trees on both sides of the road. Many of the former commercial buildings along Lawrence Road 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 and the area is in transition.

- 3.2.3. Immediately south of the application site is the recently completed Bellway Homes development. The site is opposite Zenith House, a post war, low rise office block. Directly north of the application site is a dry cleaning operation trading as 'Jeeves Dry Cleaning'. There are several noise generating industrial plant buildings associated with the site to the north. To the east of the site are the gardens of the residential properties on Collingwood Road and Nelson Road. The site adjoins the Clyde Circus Conservation Area (CA) to the east.
- 3.2.4. The site is allocated on the Haringey proposals map (Unitary Development Plan 2006) as a 'Site Specific Proposal' (SSP27). The site is also allocated in the Council's emerging Tottenham Area Action Plan (SS2). The AAP was subject to Examination in Public (EiP) in September 2016 and Main Modifications to the AAP have now been published for statutory consultation. The emerging site allocation seeks to promote a mixed use scheme with re-provision of commercial /employment uses at ground floor level and residential uses above. The AAP states that the site is suitable for taller buildings fronting both sides of Lawrence Road whilst ensuring that any development respects and safeguards the setting of the adjacent Clyde Circus CA. The site lies in a groundwater Source Protection Zone. The site is also located in the Seven Sisters Controlled Parking Zone (CPZ) and attracts a Public Transport Accessibility Level (PTAL) of 4 on a scale of 1 to 6b. This indicates a good level of public transport accessibility.

3.3. Relevant Planning and Enforcement history

- 3.3.1. There is no recent planning history for the subject site relevant to this application. The Bellway Homes development noted above (Reference: HGY/2012/1983) has been constructed to the south of the site. This development delivered seven buildings rising (at its highest) to seven storeys, providing 264 new residential dwellings and 500 m² of flexible commercial/retail floorspace. This scheme comprised 'Phase 1' of the SS2 strategic site allocation, as per the emerging AAP.
- 3.3.2. Two mixed use schemes at 45-63 and 67 Lawrence Road (References: HGY/2016/1212 and HGY/2016/1213) in the northwest corner of the wider strategic SS2 site is proceeding through the planning process. Planning-Sub Committee resolved to grant this scheme planning permission on 3rd November 2016.
- 3.3.3. The applicant has previously sought pre-application guidance from the Council and the current scheme has evolved in response to officer feedback. Pre-application meetings occurred on 23rd November 2015 and 24th March 2016. A previous version of the scheme (proposing a 9 storey block fronting Lawrence Road and two terraces of mews housing to the rear) was presented to LBH's Quality Review Panel (QRP) on 27th April 2016. A summary of the QRP Report and the Officer response is Appendix 3. A final pre-application meeting was then held on 16th June 2016. The

current version of the scheme was presented at the pre-application stage to Planning Sub-Committee on 27th June 2016.

Applicant's Consultation

3.3.4. The applicant has also undertaken non-statutory consultation prior to the submission of the application. According to the applicant, a public consultation event was held on 30th June 2016 at the West Green Baptist Church. The applicant advises that 1009 local residents and businesses received a residents' newsletter inviting them to the event, and that 34 members of the local area signed an attendance sheet on arrival. The applicant advises event attendees included three representatives from the West Green Residents' Association and three representatives from the Clyde Area Residents' Association.

4. CONSULTATION RESPONSE

4.1. The following were consulted regarding the application:

- LBH CIL Monitoring Officer
- LBH Transport Group
- LBH Cleansing Team East
- LBH ARB
- LBH Building Control
- LBH Planning Enforcement
- LBH Housing Renewal
- LBH EHS Pollution Air Quality
- LBH EHS Noise
- LBH Conservation Officer
- LBH Parks
- LBH House Design and Major Projects
- LBH Tottenham Team Central
- LBH Economic Regeneration
- LBH Carbon Management
- LBH Flood and Surface Water
- LBH Emergency Planning
- LBH Sustainability
- Tottenham CAAC
- Tottenham Civic Society
- Clyde Circus Residents Association
- Thames Water
- Transport for London
- Metropolitan Police Designing Out Crime
- Environment Agency
- London Fire Brigade

- 4.2. The full text of comments from internal and external consultees that responded to consultation is contained in Appendix 1B. A summary of the received consultation responses is below :

Internal:

1) LBH Conservation

In terms of impact on the Conservation Area, there would be some harm (only because it is not preservation in legal terms), more related to views from the rear of the properties from within the Conservation Area rather than street scene and appearance.

Conservation Officer considers this harm would be less than substantial and there is enough public benefit to outweigh that. CGIs showing what the view would be from the rear of the properties on Collingwood Road looking towards the new development should be presented. These could be comparative to show Members whether the view is an improvement on existing- thus showing heritage benefit.

2) LBH Transportation

The transportation and highways authority have reviewed the transport assessment and supporting documentation and have concluded that the proposed development will not generate as significant increase in traffic or parking demand which will have a significant impact on the highway and transportation network, subject to required S.278 /S.106 obligations and conditions.

3) LBH Neighbourhood Action Team

The application does not clearly show if sufficient storage is allocated to store the amount of receptacles required. The above planning application has been given a RAG traffic light status of AMBER for waste storage and collection.

4) LBH Environmental Services and Community Safety.

Condition with respect to emissions from CHP is required. There are chimneys / flues associated with this proposed development, thus a chimney height calculation or emissions dispersal assessment is required. Additional standards conditions proposed.

5) LBH Carbon Management

The applicant has submitted a BREEAM New Construction (2014) design stage assessment which demonstrates that the scheme can achieve a "Very Good" standard. This demonstrates policy compliance. Assessment of sustainability

measures undertaken. The scheme does not achieve carbon targets of a 35% improvement beyond building regulation. Therefore a carbon offset of £25,461 is required. Standard conditions around boiler placement, Solar PV details, and mitigation measures recommended.

6) LBH Trees and Nature Conservation

Overall, the potential impacts of development are low as and can be mitigated through appropriate design and precautionary measures, which can be specified in Method Statements in the discharge of planning conditions.

7) LBH Housing

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 site does not maximise the provision of affordable to meet the borough wide target of 40% and does not comply the intermediate dwelling mix and tenure, the housing enabling team supports this development principally on the grounds that it promotes the area's regeneration for Lawrence Road. Informative Recommended.

8) LBH Regeneration

In principle LBH Regeneration 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. Some concerns however regarding the type, quantity, design and mix of uses proposed in this scheme.

9) LBH Senior Drainage Engineer

Planning Officers met with the LBH Senior Drainage Engineer and the applicant's drainage consultant on 30th November 2016. The LBH Senior Drainage Engineer considers the drainage issues outstanding can be addressed with the imposition of a planning condition. The condition recommended for imposition is contained in Section 8 of this report.

10) LBH Design Officer

The Design Officer is satisfied that the necessary design quality has been achieved to permit the exceptional height and visibility in this sensitive location. Design Officer 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.

External:

11)Thames Water

With regard to sewerage infrastructure capacity, no objection. With regard to water infrastructure capacity, no objection. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. Various conditions and informatives attached.

12)Transport for London

Parking provision acceptable subject to Condition around electric vehicle charging points. Car free development by way of a planning obligation requested. Quantum of cycle parking acceptable, however concern in relation to location of cycle parking within site. Condition requested around cycle parking details. Refuse and servicing acceptable.

13)Metropolitan Police – Secure by Design

In principle no objections to the overall redevelopment of the site or the proposal for the site. Informative recommended around certified products to meeting building control requirements.

14)Environment Agency

Having reviewed the information submitted, no objection to the proposal or any conditions to request.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 888 Neighbouring properties consulted by letter
- 1 Resident's Association consulted by letter
- 1 Planning and Conservation Area site notice was erected in the vicinity of 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: 19
- Objecting: 13
- Supporting: 3
- Others: 3

5.3 The full text of representations from adjoining occupiers (and the officer response) is set out at Appendix 1B for reference. Two anonymous objections were received

that could not be strictly taken into consideration by officers, as the objectors did not provide their name and/or address. However, these objections have still been summarised in the summary below in paragraph 5.6.

5.4 The following local groups/societies made representations:

- None

5.5 The following Councillor made representations:

- None

5.6 The issues raised in representations from adjoining occupiers are summarised below.

- Development is perceived to be of excessive height in relation to adjoining properties.
- Impacts of development on the setting of the Clyde Road CA, including the use of brick not in keeping with the character of the CA.
- Building design (including steel frames) out of keeping with the local area.
- Existing Victorian buildings should be maintained on the site for reasons of visual interest and to preserve the industrial heritage of Lawrence Road.
- Housing Mix, including a lack of live-work units within the development is unacceptable.
- Perception that the development construction period will be elongated and impact residential amenity.
- More child friendly open space should be provided with the development.
- Development proposes a lack of on site parking spaces.
- Development will give rise to additional noise and pollution impacts associated with additional car movements to the site.
- Development will give rise to crime and the Council should subsequently provide CCTV on Lawrence Road.
- Daylight/Sunlight impacts will occur to properties on Collingwood Road.
- Setback to Collingwood Road between proposal and existing dwellings is insufficient.
- Building adjoining the rear garden of 17/18 Collingwood Road is an encroachment with insufficient separation distance. This element of the scheme will give rise to privacy issues for adjoining local residents.
- Boundary treatment should be improved at the rear gardens to Collingwood Road, notwithstanding the existing boundary wall.
- More speed control measures should be added along Lawrence Road to prevent use of the street as a “cut through”. Lawrence Road should be made a one-way street.

5.7 The following issues raised are not material planning considerations (the Officer comment is noted in brackets following):

- Southern access to the site is via private road, the maintenance of which is paid for by estate charges. (Officer comments: the only access issue material to planning is if the access to the site will facilitate pedestrian, cycle and vehicle movement to and from the redline area in a safe and sustainable manner. The issue of estate charges for private road maintenance is not a material consideration for members in coming to a planning decision on the application.)
- Public consultation was not sufficient and local residents were not invited to exhibition sessions. (Officer Comment: the public consultation for the planning application has met the statutory minimum required by planning legislation. The applicant's consultation prior to the deposit of the planning application is discretionary and its format is not a material planning issue.)
- Developer may not abide by proposed setback once planning consent is granted. (Officer Comment: the developer must build scheme in accordance with approved plans if planning permission is granted by Planning-Sub Committee. A planning condition around site level confirmation is recommended for imposition.)
- Development will give rise to partial demolition of a park in the Belway Homes development to the south. (Officer Comment: the developer has clarified that no demolition to any park adjoining the site at the southern plotline will occur. A grass verge may be removed to facilitate the southern access.)
- Proposal should be a community use due to perceived school over-crowding. (Officer Comment: the decision as to whether to grant planning permission is in relation to the current proposal. An alternative scheme is not under consideration by Planning Sub-Committee. Notwithstanding this, the developer is making a CIL contribution to local infrastructure, including education.)

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. Development Design
3. Impacts to Adjoining Occupiers
4. Development Impacts to Clyde Circus Conservation Area
5. Transportation and Parking
6. Tree Protection and Landscape Character
7. Flood Risk and Drainage
8. Energy and Sustainably
9. Waste and Recycling
10. Land Contamination

6.2 **Principle of the development**

- 6.2.1 Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Planning permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.
- 6.2.2 The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. The principle of introducing additional residential units at the site would be supported by planning policy, as the units would augment the housing stock in the area, and meet the requirements of the NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2, subject to a consideration of the details of the proposal.
- 6.2.3 The site falls within a designated 'site specific proposal' allocation (SSP27) on the Haringey proposals map (Unitary Development Plan 2006). The site is also allocated in the Council's emerging Tottenham Area Action Plan (AAP) SS2 pre-submission version 2016: 'Lawrence Road.' The Council's Supplementary Planning Document (SPD) Lawrence Road (October 2007) also provides a 'planning brief' for the area and has been adopted to provide guidance for development control purposes.
- 6.2.4 The emerging allocation seeks to promote a mixed use scheme with re-provision of commercial/employment generating uses at ground floor level and residential use above. The emerging allocation also states that the Lawrence Road corridor is suitable for taller buildings fronting both sides of the road, whilst ensuring that any development respects and safeguards the setting of the adjacent Clyde Circus CA.
- 6.2.5 The applicant proposes a mixed use development with commercial uses at ground floor level and residential uses above, as the emerging allocation requires. As per the assessment of detailed considerations below, the proposal is considered to accord with the site requirements and development guidelines as prescribed in the emerging site allocation (SS2) and is considered to be in accordance with the Lawrence Road SPD. It is not considered that the proposed development would prejudice future development of other parcels in the wider SS2 allocated site area and makes a contribution to the wider regeneration of the area.

Principle of Demolition

- 6.2.6 The scheme proposes the full redevelopment of the site, including the demolition of the existing buildings on the land. The existing buildings that occupy the site are not statutorily listed or locally listed. Whilst objector's comments around the retention of the buildings are noted, the principle of demolition was considered at the plan making stage. The Lawrence Road SPD (2007) and development guidelines set out in the site allocation (SS2) of the emerging AAP do not indicate that any building on the subject site should be retained. According to the applicant, the factory buildings contain asbestos sheeting in the roofing, and the long term vacancy of the buildings

is considered to be contrary to Policy SP1, which seeks to optimise the use of land in the locality. The principle of the demolition of the existing buildings on the land is considered to be acceptable in principle, subject to appropriate redevelopment.

Re-provision of employment floor space.

- 6.2.7 The National Planning Policy Framework (NPPF) states at Paragraph 51 that Local Planning Authorities should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate.
- 6.2.8 Local Plan Policy SP8 indicates there is a presumption to support local employment and small sized businesses that require employment land and space. Emerging Development Plan Document (DPD) Policy DM40 (B) states that the Council will only consider the loss of employment land or floorspace acceptable subject to new development proposals providing the maximum amount of replacement employment floorspace possible, as determined having regard to viability.
- 6.2.9 The site does not lie within a Strategic Industrial Location or a Locally Significant Industrial Sites as per Policy SP8, however, the emerging site allocation (SS2) requires re-provision of employment floorspace at ground floor level along Lawrence Road, with residential development above.
- 6.2.10 According to the applicant's Design and Access Statement, the total quantum of employment floorspace contained in the existing factory buildings at the rear of the site (over several levels) is 2,124m². This employment floorspace will be lost in the event of redevelopment. According to the applicant, the rear factory buildings have been vacant for over 5 years. The Council has no contrary information to indicate this is not the case.
- 6.2.11 The previous scheme presented to the Quality Review Panel in April 2016 proposed 510 m² of commercial floorspace at ground floor and mezzanine levels. The quantum of B1 office space has therefore been reduced from the previous position to 176m² at ground floor level in Block A. In justifying the reduction between schemes and a level of provision of employment floor space that does not fully replace the loss, the applicant has submitted an 'Assessment of the Tottenham Commercial Property Market' dated August 2016 prepared by two RICS accredited surveyors.
- 6.2.12 The report undertakes a consideration of the suitability of the site for larger scale employment provision of a density that would replace the lost floor space. The report generally concludes there is a low demand for B1a office space in the N15 and N17 post code areas, however office units of the approximate size of that proposed (176m²) may be lettable in the current market.

6.2.13 This report also seeks to consider the equivalency of employment provision delivered by the proposed office space compared to a refurbishment of the existing buildings on the site and their subsequent conversion to office use. The report concludes that approximately 22 FTE jobs may be delivered under this scenario. The report also concludes the proposed office unit could provide 17 FTE jobs given trends to more efficient and higher density office provision. The report also notes the numerous physical and logistical constraints to refurbishment of the existing buildings, including cost. Officers are in broad agreement with the conclusions around refurbishment.

Development Trajectory – Wider Strategic Site

6.2.14 The emerging Tottenham AAP indicates an indicative site capacity for SS2 (Phase 2) of 1,390 m² commercial floor space. The wider allocated site (SS2) is 3.7 ha in area. Phase 1 of the allocation (HGY/2012/1983) removed 0.87ha from the allocation and delivered 500m² of commercial space (alongside 265 residential units). The remaining allocated site therefore requires 1,390 m² of commercial floorspace across an area of 2.83 ha to be delivered amongst the remaining parcels with frontage to Lawrence Road.

6.2.15 The application site is 0.19 ha in area, which represents 6.7% of the total residual strategic site following the removal of Phase 1 land. 176 m² of commercial space represent 12% of the total remaining site requirement of the 1,390m² of commercial space. Officers are also cognisant the frontage of the subject site is comparatively narrow in relation to other remaining parcels.

6.2.16 A quantum of 556 m² of commercial floorspace (Use class B1/A2) is proposed to be delivered by 45-63 Lawrence Road at ground floor level in the northwest corner of the wider site (Council Ref: HGY/2016/1213). Planning sub-committee recently resolved to grant planning permission to this proposal. The adjoining scheme at 67 Lawrence Road will also deliver 7 live/work units.

6.2.17 The remaining substantive parcels within the SS2 site (to the north of the application site [Jeeves Dry Cleaning] and opposite the site [Zenith House]) would be required to deliver approximately 330m² of commercial floor space each. These parcels are of a larger area and with a wider frontage to Lawrence Road.

6.2.18 On balance, and in consideration of the development trajectory within the wider strategic site officers consider there is a reasonable prospect other sites may deliver the balance of employment floorspace along Lawrence Road as required by the site allocation, although this will be subject to viability on a site-by-site basis. The applicant has agreed to accept the imposition of planning condition to restrict the permitted development rights for the B1 office space to prevent the introduction of any A Class Uses along Lawrence Road. This recommended condition is contained in Section 8.

6.2.19 On balance, given the justification provided by the applicant in respect of the demand for office space in the vicinity of the site and in consideration of the constraints of refurbishment, the re-provision of the employment floors space at below replacement levels is acceptable.

Off-set contributions – Employment Floorspace

6.2.20 A shortfall in the re-provision generally requires applicants to adhere to the Planning Obligations Supplementary Planning Document (SPD) (October 2014) which requires a financial contribution (per square metre) to compensate for the loss of commercial/employment generating floorspace. This contribution is sought in order to uphold and support the wider regeneration of the immediate area and the locality generally.

6.2.21 An assessment of 2,124m² of lost floor space (less proposed provision of 176m²) x 30m² yields a contribution of £58,440 (using the SPD formula of 1 worker/44m² at 48% of local jobs at a retaining contribution of £2800 per employee.)

6.2.22 As per the assessment below, there are viability issues with the scheme and in order to prioritise the delivery of affordable housing, officers and the applicant have agreed a contribution of 10% of the total assessed requirement. This contribution is above what the scheme can viably deliver, however the applicant has made a commitment to this amount based on a consideration of the overall level of employment floor space lost with redevelopment. This level of contribution also takes into account the period the factory buildings have been vacant, the condition of the buildings and the other constraints noted in the market assessment around re-provision at a higher level. The applicant has also agreed to participate in a scheme to employ local labour although a financial contribution to address skills and training is not viable given the deficit generated by the scheme. Participation in the Jobs for Haringey Initiative to utilise local labor during the construction process is to be secured as a planning obligation.

6.2.23 On balance, given that the provision of B1 floorspace is considered be inline with the development guidelines in that it fronts Laurence Road and makes reasonable contribution given the overall Phase II site area requirements, and in consideration of the reduced financial contribution to off set the loss, the loss of the net employment floorspace of 2,124m² is acceptable, subject to the financial and non-financial contribution noted above, to be secured by way of a clause in the planning obligations agreement attached to any consent.

6.2.24 Officers understand that the applicants may seek to develop Zenith House, and the provision of employment floorspace in this location will be carefully scrutinised by Officers given the ample frontage along Lawrence Road.

Density

- 6.2.25 London Plan Policy 3.4 (Optimising Housing Potential) indicates that a rigorous appreciation of housing density is crucial to realising the optimum potential of sites, but it is only the start of planning housing development, not the end. The reasoned justification to policy states that it is not appropriate to apply the London Plan Density Matrix mechanistically - its density ranges for particular types of location are broad, enabling account to be taken of other factors relevant to optimising potential – local context, design and transport capacity are particularly important, as well as social infrastructure. This approach to density is reflected in adopted and emerging local policy.
- 6.2.26 The density of the proposed scheme is 633 habitable rooms per hectare (hr/ha), which is within the 200–700 hr/ha range set out in the London Plan Density Matrix (Table 3.2) within the London Plan. The proposal will yield 247 units per hectare (u/ha) which is also within the London Plan Density Matrix Range of 70–260 u/ha for an urban site. The scheme yields an average of 2.7 habitable rooms per unit (hr/u) which is reflective of the comparatively higher proportion of one and two bedroom units.
- 6.2.27 The site is located in an accessible location (PTAL 4) with good access to public transport. The proposed developments would provide each unit with a high quality private amenity space, and the site is generally well served by public green spaces. The residential units proposed would provide a good internal living environment for future occupiers (as assessed in the sections below). On balance, the proposed density is considered to optimise the site potential and has responded well in design terms to QRP’s comments to increase density from the pre-application position without exceeding the thresholds in the matrix. (QRP’s comments on the previous scheme are Appendix 3 for reference). The density of the scheme is acceptable.

Affordable Housing

- 6.2.28 The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. However, such policies should be sufficiently flexible to take account of changing market conditions over time (Paragraph 50).
- 6.2.29 Similarly, The London Plan (2011), Policy 3.12 states that Boroughs should seek “the maximum reasonable amount of affordable housing...when negotiating on individual private residential and mixed-use schemes”, having regard to their affordable housing targets, the need to encourage rather than restrain residential development and the individual circumstances including development viability”.
- 6.2.30 Policy HSG 4 of the UDP (2006) requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough target of 50%. This target is retained in Policy SP2 of the emerging Local Plan.

- 6.2.31 The applicants have submitted a financial viability appraisal which concludes that 19% affordable housing (expressed as a percentage of habitable rooms) is viable. The applicant proposes shared ownership intermediate units. The 3 bedroom 5 homes located in Block C are proposed to be designated as affordable and the applicant has identified Buy First as an RSL to deliver the units. (This RSL is not one of the Council's preferred providers.) The viability appraisal was accompanied by a cost plan. The Council instructed a third party consultant (Carter Jonas) to review the applicant's submitted viability documentation and cost plan.
- 6.2.32 The Council's third party consultant concludes that the scheme does not generate a surplus and is in broad agreement between viability consultants with respect to the assumptions that inform the applicant's appraisal (although there is some difference in respect of the level of deficit generated by the scheme). Although a reduced level of affordable housing is provided, the greater proportion of private dwellings will help to balance the housing supply in the east of the Borough where there is currently a high proportion of social rented housing. The UDP sets out the main objectives for the east of the borough including "greater opportunity for large scale redevelopment to address the area's deprivation" and offer "greater housing choice" (in addition to access to jobs, improved public space, transport and environment).
- 6.2.33 The Council's third party viability consultant has recommended an 18 month review mechanism be included in the planning obligations agreement to allow for a review of viability matters in the event the consent is not implemented 18 months following the issue of decision. The applicant has agreed to such a mechanism, and it is included in the S106 Heads of Terms and will be finalised by the Head of Development Management should the Sub-Committee grant planning permission for the development.
- 6.2.34 On the basis of the conclusion of the Council's consultant, the affordable housing offered by the applicant is above what may be viability delivered on the site. The offer of affordable housing, despite being a policy departure in terms of the percentage offer, is acceptable given the viability constraints identified. Given the findings of the third party consultant, which have been shared with the applicant, officers consider the affordable housing provision of 5 three-bedroom intermediate shared ownership family homes to be acceptable.

Housing Mix

- 6.2.35 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 Council's emerging Development Management DPD continue this approach.

6.2.36 The private and affordable housing dwelling mix for all residential development proposals in the borough should seek to achieve mixed, sustainable and cohesive communities. Each individual scheme should be considered in its local context, availability of subsidy and viability. The scheme proposes the following mix:

No. of bedrooms	No. of units	% of units
1 bed units	23	49
2 bed units	16	34
3 bed units	8	17

6.2.37 The proposed dwelling mix is mostly of 1 and 2 bedroom units, but incorporates a comparatively reasonable percentage 3 bedroom family houses (each with a private garden) and flats. The acceptability of the unit mix is also in consideration of the high PTAL rating and subsequent public transport accessibility of the location, which is generally more suited for smaller units where car ownership and use is lower. The Council's housing officer has reviewed the unit mix and does not object to the proposal given the viability concerns associated with the site (as per the assessment above). The housing officer concurs with the focus on maintaining affordable housing provision ahead of other factors, including unit mix. On balance, the proposed housing mix is considered acceptable.

Summary - Principle of Development

6.2.38 The proposed development will make a contribution to targeted housing delivery in the locality and the regeneration of the wider Lawrence Road area. The scheme is judged to accord with the site requirements and development guidelines of the emerging site allocation. The demolition of the existing buildings on the application site is acceptable and a reasonable quantum of commercial floorspace is proposed to be delivered by the scheme. The applicant has justified the net loss of employment floorspace in bringing forward the development. The applicant's financial contribution to off set the net loss of employment floorspace is judged acceptable given viability constraints, discussed below.

6.2.39 The scheme is considered to optimise the site potential with respect to development density and responded well to the Quality Review Panel's (QRP's) design critique. The scheme does not exceed London Plan Density Matrix thresholds. The level of affordable housing offered is not policy compliant, however the developer has submitted a viability appraisal to demonstrate that the level of affordable housing offered is above what may be viably delivered on the site. The Council's third party consultant has reviewed the appraisal and reaches the same conclusion with respect to the quantum of affordable housing offered. The developer has agreed to an 18 month review mechanism to be secured by way of a planning obligations in the event a planning permission is granted by planning sub-committee is not implemented. The mix of units within the scheme is also judged acceptable given the accessible

location and in consideration of viability issues. The development is acceptable in principle.

6.3 Development Design

6.3.1 The NPPF should be considered alongside London Plan 2015 Policies 3.5, 7.4 and 7.6, Local Plan 2013 Policy SP11, and Policy DM1 of the Pre-Submission Version of the Development Management DPD January 2016. Policy DM1 states that all development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Further, developments should respect their surroundings by being sympathetic to the prevailing form, scale, materials and architectural detailing. 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.

Use, Form and Development Pattern

- 6.3.2 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 in the emerging SS2 site allocation that development should step down in height to respect the existing terraced housing in the vicinity of the site.
- 6.3.3 The proposal envisages residential led mixed use redevelopment with a continuous and active frontage and an employment use on the ground floor fronting Lawrence Road, with residential uses above and behind, with lower residential blocks in a courtyard or mews layouts stepping down toward the heights of existing housing on Collingwood Road.
- 6.3.4 The development proposes a large "mansion" style block facing the street, set back from the pavement with a hard and soft landscaped frontage. Residential flats would be located above with a "set back" top (7th floor). Blocks A and B are proposed to have communal entrances leading to lift and stair cores to access upper floor flats. The houses would each have their own front doors.
- 6.3.5 An access point by way of an undercroft from Lawrence Road would be two storeys in height. The design provides passive surveillance to Lawrence Road and the undercroft access from residential windows above. Block A's layout and siting (with flats above the commercial frontage) would ensure continuity of the "street-wall" along Lawrence Road.
- 6.3.6 Behind the proposed mansion style block fronting Lawrence Road, and enclosed by the mews block and the courtyard block, would be a communal amenity and parking space. While the parking footprint does consume part of the courtyard, the area to more generously landscaped than the approved development to the south. The

landscaping is to be set around planters to reduce the impacts of the hardscape and add to the visual appearance and interest of the space. The courtyard is designed as a semi-public environment with high levels of passive surveillance but with a quiet residential character.

Height, Bulk and Massing

- 6.3.7 The heights of the blocks are set out in the development description in Section 3 above. The site is identified within the emerging AAP as being suitable for taller buildings facing Lawrence Road with mews-type streets behind containing family housing. The proposal responds to the scale of the terraced housing prevailing in the Clyde Circus CA to the east and in line with Bellway Homes development to the south.
- 6.3.8 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 identified in architectural and design terms. Paragraph 7.2.2 of the SPD also states that there may be scope for an additional floor above the height of No 28, 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.
- 6.3.9 Block A maintains consistent height as a 6 storey “street-wall” with a setback 7th storey. The top of the 6th storey will be commensurate with the height of the adjoining Bellway Homes block to the south, with the stepped back 7th storey rising to a height of 3.7 metres above. This is a strong design approach and considered appropriate for the width and scale of Lawrence Road.
- 6.3.10 The five storey courtyard block (Block B) to the rear of the Mansion block steps down to a height of 4 storeys toward Collingwood Road. As this part of the proposed development would be set back from the street, the buildings would not be highly visible from Lawrence Road, but are nevertheless of an acceptable design standard in terms of height, scale and bulk. It would be expected the exposed flank elevation of Block B facing Lawrence Road would adjoin a future development and sit behind a continued street frontage. As per QRP’s comments, Block B also visually terminate the northbound views from the Bellway scheme to the south of the site, which is considered to be a positive design element.
- 6.3.11 The height of the proposed three storey mews development to rear of the site is also considered appropriate given the existing planning position and the bulk and scale of the existing 2 and 3 storey factory buildings. The proposed development would remove the rear elevations of the factory buildings which present in the rear gardens along Collingwood Road, and introduce a greater separation distance. This would open up the site and improve the relationship between the existing and proposed buildings.

6.3.12 In terms of proposed massing, Block A has been “drawn in” at the rear, inline with QRP’s recommendations and this block is now broadly inline with the rear building line established by the Bellway block to the south. The massing of Block B given its linear form is considered acceptable - the massing is also broken by the lift shaft and elevational variations (including steel framing) to the design. The five mews houses (Block C) are also of an acceptable massing, which is mitigated by the inset balconies fronting the courtyard.

Elevational Treatment and Fenestration

6.3.13 The proposed elevational treatment and fenestration of Block A would reinforce the composition of the prevailing Lawrence Road frontage, as a series of linear blocks with a vertical emphasis and a clear distinction between commercial and residential elements. Entrances are also clearly indicated as open or glazed slots. The weathering steel framing to contrast the selected brick types is also considered to be a positive design response. The louvered privacy screening proposed for the north elevation of Block B is considered to be of a reasonable design that will allow some light penetration while still ensuring privacy to the northern elevation. This design will ensure flexibility for future development of parcels to the north of the site, in line with QRP’s recommendations.

Materials and Details

6.3.14 Paragraph 7.7.3 of the Lawrence Road SPD (2007) seeks materials that are robust and of a high quality. Blocks A and B are proposed incorporate weathering steel detailing to the balconies. A buff brick is proposed for the Mansion block and the Mews block, while the Courtyard Block is proposed to be off set by a darker purple-grey brick. The top storey of the Mansion block is proposed to be constructed of a metal seam roof with decorative fins. The ground floor by contrast is to have a predominantly glazed commercial shopfront appearance. The upper inset balconies and rear roof elevations of the mews houses are proposed to be clad in linear slate grey cementitious panel. This cladding is designed to accord with the character of the Clyde Circus CA to the east.

6.3.15 While details are somewhat limited (no specific product detail is provided) the materials are generally judged to be of a high quality. Brick is appropriate as a durable, robust material that weathers well, and is established by precedent from the local context. A limited palette of 2 different bricks is considered sufficient to provide variety given the scale of the scheme. As per QRP’s comments, the applicant has ensured that the proposed brick materials will offset the Bellway scheme to the south preventing a repetition of similar materials along the corridor.

6.3.16 A planning condition is recommended to be imposed on any grant of planning permission (including provision of product specifications by way of a detailed schedule and samples) to ensure materials are acceptable. Samples of cladding, balustrades, rainwater goods and other materials are recommended to be secured

by condition. It is also recommended details of parapets, window reveals and recessed balconies, including soffits are secured by condition. The recommended materials condition is contained Section 8 below.

6.3.17 Objections have been received concerning the issues of design, scale, siting, context, height and the proposal being out of keeping with the character of the wider area. The comments of objectors are noted however, the proposed development is considered acceptable in design terms, and 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 development would comply with the Lawrence Road planning brief 2007 and the emerging Tottenham AAP site allocation. The design of the development is considered acceptable.

Inclusive Access

6.3.18 Local Plan Policy SP2 and Policy 3.8 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

6.3.19 The proposed development provides 10% wheelchair units as required in planning policy and the layouts are considered acceptable. The wheelchair units are designated as the 5 mews houses (which are also the affordable units) and the layout is judged to be capable of future adaptation in line with design considerations outlined in the Mayor's Housing SPG and the Mayor's Accessible London SPG.

Unit Layout and Standard of Accommodation

6.3.20 London Plan policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwellings in particular to be of sufficient size and quality. Policy DM12 of the Council's emerging Development Management DPD 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.

6.3.21 40 of the flats and all the houses meet the Mayor's Housing SPG space and layout standards. Three of the 1-bedroom units fall below the required 50 m² Gross Internal Area (GIA) for a 1b2p unit as enshrined in the London Plan, however these units would meet the GIA requirements for 1b1p studio unit, and the individual rooms sizes are considered acceptable. The 3 subject units are located on the top floor of Block B. Given the comparatively low number of non-compliant units in the scheme and that the non-compliant units would be compliant if partitioning were removed, this deficiency in relation to policy is considered acceptable in the particular circumstances of this development. All units each have a high quality private external amenity space. 6 Units (five of which are family houses) have access to a rear garden.

Legibility of the Street Layout

6.3.22 There is a clear separation between the commercial and residential accesses to Block A, and the residential access to Block B, while recessed is considered to be generally legible. The mews houses have doors to the courtyard, which is considered to be a positive design feature. The accesses would each have 4 or fewer units per floor of each core, as required by Standard 12 of the Mayor's Housing SPG. The courtyard has a high level of passive surveillance and is considered to be well proportioned.

Daylight/Sunlight Provision to Proposed Units

6.3.23 The layout of the site is generally considered to optimise the daylight/sunlight penetration to the various units. 90% of these dwellings are dual aspect. The 5 single aspect units are located to the front of the mansion block (Block A) facing west to Lawrence Road and have access to an external amenity space. There are no wholly north-facing units in the development.

6.3.24 The applicant has submitted a daylight/sunlight assessment prepared by Point Surveyors dated August 2016. An analysis has been undertaken to examine the amount of daylight penetration to the habitable rooms of the proposed residential units. The daylight investigation includes an assessment of 25 rooms, consisting of 7 Lounge/Kitchen/Dining Rooms ("LKDs"), 6 Living/Dining Rooms ("LDs") and 12 Bedrooms. Fully integrated LKDs have been assessed as one room. The results of the assessment demonstrate that all rooms assessed would meet or exceed the recommended Average Daylight Factor (ADF) targets set out in the Building Research Establishment (BRE) guidelines.

6.3.25 An overshadowing analysis is also provided showing that all proposed amenity areas within the scheme would fall within the practical application of the BRE guidelines in terms of available sunlight hours. The provision of daylight and sunlight to the proposed units and their amenity areas is acceptable. The daylight/sunlight impacts to adjoining occupiers are addressed in the section below.

Noise impacts to Future Occupiers

6.3.26 London Plan Policy 7.15 (Reducing and Managing Noise) states that development proposals should seek to manage noise by avoiding significant adverse noise impacts on health and quality of life as a result of new development. LP Policy 7.15 also indicates that where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles. This approach is reflected in the NPPF and UDP Policy UD3.

6.3.27 The applicant has submitted a Noise Impact Assessment prepared by KR Associates (UK) Ltd dated 7th August 2016. Background noise measurements were undertaken between Tuesday 14th June 2016 and Wednesday 15th June 2016. The assessment indicates that the internal noise levels within the dwellings will comply with the requirements of British Standard 8233: 2014. The report also concludes it is also very unlikely that existing ground borne vibration levels will cause any issue within the completed residential buildings.

6.3.28 Based on the conclusion of the Noise Impact Assessment, two planning conditions are recommended for imposition. These conditions require the applicant to provide details of proposed rooftop plant to ensure that the operation of this plant will not impact future residential occupiers. The other condition requires specific materials be incorporated in the build to ensure sufficient insulation to address surrounding noise impacts. Subject the relevant noise conditions contained in Section 8 below, the proposed units will be of an acceptable quality in relation to noise impacts from internal and external sources. The impacts of noise in relation to adjoining occupiers (including construction noise) are assessed in the section below.

Open Space/Child Play Space

6.3.29 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.

6.3.30 Based on the Mayor's Playspace SPG and playspace calculator, 8 children are predicted to live in the development, of which 5 would be under the age of 5. Implementation Point 1 of the 'Shaping Neighbourhood: Play and Informal Recreation SPG (2012)' indicates that only new housing developments that will accommodate 10 children or more are expected to make provision for play and informal recreation on site.

6.3.31 Whilst the objections of adjoining occupiers in relation to open space are noted, the development would be well served by Elizabeth Place Park located at the Clyde Road end of Lawrence Road, at the northern boundary of the wider strategic site. This public open space provides an important local amenity and will be upgraded as per the contributions secured by the developments in the northwest corner of the wider allocated site (45-63 and 67 Lawrence Road - Council Refs: HGY/2016/1212 and HGY/2016/1213). Planning-sub Committee resolved to grant planning permission to this scheme on 3rd November 2016.

Summary - Development Design

6.3.32 The layout of the scheme represents high quality design that is in keeping with the emerging typologies on Lawrence Road. The scheme will deliver a mixed use

development with a continuous and active frontage. Lower residential blocks are proposed behind in a courtyard layout, stepping down in height toward dwellinghouses on Collingwood Road. The height, bulk and massing of the scheme is also successful given the location. The height of seven storey block fronting Lawrence Road is judged acceptable given the high quality design. The massing respects existing building lines southwards and is appropriate for the area. The elevational treatment and fenestration are appropriate in design terms and the use of weathering steel framing is considered a strong element of the scheme.

6.3.33 The proposed units are judged to be of a high quality in terms of internal layout and will generally meet the space standards enshrined in the London Plan. All units will have access to a balcony or garden and 90% of the units proposed are dual aspect. There are no north-facing single aspect units within the scheme. The courtyard layout maximises the number of doors to the street, and no building core comprises more than 4 units per level. A BRE compliant daylight/sunlight assessment confirms the units will receive good levels of daylight and sunlight. Subject to mitigation measures, the noise impacts to future occupiers are acceptable.

6.3.34 The provision of child playspace is not required given the unit mix (less than 10 children would live in the scheme based on an application of London Plan Guidance) and while the level of open space is below policy requirements a contribution to offset this deficiency is not viable. The site is served by local green spaces in the vicinity of the site. The design of the development is acceptable.

6.4 Development Impact to Adjoining Occupiers

6.4.1 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 BRE Assessment Methodology

6.4.2 The Mayor's SPG Housing indicates that BRE guidelines on assessing daylight and sunlight should be applied sensitively to higher density development in London, particularly in central and urban settings, recognising the London Plan's strategic approach to optimise housing output (Policy 3.4) and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development (Policy 3.3). Quantitative standards on daylight and sunlight should not be applied rigidly, without carefully considering the location and context and standards experienced in broadly comparable housing typologies in London.

- 6.4.3 The impacts of daylight provision to adjoining properties arising from proposed development is considered in the planning process using advisory Building Research Establishment (BRE) criteria. A key measure of the impacts is the Vertical Sky Component (VSC) test. BRE criteria suggest a VSC of 27% or more should be achieved if a room is to be adequately day lit.
- 6.4.4 In conjunction with the VSC tests, the BRE guidelines and British Standard 8206-Part 2:2008 indicate that the distribution of daylight should be assessed using the No Sky Line (NSL) test. This test separates those areas of a 'working plane' that can receive direct skylight and those that cannot.
- 6.4.5 If following construction of a new development, the no sky line moves so that the area of the existing room, which does receive direct skylight, is reduced to less than 0.8 times its former value, this will be noticeable to the occupants and more of the room will appear poorly lit.
- 6.4.6 The acceptable level of sunlight to adjoining properties is calculated using the Annual Probable Sunlight Hours (APSH) test. In terms of sunlight, the acceptability criteria are greater than 25% for the whole year or more than 5% between 21st September and 21st March.

Assessment of Daylight/Sunlight Impacts to Adjoining Occupiers

- 6.4.7 Concerns have been raised from neighbouring properties regarding daylight/sunlight impacts. The applicant has submitted a daylight/sunlight assessment prepared by Point Surveyors dated August 2016.
- 6.4.8 The applicant's consultant has undertaken an assessment of relevant windows in 16 to 23 Collingwood Road, Nos. 53 & 55 (odd) Grove Park Road and the adjoining Bellway Homes blocks to the south (Blocks B, D, E and F). The assessment concludes the above properties are fully compliant with the recommendations of the BRE Guidelines in that their residential habitable rooms will experience no change in their daylighting condition or less than a 20% reduction in both Vertical Sky Component (VSC) and No Sky Line (NSL) with the proposed development in place. On the basis of the assessment, the daylight impacts of the development are therefore considered acceptable.
- 6.4.9 The applicant's sunlight assessment demonstrate that all (100%) of the existing neighbouring properties with windows facing within 90 degrees of due South meet the recommendations of the BRE guidelines in that their residential habitable rooms will experience no change in their sunlighting condition or less than a 20% reduction in Annual Probable Sunlight Hours (APSH) with the proposed development in place. The sunlight impacts of the development on adjoining properties are therefore considered acceptable.

Assessment of Overshadow Impacts to Adjoining Occupiers

- 6.4.10 The back-gardens serving neighbouring properties at 16 to 23 Collingwood Road and 53 and 55 Grove Park Road have been assessed in accordance with the BRE guidelines as per the applicant's submitted assessment. The results indicate that excepting 19 and 20 Collingwood Road, the assessed rear gardens would experience a small change to their potential sunlight hours on the 21st March, with the results falling within the 20% parameters recommended in the BRE guidelines.
- 6.4.11 However, the rear gardens of 19 & 20 Collingwood experience a 23% change, marginally outside of the recommended BRE level. However, the applicant's assessment notes that these gardens would retain excellent sunlight potential in the summer months, where occupants typically use the amenity space more frequently. Furthermore, the proposed development is deliberately set back from the shared boundary, in contrast to the existing factory building. As noted above, the removal of the factory buildings would have other planning benefits in relation to adjoining occupiers, including reducing the sense of enclosure to the garden.
- 6.4.12 On balance, while some planning harm does arise with respect to the overshadow of the gardens to 19 and 20 Collingwood Road, this is balanced against the existing planning position and the other benefits the scheme delivers, including housing for which there is an identified need the locality at an appropriate density in an area of good transport accessibility inline with LP Policy 3.5. Officers note there has been no objection received from the occupiers of 19 or 20 Collingwood Road (although another objector does reference these addresses).

Privacy and Overlooking

- 6.4.13 The potential for overlooking is from the units in the eastern side of Block B and the rear of the mews block (Block C). While the separation distance is limited from the proposed rear building line to the rear elevations of the dwellinghouses along Collingwood Road (approximately 15 meters, 18 meters to the tunnelback wall) this must be balanced against the existing planning position. The existing factory buildings have windows at first and second floor level that are set directly against to the rear (eastern) plot line of the application site and directly overlook the subject gardens at 16 to 23 Collingwood. While the factory buildings are vacant, the potential to activate any lawful use exists.
- 6.4.14 The proposed development would be an improvement to the existing position with respect to built form, as the proposal would set back the mews block from the rear plot line to allow for the insertion of rear gardens (of an approximate depth of 7 metres) serving the mews units and the northeastern ground floor flat. The mews blocks have no rear second floor windows (with second floor windows oriented toward the internal courtyard).
- 6.4.15 There is 1 proposed habitable window at third floor level and 3 windows at second floor level serving the eastern flats in Block B. The separation distance between

these dwellings and the dwellings on Collingwood Road is considered sufficient that no undue planning harm will arise in relation to overlooking, given the existing planning position at the site. The impacts will also be reduced by existing vegetation in the summer months. Details of a robust boundary treatment between existing and proposed development along the eastern plotline is recommended to be secured by the imposition of a planning condition. This recommended condition is contained in Section 8.

6.4.16 The external amenity areas for the proposed development are orientated toward the courtyard and Lawrence Road. The amenity areas within Block B are proposed to have lateral screening. No privacy impacts are anticipated in respect of the private or communal amenity areas proposed. The proposal is not considered to result in undue privacy impacts or overlooking.

Noise and Disturbance

6.4.17 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.

6.4.18 While the introduction of mixed use development will give rise to additional noise and comings and goings generated from future occupiers, the potential noise emanating from the scheme would not create a level of noise and disturbance over and above that of typical dwellings/flats or small scale office use in an urban location.

6.4.19 The hours of operation of the B1 use will be controlled by condition, and the applicant has also accepted a recommended condition to ensure that A Class Uses would not be introduced along Lawrence Road by way of the flexible use provisions in the General Permitted Development Order (GPDO). This will ensure noise and disturbance impacts associated with retail use would not be introduced at the application site.

6.4.20 Given that a highly noise intensive use may be introduced at the development without the need for planning permission (given the historic use of the site that pre-dates the planning system) the conversion of the site to mixed use is considered to be an improvement in planning terms. The noise and disturbance impacts generated by future occupiers of the land are acceptable in planning terms.

6.4.21 The impacts of construction noise are temporary and are proposed to be controlled by condition. A condition is recommended on any grant of planning permission requiring the provision of a Demolition and Construction Logistics Plans and a Demolition and Construction Management Plan are recommended for imposition. The applicant will also be required to join the Considerate Contractors scheme, with proof of registration provided to the Local Authority. While the objections of adjoining occupiers are noted, the temporary noise impacts during the construction are acceptable subject to mitigation.

Summary - Development Impact to Adjoining Occupiers

6.4.22 The impacts of the scheme to adjoining occupiers are acceptable. The applicant's assessment indicates the daylight and sunlight impacts to adjoining properties are satisfactory given the application of BRE criteria. Some planning harm arises as a result of the overshadow impacts to the rear gardens of 19 and 20 Collingwood Road however this harm is outweighed by other beneficial elements of the scheme. Given the existing position, the privacy and noise impacts to properties on Collingwood Road are judged acceptable.

6.5 *Development Impacts to Clyde Circus Conservation Area*

6.5.1 The legal position with respect to heritage assets is pursuant to Section 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and as per relevant planning case law, which is set out below.

Legal Position and Policy – Heritage Assets

6.5.2 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case indicates 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." The Forge Field Society v Sevenoaks District Council case indicates 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.

6.5.3 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.

6.5.4 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.

- 6.5.5 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.
- 6.5.6 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 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.
- 6.5.7 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. Clyde Circus was designated a Conservation Area on 16th September 1991. Development on Collingwood Road, which contains typical mid to late Victorian terraced properties are nearest to the application site. The Clyde Circus Conservation Area is unusual in its form because its boundary omits a substantial inner area centred on Lawrence Road, Elizabeth Place and the western end of Clyde Road. The Conservation area of largely 19th Century domestic buildings forms an almost complete ring around declining post-war industrial development. The single storey warehouse building that terminates the southern end of Collingwood Road also has a detrimental impact on the character and appearance of this part of the conservation area.

Conservation Area Impacts

- 6.5.8 The site lies just outside the Clyde Circus Conservation Area and given its size would potentially have an impact on the Conservation Area. The existing buildings on the land do not lie inside the Conservation Area and are not locally or statutorily listed. As per the site allocation, the demolition of the existing buildings is acceptable in principle, and it is not considered the removal of the buildings would impact the setting of the Conservation Area given the character appraisal. The proposed seven storey mansion style block fronting Lawrence Road would be visible in long views from the various parts of the Conservation Area. However, the impact would be similar to the impact of the existing buildings, and as such it is considered that no harm would arise.

- 6.5.9 However, the height of the proposed four storey element of Block B (Courtyard Block) and the three storey mews block would be clearly visible from the rear gardens of properties along Collingwood Road within the Conservation Area. While the blocks would be set back further than the existing factory buildings that present in the rear gardens of Collingwood Road, the height in the north east corner of the site would rise approximately 3.2 metres above the existing ridgeline of the northern most existing factory building on the application site.
- 6.5.10 The overall impact would be considered is considered to be 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 to the scheme such as regeneration, affordable housing and local employment. Officers have carefully considered the harm against the proposed the benefits including the provision of housing, including affordable housing, for which there is a strong positive demand in the locality. Officers have also carefully considered the objections of adjoining occupiers concerning heritage planning.
- 6.5.11 While there is some conflict with the adopted and emerging planning policy noted above, the public benefit of the scheme outweighs the harm and would therefore accord with the overall aims of the National Planning Policy Framework in seeking to preserve and enhance heritage assets. The scheme is therefore acceptable in heritage planning terms.

6.6 Transportation and Parking

- 6.6.1 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 emerging DM Policies DM31 and DM32.
- 6.6.2 The site registers a Public Transport Accessibility Level (PTAL) of 4 on a scale of 1 to 6b which indicates a good level of accessibility. The site is located in close proximity to 3 bus corridors (A504 West Green Road, B153 Phillip Lane and A10 High Road) which provides access to 5 bus routes (41, 230, 341, 279, and 259). These routes when combined offer 42 buses per hour. The site is also within 667 metres walking distance of Seven Sisters underground station and 667 metres walking distance of Seven Sisters rail stations.
- 6.6.3 Lawrence Road is located within the Seven Sisters Controlled Parking Zone (CPZ) which operates Monday to Saturday between the hours of 8am to 6:30 pm. To the northeast of Lawrence Road lies 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, however a CPZ is planned for the roads to

the west which includes coverage along Bedford Road, Summer Hill Road and Dorset Road.

- 6.6.4 The applicant proposes 8 car parking space overall, 5 will be designated as Blue Badge spaces and the remaining three are proposed to be allocated to the family units. This yields a level of car parking provision of approximately 0.2 spaces per unit. The parking is provided in the internal courtyard with access via a shared undercroft and via an access to the south of the site leading to the Bellway Homes scheme.
- 6.6.5 80 cycle parking spaces are provided. This yields a cycle parking provision of 1.7 cycle parking spaces per unit. It is intended that cycle parking lockers with space for 30 cycles will be provided at lower ground floor level adjacent to one residential block, with an additional 30 vertical cycle hangers located adjacent to the pedestrian and cyclist access onto Lawrence Road. 8 additional secure lockers will also be located at this access. Cycle storage for the terraced houses (Block C) will be provided in the form of sheds in the rear gardens. Full details of cycle storage are proposed to be secured by condition.
- 6.6.6 The Council's Principal Transportation Officer has assessed the proposal in conjunction with the Council's Highways Team. The Principal Transportation Officer is satisfied the level of car and cycle parking is acceptable subject to the imposition of the conditions in Section 8, the various obligations set out in the Heads of Terms to the Planning Obligations Agreement.
- 6.6.7 The developer has also agreed to be signatory to a S278 agreement and make a subsequent contribution £45,000 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, and the implementation of a raised table and the resurfacing of the footways sites side along the frontage. The developer has also agreed to an amendment to the Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development to preclude the issue of onsite car parking permits to future residential and commercial occupiers of the proposed development. The developer has also agreed to contribute £10,000 toward investigations of the feasibility of a new Controlled Parking Zone in the vicinity of the application site.
- 6.6.8 Other items that will be addressed by the S106 agreement include a £3000 per travel plan monitoring contribution and free car club memberships to all residents of the development for a period of the at least two years and a £50 car club credit for each unit. The developer has agreed to provide a residential and commercial travel plan.
- 6.6.9 Transport for London has commented on the scheme and has raised no objection. The scheme is not considered to give rise to cumulative transportation impacts in relation to the operation of the highway network and highway safety that may be considered to be severe in relation to Paragraph 34 of the National Planning Policy Framework. The development is acceptable in transportation terms.

6.7 *Tree Protection and Landscape Character*

- 6.7.1 Policy OS17 of the Unitary Development Plan 2006 indicates the Council will seek to protect and improve the contribution of trees, tree masses and spines to local landscape character. This policy approach is reflected in emerging Policy DM1 and the Tottenham Area Action Plan (AAP) which indicates that existing street trees are a strong asset to the streetscape and should be preserved.
- 6.7.2 The proposal seeks to retain the four mature existing trees fronting the site as required by planning policy. A fifth mature tree in the rear garden of 22 Collingwood Road is also proposed to be retained. The applicant has submitted an Arboriculture Impact Assessment Report dated 8th August 2016. The report identifies 5 mature trees as follows: two London Plane Trees fronting the site on Laurence Road, and two Birch Trees to the north east of the existing Mono House building, and an Ash Tree in the rear garden of 22 Collingwood Road.
- 6.7.3 The report concludes that the development may proceed provided details of a Tree Protection Scheme are provided to the Council. The report provides that a condition should secure Tree Protection Barriers (TPB) and protective barrier fencing should be installed immediately following the completion of any pre-commencement tree works, remaining in situ for the entire duration of the development. The report also recommends a crown reduction of one of the birch trees which overhangs the site prior to the development.
- 6.7.4 The Council's Tree and Nature Conservation Manager has assessed the scheme and does not raise an objection. The proposed development will retain mature trees and protect them during the development process. Subject to the imposition of a detailed Tree Protection Scheme and the imposition of conditions around a site meeting and relevant inspections recommended by the Tree and Nature Conservation Manager, the amenity impacts of the proposal with respect to the protection and improvement of landscape character are acceptable.

6.8 *Flood Risk and Drainage*

- 6.8.1 The site is located within Flood Zone 1 and is therefore considered to have a low probability of flooding from rivers and sea. As the development site is less than 1 hectare, a Flood Risk Assessment (FRA) is not required to support the application.
- 6.8.2 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 drainage hierarchy.

- 6.8.3 Policy also requires 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 Mayor's Sustainable Design and Construction SPG (2014) including the design of a suitable SUDS scheme. 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.
- 6.8.4 The applicant has submitted a Surface Water Drainage Report prepared by Heyne Tillett Steel Ltd (HTS) dated 22nd July 2016. The post development surface water run-off rate exceeds the required pre-development greenfield run-off rates for each of the storm events assessed in the Report.
- 6.8.5 The applicant therefore concludes that suitable SuDS methods be implemented to be used in the post development design in order to reduce the post development surface water run-off and discharge volume to the required attenuation rates as specified in London Plan guidance. This mitigation to be in the form below ground attenuation structure and above ground attenuation within the proposed courtyard area. A condition to secure this mitigation is recommended in Section 8. The Council's Senior Drainage Engineer has assessed the scheme and provides no objection subject to the imposition of planning conditions and additional information.
- 6.8.6 Subject to the imposition of the condition noted above, the development is acceptable in Flood Risk and Sustainable Drainage terms.

6.9 Energy and Sustainably

- 6.9.1 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).
- 6.9.2 The London Plan sets a target of 25% of the heat and power used in London to be generated through the use of localised decentralised energy systems by 2025. Where an identified future decentralised energy network exists proximate to a site it will be expected that the site is designed so that it can easily be connected to the future network when it is delivered. The Council's Planning Obligations SPD (October 2014) indicates that a non-financial obligation may be secured with respect to demonstration of connection to the district energy network by way of a planning obligations agreement pursuant to S106 of the TCPA 1990.

- 6.9.3 The applicant has submitted an Energy Strategy Report prepared by Syntegra Consulting dated August 2016. The report assesses the predicted energy performance and carbon dioxide emissions of the proposed development in line with London Plan policy. The report considers renewable energy technologies that could reduce the development's CO2 emissions. In determining the appropriate renewable technology for the site, various constraints were considered. The applicant identified that Photovoltaic (PV) and Air Source Heat Pumps (ASHP) would be the most appropriate options to reduce carbon for the development. The report concludes that the regulated CO2 emissions for the development would be reduced by 20% over Building Regulation 2013 requirements.
- 6.9.4 Given the quantum of residential development that would not require a high heating load, a Combined Heat and Power (CHP) system has not been considered. The Council's Head of Carbon Management has assessed the scheme and supports this decision.
- 6.9.5 The applicant proposes 99 high efficiency 315W monocrystalline PV panels to be installed at 10° on the flat roof. Details of the panels and their electrical output are recommended to be secured by the imposition of a planning condition. The applicant also proposes high efficiency individual Air Source Heat Pump (ASHP) for heating and hot water to serve the houses (Block C) and the commercial unit on the ground floor of Block A. Details of the ASHP are also recommended to be secured by condition.
- 6.9.6 The applicant has submitted a BREEAM New Construction (2014) design stage assessment which demonstrates that the scheme can achieve a "Very Good" standard. This standard is recommended to be secured by the imposition of a planning condition. Should the agreed standard not be achieved, a condition around remediation or offset payment is also recommended for imposition.
- 6.9.7 LBH's Head of Carbon Management considers it feasible for the flatted units to use a decentralised energy source in the future, and the plant room on the ground floor of Block A has the potential to be utilised to connect to a future district heating network. A design that will ensure the feasibility of a future connection is recommended to be secured by the imposition of a planning obligation. The decision notice is also recommended to carry an informative around coordination with the Bellway scheme to bring forward a decentralised energy connection.
- 6.9.8 Despite the incorporation of the sustainability features above, the total cumulative carbon savings do not satisfy the requirements of planning policy (a 35% reduction is required), and therefore a contribution to offset the exceedance is proposed to be paid by the developer.
- 6.9.9 As per the consultation response from the Head of Carbon Management, a carbon offset of £25,461 is required, to be delivered at commencement on site. This sum is also proposed to be secured through a S106 contribution. This contribution amount

has been agreed by the applicant and is included in the S106 Heads of Terms above.

6.9.10 Further, should the agreed target not be able to be achieved on site through energy measures conditioned above, any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee. Officers considered subject to the imposition of the various conditions, and obligations the development is acceptable in terms of sustainable energy.

6.10 Waste and Recycling

6.10.1 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.

6.10.2 With respect to residential waste storage, the applicant proposes two bin store areas, one at the north of the site (west of Block B) and one to the south along the southern plot line in the courtyard. A commercial bin store is located in the undercroft next to the cycle storage. The residential bins will have a total capacity of 12 x 1100L Euro Bins (to be split over the two stores including both waste and recycling in separate containers) for the 47 residential units. The commercial bin would have a capacity of 1 x 360L Euro Bin. A landscaped bin collection area is proposed fronting the commercial unit to allow for collection. The houses in Block C are proposed to use communal waste storage, which is a positive design feature in that it will prevent bin clutter in the internal courtyard fronting the houses.

6.10.3 While the access to the courtyard stores for residents is considered to be acceptable, a management plan and cleaning schedule is required to ensure movement of waste to the collection. LBH’s Neighbourhood Action Team Leader has assessed the proposal and questions if sufficient waste capacity is provided within the stores. It is considered this issue may be addressed by the imposition of a planning condition to bring forward a Waste Management Plan to address any outstanding waste issues. High quality landscaping will also be required to ensure the fronting storage area is visually acceptable. The management plan will be required to ensure that there is no storage of waste fronting Lawrence Road on non-collection days.

6.10.4 Subject to the imposition of the planning conditions recommended above, the impacts of the development in relation to waste and recycling are considered to be acceptable.

6.11 Land Contamination

6.11.1 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.

6.11.2 The Council's Environmental Health Pollution Officer has assessed the proposal and raises no objections subject to the imposition of standard conditions around land remediation on any grant of planning permission. These condition are recommended for imposition and are contained in Section 8.

6.12 Conclusion – Material Planning Considerations

6.12.1 Planning harm arises in respect of the loss of employment floorspace, a non policy compliant level of affordable housing, and the lack of open space provided, however this planning harm is mitigated by the developer's financial and non-financial contributions to address the harm. The impacts to the Conversation Area are acceptable given the public benefits.

6.12.2 On balance, the development will result in the physical regeneration of the site through the provision of high quality housing and employment uses and will replace the existing buildings to provide a more appealing urban environment. The character of Lawrence Road will be improved. This development will make a significant contribution to meeting the objectives of the local plan in the Lawrence Road area and delivers a level of affordable housing above what the scheme can viably support.

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

7 COMMUNITY INFRASTRUCTURE LEVY (CIL)

7.1 Based on the information given on the plans, the Mayoral CIL charge will be **£130,034.36** (3023 sqm x £35 x 1.229) and the Haringey CIL charge will be **£45,232.41** (2861 sqm x15 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 RECOMMENDATIONS

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

Subject to the following condition(s):

- 1) Three Year Expiry (HGY Development Management)

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

Reason: This condition is imposed by virtue of the provisions of the Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2) Development in Accordance with Approved Drawings and Documents (LBH Development Management)

The approved plans comprise drawing nos:

1024-00-001rev Q; 1024-00-002revK; 1024-00-003revK; 1024-00-004revJ; 1024-00-005revG; 1024-00-006revF; 1024-00-007revF; 1024-00-008revF; 1024-00-009revD; 1024-00-010revM; 1024-00-011revEcol; 1024-00-012revD; 1024-00-013revCcol; 1024-00-014revDcol; 1024-00-015revDcol; 1024-00-016revDcol; 1024-100-001-col; 1024-100-002 ; 1024-100-003; 1024-100-004; 1024-100-005; 1024-100-006; 1024-100-007; 1024-100-008 ; 1024-100-009; 1024-100-0101024-100-011revA; 1024-100-012revA; 1024-100-013; 1024-100-014; 1024-100-01.

The approved documents comprise:

Affordable Housing and Viability Assessment prepared Quod dated August 2016; Arboricultural Report prepared by Landmark Trees dated 8th August 2016; Commercial Report prepared by Currell dated August 2016; Daylight and Sunlight Report prepared by Point 2 Surveyors dated August 2016; Design and Access Statement Rev E prepared by RAK dated August 2016; Energy Statement prepared by Syntegra dated August 2016; Noise Impact Assessment prepared by KR Associates dated August 2016; Planning Statement and Heritage Statement prepared by RPS CgMs dated 11th August 2016; Planning Statement Addendum prepared by RPS CgMs dated 13th September 2016. Statement of Community Involvement prepared by Terrapin Communications dated August 2016; Surface Water Management Report prepared by MTS dated July 2016; Transport Statement prepared by Motion dated August 2016; Travel Plan Statement prepared by Motion dated August 2016.

The development shall be completed in accordance with the approved plans and documents except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

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

3) Preclusion of A Class Uses – Ground Floor Office (LBH Development Management)

The office use hereby approved shall only be used as a office, to the express preclusion of any other use within Use Class A of the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, unless agreed in writing with the Local Planning Authority.

Reason: To protect the amenity of the locality and prevent the introduction of retail uses along Lawrence Road.

4) Materials Samples (LBH Development Management)

Prior to the commencement of the development, 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 in writing to and for approval by the Local Planning Authority. Samples shall 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. Details shall include louvered screens on the north elevation of Block B. The development shall be constructed of the approved materials and maintained thereafter.

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.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

5) Boundary Treatments (HGY Development Management)

Prior to the commencement of the development, details of the proposed boundary treatment shall be submitted in writing to and approved by the Local Planning Authority. 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

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

6) Hard and Soft Landscaping (LBH Development Management)

Prior to the commencement of the development (excepting demolition works), full details of both hard and soft landscape works shall be submitted to and for approval by the Local Planning Authority. Details of hard landscaping works shall include:

- other vehicle and pedestrian access and circulation areas (including details of the southern access to the site)
- hard surfacing materials
- minor artefacts and structures (eg. furniture, 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) including details of the re-located sub-station on the site.

Details of soft landscape works shall include:

- planting plans
- a full schedule of species of new trees and shrubs proposed to be planted (including plantings in the waste collection area fronting Lawrence Road)
- 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; and
- an implementation programme.

The hard and soft landscaping shall be constructed in accordance with the approved details. The approved soft landscaping details shall be implemented in the first planting and seeding season following the occupation of the approved development. The approved hard landscaping details shall be implemented within 3 months of the residential occupation of the development.

Reason: to protect the amenity of the locality and ensure high quality landscaping.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

7) Landscaping – Replacement of Trees and Plants (LBH Development Management)

Any tree or plant on the development which, within a period of five years of occupation of the approved development 1) died 2) is removed 3) becomes damaged or 4) becomes diseased, shall be replaced in the next planting season with a similar size and species of tree or plant.

Reason: to protect the amenity of the locality.

8) Confirmation of Site Levels (LBH Development Management)

Prior to the commencement of the development, the details of all levels on the site in relation to the surrounding area shall be submitted in writing to and for approval by the Local Planning Authority. The development shall be constructed in accordance with approved details.

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.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

9) Detail of Sub-Station Re-location (LBH Development Management)

Prior to the commencement of the development, details of the re-location of any electrical substation on the land shall be submitted in writing to and for approval by the Local Planning Authority. The detail shall demonstrate liaison with the relevant sub-station operator and that the re-location will not prejudice local amenity. The re-location shall be undertaken in accordance with the approved details and maintained thereafter.

Reason: to protect local amenity and ensure orderly development.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

10) Impact Piling Method Statement (Thames Water)

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

11) Land Contamination – Part 1 and 2 (LBH Environmental Services and Community Safety)

Part 1:

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.

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.

Part 2:

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.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

12) Details of Sustainable Drainage – (LBH Senior Drainage Engineer)

The development hereby permitted shall not be begun until details of the design, implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the local planning authority. Those details shall include:

- a) Information about the design storm period and intensity, discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance, the methods employed to delay and control the surface water discharged from the site and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters;
- b) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
- c) Flood water exceedance routes, both on and off site;
- d) A timetable for its implementation, and
- e) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Once approved, the scheme shall be implemented, retained, managed and maintained in accordance with the approved details.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

13) Development in accordance with BREEAM Rating (LBH Carbon Management)

The development hereby approved shall be constructed in accordance with the approved document Energy Strategy Report dated Aug 2016 by Syntegra Consulting Ltd. to deliver the rating of BREEAM New Construction (2014) of 'Very Good'.

Reason: to address the impacts of climate change and ensure sustainable development.

14) BREEAM Verification Certificate Submission (LBH Carbon Management)

Within six calendar months of the residential occupation of the development hereby approved, details confirming the standard of BREEAM New Construction (2014) "Very Good" has been achieved shall be submitted in writing to the Local Planning Authority. The details shall include a Post Construction Certificate issued by an independent certification body, confirming the relevant standard has been achieved. The development shall be maintained to the relevant standard thereafter.

Reason: to address the impacts of climate change and ensure sustainable development

15) BREEAM Non-Compliance Remediation (LBH Development Management)

In the event that the development fails to achieve the relevant BREEAM standard of 'Very Good' and unless a subsequent carbon offset payment program is agreed in writing with the Local Planning Authority, within two calendar months of the submission of the post construction certificate noted in the "BREEAM Verification Certificate Submission" Condition above, details of a full schedule of remedial works required to achieve the relevant BREEAM rating shall be submitted in writing to and for approval by the Local Planning

Authority. The approved details shall be implemented within 3 months of the date of approval and maintained thereafter.

Reason: In the interest of addressing climate change

16) Chimney Height Calculations, Diameters and Locations (LBH Environmental Services and Community Safety)

Prior to construction of the development details of all the chimney height calculations, diameters and locations must be submitted for approval by the Local Planning Authority.

Reason: To protect local air quality and ensure effective dispersal of emissions.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

17) Details of Combined Heat and Power (CHP) – (LBH Environmental Services and Community Safety)

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 B. A CHP Information form must be submitted to and approved by the Local Planning Authority.

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

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

18) Details of Gas Boilers - (LBH Environmental Services and Community Safety)

Prior to installation, details of all (Communal and Individual) gas boilers to be provided 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 40 mg/kWh (0%).

Reason: As required by The London Plan Policy 7.14.

19) Details of Gas Boilers – (LBH Carbon Management)

Details of the boiler facility and associated infrastructure, which will serve heat and hot water loads for all the units on the site 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:

- a) location of the energy centre;
- b) specification of equipment;
- c) flue arrangement;
- d) operation/management strategy; and
- e) 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 SP:04 and DM 22.

20) Development in accordance with target solar electricity delivery (LBH Carbon Management)

The development hereby approved shall be constructed in accordance with the approved document Energy Strategy Report dated August 2016 prepared by Syntegra Consulting Ltd to deliver 31kWp of electricity by way of the approved rooftop PV Solar Panels.

Reason: to address climate change.

21) Details Roof Top PV Panels (LBH Development Management)

Prior to the occupation of the development for residential purposes, details of the layout and specification of the PV solar panel installation hereby approved (including any green roofs required for drainage purposes) shall be submitted in writing to and approved by the Local Planning Authority. The details of the

installation shall demonstrate compliance with the Microgeneration Certification Scheme (MCS). The installation shall be constructed in accordance with the approved details and maintained thereafter.

Reason: To address climate change.

22) Details of AQDMP – (LBH Environmental Services and Community Safety)

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

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

23) Consideration Constructor Scheme Registration (LBH Environmental Services and Community Safety)

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 Locally Planning Authority.

Reason: To Comply with Policy 7.14 of the London Plan

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

24) Plant and Machinery - EU Directives (LBH Environmental Services and Community Safety)

All plant and machinery to be used at the demolition and construction phases shall meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM.

Reason: to protect local air quality

25) Registration of NRMM - (LBH Environmental Services and Community Safety)

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 <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.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

26) NRMM Inventory and documentation availability (LBH Environmental Services and Community Safety)

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.

27) Details of Noise Mitigation Measures (LBH Development Management)

Prior to the commencement of the development, details of measures to demonstrate compliance with British Standard 8233: 2014 to mitigate the impact of external noise shall be submitted in writing to and approved by the Local Planning Authority. The mitigation measures shall be in general conformity with Table 9.2.3 of the Approved Document Noise Impact Assessment prepared by KR Associates (UK) Ltd dated 7th August 2016. The mitigation measures shall be installed in accordance with the approved details and prior to the occupation of the development for residential use.

Reason: To mitigate the impact of external noise on the residential units hereby approved.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

28) Details of Mechanical Plant (LBH Development Management)

Prior to the commencement of the development, details of mechanical plant associated with the A1 retail unit on the ground floor and the roof top mounted plant shall be submitted in writing to and approved by the Local Planning Authority. The details shall demonstrate the subject plant will not exceed the maximum noise and vibration levels set out in the Table 1.4.4 of the Approved Document Noise Impact Assessment prepared by KR Associates (UK) Ltd dated 7th August 2016. The plant shall be constructed in accordance with approved details and maintained thereafter.

Reason: To ensure retail and roof top mechanical plant does give rise to noise impacts to the dwellings hereby approved.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

29) Waste Management Scheme (LBH Environmental Services and Community Safety)

A scheme setting out details of the collection and storage of waste and recycled materials shall be submitted in writing to and for approval by the Local Planning Authority. The scheme shall demonstrate sufficient on site capacity for the storage of both residential waste and recycled materials and provide the details of a cleaning plan. The scheme shall preclude the storage of waste on Lawrence Road on non-collection days. The scheme shall be implemented as approved prior to the residential occupation of the development and maintained thereafter.

Reason: To protect the amenity of the locality.

30) Cycle Parking Details (Transport for London + LBH Transportation)

Prior to the occupation of the development for residential purposes, full details of the cycle parking hereby approved (including the type, dimensions and method of security and access, as well as details of water storage for plant watering) shall be submitted in writing to and approved by the Local Planning Authority. The details shall be in accordance with the London Cycle Design Guide and submitted to the Authority following consultation with Transport for London. The cycle parking shall be constructed in accordance with the approved details and maintained thereafter.

Reason: to ensure sustainable modes of transport.

31) Demolition and Construction Logistics Plan (DCLP) + Demolition and Construction Management Plan (DCMP) (Transport for London + LBH Transportation)

Prior to the commencement of the development, a Demolition and Construction Management Plan (D+CMP) and a Demolition and Construction Logistics Plan (D+CLP) shall be submitted in writing to and for approval by the Local Planning Authority. The D+CMP and D+CLP should provide details of how demolition and construction work would be undertaken in a manner that minimises disruption to traffic and pedestrians on Lawrence Road, Collingwood Road and Nelson Road. Demolition and Construction vehicle movements shall also be planned and coordinated to avoid the AM and PM travel peak periods. The D+CMP and D+CLP shall be implemented as approved and maintained for the duration of the demolition and construction processes.

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

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

32) Servicing and Delivery Plan (SDP) (LBH Transportation)

Prior to the occupation of the development for residential purposes, a Servicing and Delivery Plan (SDP) shall be submitted in writing to and for approval by the Local Planning Authority. The SDP shall demonstrate how servicing and deliveries will occur at the site, and that servicing and delivery vehicle movements are planned and coordinated to avoid the AM and PM peak travel periods. The SDP shall be implemented as approved and maintained thereafter.

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

33) On Site Car Parking Allocation Details (LBH Development Management)

Prior to the occupation of the development for residential purposes, the applicant shall submit in writing to and for approval by the Local Planning Authority details of the allocation of the non-disabled on site car parking. The details shall demonstrate that the on site car parking allocation has been prioritised for the shared ownership family units hereby approved. The car parking shall be allocated in accordance with the approved details and maintained thereafter.

Reason: to ensure sustainable modes of travel.

34) Tree Protection Method Statement (LBH Tree & Nature Conservation)

Prior to the commencement of the development, a Tree Protection Method Statement (TPMS), in general accordance with the recommendations in the approved document Arboriculture Impact Assessment Report dated 8th August 2016 prepared by Landmark Trees, shall be submitted in writing to and for approval by the Local Planning Authority. The TPMS shall additionally provide:

- The frequency of periodic inspections of the installed tree protection measured to be undertaken by the Consultant Arboriculturist during the development process.
- Confirmation all construction works within identified root protection areas (or areas that may impact on them) must be carried out under the supervision of the Consultant Arboriculturist.

The scheme shall be implemented as approved, maintained until the development works are complete, and any associated tree protection works shall be removed as soon as is practicable when no longer required.

Reason: In order to safeguard the trees in the locality.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

35) Tree Protection Site Meeting (LBH Tree & Nature Conservation)

Prior to any demolition on the applicant site, a Tree Protection Site Meeting shall occur. The meeting shall be attended by the Site manager, the Consultant Arboriculturist, the Council Arboriculturist and all relevant contractors. The meeting shall confirm all the protection measures in line with the approved Tree Protection Scheme, and discuss any construction works that may impact on the trees.

Reason: In order to safeguard the trees in the locality.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

36) Inspection of Tree Protection Measures (LBH Tree & Nature Conservation)

Prior to any demolition on the application site, the installed tree protection measures as approved in the Tree Protection Scheme must be inspected and approved by the Council's Arboriculturist.

Reason: In order to safeguard the trees in the locality.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

37) Details of Central Dish/Receiving System (LBH Development Management)

Prior to the occupation of the development, details of a Central Satellite Dish/Receiving System for the residential units hereby approved shall be submitted in writing to and for approval by the Local Planning Authority. The System shall be implemented in accordance with approved details and maintained thereafter.

Reason: to protect the amenity of the locality.

38) Individual Satellite Dishes or Television Antennas Precluded (LBH Development Management)

The placement of any satellite dish or television antenna on any external surface of the development is precluded, excepting the approved central

dish/receiving system approved pursuant to the “Central Dish/Receiving System” condition above.

Reason: to protect the amenity of the locality.

Informatives:

1) Working with the Applicant (LBH Development Management)

INFORMATIVE: In dealing with this application, the London Borough of Haringey has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) Order 2015 to foster the delivery of sustainable development in a positive and proactive manner.

2) Community Infrastructure Levy (LBH Development Management)

INFORMATIVE: The Community Infrastructure Levy 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.

3) Hours of Construction Work (LBH Development Management)

INFORMATIVE: 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.

4) Party Wall Act (LBH Development Management)

INFORMATIVE: 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.

5) Requirement for Groundwater Risk Management Permit (Thames Water)

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. Thames Water 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 wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

- 6) Attenuation of Storm Flows. Combined Sewer drain to nearest manhole. Connection for removal of ground water precluded. Approval required for discharge to public sewer. (Thames Water)

INFORMATIVE: 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 0800 009 3921.

- 7) Public Sewer Crossing – Approval required for building, extension or underpinning within 3 metres. (Thames Water).

INFORMATIVE: There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, 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. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover.

- 8) Water Main Crossing Diversion (Thames Water)

INFORMATIVE: There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for

maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

9) Minimum Pressure and Flow Rate from Pipes (Thames Water)

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.

10) Responsibility to Dispose of Commercial Waste (LBH Neighbourhood Action Team)

INFORMATIVE: Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.

11) Asbestos Survey (LBH Environmental Services and Community Safety)

INFORMATIVE: The applicant is advised that 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.

12) New Development Naming (LBH Transportation)

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

13) Connecting and Sharing Heating Plant (LBH Carbon Management)

INFORMATIVE: The applicant is advised to liaise with the owner of the adjoining development to the south (the Bellway Homes scheme) to discuss connecting and sharing heating plant. To further discuss district heating, contact Joe Baker, Head of Carbon Management at joe.baker@haringey.gov.uk.

14) Affordable Housing Preferred Partners (LBH Housing)

INFORMATIVE: The Council has established a preferred partners list to deliver affordable housing, working with six specific registered providers to increase investment and improve efficiency. To further discuss the preferred partners, the applicant is advised to contact Robinson Yvonne, Housing Enabling Officer, at Yvonne.robinson3@haringey.gov.uk

15) Designing Out Crime – Certified Products (Metropolitan Police)

INFORMATIVE: In meeting the requirements of Approved Document Q pursuant to the building regulations, the applicant may wish to seek the advice of the Police Designing Out Crime Officers (DOCOs) concerning certified products. The services of the Police DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

16) Tree Protection Site Meeting and Inspection (LBH Tree & Nature Conservation)

INFORMATIVE: To schedule a Tree Protection Site Meeting and pre-demolition inspection of tree protection measures, contact Alex Fraser, Tree & Nature Conservation Manager on 020 8489 5657 or alex.fraser@haringey.gov.uk.

17) Environment Agency – Additional Advice (Environment Agency)

INFORMATIVE: The Environment Agency has provided advice to the applicant in respect of Ground Water Protection and Land Affected by Contamination. This advice is available on the Council's website using the application reference number.

Appendix 1A - Consultation Responses from Adjoining Occupiers

ADJOINING OCCUPIER	COMMENT	OFFICER RESPONSE
Mr Alexander Newton 96 Clyde Road (Objection)	I am concerned that this will be a SEVEN story development, way higher than any of the buildings in the area. It will loom over the rest of Clyde Road/Lawrence Road, totally changing the atmosphere and provide a precedent for future highrise building. For those reasons, I cannot support this application.	Objection noted. The scheme is in general accordance with the prevailing heights in the area. The development is in accordance with the emerging site allocation.
P. Carroll 55 Clyde Road (Objection)	The planning draft for the street said mixed use for the whole area. This plan has no live work units within it so does not match the planning brief. It should be all live work unit to balance out the fact the council allowed the other to be all residential. The build adds little to the conservation area and is deemed to detract and impact the view from the conservation area so should be refused.	Objection noted. The applicant is providing an acceptable quantum of commercial space and is making a contribution to off set the lost employment floor space given viability issues. The Conservation Area impacts are acceptable.
Dr James Bone 9 Bathurst Square (Objection)	I note that the main point of vehicular access to the site will be via the Bellway scheme located to the south of the site. This Bellway scheme is Bathurst Square which is a private road, maintained by an estate charge. Details have not been provided with regard to supporting the maintenance of this road to offset damage caused servicing the 47 residential units. Bathurst Square is not of a suitable design to support the increased vehicular movements, and the proposed plans should be revised to allow for main vehicular access being via Lawrence R Residents of Bathurst Square were not made aware of the public exhibition session occurring on 30 June 2016.is a material oversight as the residents of this area will be significantly impacted by the proposed development.	Objection Noted. The access is acceptable in planning terms. Private road maintenance is a civil matter and not material to the planning decision.
Joanna Carrington Flat 10, Butterfly Court Bathurst Square	I currently live in the Lawrence Swuare development off Lawrence Road and I would welcome further development which will help improve and upgrade the area. Fully supported.	Support Noted.

(Support)		
<p>Anna May 30 Dovetail Place (Neutral)</p>	<p>I would like to understand how long the proposed build would take and during what hours the build work would be done. I am absolutely behind development in the area as long as it doesn't impact the quality of properties here already. A 7 storey building is much higher than all flats here, can you please also confirm if this build affects anyones view from their current property?</p>	<p>Comments noted. The building height is in accordance with prevailing heights and judged an acceptable design. Strategic views will not be impacted by the scheme. The construction phase will be subject to a construction management plan.</p>
<p>Matt Davidson 8 Bathurst Square (Objection)</p>	<p>I object to this planning application. Whilst redevelopment and improvement is welcomed, I do not support the notion of having vehicular access to the proposed scheme via Bellway's Bathurst Square. This is a private road and is maintained by residents via an estate charge.</p> <p>Bathurst Square doesn't have the capacity to service 47 new residential units. Access to the proposed Mono House development should be via Lawrence Road and I strongly feel that residents of Bathurst Square will be detrimentally impacted by the proposed development. As such I can't support this application, specifically the vehicular access / new road being positioned off Bathurst Square.</p>	<p>Objection noted. Private road maintenance is a civil matter and not material to the planning decision. The access to the site is acceptable in planning terms.</p>
<p>Z Georgiou Dovetail Place Lawrence Road (Support)</p>	<p>I am a new resident to the area and have recently bought in the Lawrence Square development, with many of my friends. I am very impressed about the change of the area so far but I am extremely concerned about the parking situation on Lawrence Road –</p> <p>1- There is very little space on the road for cars irrespective of the restrictions. 2- There is a need for further speed bumps, as most people use this road as a 'cut through'. Additionally the commercial on the road which are all empty should be looked at. The developer should address both parking and commercial rates for businesses to come to the road and then I certainly would be happy with further development.</p>	<p>Support Noted. The level of parking is judged to be acceptable. Use of off site commercial parking is not material to the planning decision. The developer is making contributions to study the creation of a new CPZ and future occupiers will not be issued parking permits.</p>

<p>James Grunshaw 25 Laurence Road (Neutral)</p>	<p>Currently there isn't enough parking on the street for the residents. Also, more speed bumps need to be added because people use the street as a cut through and tend to drive very quickly.</p>	<p>Comment noted. Level of parking in scheme is considered acceptable. Additional speed controls are not required to make development acceptable. A raised table will be secured by a S278 Agreement.</p>
<p>N Gilks Dovetail Place Lawrence Street (Objection)</p>	<p>Far too many cars on the street already, very congested, we do not need more car on the roads. Also people use this as a cut through road I feel we need more speed bumps to deter this.</p> <p>7 floors is far too high, and I object wholeheartedly</p>	<p>Objection noted. Level of parking in scheme is considered acceptable. Additional speed controls on any adjoining road are not required to make development acceptable. The building height is in accordance with prevailing heights and judged an acceptable design.</p>
<p>O Venn 24 Dovetail Place Lawrence Road (Objection)</p>	<p>Objection to the height of the building and the parking.</p> <p>Not enough space on the street.</p>	<p>Objection noted. Level of parking in scheme is considered acceptable. The building height is in accordance with prevailing heights and judged an acceptable design.</p>
<p>P Smith-Richards Butterfly Court Lawrence Road (Objection)</p>	<p>I object to the planning application.</p> <p>I am extremely concerned about the parking situation on Lawrence Road and surrounding roads. Lawrence Road is already being used as</p>	<p>Objection noted. Level of parking in scheme is considered acceptable. The building height is in</p>

	<p>a 'cut-through' road and sometimes is noisy with cars. Also, I am think the developers should be looking at local buildings in the area and their aspects, 7 floors is too high and would tower over my building.</p>	<p>accordance with prevailing heights and judged an acceptable design.</p>
<p>Tomas Krousky Butterfly Court Lawrence Road (Objection)</p>	<p>I support this application, However as many other residents that recently bought in Lawrence Road, There is a concern of increasing ASB related issues. New development certainly will improve the area, however Lawrence road have already transformed with thousands of new residents. I would object any new development unless Haringey council starts managing the increase in car traffic, associated with noise levels and pollution.</p> <p>Large number of new residents and demographics will certainly attract criminal activity and I would see it as an absolute must that council will put CCTV in Lawrence Road.</p> <p>Council should consider prevention of crime in Lawrence Road as it is now highly populated street, area is suffering with street crime such as robberies and ASB. Additionally Increase in car traffic should also be regulated by making Lawrence Road one way street or at least introducing speed bumps as in most streets. I support this and any other development , however with above suggestions relating to security and car traffic.</p>	<p>Objection noted. Additional speed controls on any adjoining road are not required to make development acceptable. Metropolitan Police have reviewed scheme in relation to Secure by Design Principles and have not raised an objection. Off site CCTV is not considered necessary to grant planning permission. The building height is in accordance with prevailing heights and judged an acceptable design.</p>
<p>Ruth Allen 16 Collingwood Road (Objection)</p>	<p>I welcome a new project such as this, but I have to strongly object 2 main points that other residents already mentioned. They are:</p> <ul style="list-style-type: none"> - Access to the new development via Bathurst Square: This is unthinkable as the quietness and secluded area of the houses and flats will be compromised. Create an entrance directly from Lawrence Road, just like all the others. - 7 storey building: Lawrence Road is already dark and with high 5 storey buildings so 7 storey is an exaggeration. <p>I would also welcome the refurbishment of the existing building. It's an interesting one and it would look lovely with flats (see the development of the West Hackney National School in stoke Newington).</p>	<p>Objection noted. Main access to scheme is via Lawrence Road. The building height is in accordance with prevailing heights and judged an acceptable design. Removal of current building is supported as per the emerging site allocation.</p>

	But the two main points above are essential to give the go ahead on this development.	
Benedict Healy 10 Butterfly Court (Support)	I live just off Lawrence Road and support the planning application. It would provide a much needed cash injection into the local area and help with the wider regeneration of South Tottenham.	Support Noted
B. Johnston Birdsmouth Court (Neutral)	<p>Whilst we support the application, we object to the following aspects:</p> <ul style="list-style-type: none"> - The seven story height is too imposing and should be kept as the same height as the surrounding buildings. - The area is severely lacking in open space, particularly children's playgrounds. With the presumed influx of families into the area this provision should be increased and thoughtfully considered when approving applications on Lawrence Road. - The access arrangements are very concerning. The road at Bathurst Square is single lane and has residential parking spaces attached, so vehicles entering and leaving the site simultaneously are bound to encounter difficulties. At present it is a private road, maintained by resident charges and should not be a thoroughfare for another development. Also, access on the plan would suggest part of our park being demolished to pave way for an extension to the existing road. Access from Lawrence Road for this development should be considered - The increase in people and traffic along Bathurst Square would also cause excess noise which would be very unwelcome. - Finally, the enclosed nature of Bathurst Square is creating a hot bed for anti social behaviour. It's location, tucked away behind Lawrence Road is attractive to youths in particular hoping to avoid onlookers. CCTV should be considered in the adjoining development and adequate lighting to avoid increasing crime further. Access via the gate at the back should be heavily controlled or removed from the plan. The chimney on the existing building on the proposed site is a lovely feature and it is disappointing that this cannot be persevered in some way. <p>We are in favour of this development, yet wish our comments to be considered. We strongly oppose the current access arrangements via</p>	<p>Comments Noted. Level of parking in scheme is considered acceptable.</p> <p>The building height is in accordance with prevailing heights and judged an acceptable design.</p> <p>Metropolitan Police have reviewed scheme in relation to Secure by Design Principles and have not raised an objection.</p> <p>Off site CCTV is not considered necessary to grant planning permission. The building height is in accordance with prevailing heights and judged an acceptable design. The development is considered to bring forward sufficient open space. Levels of comings and goings to application site are less than may be possible under lawful commercial use as a factory. Access to site is acceptable. Removal of current buildings is supported as per the emerging site allocation.</p>

	Bathurst Square.	
<p>Ligaya Salazar 49 Kitchener Road (Objection)</p>	<p>Having come across the notice of planning application outside Mono House, I was curious what had been submitted after recent public consultation. I must say that I object wholeheartedly to this proposal for the following reasons:</p> <ul style="list-style-type: none"> - whilst I agree that the site would benefit from improvement, any proposal should <i>maintain its current Victorian Industrial Character</i>. It is now the only remaining site that points to the Lawrence Road's light industrial past and its roof shape and chimney add to the character of the skyline when approaching through the Clyde Circus conservation area as well as walking past it on Lawrence road. It is really important that development in Tottenham does not only consist of bland residential flats and mews houses (which are proposed in extremely high density opposite Mono House anyway), but that some character is maintained. There are many examples of improving and invigorating Victorian industrial sites (most recently in Granary Square, Kings Cross) - Having recently taken part in a consultation around maintaining the cultural and creative industry in this sector and providing more spaces for interaction with the community, could this site not be considered for a more community-minded development? Adding more flats to an area that already struggles with overcrowded schools and doctors and no space for young people to go, this should really be considered within the high density proposals in the Lawrence road area - the height of the proposed development, which I don't think should be approached in this way generally, is way too high and, alongside the development proposals across the road, will create a long dark corridor of a road with no real additional public spaces, but hundreds if not thousands more residents with nowhere to go! <p>As a local resident, I cannot object more to this development. The council needs to consider retaining some character in the area as well as providing more spaces for the community to use, Mono House and in particular the factory building behind it seem a perfect place to enable this.</p>	<p>Removal of building is supported as per emerging site allocation and Lawrence Road SPD. Issue of building retention was considered at plan making stage. No building on the site is listed or locally listed. Developer is making CIL contribution to local infrastructure. The building height is in accordance with prevailing heights and judged an acceptable design. The development proposal (mixed use residential development) is in accordance with site allocation.</p>

<p>Carl Fiford 51 Grove Park Road (Objection)</p>	<p>1. Given recent large new-build development on Laurence Rd, we believe that in the long term the area will benefit from preservation and improvement of existing period residential and commercial buildings particularly given the proximity to the Clyde Circus conservation area 2. The height of the planned building will block significant amounts of light (particularly in the evening) for properties with odd numbers on Grove Park road and also on neighbouring roads to the north. 3. I believe that the attractive appearance of the factory building with the chimney which we believe could be a long term asset to the area (preserving Tottenham's industrial heritage).</p>	<p>Objection noted. Removal of building is supported as per emerging site allocation and Lawrence Road SPD. Issue of building retention was considered at plan making stage. No building on the site is listed or locally listed.</p> <p>The building height is in accordance with prevailing heights and judged an acceptable design.</p>
<p>Eleanor Rose Schling 33 Birdsmouth Court Bathurst Square (Objection)</p>	<p>We object to the development in its current form as it will not provide any social housing. The developers say they support mixed communities but the only 'affordable' housing included is five shared ownership properties.</p> <p>We urge the council to insist a decent amount of social housing is included so the development is part of a move to resolve, rather than deepen, the housing crisis.</p> <p>The developers suggest they cannot afford this but even with more social housing units they will still make a significant amount of money from the development. Their Affordable Housing and Viability assessment states they are looking to make a 20% profit from the scheme - the exact figures are blacked out but whatever the precise eventual return it will be a huge amount of money that will be far beyond anything the vast majority of Haringey residents will make in the next few years. (The developers will even make a profit from the build and rent of the social housing itself, just not quite as much as they will from the private units.)</p> <p>We would find it deeply troubling that in a borough where thousands of</p>	<p>Objection Noted. The development is making an affordable housing contribution of 5 intermediate units of which all are 3-bedroom family homes. This is acceptable given development viability considerations. Level of open space in the development is considered to be acceptable in planning terms given viability issues and parking constraints.</p>

	<p>people are homeless, living in temporary accommodation or paying unaffordable private rent, the council allowed a developer to make huge amounts of money while doing nothing to provide homes for all those who need them. They could add a number of social housing units to the plan and still make a decent return from the development. If these developers do not want to provide social housing, the council should reject the present application and find ones that do.</p> <p>In addition, like other residents, we have concerns over the use of Bathurst Square for access to the development. We would also like to object to the lack of children's play space provided which will add pressure to the already serious deficit of play space in the area.</p>	
<p>Peter Brades, DipArch RIBA Flat 4, Studio Court 28a Lawrence Road (Objection)</p>	<p>As a resident living very near this proposed scheme and as a practicing architect, I should like to make the following comments.</p> <ol style="list-style-type: none"> 1. while the existing front building at 50-56 is no longer of any value and the street deserves a good, modern replacement, the saw-tooth-roofed rear building is of interest and it would be a shame to see it disappear but it inevitably will. Generally, the site is clearly 'ripe for development', especially given the other new buildings in Lawrence Road by Bellway Homes, now virtually complete. 2. the proposed scheme is far too big for the site. The accommodation is shoehorned in to within an inch of its life, both on plan and in section and elevation. It badly needs to be loosened-up, thinned-out and at least one storey removed, preferably two. 3. the scheme fails to take account of the buildings and conservation area to the north, responding only to the tall new blocks of the Bellway development to the south. It must be designed as an intermediate building that steps down from the Bellway blocks towards the lower, older buildings on Lawrence Road and Clyde Road. The building directly opposite, Zenith House, 69 Lawrence Road, should be the 	<p>Comments noted. Removal of building is supported as per emerging site allocation and Lawrence Road SPD. Issue of building retention was considered at plan making stage. No building on the site is listed or locally listed. The scheme is within the London Plan Density Range for an Urban site with a PTAL of 4. The set back from the Conservation Area is an improvement on the current position at the site. The provision of commercial space is considered acceptable.</p>

	<p>guide-height (although it is of low quality itself) or even no. 28.</p> <p>4. the elevations are predictable 'twenty-first century developer-modern' and not very inspiring, but at least they are not mock-Victorian.</p> <p>5. the new commercial spaces are inadequate and minimising them, as done here, will adversely affect the mixed character of the neighbourhood.</p> <p>6. overall, the scheme is a typical developer's try-on, a massive over-development of the site, and should be considerably reduced before it becomes acceptable.</p>	
<p>S Lawlor 13 Nelson road (Objection)</p>	<p>I wish to object to the mono house development. It is out of character with the area, and is a design of poor quality. Any new housing development should prioritise much needed and truly 'affordable' housing and social housing provision, which the proposed plans do not.</p> <p>Green space for the community to enjoy is already limited, and the plans do not address this issue at all. Instead this development will increase the problem. Furthermore, seven stories is too high for the area and will impinge on the nearby Clyde road conservation area, overshadowing properties in Collingwood road, as well as being an overbearing presence to Nelson road. The historic industrial chimney should be preserved as it adds to the character of the conservation area.</p> <p>Preservation of the historic character of the current site should be prioritised as a valuable and unique asset to the area, in keeping with the nearby conservation area. The site's Victorian factory/warehouse should be redeveloped as an community asset. A new seven story development will only weaken future calls to preserve what the unique architectural character of Tottenham, and is currently out of character.</p>	<p>Flatted Development is in keeping with development to the south of the site. The development is making an affordable housing contribution of 5 intermediate units of which all are 3-bedroom family homes. Level of open space is considered to be acceptable.</p> <p>The building height is in accordance with prevailing heights and judged an acceptable design. The submitted daylight and sunlight assessment indicates amenity impacts are acceptable.</p> <p>Removal of building is supported as per emerging site allocation and Lawrence Road SPD. Issue of building retention was considered at plan making stage. No building on the site is</p>

		listed or locally listed.
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Appendix 1B - Consultation Responses from Internal and External Consultees

CONSULTEE	COMMENT	OFFICER RESPONSE
LBH Transportation Officer	<p>Transport Observations</p> <p><i>Transport Context</i></p> <p>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 used as commercial and residential. The site has a medium public transport accessibility of 4 and is located close to 3 bus corridor (A504 West Green Road, B153 Phillip Lane and A10 High Road) which provides access to some 5 bus routes (41, 230, 341, 279, and 259) these routes when combined offers some 42 buses per hour, the site is also within 667 metre walking distance of Seven Sisters underground and 667 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>Accident Analysis</p> <p>The accident analysis conducted as part of the application for 47-67 Lawrence Road concluded that within the area surrounding the site which included: Lawrence Road, Phillip Lane, and West Green Road, over the last 5 years up to 31st 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</p>	<p>Comments Noted. Conditions, planning obligations and informatives recommended for imposition.</p>

	<p>involved cyclist/vehicular collision and the other a collision involved a pedestrian failing to judge the speed of 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>Description of Development</p> <p>The applicant is proposing to demolish the existing buildings and redevelop the site to provide a 7 storey building to provide 47 residential units and 176 sqm of commercial B1 floor space, the application also includes 8 car parking spaces, (5 wheel chair accessible car parking spaces and 3 car parking spaces to be allocated to the 3 plus bed units).</p> <p>Trip Generation</p> <p>The applicant's transport consultant Motions have submitted a Transport Statement (TS) and a Draft Travel Plan to support the application. The trip generation prediction was supported by survey information extracted from the TRAVL/TRICS prediction database. We have assessed the proposed trip rates and have concluded that the sites selected from the trip generation database are not representative of the site and have under underestimated the trips that will be generated by the proposed development. The TS estimated that the trips that will be generated by the proposed 47 units would be some 26 in/out person's trips during the AM peak period and 22 in/out person's trips during the PM peak period. Using the following sites (Clarence Close, EN4, Coopers Court, W3, Stanley Close, SE10, Swainson Road, W3) the development proposal would generate some 31 in/out person's trips during the AM peak periods and 26 in/out person's trips during the PM peak period. However as the development will be largely car free the number of vehicular trips generated by the proposed development will not be significant compared to the existing use.</p> <p>The applicant is proposing to provide some 176 sqm of commercial use as B1 office, we have considered that as the proposed development will not have any off street car parking provision, and the peak trip generation will be during the operational hours of the existing CPZ, the vehicular trips generated by the proposed development are likely to be by taxis and servicing of the residential units and office, the trips can be accommodated on Lawrence Road.</p> <p>Pedestrian Access</p> <p>Pedestrian access to the development will be via shared surfaces to a new landscaped central</p>	
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courtyard; the residential units can also be access via the existing Bellway Scheme (Lawrence Square), the applicant is proposing amendments to the highways layout to provide a new build out and raised table which provides traffic calming and pedestrian crossing. The pedestrian access to the commercial B1 space will be providing directly off Lawrence Road.

Parking Provision

The applicant has conducted a parking survey in the area surrounding the site (200 metres) which included the following Roads: Lawrence Road, Lawrence Close, Clyde Road, Collingwood Road, and Bathurst Square and West Green Road; the parking surveys were conducted in line with the Lambeth methodology on; Tuesday the 5th July 2016 at 03:30 and Wednesday 6th July 2016, the parking surveys conducted over night when the majority of residents are at home and the demand for on street car parking spaces will be at the highest. On reviewing the results of the car parking survey, there was a minimum of 23 on street residents permit bays available to park within the 200m radius of the site

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:

- a) There are alternative and accessible means of transport available;
- b) Public transport is good; and
- c) A controlled parking zone exists or will be provided prior to occupation of the development

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.

The applicant is proposing to provide 10% (5) off street disable car parking spaces for the wheel chair accessible units and 3 off street car parking spaces for the family sized units. As the proposed developments is located in an area with high public transport accessibility and a CPZ exists and or will implemented before the development is occupied the proposed car parking provision is considered acceptable.

The applicant has provided cycle parking in line with the 2015 London Plan which requires a minimum of 72 secure sheltered cycle parking spaces for residents and 2 visitors' cycle parking spaces for visitors of the residential aspect of the development. The applicant has also provided 2 cycle parking spaces for the commercial B1 aspect of the development. The location type including dimensions and method of security will be secured by way of condition.

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 the development the applicant will be required to implement a car club scheme and offer 2 years free membership and £50 (fifty pounds) in driving credit to each residential unit.

Although this site is located within the Seven Sisters Controlled Parking Zone (CPZ), it is within walking distance of a number of roads 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 to parking restrictions, it will be necessary for the applicant to contribute towards the costs of investigating and designing a new parking controls in the areas which are not currently covered by a control parking zone. The parking management team has requested contribution of £10,000 towards the design and consultation of a new control parking zone in the area to the north of the site.

Access and Servicing Arrangements

The applicant has proposed providing refuse storage on the ground floor, a temporary reuse collection area will be provided fronting Lawrence Road, where refuse truck will be able to stop on Lawrence Road and collect the refuse on a refuse collection day; details on the management of the refuse , and deliver for residents to the site will be secured by way of a service and deliver plan.

Travel Plan

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.

Highways layout

The site is currently served by vehicular accesses onto Lawrence Road, the applicant is proposing to relocate the existing crossover, implement a new buildout and the construct a raised table which is detailed in Drawing No: 160604-01, the highways works are estimated to cost in the region of £45,00; these funds are to be secure byway of a S278 agreement.

The transportation and highways authority have reviewed the transport assessment and supporting documentation and have concluded that the proposed demolition of the existing commercial and residential units and construction of 47 residential units and 176 sqm of B1 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:

1. The applicant will be required to enter into a Section 278 Agreement to secure a sum of £45,000 (forty five thousand 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 raised table and the resurfacing of the footways sites side along the frontage.

Reason: To improve pedestrian/cycle conditions in the immediate vicinity of this development.

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.

3. The applicant shall be required to enter into a Section 106 Agreement securing a £10,

000 (ten thousand) contributions towards investigations for the feasibility of a new controlled parking zone.

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.

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:

- 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.

- 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.

- 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.

- 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.

Reason: To minimise the traffic impact generated by this development on the adjoining roads, and to promote travel by sustainable modes of transport.

Conditions:

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>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>3. The location type including dimensions and method of security and access should be submitted for approval before the development is occupied, cycle parking should be design in line with the London Cycle Design Standard.</p> <p>Reason: To promote travel by sustainable modes of transport by bicycle to and from the site.</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>Neighbourhood Action Team Leader (Waste Management Comments)</p>	<p>Further to your request concerning the above planning application [Neighbourhood Action Team Leader] has the following comments to make:</p> <p>Street-based households receiving kerbside collection services require space for the 'Standard kerbside collection full set' to be left for collection within the area of the property as close as possible to the access point to the property for collection teams.</p> <p>Details of the 'Standard kerbside collection full set' are given below.</p> <ul style="list-style-type: none"> • Wheelie bins or bulk waste containers must be provided for household collections. 	<p>Comments Noted. Informative and Conditions recommended to be imposed.</p>

- Bulk waste containers must be located no further than 10 metres from the point of collection.
- Route from waste storage points to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces should be smooth and sound, concrete rather than flexible. Dropped kerbs should be installed as necessary.
- If waste containers are housed, housings must be big enough to fit as many containers as are necessary to facilitate once per week collection and be high enough for lids to be open and closed where lidded containers are installed. Internal housing layouts must allow all containers to be accessed by users. Applicants can seek further advice about housings from Waste Management if required.
- Waste container housings may need to be lit so as to be safe for residents and collectors to use and service during darkness hours.
- All doors and pathways need to be 200mm wider than any bins that are required to pass through or over them.
- If access through security gates/doors is required for household waste collection, codes, keys, transponders or any other type of access equipment must be provided to the council. No charges will be accepted by the council for equipment required to gain access.
- Waste collection vehicles require height clearance of at least 4.75 metres. Roads required for access by waste collection vehicles must be constructed to withstand load bearing of up to 26 tonnes.
- Adequate waste storage arrangements must be made so that waste does not need to be placed on the public highway other than immediately before it is due to be collected. Further detailed advice can be given on this where required.

Demolition of the existing buildings and redevelopment of the site to provide a 7 storey building fronting Lawrence Road and a part 5, 3 and 2 storey building which

forms an intermediate block and mews to the rear comprising 47 residential units (use class C3) and 176sqm of commercial floor space (use class B1) on ground floor, including 8 car parking spaces and associated landscaping and cycle parking

- 8 x 1100L Euro bin for refuse
- 5 x 1100L Euro bin for recycling
- 47 x food waste kitchen caddy
- 4 x 140L food waste exterior box

Arrangements will need to be made to ensure waste is contained at all times. Provision will need to be made for storage of receptacles within the property boundary not on the public highway. The Managing agent will need to ensure that there is a regular cleaning schedule in place so that waste does not end up on the public highway.

Waste Vehicles will need to drive in and out with the need to reverse either in or out on to the public highway. The business owner will need to ensure that they have a cleansing schedule in place and that all waste is contained at all times.

Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.

The application does not clearly show if they have allocated enough storage space for the amount of receptacles required.

The above planning application has been given a RAG traffic light status of AMBER for waste storage and collection.

Name: Martin Lester
Neighbourhood Action Team Leader

Container types, sizes and applications

	<p>Standard kerbside collection full set One 240 litre wheelie bin for refuse One 240 litre wheelie bin for recycling One food waste box One garden waste sack Garden waste sack, approximate size is as follows: Dimensions Application 450mm D x 450mm W x 600mm H One sack per household for kerbside collections Food waste box, approximate size is as follows: Dimensions Application 350mm D x 300mm W x 360mm H One food box per household for kerbside collections Wheelie bins, approximate size is as follows:</p> <p>Bin size Dimensions Application 120 litre wheelie bin 550mm D x 500mm W x 930mm H One bin per single 1 bed dwelling when supplied for sole use. 240 litre wheelie bin 730mm D x 580mm W x 1080mm H One per single 2/3 bed dwelling when supplied for sole use. 360 litre wheelie bin 885mm D x 620mm W x 1100mm H One per single 4+ beds dwelling when supplied for sole use. Or one per pair of 1/2/3 bed dwellings when supplied for shared use. Bulk containers, approximate size is as follows:</p> <p>Bin type and size Dimensions Application</p> <p>1100 litre eurobin 985mm D x 1260mm W x 1370mm H For refuse, one per 6 dwellings. Collection frequency, once per week. Very large developments can be cleared at a maximum frequency of twice per week. plus</p> <p>For recycling, one per 10 dwellings. Preferred collection frequency, once per week. Very large developments can be cleared at a maximum frequency of twice per week.</p>	
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	<p>940 litre bin 960mm D x 1050mm W x 1410mm H For drop-down refuse chute system only, one per 5 dwellings. Collection frequency, once per week. Very large developments can be cleared at a maximum frequency of twice per week. Separate provision for recycling also has to</p>	
<p>Lead Officer – Pollution. Environmental Services and Community Safety.</p>	<p>The following comments and conditions are recommended;</p> <p>Air Quality:</p> <p>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)).</p> <p>Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site.</p> <p>100 Photo voltaic panels and gas boilers/ 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. I recommend the following conditions: <input type="checkbox"/> Prior to construction of the development details of all the chimney height calculations, diameters and locations must be submitted for approval by the LPA.</p> <p>Reason: To protect local air quality and ensure effective dispersal of emissions.</p> <p>Prior to commencement of the development, details of the CHP must be submitted to evidence</p>	<p>Comments noted. CHP condition omitted – no CHP installation proposed in development.</p>

that the unit to be installed complies with the emissions standards as set out in the GLA SPG Sustainable Design and Construction for Band B. A CHP Information form must be submitted to and approved by the LPA.

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

Prior to installation, details of all (Communal and Individual) gas boilers to be provided 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 40 mg/kWh (0%).

Reason: As required by The London Plan Policy 7.14.

Contaminated land: (CON1 & CON2) CON1:

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.

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.

CON2 :

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.

	<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> <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.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan</p> <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.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan</p> <p><input type="checkbox"/></p> <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 http://nrmm.london/.</p> <p>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> <p><input type="checkbox"/>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> <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:</p>	
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	<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>Metropolitan Police – Designing Out Crime Officer</p>	<p>Thank you for allowing us to comment on the above planning proposal for Mono House Lawrence Road N15 4EG.</p> <p>In principle we have no objections to the overall redevelopment of the site or the proposal for the site and to date we have had no dealings with the Architects or developers for the project,</p> <p>‘Planning shapes the places where we live and work and the country we live in. Good planning ensures that we get the right development, in the right place at the right times. Paragraph 1 Planning Policy Statement 1 - Delivering Sustainable Development.PPS1 makes clear that a key objective for new developments should be that they create safe and accessible environments where crime and disorder or the fear of crime does not undermine quality of life or community cohesion. Design and Access statements for outline and detailed applications should therefore demonstrate how crime prevention measures have been considered in the design and how it reflects the attributes of safe, sustainable places set out in Safe Places - the Planning System and Crime Prevention [ODPM/Home Office 2003] Paragraph 87 Department of Communities and Local Government circular 01/06 Developments should be safe and secure, taking into account the objectives of ‘Secured by Design’,’</p> <p>Designing out Crime’ and Section 4B Paragraph 4.40 the London Plan ‘To facilitate the efficient delivery of high quality development, Local Authorities should draw on relevant guidance and standards...’ [These include - Safer Places -The Planning System and Crime Prevention [ODPM 2004] and Secured by Design, www.securedbydesign.com Paragraph 18 Planning Policy Statement 3 [Housing] Bearing in mind the high crime levels in and around the location and the legislation and planning guidance described, the recommendations made above could be covered by the attachment of a Secured by Design condition to any design and layout aspect which would go beyond the bounds of Approved Document Q (physical security of a building). I am very willing to assist the architects in working towards a SBD award that covers not just the use of third party certificated security</p>	<p>Comments noted. Informative recommended to be imposed.</p>

products but also the physical layout of the development.
Therefore, if the Local Planning Authority are to consider granting consent, I would ask that the condition(s) and informative detailed below be attached. This is to mitigate the impact and deliver a safer development in line with national, regional and local planning policies.

Concerns:

- Boundary treatment/s
- Mews Entrance
- Access Control
- Lighting
- Secure cycle storage
- Secure refuse store
- Secure airlock within the Communal entrance
- Landscaping/planters
- Commercial building

Post HSR Planning Conditions.

Whilst I accept that with the introduction of Approved Document Q of the Building Regulations from 1st October it is no longer appropriate for local authorities to attach planning conditions relating to technical door and window standards I would encourage the planning authority to note the experience gained by the UK police service over the past 26 years in this specific subject area.

That experience has led to the provision of a physical security requirement considered to be more consistent than that set out within Approved Document Q of the Building Regulations (England); specifically the recognition of products that have been tested to the relevant security standards but crucially are also fully certificated by an independent third party, accredited by UKAS (Notified Body).

This provides assurance that products have been produced under a controlled manufacturing environment in accordance with the specifiers aims and minimises misrepresentation of the products by unscrupulous manufacturers/suppliers and leads to the delivery, on site, of a more secure product.

I would therefore request that the benefits of certified products be pointed out to applicants and

	<p>that the Local Authority encourages assessment for this application. For a complete explanation of certified products please refer to the Secured by Design guidance documents which can be found on the website www.securedbydesign.com .</p> <p>Community Safety - Informative: Secured by Design Condition</p> <p>In aiming to satisfy the condition, the applicant is advised to seek the advice of the Police Designing Out Crime Officers (DOCOs). The services of the Police DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813. It is the policy of the local planning authority to consult with the DOCOs in the discharging of community safety condition(s).</p> <p>The Police DOCO's should be consulted in discharging any relevant condition(s) where attached. I would ask that my interest in this planning application be noted and that I am kept apprised of any developments.</p> <p>In conclusion may I draw your attention to Sec 17 of the Crime and Disorder Act 1998 which states "It shall be the duty of each Authority to which this section applies to exercise its various functions with due regard to the likely effect of the exercise of those functions on and the need to do all it reasonably can to prevent Crime and Disorder in it's area". Should the Planning Authority require clarification of any of the above comments please do not hesitate to contact me at the above office.</p> <p>If you wish to discuss this matter further or require any additional information please do not hesitate to make contact with either myself or the North East DOCO office.</p>	
Thames Water	<p>Waste Comments</p> <p>No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p>	Comments notes. Conditions and informatives recommended for imposition.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

"We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:"A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer.

Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses 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 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system. There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from

	<p>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. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover</p> <p>Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</p> <p>Water Comments</p> <p>Thames Water recommend the following informative be attached to any planning permission: There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.</p> <p>Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.</p>	
<p>LBH Tree & Nature Conservation Manager</p>	<p>Five trees have been surveyed as being material constraints to this proposed development. There are two London plane trees (T1-T2) within the footway at the front of the site. There are two Silver birch trees (T3-T4) in the adjacent car park and an Ash tree (T5) in the adjacent rear garden of 22 Collingwood Road, N15. There are no trees within the proposed development site and no trees are specified for removal in the planning application.</p> <p>There is potential for T1–T4 to be impacted through the demolition of Mono House. To minimise these impacts, all plant and vehicles engaged in demolition works must either operate</p>	

	<p>outside the root protection areas, or work from within the existing built structure and hard standing. It will be necessary to undertake demolition inwards within the footprint of the existing building. It is proposed to carry out minor pruning to T3 to facilitate the demolition of Mono House, which will be a very low impact provided it is undertaken in accordance with good arboricultural practice.</p> <p>There is also a potential impact to T2 and T3 by the proposed new vehicular crossover to the site, which passes within the root protection areas of both trees. To minimise the likelihood of root damage occurring, a No-Dig construction method must be utilised when constructing the new crossover. All necessary excavations must be carried out by hand, under arboricultural supervision, with pre-emptive pruning of any roots encountered.</p> <p>Overall, the potential impacts of development are low as and can be mitigated through appropriate design and precautionary measures, which can be specified in Method Statements in the discharge of planning conditions.</p> <p>All three species affected are generally tolerant of root disturbance and pruning. The retained trees all appear generally healthy for their age and species, they should withstand any minor impacts. The proposed development will not have any detrimental impacts on the retained trees or wider landscape.</p> <p>The two London plane trees on the public highway outside the site, will need to be protected by wooden panels to prevent damage to their stems.</p> <p>When drafting planning conditions for this application, 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>Method statements must be produced to specify all tree protection measures and all works that may impact the trees (i.e. demolition works and all construction works within root protection areas).</p>	
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	<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 impact on them, must be carried out under the supervision of the Consultant Arboriculturist.</p>	
<p>Tottenham Regeneration Programme – LBH Regeneration</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, design and mix of uses proposed in this scheme.</p> <p>Employment space – the replacement of lost light industrial space with 176 sqm of B1(a) office is welcomed, however there is still a substantial loss of office space (-1,948.8) and has been made clear throughout the pre-application process that a higher proportion of employment space should be retained, particularly given the cumulative loss of employment space along Lawrence Road through recent planning applications. There is little information on what is planned for the B1(a) office space, but at 176 sqm this does raise concerns about how viable such a small office/ work space would be in isolation and how it will be managed. This point was again made to the applicant in pre-application discussions with the Council and a preferred amount which was double this was initially discussed as being appropriate based on the usual minimum requirement from workspace operators.</p> <p>The Commercial Report provided as part of the application does not take into account demand for flexible workspace from the creative industries, created by rent increases pushing these industries out of more central locations in London and of which there is significant evidence. By under-delivering on employment provision, this scheme is undermining the Council's aspiration for Lawrence Road as a 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>Affordable housing – this scheme offers a low proportion of affordable housing, with only 5 affordable units out of 47 proposed to be affordable. This is well below the target level for both</p>	<p>Comments Noted. The retention of the building is not called for the site allocation. The provision of commercial space is considered acceptable given development trajectory in the area and the documentation provided by the applicant. The level of affordable housing is acceptable given viability constraints.</p>

	<p>Haringey and Tottenham and will therefore does not sufficiently contribute to meeting the local or borough-wide housing need.</p> <p>Design - The design of the scheme is of high quality and the layout provides a positive continuation of the Lawrence Square development, particularly to the rear of the scheme with an walkway/ access route through to the Bellway scheme. The existing industrial building on the site is noted to be an attractive example of the area’s past character and it would have been preferable for this to be retained and converted, particularly given the opportunities this could offer for a significant level of affordable workspace.</p> <p>The scale of the Mono House scheme on Lawrence Road means that the impact on the street scene is limited, however it should be noted that the height and massing of the proposed development would contribute to creating a canyon-like affect on the street, as is resisted in the Tottenham AAP. This must be taken into account for this and any future developments on Lawrence Road, particularly adjacent to this site.</p> <p>Open space – no open space is provided by this development and so a financial contribution to the provision or improvement of open space locally (potentially Elizabeth Gardens to the north of the site) should be provided through the S106 agreement.</p>	
<p>LBH Carbon Management</p>	<p>Sustainability Assessment</p> <p>The applicant has submitted a BREEAM New Construction (2014) design stage assessment which demonstrates that the scheme can achieve a “Very Good” standard. This demonstrates policy compliance. We recommend the following condition is used on this site:</p> <p>Suggested Condition:</p> <p>You must deliver the sustainability assessment BREEAM New Construction (2014) as set out in “Energy Strategy Report for 50-56 Lawrence Road, London N15 4EG” dated Aug 2016 by Syntegra Consulting Ltd.</p> <p>The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed rating of BREEAM New Construction (2014) “Very Good” and shall be maintained as such thereafter. A post construction certificate or evidence shall then be issued</p>	<p>Comments noted. Conditions, planning obligations and informatvies recommended to be imposed.</p>

by an 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 for approval.

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.

Energy

The scheme does not achieve carbon targets of a 35% improvement beyond building regs. It achieves the following standards:

Energy Hierarchy		Carbon Emissions before measures	Tonnes of carbon saved by the stage	% improvement over Building regulations
Baseline	TER set by Building Regulations 2013 Part L	63.50	-	-
Lean	After energy demand reduction	64.20	-	-
Clean	After heat network/ CHP	64.20	-	-

Green	After renewable energy	50.71	12.79	20.14 %
Total Target Savings		41.3 is the target	-	35%
Offsetting Shortfall	Tonnes of carbon needed to be offset to achieve the required target		9.43.	14.86 %

Lean

At the 'BE LEAN' stage of the energy hierarchy, energy efficient building elements have been incorporated into the build. The heat loss of different building element is dependent upon their U-value, air tightness, and thermal bridging y-values. Therefore, better U-values and air permeability than the minimum values set in the Part L 2013

Clean

Since this development has only 47 dwellings that would not require high heating loads, a CHP system has not been considered for this development at Be Clean stage. The Council accepts this decision.

But the development has given no indication on connecting to neighbouring heating networks as required by policy. There was to be an energy centre and onsite network in the Bellway development on Lawrence Road to the North. Mono House appears to be immediately adjacent to the Bellway Development on Lawrence Road.

The applicant for Mono House 50-56 Lawrence Road should approach Bellway (or their managing agent) to assess the opportunity to connect to the existing energy centre as per policy requirements in the London Plan. There is no mention of this in the submitted energy

	<p>strategy.</p> <p>Action: That the applicant discusses with the Bellway development about connecting and sharing heating plant.</p> <p>There are no details on the Community Heating Network in the submitted Energy Strategy. This should be conditioned to be delivered before commencement on site.</p> <p>Suggested Condition:</p> <p>Details of the boiler facility and associated infrastructure, which will serve heat and hot water loads for all the units on the site. 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:</p> <ul style="list-style-type: none"> a) location of the energy centre; b) specification of equipment; c) flue arrangement; d) operation/management strategy; and e) 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) <p>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.</p> <p>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 SP:04 and DM 22.</p> <p>Green</p> <p>The scheme has been designed to deliver a 31kWp Solar PV array. This will require approx 99 solar panels on the roof. This should be conditioned:</p> <p>Suggested Condition:</p>	
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	<p>You will install the renewable energy technology of PV Solar Panels to deliver 31kWp of electricity on the roof of the development as set out in the document “Energy Strategy Report for 50-56 Lawrence Road, London N15 4EG” dated Aug 2016 by Syntegra Consulting Ltd.</p> <p>Should the agreed output target not be achieved on site through energy measures as set out in the aforementioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.</p> <p>Reason: To comply with London Plan Policy 5.7. and local plan policy SP:04</p> <p>Offsetting The scheme does not achieve carbon targets of a 35% improvement beyond building regs. Therefore a carbon offset of £25,461 is required. To be delivered at commencement on site. This should be secured through S106 / legal agreement.</p> <p>Action: To secure a contribution of £25,461 to the Council's Carbon Offsetting Fund, to be spent on supporting and funding the delivery of carbon reduction projects within the borough.</p>	
LBH Housing	<p>Affordable Housing Provision</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>Dwelling mix and Tenure</p> <p>The proposed development fails to comply with the recommended dwelling mix for the Intermediate housing 30% x 1beds, 60% x 2beds and 10% x 3beds and rented housing 15% x 1beds, 43% x 2beds, 32% x 3beds and 10% x 4beds or more.</p>	Comments Noted. Informative recommended for imposition.

	<p>A minimum of 10% all new units, to be fully wheelchair accessible to ensure housing choice for disabled residents.</p> <p>There are currently high levels of social rented housing in the Tottenham constituency wards. In order to balance the levels and promote the area's regeneration, current Local plan policies SP1 and 2, promotes higher proportions of market sale homes and intermediate housing in this part of the borough.</p> <p>Propose Development Scheme.</p> <p>The current quantum of affordable housing to be provided on the above sites comprise of 19% affordable housing by habitable rooms 5 x 3 bedrooms units,</p> <p>The affordable tenure will be 100% shared ownership, which has been through an independent viability assessment.</p> <p>This site forms part of the Tottenham Area Action Plan and within the site allocation to deliver a mixed used development with commercial uses.</p> <p>Although the site does not maximise the provision of affordable to meet the borough wide target of 40% and does not comply the intermediate dwelling mix and tenure, the housing enabling team supports this development principally on the grounds that it promotes the area's regeneration for Lawrence Road.</p> <p>The Council has established a preferred partners list, working with six specific registered providers to increase investment and improve efficiency in the delivery of affordable housing (see attached list FYI) deliver a proportion of affordable housing large enough for Haringey's borough wide target.</p> <p>[Preferred Affordable Partner Contact Details also provided by consultee]</p>	
Transport for	Thank you for consulting Transport for London regarding the above mentioned application.	Comments noted. Electric Vehicle

London	<p>Transport for London is concerned with any application which may impact the safe and normal function of the transport network including the Transport for London Road Network and Strategic Road Network.</p> <p>Having reviewed the submitted application, TfL have the following comments.</p> <ul style="list-style-type: none"> • The site registers a Public Transport Accessibility Level (PTAL) of 4 on a scale of 1 to 6b which indicates a good level of accessibility. • The applicant proposes 8 car parking space overall, 5 will be designated as Blue Badge spaces and the remaining three will be for family units. TfL welcomes these proposals and the design of car parking, that said TfL request the applicant provide Electric Vehicle Charging Points in line with the London Plan. • TfL request the applicant enter a permit free agreement to prevent any residents parking in any existing or future CPZ, secured through Section 106. • 80 cycle spaces are proposed across the development. TfL find the quantum of cycle parking proposed compliant with the London plan. In addition, TfL assess the design of cycle parking against London Cycling Design Standards. The applicant proposes to use vertical hangers, lockers, stackers and shed storage in the terraced houses. TfL find the cycle parking proposed secure however the applicant should ensure that 5% of cycle parking can accommodate larger cycles. Apart from those located in the shed, TfL is concerned that cycle parking is not accessible for all users. TfL therefore request the Council secure full details of cycle parking, with reference to LCDS, by condition, in consultation with TfL. • Refuse collection will take place on Lawrence Street. TfL find refuse and service arrangements acceptable. • TfL agree with the applicant that a Construction Logistics Plan should be secured by condition. <p>Based on the understanding that the above request s are met, TfL have no further comments.</p>	Charging Points are not required for scheme that incorporate less than 10 car parking spaces. This condition is not recommended to be imposed.
Environment Agency	<p>Thank you for consulting us on this application, having reviewed the information submitted we have no objection to the proposal nor any conditions to request.</p> <p>Advice</p>	

	<p>The site lies in a source protection zone 2 for groundwater and the previous industrial use of the site has the potential to have caused pollution.</p> <p>We are currently operating with a significantly reduced resource in our Groundwater and Contaminated Land Team in Hertfordshire and North London Area. This has regrettably affected our ability to respond to Local Planning Authorities for some planning consultations. We are not providing specific advice on the risks to controlled waters for this site as we need to concentrate our local resources on the highest risk proposals.</p> <p>We recommend however that the requirements of the National Planning Policy Framework and National Planning Policy Guidance (NPPG) are still followed. This means that all risks to groundwater and surface waters from contamination need to be identified so that appropriate remedial action can be taken. This should be additional to the risk to human health that your Environmental Health Department will be looking at.</p> <p>We expect reports and Risk Assessments to be prepared in line with our 'Groundwater protection: Principles and practice' document (commonly referred to as GP3) and CLR11 (Model Procedures for the Management of Land Contamination).</p> <p>In order to protect groundwater quality from further deterioration:</p> <ul style="list-style-type: none"> <input type="checkbox"/> No infiltration based sustainable drainage systems should be constructed on land affected by contamination as contaminants can remobilise and cause groundwater pollution. <input type="checkbox"/> Piling or any other foundation designs using penetrative methods should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution. <p>The applicant should refer to the following sources of information and advice in dealing with land affected by contamination, especially with respect to protection of the groundwater beneath the site: From www.gov.uk: Groundwater Protection: Principles and Practice (August 2013)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Our Technical Guidance Pages, which includes links to CLR11 (Model Procedures for the Management of Land Contamination) and GPLC (Environment Agency's Guiding Principles for Land Contamination) in the 'overarching documents' section <input type="checkbox"/> Use MCERTS accredited methods for testing contaminated soils at the site 	
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	<p>From planningguidance.planningportal.gov.uk:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Land affected by contamination <p>British Standards when investigating potentially contaminated sites and groundwater:</p> <ul style="list-style-type: none"> ▪ BS 5930: 1999 A2:2010 Code of practice for site investigations ▪ BS 10175:2011 Code of practice for investigation of potentially contaminated sites ▪ BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points ▪ BS ISO 5667-11:2009 Water quality. Sampling. Guidance on sampling of groundwaters <p>All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person. The competent person would normally be expected to be a chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.</p>	
LBH Conservation Officer	<p>In terms of impact on the conservation there would be some (only because it is not preservation in legal terms), more related to views from the rear of the properties from within the conservation area rather than street scene and appearance. I would think this would be less than substantial and there is enough public benefit to outweigh that. However, what would help is if there are some CGIs showing what the view would be from the rear of the properties on Collingwood Road looking towards the new development. These could be comparative to show members whether the view is an improvement on existing- thus showing heritage benefit.</p>	<p>Comments noted. Developer has agreed to provide additional images of the development at the Conservation Area Boundary.</p>
LBH Principal Design Officer	<p>Architects: RAK Architecture Ltd Location, Description of the site, Policy context</p> <p>1. The site is on the east side of Lawrence Road, approximately mid way along its length. Lawrence Road is towards the south-east of Haringey, but not close to the borough's boundaries. It is in the wider Tottenham area, but west of the High Road that forms its spine, and crucially west of the Liverpool Street to Enfield Town and Cheshunt Overground railway that for many marks the western boundary of the heart of Tottenham; it can therefore be seen as being on the eastern, Tottenham side of the mostly residential hinterland area of Haringey between the eastern (Tottenham High Road) and central (Green Lanes / Wood Green High Road) "spines" of the borough.</p>	<p>Comments noted. Condition around the privacy screening in Block B recommended for imposition. Daylight/sunlight comments noted, however targeted windows</p>

	<p>2. Lawrence Road is just north-west of the western end of the busy shopping street and designated Town Centre of West Green Road. There are also local shops and amenities on Phillip Lane, to the north. Both streets also form primary east-west connections and bus routes between Tottenham High Road and Green Lanes, merging at West Green, half way between the two. Lawrence Road therefore sits within an elongated, triangular urban block formed by West Green Road, Philip Lane and the High Road, 1km east to west and ½ km north-south, the approximate length of Lawrence Road itself.</p> <p>3. The street forms a grand avenue, running north-south, connecting West Green Road with Philip Lane; it is the main street linking the two, and its junction with West Green Road forms the point where that latter street changes abruptly from a busy, vibrant and “tightly proportioned” shopping street into a broad, residential arterial road. Philip Lane has less consistency of character, alternating between short retail parades and residential terraces and rows of detached and semi-detached villas, varying from late 18th to early 20th century.</p> <p>4. Lawrence Road is lined with majestic mature trees. Until recently Lawrence Road itself was characterised by consistent terraces of 4 and 5 storey mid 20th century industrial buildings over its southern 2/3, with one a large late 19th / early 20th century industrial building of six high storeys, no. 28, marking the end of the “industrial street”. North of this is a street/linear park crossing; for the last third of the street is residential in character, starting with a pair of 1960s 6-storey blocks then dropping down to 2-storey up to Philip Lane. Grand 19th century public houses mark each end of Lawrence Road; The Fountain at the southern end and the former Botany Bay (now a supermarket) at the northern end.</p> <p>5. The Council have considered the whole industrial stretch (southern 2/3) of Lawrence Road as suitable for residential lead mixed use redevelopment for over 10 years and first adopted this view in the 2007 Lawrence Road Planning Brief (adopted as Supplementary Planning Guidance). The sites falls within a designated ‘site specific proposal’ (SSP27) on the Haringey Proposals Map (Unitary Development Plan 2006), also identified and allocated as Site SS2 in the emerging Tottenham Area Action Plan (pre-submission draft 2016).</p> <p>6. The form of redevelopment envisaged by the council over the whole of Lawrence Road is of mixed employment and residential with a consistent form of blocks facing the street with non residential use on their lowest floors and active frontage, plus possible residential behind; the retention no. 28 and its established heights form an important governing principle for the</p>	<p>considered to be sufficient.</p>
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masterplan of Lawrence Road. However it was not considered a necessity that all the industrial sites were redeveloped. Proposals, including this, are therefore expected to accommodate both the existing context and possible future residential led redevelopment, in accordance with the masterplan, on their neighbours.

7. The first and largest site to be redeveloped in accordance with the masterplan is the Bellway site, known to the developers as “Lawrence Square”, designed by BPTW Architects, approved in 2013 as HGY/2012/1983. This adjoins the current application site to the south, as well as being directly opposite and to the south-west on the other side of Lawrence Road. North-west on the other site is no. 69, a site for which no application for redevelopment has yet been made, followed by no. 67 and nos. 45-63, two adjoining, intertwined sites for which complimentary planning applications (HGY/2016/1213 & HGY/2016/1212) to designs by Forge Architects and Kieran Curtis Architects, were very recently (October 2016) granted.

8. Immediately north of the application site, nos. 30-48 is the factory for the “Jeeves of Belgravia” dry cleaning business. This has a large car park at the front onto Lawrence Road, with a 2 storey red brick office building and a large, effectively 3 storey portal framed factory building behind filling their site. Along their southern boundary, there is a single storey lean-to (as well as a number of vent outlets in the main factory block above this lean-to). The Lawrence Road frontage of their site extends slightly past the front of this application site, meaning the Lawrence Road frontage of this application site is narrower than its rear $\frac{3}{4}$. Jeeves of Belgravia have a large single storey plant installation, adorned with flues and vents, in this projection.

9. Parallel to Lawrence Road to its east and west is series of quieter residential streets with a mixture of older houses; part of the Clyde Circus Conservation Area, their back gardens back onto the eastern boundary of this site. The unique characteristic of this site compared to the other Lawrence Road sites is the “fracture” in the street pattern directly east of the site. The Bellway development backs onto the long back gardens of houses on Grove Park Road, which ends in a short cul-de-sac level with the south-eastern corner of the site and then picks up again running north-east to meet Beaconsfield Road the next north-south street east. Whereas this site backs onto the much shorter back gardens of Collingwood Road, also parallel to Lawrence Road but closer than Grove Park Road. It too terminates in a short cul-de-sac, with a small industrial unit backing onto the southern 10m of this site’s eastern boundary, and with Nelson Road running north-east off it just before the cul-de-sac; this street will provide a view of taller buildings on the application site over the rooftops of the 2 storey

terrace of Collingwood Road.

10. There are existing buildings on this site. On the narrow Lawrence Road frontage there is a rendered 2-storey building that would appear originally to have been 4no., 2 storey, Victorian terraced houses. One house has been “knocked through” to create an archway to the rear, where there is a small yard followed by the larger, effectively 2-3 storey, brick, (probably) Victorian industrial building, with a “saw-toothed” roof and tall brick chimney, extends almost to the back of the site, with an approximately 2m wide gap or lean-to up to the boundary wall.
Use, Form & Development Pattern

11. The proposals follow the established pattern of development; with a “mansion” type block; Block 1; facing Lawrence Road and establishing a strong street “wall” and more “mews” type housing behind. Non residential uses, specifically business (B1) are located on the ground floor of the mansion type block. This is the welcomed form of development, in accordance with the masterplan and precedent of neighbouring approved developments. It is appropriate for this grand, tree lined avenue, and is an urban form that will support its transition to modern employment alongside residential uses, and support a consistent, dignified and well proportioned urban design to Lawrence Road.

12. Ideally, it would be preferable if the non-residential (use class B1) use extended to the 1st floor of Block 1 as has been proposed to elements of the recent approvals at 45-63 & 67 Lawrence Road. However the fact that the commercial use proposed in this application covers the whole of the ground floor, with high ceilings and good daylighting from the rear as well as the frontage, suggests it is well designed to be flexible and make good working environments, suggesting it is more likely to be successfully let. Of more importance from a design point of view, the ground and first floor are treated together architecturally, with the glass of the large bay windows on the Lawrence Road frontage extending up to become the balustrades to the 1st floor flat’s balconies. This with the archway being double height makes the architectural base a lofty 2 storeys in height; loftier than even two normal floors, given that the ground floor of Block 1 has such high ceilings.

13. The second element of the masterplan pattern in Lawrence Road is the contrasting “Mews-type” space and housing behind the mansion block. This is followed to some extent in the intermediate block, Block 2, characterised by the applicant as their “courtyard block”, and most closely in their townhouses of Block 3, which they characterise as “terraced housing”. The neighbouring section of the Bellway development consists of a long row of terraced

housing, a mixture of 2 and 3 storeys, set back from the mansion blocks facing Lawrence Road, with a broad street like space between, named Dovetail Place, extending the full width of their site, in other words right up to the boundary of this application site. It is therefore a fundamentally important aspect of this development that it is designed to integrate into the space and form of Dovetail Place.

14. The terraced mews-type townhouses of Block 3 extend the line of the same type in the neighbouring Bellway development, but step back the building line by about 2m. It would ideally have been preferable if this application had maintained the building line established in the adjacent development, but the variation can be justified in combination with the decision to site an additional intermediate block along the northern edge of this site, the applicants' Block 2, justifying their characterising that as the "Courtyard Block".

15. Block 2 also forms a strong visual termination to the long, linear "mews space" on the east side of the Bellway development, increasing the likelihood that it will acquire the identity of a street and providing a visually satisfying termination to this long space, preferable to its existing visual termination in unkempt, undesigned bare flank walls and views of factory roofs and chimneys. It can also be seen as a mirror to Lawrence Yard, an existing cluster of industrial buildings of 2 – 4 storeys at the opposite, southern end of Dovetail Place granted planning permission earlier this year (HGY/2014/2366).

16. The form and bulk of can be seen as intermediate between 6/7 storey "mansion blocks" fronting Lawrence Road and 2/3/4 storey "mews houses" , analogous to block stepping down along Elisabeth Place side of recently approved scheme for 45-63 Lawrence Road scheme. Mews Terraces parallel to Lawrence Road are one possible response, shorter perpendicular Mews Terraces have also been implemented in a smaller part of the Bellway development opposite this site. This site can be seen therefore to incorporate both patterns of mews development; parallel and perpendicular, as well as fitting into, extending and improving on the coherent pattern of mews space.

Height, Bulk & Massing

17. Block 1, the mansion block is proposed to be of 7 storeys, Block 2, the courtyard block, 5 storeys, and Block 3, the mews houses, 3 storeys, with the corner where Blocks 2 & 3 join at an intermediate 4 storeys.

18. The height of Block 1 reaches its maximum, at 7 storeys, only in the set back top floor;

its street wall on both front and back is more apparent at the parapet line, at 6 storeys. The intended maximum heights in the SPG were those of the existing building at no 28, which has 5 lofty storeys, equivalent of six storeys in a typical modern building, up to a strongly expressed parapet line, with an additional floor (also of greater height than typical today). Along the Lawrence Road frontage this proposal pushes at these limits. The total number of storeys, at seven, and the setting back of the top floor, is no greater than the highest parts of the built Bellway scheme or the whole of the Lawrence Road frontage of the recently approved proposals for nos 45-63 and 67. However the actual height of both the parapet and set back roof level would appear to be about 1m greater than these proposals and therefore than the original building at no. 28. This would appear to be due to a much higher floor to ceiling height being proposed for the ground floor.

19. Although this would appear to put the proposed height of the highest element of this proposal above strict limits set in the SPG, whether or not this can be considered acceptable should depend on the reasons for this and whether benefits outweigh the potential harm from its height. The additional height in the ground floor potentially creates better space for business use as discussed above, increasing its viability, a significant concern in view of the history of ground floor commercial units in residential led mixed use developments being left unlet for many years. Loftier ground floor height also undoubtedly makes for better proportioning in elevations of 5-8 storey buildings; some of the Bellway buildings, although generally looking handsome in their recently completed state, do have a slightly crushed appearance at the ground due surely to their architectural “base” being just a conventional height ground floor, whilst other Bellway buildings and all of the recently approved schemes opposite should not have this problem as they have a 2 storey base; the latter having commercial use (45-63) or live-work units (67) on the ground and 1st floors.

20. The height could be justified on lack of detrimental impact; the applicants have convincingly demonstrated that due to its location in the middle of Lawrence Road, north of the completed Bellway scheme, south of an industrial site, well away from most nearby existing houses, especially those with long back gardens, overshadowing & impression of impact on neighbouring existing & proposed housing – views from surroundings, is much less than on other Lawrence Road sites (this is explained further below under “Daylight, Sunlight, Overshadowing, Privacy & Overlooking”). The Jeeves site to its immediate north could also (from an urban design point of view) be redeveloped, but no plans have been produced; it is reasonable to consider that the height of this proposed Mansion Block would not have a detrimental impact on any proposal for the Jeeves site, which would also be expected to have

a large, mansion block style element on its Lawrence Road frontage.

21. Views of the development, especially this its highest element, must be considered here, as whilst considerations of views of this development, like its neighbours, from intended frontages, are accommodated within the normal assessment of the bulk, composition and proportions of its elevations, its greater height than that prevailing around and about can make it appear in other views, from surrounding streets and spaces, just as a tall building can. In particular, it is expected its highest element would appear from Nelson Road, over the rooftops of houses on Collingwood Road. Both Nelson and Collingwood Roads are in the Clyde Circus Conservation Area and as such should be additionally protected. The applicants show a dashed outline of the profile of the proposal that would be visible on page 16 of their Design & Access Statement. This shows that it would replace the existing brick chimney in the application site, which appears prominently in this view.

22. Nelson Road is a public street, but it can be argued it is not a significant street, forming along with Collingwood a cul-de-sac loop, not containing public recreation space or a destination to any public facilities, just access to private houses. From the view modelled, the skyline of the proposal would not be as high as the existing chimney, although it would fill more of the sky, but not a substantial amount of the sky. The D&AS demonstrates that similar amounts of the Bellway development are visible from the length of Grove Park Road, parallel to and south of Nelson Road, and more from West Green Road, the busy shopping street (and also part of the Conservation Area) that Lawrence Road joins at its southern end. The design (not conservation) assessment is therefore that the highest part of these proposals would be visible from Nelson Road but this would not itself be harmful, would be similar to the effect already experienced in a similar street, Grove Park Road, and less significant than that in the more important West Green Road.

23. Of the two elements of this proposal behind the Lawrence Road frontage, "Block 2", the "Courtyard Block", proposed at 5 storeys, is of greater concern than "Block 3", the mews houses at 3 storeys. The height of Block 2 includes a set back top floor, so that its effective parapet height is at 4 storeys, and its design with an "exo-skeleton" framework containing its balconies reduces its apparent parapet height to the top horizontal of the exo-skeleton, at 5th floor slab level. However its appearance will be viewed straight on from much further back than most, as it "closes" the long view up the length of Dovetail Place, the mews-courtyard space on the east side of the whole length of the Bellway development. As such its height can be argued as needing to be this high to adequately close this long space.

24. The potential impact of the bulk & massing of the Courtyard Block on the existing uses of the Jeeves site next door are not significant by virtue of that neighbouring site's industrial use; but there is potential concern on a residential or part-residential redevelopment not currently planned but in principle acceptable on that site, in accordance with the SPG & Site Allocations. Its northern elevation is designed as an array of louvres, designed to control views, overlooking of the site and disturbance of these proposals from noise of the current industrial uses (further detailed below). This proposal would constrain possible designs of residential development immediately adjacent. However it can be reasonably expected that the bulk of such a development on the Jeeves site would be frontage mansion block building, that site having a wider frontage than the width of its rear, and yet the rear of that site is still wide enough to allow a substantial rear wing or parallel, "mews-style" block, set closer to the northern and/or eastern side of their site, that would not be unduly constrained by this proposal.

25. The townhouses are acceptable in height, bulk and massing and within expectations from the SPG and precedent from neighbouring developments. They further match the height, bulk and massing of those in the Bellway development (whilst not precisely replicating them, providing variety). Why its impact on neighbouring residential amenity is not considered to be a concern is explained below under "Daylight, Sunlight, Overshadowing, Privacy & Overlooking", as is the impact of the 4 storey corner or knuckle, connecting Blocks 2 and 3. This corner has only the slightest visibility from the public realm, as a connecting tower element, emphasising the verticality of the core; an incidental highlight of minimal bulk. Approach to the front door(s), Accessibility & Legibility of the street layout

26. The proposals create their own contribution to enhancing and extending the network of public streets and squares to enable access to the deep site. It is particularly to be welcomed how well integrated is this aspect of the proposals. The broad open but semi-private "mews-courtyard" space to the east of the Bellways development, named Dovetail Close, is proposed to be extended and terminated in a well proportioned formally landscaped square at the heart of the site. This will be fully open to Dovetail Close, vital for ensuring its integration into its neighbourhood, reducing the danger of either the mews space in the Bellway development or in this development becoming a ghetto or an exclusive enclave. As the applicants' D&AS says, the space will provide a "positive termination" to Dovetail Close.

27. Furthermore, the mews-courtyard is also connected back to the main street, Lawrence Road through a lofty 2 storey high archway through this proposals' mansion block. This will

provide a direct route, increasing permeability of the local street network. The proposed designs of these spaces and buildings reinforce a logical spatial hierarchy, emphasising Lawrence Road as a main street, a Grand Avenue, off which, via gateway/threshold spaces, such as this archway, more private, intimate and local secondary streets; the mews courtyards. Heights of enclosing buildings, widths of spaces and quality, complexity and greenness of landscaping support this hierarchy.

28. As the archway is straight, it provides good visibility of the mews courtyard and the blocks surrounding it from Lawrence Road. The archway itself is of impressive lofty height. It has some windows opening onto it from the ground floor business space towards the Lawrence Road end, and the door, glazed area and wider pavement from the flat entrances at the courtyard end. Otherwise its ground floor is lined with cycle storage sheds on the north side and blank wall plus louvered plant room to the south side. It is disappointing that no 1st floor windows look onto it, whether from a flat or the common circulation, limiting the amount of passive surveillance it receives.

29. Turning to the approach to and legibility of front doors to various blocks and uses, the mansion block has a front door to the ground floor office use off Lawrence Road, but the entrance to the 23no. residential flats above is through the archway, off the corner of the courtyard. An entrance off Lawrence Road would have been preferable, but it is understandable that it is more difficult in this instance as the Lawrence Road frontage is much narrower than any other sites; it is more important that both an archway of appropriate width is secured, along with a viable, wide enough, commercial frontage. The number of flats per core in total and per floor (generally four) is below London Housing SPD recommended maxima.

30. The mews houses have their own front door opening off a short front garden (defensible space) off the mews courtyard; a thoroughly exemplary arrangement. Privacy of residents is reinforced by having only this and a toilet window on the ground floor; a living room or kitchen window might have been preferable to provide more passive surveillance, but surveillance is not in short supply so this is not considered significant.

31. The Block 2 entrance is in the corner, marked by continuous glass to an open entrance hall next to a continuous Cor-Ten steel clad facade to the stair shaft; this striking and potentially spectacular elevational composition will attract the eye and act as a strong marker to what could have been a rather awkwardly located, tucked away, core entrance to 20 flats. Ground floor flats are screened from the public realm with defensible space landscaping well integrated into the overall courtyard landscaping plan to this development, and then by a

secondary layer of screening formed by the framework supporting the upper floor flats' balconies, but the presence of these flats provides the strongest passive surveillance of this courtyard space, albeit that habitable rooms to upper floors of all 3 proposed blocks look onto this space.

Dwelling Mix and Block(s) Layout, including Aspect

32. The dwelling mix is mostly of 1 and 2 bedroom units, but with some family sized 3 bedroom units; eight in total representing 17% of habitable rooms in the development compared to 34% in two bed flats and 49% in one bed flats. It is to be welcomed that these are mostly three storey townhouses (5no.; the remainder being larger flats in the junction between Blocks 2 & 3), and that all are located on the quieter eastern side of the site, and almost all with their own private front and back gardens.

33. 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 townhouses on the east side of the courtyard, the proposals for the site completely avoids north facing single aspect flats and generally avoids south facing or ground floor single aspect flats. There are single aspect west facing one bedroom flats in Block A, facing Lawrence Road, but this aspect is acceptable in single aspect units, they are all 1 bedroom and they look out onto a busy street, from 1st to 4th floor only.

34. The partial exception on south facing is Block B, the "Courtyard Block", which consists solely of what would normally be described as single-aspect south facing one bedroom flats, including ground floor flats. These are designed with the location and aspect in mind to exploit the advantages and mitigate the concerns entailed. They can be described as effectively single aspect, but are laid out with a higher level kitchen window facing north onto the access deck, with the kitchen being open plan to the living room; this will ensure they all enjoy cross ventilation, mitigating the greatest concern with single aspect south facing flats (one exception being the end ground floor flat). The frontage is designed with layering so the living room and bedroom windows are separated from the pavement behind a landscape buffer and then the framed "exo-skeleton" containing staggered balconies and providing additional sun shading (particularly in summer when climbing plants are in leaf), as well as south facing outdoor amenity space off their living rooms, with better light due to the staggered plans, so that balconies the rooms balconies will provide shading to are bedrooms. This set of measures can be considered to allow the south facing flats to enjoy the great potential benefits of south facing

aspect without suffering the harms.

Residential Design Standards & Internal Layout(s)

35. All flat layouts meet Mayors Housing SPG space and layout standards. As already mentioned above, 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 not otherwise reasonably screened.

36. Flats in the mansion block are laid out with normally 4 flats per floor (three on the 1st floor where one is omitted for the double height archway). All are logically laid out with living rooms looking onto an external balcony and from there onto a lively street, generally Lawrence Road. Bedrooms are more variable, with two flats per floor having a second bedroom looking onto a narrow lightwell space; on the south side squeezed beside the blank flank wall to the neighbouring Bellway block, to the north open currently onto the Jeeves factory, but where we would expect a similar development if that site ever comes forward. It would be important that these windows do not establish any acquired rights of light from the Jeeves site in order not to prejudice the development we want to see on that site. However, from the point of view of residential standards, in each affected flat this bedroom window looks onto a small and very private balcony and outlook from second bedrooms is less important; this bedroom also is what allows these flats to be dual aspect.

37. The flats in Block B have been described in detail above under “Dwelling Mix and Block(s) Layout, including Aspect”, but it is also worth noting that in both here and at the rear of Block 1, layout and balcony location alternates floor by floor so that balconies are only ever above bedroom windows, meaning the balconies themselves and living room windows onto those balconies, get better daylight.

38. The townhouses feature open plan living dining kitchens on the ground floor, opening onto their decent sized (by London standards) private rear gardens facing east but deep enough to get day long sunshine. They then have two bedrooms and a family bathroom on the 1st floor and the main bedroom, with en suite bathroom, and a small, front, west facing roof terrace. This avoids 2nd floor windows facing east towards the existing neighbouring dwellings, which might have been a privacy concern. It would have been preferable if dining kitchens from living rooms were available but this is not considered essential in three bedroom houses.

Daylight, Sunlight, Overshadowing, Privacy & Overlooking

39. 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" (2nd Edition, Littlefair, 2011) .

40. The reports show that no part of the proposed development would have a significant, noticeable effect on existing neighbouring dwellings. A significant factor leading to no worse (or not noticeably worse) sunlighting or daylight to existing neighbouring houses and gardens on Collingwood Road is the height and proximity of the existing factory building on the application site; indeed many neighbouring properties would receive a significant increase in the amount of sunlight and/or daylight received.

41. 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. However it is noted that some bedrooms to Block 1 that would be expected to have the poorest daylighting, those looking onto the narrow lightwell spaces at their sides, have not been assessed. In the case of the windows closest to the Jeeves site, these should consider both the existing condition and with development of similar height and plan depth on the boundary.

42. As explained above, the proposals do not present any issues regarding privacy and overlooking of existing neighbours from the mansion block (Block 1), from Block 2 in the Jeeves site as existing, and only potentially from the townhouses on their 1st floor. These windows are approximately 18m from the nearest facing rear windows to existing neighbouring houses; this is the closest distance considered acceptable, at which research shows facial recognition ceases to be possible. This would normally be considered just acceptable anyway, but in this case represents a considerable improvement on the existing condition where the factory building back wall, containing numerous upper floor windows, is only about 1m from the boundary and is considerably higher. There is a concern that this will not seem reasonable to residents, as the factory has been disused for several years, but there would be nothing to stop it being converted and those windows being opened up. The corner between Blocks 2 and 3 does present greater privacy concern, as here the building rises to three and recessed four floors, all with windows to habitable rooms facing neighbours. Here also though, this represents an improvement compared to the existing condition and the 18m distance is still the acceptable minimum. Overlooking between dwellings in this development is avoided by layout;

the distance across the courtyard is sufficient, and by screens to avoid overlooking between neighbouring balconies on the Lawrence Road and mews courtyard frontage and at the corner of block 2 and 3

Elevational Treatment & Fenestration

43. 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 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 and approved at nos 45-63 and 67. It should also complement its existing neighbours especially those immediately adjoining to its east.

44. Crucially, the elevational treatment and fenestration needs to and in my view does reinforce the composition of the Lawrence Road frontage, as a bold block of a mansion-block style, with a vertical emphasis and a clear distinction between base, middle and top. The large glazed bay windows to the ground floor provide transition to the office interiors as well as a grand scale to the ground floor base; the glass is continued up to form the 1st floor balconies' balustrades. The four repeating floors above this are a simple, elegantly proportioned repeating grid of large windows, reminiscent of a warehouse without being pastiche, topped off with a contrasting, recessed top floor. The rear elevation of the mansion block is similar but indicates its lesser importance with smaller windows.

45. The third elevation of the mansion block is the flank elevation onto the Jeeves site; this has to work both as a potentially permanent, finished, exposed elevation and one that would allow a similar development to be built right up against it. It is by necessity a plain brick wall, which could have been a concern, but by using the same quality finish brick, not a cheaper temporary "party wall" material, and relieving by inscribing two panels, containing a regular, dense and random pattern of projecting bricks; a base and a middle, with the same recessed top floor as at the front and rear. The fourth facade is butted against the existing Bellway block so is not a concern, except at its top floor. It is of concern that the proposals include windows in the top floor of both flank elevations, albeit that they are secondary windows to living rooms that have their main windows facing front and back. These windows should not be permitted to acquire any rights of light.

46. Block 2, the "Courtyard Block" has a framed, gridded elevation formed by the "exo-skeleton" containing its balconies to define its southern facade onto the long linear space of

Dovetail Place, described above. It has a blank facade to its western side, where it needs to accommodate the possibility of neighbouring development, but this is less of a concern than with the mansion block as it is two floors lower, half as wide and significantly set back; enough that a glimpse of the trees of the internal mews-courtyard should become possible across Jeeves car park and single storey buildings.

47. The north facade of Block 2 is probably the most challenging; despite not (currently) facing onto a public space, it will be visible in oblique views across Jeeves, and could well become visible from within a courtyard-mews space in any future development of Jeeves, it also has to deal with the challenges of providing daylight and ventilation to this development whilst protecting this development from the noise and possibly smells and fumes from industrial uses on the Jeeves site. Block 2 is laid out with access balconies only on this facade, with kitchen windows and front doors opening onto these. The access balconies are screened from Jeeves with dramatic full height angles louvres which will apparently allow air but suppress noise. I am optimistic that this should be successful.

48. The townhouses are treated elevationally in a contrasting manner to the Bellway scheme, but in a manner that will also identify the individual house as the basic compositional unit; each house will have a castellated form from the front, with a small second floor balcony and bedroom window providing an interesting repeated form. The rear is more subdued and lacking in overall composition, as it should be, as it should only be appreciated in small segments from within private gardens within these or neighbouring houses. The townhouses' elevational treatment is considered entirely appropriate.

Materials & Details

49. 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 2 different, interesting and variegated bricks provide sufficient variety; a light-buff, highly variegated brick to the mansion block (Block 1) and family houses (Block 3), and darker "purple" less (but still somewhat) variegated brick to the courtyard block (Block 2). This does not attempt to pick up on the overwhelmingly red brick dominated context established by the neighbouring Jeeves and Bellways blocks, but re-establishes a greater variation, picking up similarities to the "live-work building" (no. 28), some of the bricks in the recently approved proposals for nos 45-63 and 67 and existing neighbouring houses. I would be concerned if the light buff brick was too yellow, but in the applicants' renderings it would appear to be proposed to be more of an "off-grey". Precise choice of brick will be subject to

conditions.

50. The main contrasting material chosen is Cor-Ten steel cladding; a naturally pre-weathered steel, with a spectacular, rich orange-purple appearance that resists discolouration due to weathering. This is used to balcony, overhang and bay window cheeks, soffits and fascias, as well as the set-back top floor of the mansion block on Lawrence Road, louvres to the north facade of Block 2, bin stores and cycle stores. The recessed top floors to Blocks 2 and 3 is proposed to be slate grey cementitious panel cladding; both this and the Cor-Ten to block 1 will provide the necessary roof like contrast and will reinforce their “recessive” appearance as an element analogous to a pitched roof on a more traditional building. Windows, balustrades and other joinery / metalwork will be in dark bronze-grey PPC aluminium cladding. Balustrades are all proposed to be open with banisters and handrail, rather than at least partially solid as would have been preferable, and there is therefore some concern that balcony clutter could appear unsightly and residents will not find sufficient privacy on their balcony.

51. Conditions will be required to secure quality materials and that their detailing is robust, particularly of choice of brick, cladding, louvres, balustrades, rainwater goods and other materials, and detailing of parapets, window reveals and around recessed balconies, including their soffits.

Conclusions

52. There are a number of issues where it is not considered the optimal solution, that the Council would have preferred, has been adopted, but can all be considered minor compared to the benefits of the scheme, and all with mitigating factors within the specific area of concern, notwithstanding those other benefits. In particular:

- a) The height of the highest part of the proposed development, the mansion block on Lawrence Road, is greater than prevailing by about 1m;
- b) The view from Nelson Road is noticeable, although not considered harmful from an urban design point of view;
- c) There is a possible constraint on possible development of neighbouring Jeeves site, but it does not in our view prevent all forms of optimal development;
- d) Lack of overlooking / passive surveillance to the archway, although the archway is a short space;
- e) Lack of separate dining-kitchens to townhouses, although this is not considered essential in three bedroom houses;
- f) Narrow slots to rear of mansion block, although this only affects second bedrooms and

allows them to benefit from dual aspect;

- g) Overlooking to neighbouring existing houses to east is right on the edge of acceptability if it were an undeveloped site, but a significant improvement, for these neighbours, compared to the existing factory building;
- h) Windows in the top floor of the mansion block onto flanks, but only second and third windows to otherwise well illuminated living rooms;
- i) Louvres to north elevation, which can be secured by conditions requiring details;
- j) Choice of light buff brick, which will only be finalised at discharge of conditions; and
- k) Balcony balustrades.

53. Notwithstanding the above concerns, the proposals contain significant benefits to completing the redevelopment of this part of Lawrence Road:

- a) Mansion block follows the form along Lawrence Road in probably a better quality, well proportioned and detailed design than any other scheme approved;
- b) Courtyard-mews space forms a well considered termination to the longer mews space behind the Bellways scheme, Dovetail Place;
- c) Landscaping and hard paving suitable for and supportive of the open space strategy;
- d) Adds to and increases the permeability of the network of public streets and squares in accordance with a logical hierarchy;
- e) Provides a ground floor commercial unit with a good chance of proving viable and capable of supporting good quality jobs;
- f) Provides good quality, well designed housing with high standards of space, amenity, outlook, privacy, legibility, day and sunlight; and
- g) Promises good quality, interesting and durable yet appropriate and to a degree contextual materials and details.

54. 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.

E-mail of 17/11/2016

In assessing the applicants Day & Sunlight Assessment I have one small concern, which is that they have not assessed the daylight levels to 3no. rooms that I think may be a concern. The methodology employed, which is acceptable in principle, has been to assess daylight levels to just a sample of rooms in the proposals; rooms they considered to be likely “worst cases”. And those assessed have all met the recommended standards in the BRE Guide. However I am

concerned that the following rooms should also have been assessed:

- Bedroom 2 to the 1st floor flat on the southern side of the block facing Lawrence Road (i.e. the bedroom facing the courtyard, to the east, in the flat who's living room & Bedroom 1 face west onto Lawrence Road);
- Bedroom 2 on the 2nd floor north, side of the block facing Lawrence Road (corresponding position to the above, but where the lowest floor is this floor; and
- Bedroom 3 to the 1st floor 3 bed flat in the north-east corner of the development; the corner of the northern and eastern blocks.

My view is it would be prudent for the applicant to tell their consultants to assess these rooms in addition to those already assessed, as they are unlike any of those, and potentially in worse positions for daylighting. I should point out though that as all the rooms currently assessed are predicted to receive good levels of daylight, and in an inner-city location such as this, it can be regarded as an exceptional bonus that such good daylight levels are achieved. I would most probably therefore not be overly concerned if these rooms did not have great levels of daylighting.

I also acknowledge (and address this in greater detail in my full comments) that in general the proposals do not have a harmful effect, and frequently have a beneficial effect, on daylight and sunlight to existing neighbouring dwellings. However I think it would be helpful for the sake of completeness if the applicants filled in these three missing gaps I have identified.

Appendix 2 - Plans and Images



Plan 1.1 – Site Plan (Source: Applicant)



Image 1.1 – Historic Aerial Image - Looking East. (Source: Google Maps - Application site dashed in red for illustrative purposes)



Image 1.2 – Historic Aerial Image – Looking West. (Source: Bing Maps - Application site dashed in red for illustrative purposes)



Plan 1.2 – Surrounding Land Uses (Source: Applicant)

1. Industrial extraction unit for 'Jeeves Dry Cleaners'
2. Industrial building – 'Jeeves Dry Cleaners'
3. Residential properties along Collingwood Road
4. Industrial unit
5. Mews Development

- 6. Grass Verge
- 7. New residential Development recently completed



Plan 1.3 – Surrounding Land Uses by Type (Source: Applicant)

- Types of Uses
-  Residential
 -  Residential, live/work, commercial ground floor
 -  Community Spaces
 -  Commercial + Light industrial
 -  Light Industrial



Image 1.3 (LHS) and 1.4 (RHS) – Existing Factory Building Interior and Internal Yard (Source: Applicant)

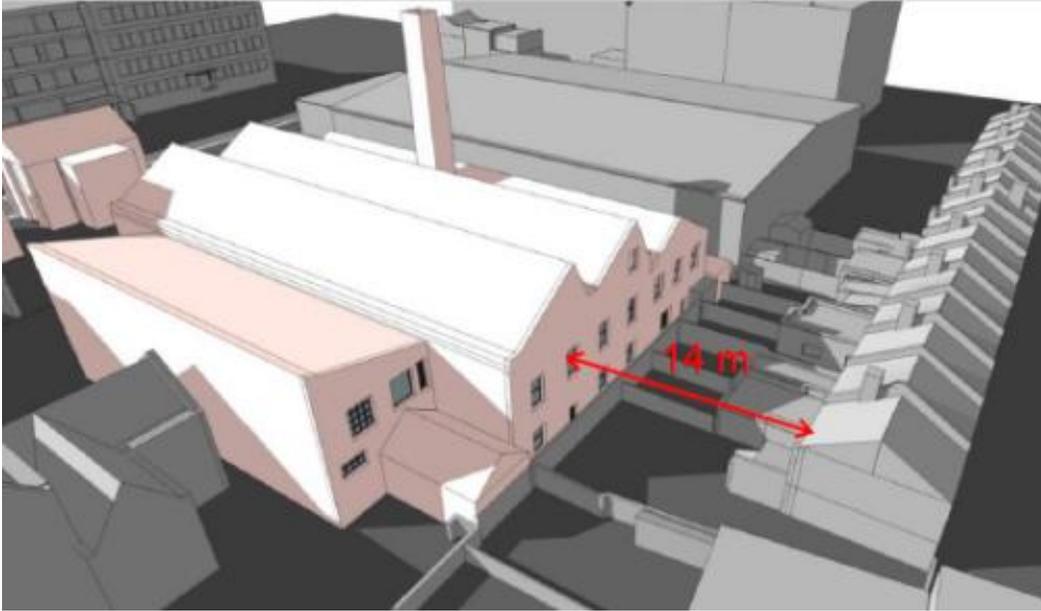
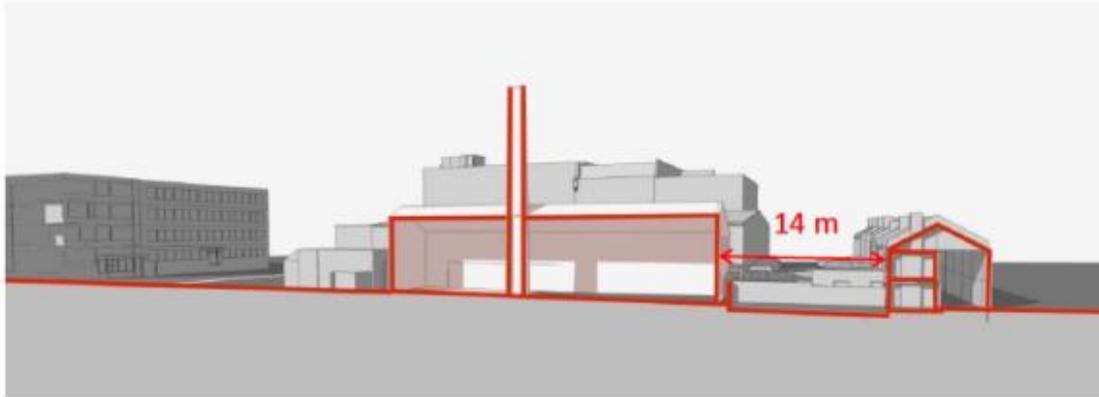


Image 1.5 – Render of existing buildings and rear gardens on Collingwood Road
(Source: Applicant)



Section AA – Existing



Section AA – Proposed

Image 1.6 - Existing and Proposed Section (Source: Applicant)



Plan 1.3 - Proposed Ground Floor (Source: Applicant)



Plan 1.4 - Proposed First Floor (Source: Applicant)



Plan 1.5 - Proposed Second Floor (Source: Applicant)



Plan 1.6 - Proposed Third Floor (Source: Applicant)



Plan 1.7 - Proposed Fourth Floor (Source: Applicant)



Plan 1.8 - Proposed Fourth Floor (Source: Applicant)



Plan 1.9 - Proposed Sixth Floor (Source: Applicant)



Elevation 1.1 – Front (West) Elevation (Lawrence Road) Source: Applicant



Section A-A - 1:100 @ 1/12/2019 @ 13

Elevation 1.2 – Section – Looking North from courtyard – Source Application



Elevation 1.3 – Section (Looking East from Courtyard – Source: Applicant)



Elevation 1.4 – Section (Looking west from Courtyard – Source: Applicant)



Elevation 1.5 – Rear (East) Elevation (as viewed from rear gardens Collingwood Road - Source: Applicant)



Elevation 1.6 – North Elevation (view from dry cleaners – Source: Applicant)



Image 1.7 – Render of proposed separation distance (Source Applicant)

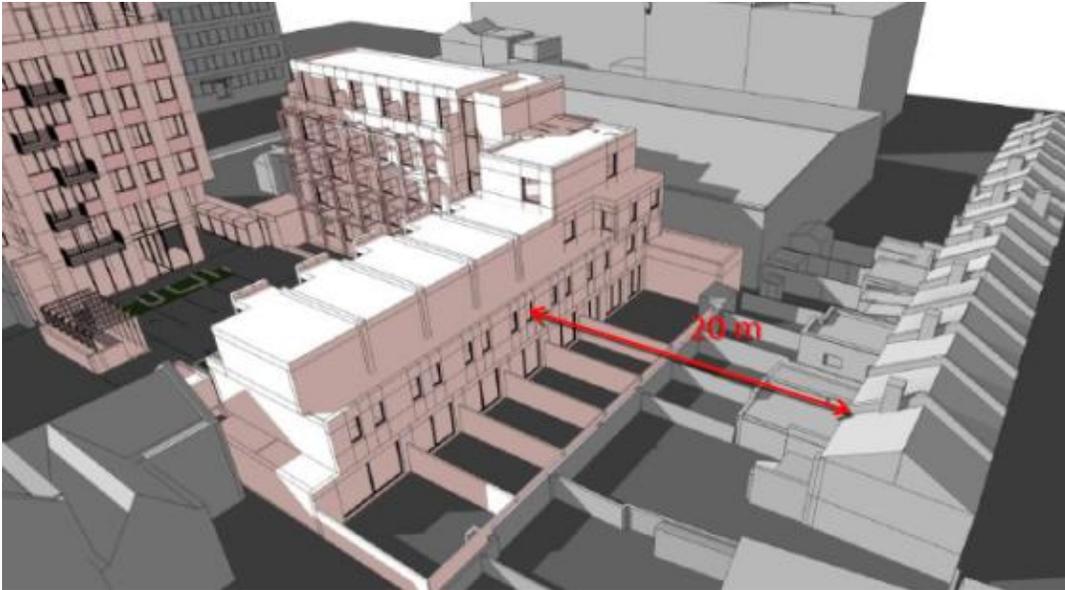


Image 1.8 – Render of Separation Distance 2 (Source: Applicant)



Image 1.9 Indicative Render of Development (Source: Applicant)



Image 1.10 Indicative Render of Development 2 (Source: Applicant)



Image 1.11 – Looking west – Nelson Road (Proposed development height outline in Red – Source: Applicant).



Image 1.12 – View from 1st Floor of Existing Factory Building (Source: Applicant)

Appendix 3

Quality Review Panel Comments Summary – 27th April 2016

QRP Comment	Officer Response
<p><i>Summary</i></p> <p>The Quality Review Panel recognises that the site represents a huge opportunity for development. Whilst broadly welcoming the approach taken to the design of the scheme so far, the panel has concerns about a number of issues. They feel that the scale and bulk of the mansion block fronting onto Lawrence Road requires further consideration, and would also recommend careful detailed design of the top storey in order to reduce the impact on long views. The panel think that there would be great benefit in exploring an alternative configuration for the northernmost part of the rear mews. There is also scope for improving the landscape and townscape qualities of the rear mews. With regard to the architecture of the scheme, the panel would encourage a contrasting materiality and articulation to that of the visually dominant Bellway scheme adjacent. Further details on the panel's views are provided below.</p>	<p>Summary noted.</p>
<p><i>Massing and development Density</i></p> <ul style="list-style-type: none"> • The panel have concerns over the dominant scale and bulk of the mansion • block fronting onto Lawrence Road. • They would encourage the design 	<ul style="list-style-type: none"> • The block fronting Lawrence Road (Block A) has been reduced to seven storeys, with a stepped back design at the top storey. • The current scheme density is within the London Plan Density Matrix (for both unit/ha and hr/ha) for a PTAL 4 site.

<p>team to pull back the rear building line of</p> <ul style="list-style-type: none"> • the mansion block, to align with the adjacent Bellway block. • The panel feel that the bulk of the mansion block should be reduced; options to remove and cut back the upper storey should be explored. • The panel would encourage the design team to adjust the massing and • reconfigure the northernmost portion of the rear mews (further details below). 	<ul style="list-style-type: none"> • Block A has been drawn back at the rear and generally accords with the established rear building line.
<p><i>Place-making, Character and Quality</i></p> <ul style="list-style-type: none"> • The panel would encourage the design team to integrate high quality landscaping within the rear mews. • They note that the existing Bellway mews adjoining the site is lacking in landscape features, and has visually dominant street clutter (e.g. railings and bin stores). • The panel would encourage a much higher standard of landscape design and provision within the Mono House redevelopment. • They welcome the thoughtful approach to cycle storage that allows for planting in front of the structure. 	<ul style="list-style-type: none"> • Landscaping proposed for current scheme is considered to be of improved quality in relation to development to the south. • The developer has submitted a Landscaping. Landscaping and cycle parking details conditions is recommended for imposition to ensure quality.
<p>Relationship to surroundings: access and integration</p> <ul style="list-style-type: none"> • The panel understands that the access road to the Bellway mews immediately to the south is a private road, however they would encourage a more open approach to the interface of the two sites. 	<ul style="list-style-type: none"> • The wall along the southern elevation has been removed and an access to the Bellway scheme to the south has been inserted. The details of the use of this access are to be secured by the imposition of a planning condition. A Planning Obligation to maintain this access is also recommended to be included in

<ul style="list-style-type: none"> • Visual (and possible pedestrian) access could be achieved by removing the separating wall (through agreement with Bellway), in tandem with careful consideration of both hard and soft landscaping. • Whilst the panel notes from the presentation that the taller mansion block proposed on Lawrence Road would not be visible from Clyde Circus, they would encourage consideration of the long views across to the site from roads to the east. • The panel would recommend careful consideration of design details at roof level in order to enhance these long views. 	<p>the S106 agreement.</p> <ul style="list-style-type: none"> • The block fronting Lawrence Road (Block A) has been reduced to seven storeys, with a stepped back design at the top storey.
<p><i>Scheme layout</i></p> <ul style="list-style-type: none"> • The panel would encourage further consideration of the mews accommodation to the north of the site, as two of the mews houses on the eastern boundary only have an outlook onto the flank wall of the northernmost houses, and are vulnerable in terms of surveillance and security. • This northern-most section of the rear mews also represents an opportunity to visually terminate the long view from the Bellway mews to the south. • Exploration of an alternative configuration would be encouraged; this could be in the form of a taller apartment block at the north end of the mews, instead of the row of houses at the northern boundary. 	<ul style="list-style-type: none"> • The layout has been amended to remove the units fronting the flank elevations of adjoining development. The taller transitional block has been inserted into the middle of the site along the northern plot line. This block terminates views northbound and is considered to improve the security of the scheme by virtue of the layout.

<ul style="list-style-type: none"> • A taller apartment building could potentially terminate the long view from the south, whilst mediating between the scale of the mansion block to the front of the site and the mews houses to the rear. • It could also offer the opportunity to improve security in the spaces between the buildings through design of the boundaries between public space and private space. • A taller apartment building at the north end of the mews could potentially take advantage of the long southerly aspect down the Bellway mews to the south. 	
<p><i>Architectural expression</i></p> <ul style="list-style-type: none"> • In terms of the architectural expression of the scheme, the panel would encourage the design team to explore an elevational treatment and palette of materials that would provide contrast and relief from the visually dominant Bellway scheme adjacent. • The panel would welcome a carefully designed top storey to the mansion block; cut back in scale and with neat detailing (avoiding roof level guard rails) in order to respond to long views from the local surroundings, especially Nelson Road. • The panel understands that work is ongoing to establish the floor-to-floor heights of the duplex commercial units on Lawrence 	<ul style="list-style-type: none"> • The commercial element is now a single storey and the mezzanine commercial element has been deleted. The cornice line of the current scheme is considered to generally accord with adjoining development to the south. • The top floor block of the current scheme does not feature guard railings and a cut away in line with the panel's comments.

<p>Road, which will have a visual impact upon the rhythms of the cornice lines across the different developments.</p>	
<p><i>Commercial accommodation</i></p> <ul style="list-style-type: none"> • The panel acknowledges the difficulty in creating viable live-work units, and suggests that successful integration of commercial units within a residential environment requires an intelligent response. • Consideration of different approaches to the servicing of commercial accommodation in the floor void could result in a reduction of floor-to-floor height, which could help in reducing the scale of the building. 	<ul style="list-style-type: none"> • The commercial element is now a single storey and the mezzanine commercial element has been deleted. The commercial and residential elements have separated and legible entrances. There are no live-work units proposed. • The scale of Block A has been reduced to seven stories.
<p><i>Inclusive and sustainable design</i></p> <ul style="list-style-type: none"> • The panel would like to know more about the strategic approach to energy efficiency and environmental sustainability for the scheme as a whole. • It was highlighted that the standard of zero carbon homes remains a requirement of the London Plan, in contrast to the Building Regulations. 	<ul style="list-style-type: none"> • The developer has committed to a carbon offset contribution for the current scheme by way of a planning obligations agreement.

