



TfL - Response

DATE:	19 June 2023	CONFIDENTIALITY:	Restricted
SUBJECT:	Berol Quarter (Berol Yard) – TfL Response (HYG/2023/0261 & HGY/2023/0241)		
PROJECT:	70094918	AUTHOR:	Sam Tearle
CHECKED:	Will Pratt	APPROVED:	Sam Tearle

Introduction and Background

Berol Quarter Limited have submitted a full planning application (HYG/2023/0261 & HGY/2023/0241) for permission for the refurbishment and extension of Berol House to include Use Class E floorspace and the redevelopment of 2 Berol Yard to provide new residential homes and Use Class E floorspace.

WSP UK Ltd was appointed by the Applicants to provide transport design and planning advice to support the planning application. A timeline of transport related correspondence is set out below:

- Transport Assessment was submitted to support the full planning application on 26th January 2023.
- GLA sought feedback from TfL and issued a GLA Stage 1 report on 27th March 2023.
- WSP produced a 'GLA Stage 1 – Response' Technical Note which sought to clarify TfL comments contained in the Stage 1 report.
- TfL issued an email dated 25th May 2023 with further queries.

The purpose of this Technical Note is to respond to comments contained in the above referenced email from TfL of 25th May 2023.

Healthy Streets TA and ATZ Assessment

TfL commented:

I was referring to the nursery to the north of the site, Bright Gem Nursery. It is acknowledged that there are highway improvements along Ashley Road to the junction of Burdock Road. However the applicant has failed to include the a nursery as part of the ATZ assessment, which residents of the site are likely to use. Without providing an onsite, on street assessment, it is poor standard to say that the existing situation is adequate.

WSP Response:

Bright Gem Nursery is located 250m to the north of the site on Ashley Road, accessed via footways on Ashley Road and a safe crossing point (zebra crossing) on Burdock Road. In addition to this, it is evident that the highway and public realm improvements funded under the consented scheme (as detailed in the Transport Assessment and in the GLA Stage 1 – Response Note) would further enhance this route. Details of the Ashley Road highway improvements can be found in Section 4.5.10 – 4.5.11 of the Transport Assessment.

For completeness, WSP have updated the ATZ assessment to include an 'onsite on street' assessment (undertaken 9th June 2023) which includes a new route to Bright Gem Nursery (Journey 6). This updated ATZ assessment is included in **Appendix A** and concludes that the route is attractive, easy to access and appropriate for pedestrians and cycles.

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TfL commented:

With regards to the link from the site to Cycleway 1 – please can the applicant highlight this as it is not clear which route is being referred to. If this link does exist, as per the stage 1 comments, an assessment of the quality of this route should be carried out.

WSP Response:

The most convenient route to Cycleway 1 has been described in the Transport Assessment (see section 4.3.2 to 4.3.9), and the route has also been assessed as part of an Active Travel Zone Assessment in Journey 2 (see section 5.2.6). The route is also shown in Figure 5.2 of the Transport Assessment.

The updated ATZ assessment has included an onsite review of this route and also includes alternative routes to Cycleway 1 (Journeys 2,3 & 4). The ATZ assessment findings conclude that the quality of the route is suitable to accommodate pedestrians and cycle trips, and small improvements could be made in terms of landscaping (shade and shelter) and streetscape (places to stop and rest).

TfL commented:

The applicant has failed to acknowledge that TfL do not accept desk based ATZ assessment and this should be carried out on site and this will highlight any gaps and take in to consideration any commitment improvements already paid by the applicant. The ATZ assessment will allow TfL and the LB of Haringey to assess any potential improvements which will be in with the relevant planning tests where applicable.

WSP Response:

For completeness, WSP have updated the ATZ assessment to include an 'onsite on street' assessment, contained in **Appendix A**.

TfL should be aware that the Applicant supports the principle to improve walking and cycling outside of the redline boundary, which is demonstrated by existing commitments as part of the consented scheme (HGY/2017/2044), that includes:

- The public realm and cycle way improvements to Watermead Way which have been delivered and paid for by the Applicant at a cost of £534,000.
- In addition, the wider masterplan by the Applicant for the Ashley Road South area has delivered an improvement in public access to the Berol Yard and Ashley Gardens developments. This includes the public rights of access across the entire estate and the new Berol Link – which provides direct access from Ashley Road into Down Lane Park.
- HGY/2017/2044 also delivered the adjacent “Gessner Gardens” which provides a public green space to dwell and has been highly commended by the Haringey Design Awards.

This Application will also contribute to nearly £4m CIL, some of which is envisaged to fund highways and transport related improvements. Furthermore, this Application will contribute to provide a new public lift,

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bridgehead and staircase which will support the future active travel network linking the Paddock Community Nature Park, the Walthamstow Wetlands with Tottenham High Road. The costs of delivering these facilities has been detailed to the Local Authority at £518,700, and will be secured through the Section 106 agreement. This contribution sits alongside a further investment by the Applicant in the public realm to create a new public square, including a Section 106 commitment to provide space for public art.

The original planning application (HGY/2017/2044) considered the impact of the development on the active travel network and secured generous contributions from the Applicant, which have been paid in full.

Noting the above, the Applicant highlights that any requests for further contributions would be required to demonstrate that the contribution meets the relevant planning tests, namely:

- Is it necessary to make the development acceptable in planning terms;
- Is it directly related to the development; and
- Is it fair and reasonably related in scale and kind to the development.

The current package of planning obligations alongside the scheme's CIL contribution (elevated for BtR developments) are considerable. Any additional contributions sought would further challenge the viability of the scheme and are unlikely to meet these statutory tests of necessity, proportionality and reasonableness.

Vehicle, Pedestrian and Cyclist Access

TfL commented:

Access via Berol Passage should provide 24hr access 365 days a year and this should be secured via the S106. Additionally TfL have concerns that 'permissive path rights' of access fall outside the Public London Charter with potential restrictions to access.

WSP Response:

Berol Passage, and the wider Berol Yard estate roads / public realm (including the Berol Square) are already subject to the existing Section 106 agreement which has secured public access, via the Public Access Plan – this was part of the existing planning permission granted in 2018 (HGY/2044/2018). The Public Access Plan includes permissive path rights and allows for good estate management practice, whilst also enabling the freeholder to comply with the rights of the Leaseholders who are already tenants on the remainder of the Estate.

All of the public realm is part of the wider estate management strategy which is carefully managed by the Freeholder to provide safe pedestrian access, whilst also maintaining servicing, deliveries, parking and emergency access, along with retained rights by the Leaseholders for access and use. Due to these existing rights, it is not legally possible to formerly commit to the Public London Charter. Nevertheless, the principles

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established in the Charter are reflected in the existing Public Access Plan and secured through the existing Section 106 Agreement and the proposed Section 106 Heads of Terms include a commitment to extend this.

TfL commented:

All other routes should be public right of way and this should be secured.

WSP Response:

The Berol Yard estate is in private ownership with permissive path rights secured across all pathways to allow pedestrians and cyclists to cross the site and there are no proposed gates or fences at the boundary. These permissive path rights have been previously secured under the Section 106 agreement for the implemented previous planning permission (HGY/2044/2018) and are already in existence.

The proposals for Berol House will establish a permeable retail destination by enabling the safe and easy movement of pedestrians. This is important to the Applicant and the public realm has been designed to facilitate this.

Due to the existing Leaseholder rights and agreements from the original planning permission which has been implemented and formalised via the Public Access Plan, no further rights are required. However, the Applicant has agreed a commitment to the continuation of the Public Access Plan to secure public access to the estate and the principles of good estate management in the Section 106.

Trip Generation and Impact

TfL commented:

The request is in order to understand the various differing impact of the extant permission and proposed application. This development is likely to impact the transport network in a different direction to that of the previous application and this needs to be assessed and understood, therefore please provide a relative impact assessment in each direction.

WSP Response:

It is important to recognise that when the trip generation of the proposed development is compared to the consented scheme, the proposed development results in a reduction in the number of people using Tottenham Hale Station. The trip generation assessment estimates that there would be 56 fewer trips in the AM peak and 48 fewer trips in the PM peak. The consented scheme found the level of trips to be acceptable.

When the trip generation of the proposed development is compared to the existing site, the Proposed Development results in an additional 68 trips (33 Underground & 35 National Rail) and 57 trips (28 Underground & 29 National Rail) in the AM and PM peaks respectively, via Tottenham Hale Station. For completeness, when split across hourly services reported in the Transport Assessment (Tables 4-2 & 4-3) this results in:

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- 35 Victoria Line trains per hour ~ less than one trip per train in peak hours.
- 23 National Rail trains in AM peak ~ 1.5 trips per train.
- 22 National Rail trains in PM peak ~ 1.3 trips per train.

It should be noted that trip generation calculations from the Transport Assessment used above did not include any Work from Home reductions. These trips per service would be even lower if Work from Home reductions were applied.

It is evident that the proposed development will have a negligible impact to the operation of Tottenham Hale Station, particularly when compared to the number of trips that were permitted to use the station as part of the consented scheme.

TfL commented:

With regards to the WFH situation, evidence from TfL Travel in London report <https://tfl.gov.uk/corporate/publications-and-reports/travel-in-london-reports> sets out the current observed position more generally. Our strategic models are based on longer term assumptions about home working, and planning decisions are based on that longer view. Also there is a different people home working on the day of the Census, and emerging pattern of hybrid working as set out by TfL.

WSP Response:

As noted in our comment above, for robustness, in the trip generation calculations contained in the Transport Assessment we did not include any Work from Home reduction in the trip generation methodology.

If the trip generation calculations did include a Work from Home reduction, the number of trips generated by the proposed development would be fewer than those shown in the TA. This is because the selected TRICs survey sites were undertaken pre-pandemic, before WFH became commonplace, and now the most recently available TfL Travel in London Report 15 states 'the share [of residential workers] who say they are encouraged to work from home is notably higher than it was before the pandemic (at 36 per cent compared to 21 per cent).

Car Parking

TfL commented:

The applicant has failed to clarify access for residential and commercial blue badge spaces in the undercroft, for example would this space be open or be access via a remote control.

WSP Response:

The Applicant has confirmed this will be via key fob / remote control.

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TfL commented:

Note the provision for potential future blue badge spaces. Albeit the applicant should demonstrate how this public realm could be prevented from being used as 'informal' parking given the space.

WSP Response:

The Public Realm is already protected by the existing Public Access Plan and Car Parking Management Plan which was secured under the previous planning approval and has been subsequently implemented and provides for limited parking on site with regular enforcement and a permit procedure. Under the existing and implemented planning permission, the site has vehicle controls on entry and exit to prevent unauthorised vehicle access.

TfL should also be aware that the planting and surfacing landscaping arrangements (see Design and Access Statement) will also deter informal parking. Any vehicles looking to drop off or park for a short period would use the laybys being delivered under the improvement works on Ashley Road.

TfL commented:

The reduction in parking on site from existing tenants should be clarified.

WSP Response:

This has been described in section 6.5.82 of the Transport Assessment.

TfL should be aware that in a LBH Highways Response Note (dated 14/04/2023), the Applicant confirmed that a Car & Cycle Parking Management Plan can be secured by way of condition. Further queries regarding parking have been answered in the LBH Highways Response Note.

Cycle Parking

TfL commented:

The design is noted, but the access to the long stay cycle parking is still deemed as being non LCDS compliant.

WSP Response:

The Applicant requires clarity regarding which part of the access to long stay cycle parking is non-compliant. It was established under the Cycle Parking section of the Applicant's GLA Stage 1 response note (comment 70) that the aisle widths between the cycle racks is suitable at 2 Berol Yard.

If the comment is in relation to the access to the long stay cycle parking on the mezzanine level, which is accessed via the cycle lift, then we would like to clarify that the lift dimensions 2.1m x 3m are above LCDS standards of 1.2 x 2.3 metres.

If the comment is in relation to access for larger/ mobility impaired cycles, then it should also be noted that long stay cycle parking is provided at-grade in the undercroft of 2 Berol Yard.

APPENDIX A – ACTIVE TRAVEL ZONE UPDATE (JUNE 2023)

Context

Following feedback from TfL, WSP have undertaken an updated Active Travel Zone and Healthy Streets assessment. This has included:

- An onsite/on-street assessment of all routes.
- A new route (Journey 6) to Bright Gem Nursery.
- A detailed route between the site and Cycleway 1, and a review of alternative routes.

Introduction

The Active Travel Zone (ATZ) assessment is a qualitative analysis of the cycle and walking network surrounding the Proposed Development. The methodology has been developed by TfL to support the Healthy Streets approach and Vision Zero. The ATZ assessment is carried out to assist the understanding of the Proposed Development's potential to promote sustainable travel.

The ATZ Assessment comprises a site visit during which Point of View (PoV) records of the key routes are taken at circa 150m intervals. The photographic survey (via site visit) of the routes is then benchmarked against Healthy Streets indicators 3-10 as follows:

- Easy to cross;
- People feel safe;
- Things to see and do;
- Places to stop and rest;
- People feel relaxed;
- Not too noisy;
- Clean air; and
- Shade and shelter.

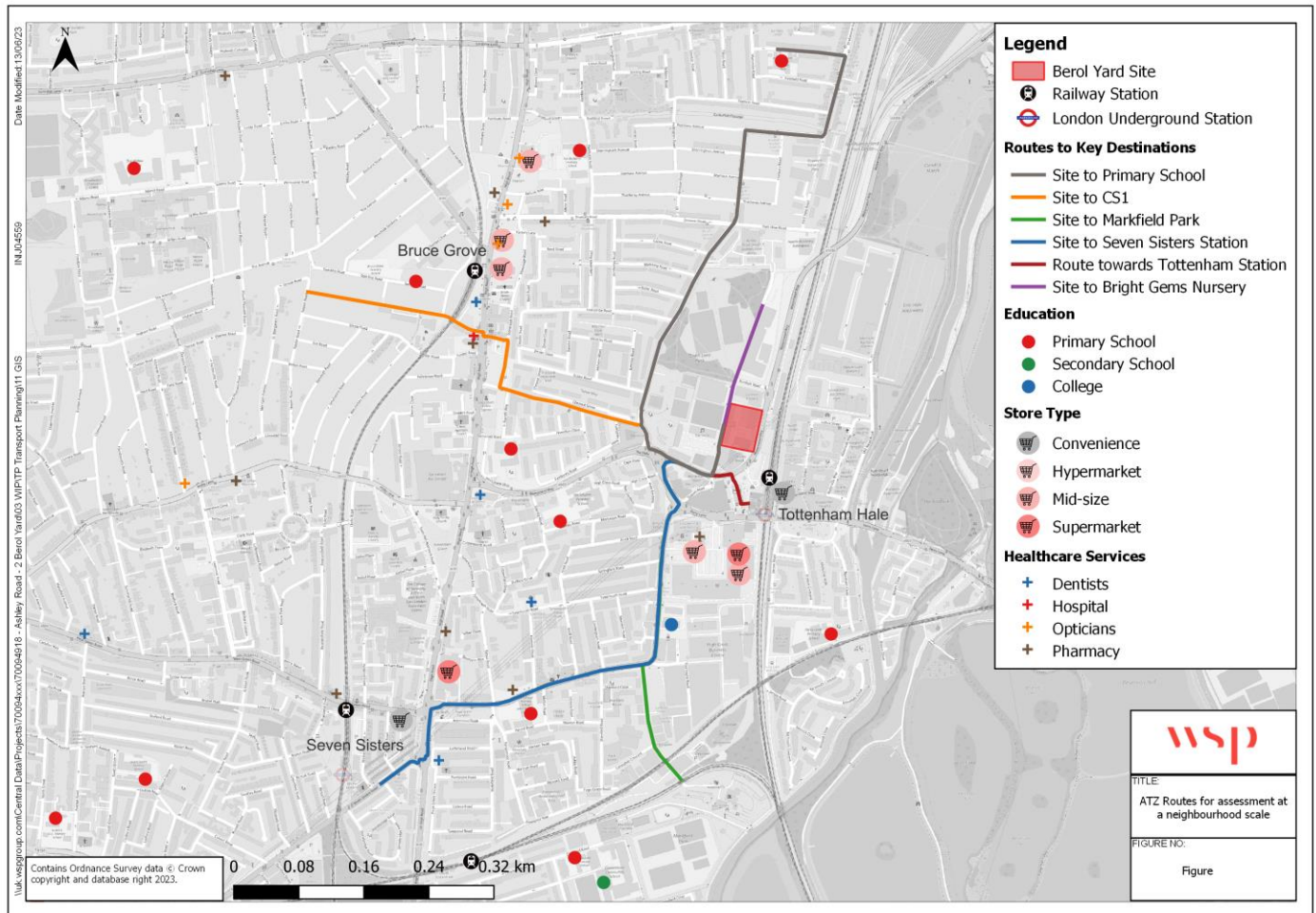
The ATZ is defined as the area that stretches around the Proposed Development encompassing a zone within a 20-minute cycle journey. The ATZ area is illustrated in **Figure 1**. All site visit photos are also included in **Appendix B**.

Table 1: Key ATZ Destinations

Destination type	Destination	Included in ATZ
Public transport stops	Bus Stops on A504 Broad Lane, Hanbury Road, Seymour Avenue and Halefield Road	Yes
Public transport stations	Tottenham Hale Bus Station	Yes
Current and future strategic cycle network	WCAP Recommended Cycle Routes, CS1	Yes
Town centres	Broad Lane - Tottenham Food centre	Yes
Parks	Don Lane Park Markfield Park	Yes
Nursery / Schools / Colleges	Harris Primary Academy Coleraine Park Ada National College for Digital Skills Earlsmead Primary School Bright Gems Nursery	Yes
Hospitals / doctors	Bruce Grove Primary Health Care Centre	Yes
Places of worship	Saint Mark's Methodist Church The People's Christian Fellowship	Yes
Supermarkets	Tottenham Hale Retail Park Tesco Superstore Sainsbury's Local	Yes

The proposed ATZ routes for assessment at a neighbourhood scale are shown in **Figure 2**.

Figure 2 - ATZ routes for assessment at a neighbourhood scale



Below, each route is benchmarked against the Healthy Streets indicators listed earlier in the chapter, with potential improvements identified where appropriate.

Journey 1 – Site to Primary School

Table 2: Healthy Streets analysis of the route towards Harris Primary Academy Coleraine Park

Healthy indicator	Streets	Observations	Areas for improvement
Clean air		The route runs along relatively lightly trafficked (when compared to nearby A-roads) routes that help reduce exposure to emissions for those travelling to the school via active modes. Some of the route have off-road cycle facilities that may encourage more bicycle trips.	If travelling via Hale Road between the development and Parkview Road, there are HGVs and buses passing – both subject to LEZ charge. Route via Down Lane Park to avoid Hale Road.
People feel safe		The route benefits from street lighting and has 20mph speed restrictions.	Improved Street Lighting. Removal of Graffiti. Clearing up of gardens.

	Parkview Road passes alongside Down Lane Park with the southbound side's footway alongside the park railing fence. Tree cover on this side of the road creates potential spaces for attackers to linger unnoticed or people to feel unsafe in general as it is next to dark open spaces. Some gardens had rubbish, fly tipping. Some construction boards had graffiti / tagging which gives people a perception of crime.	
Not too noisy	Not too noisy, limited traffic and it is on a bus route.	There is no area for improvement.
Easy to cross	There are signalised crossing points located at A503 / Park View Road allowing pedestrians to cross. Some crossings do not have drop kerbs / tactile paving, particularly along Havelock Road.	A review of whether the crossing points align with the crossing desire lines could be undertaken.
Places to stop and rest	There are not many places to stop and rest along the route, with the exception of bus stops (where seating is available).	Additional seating could be provided where space permits.
Shade and shelter	There are some trees along Park View Road providing shade and shelter.	These trees would also create a sense of darkness at night. Review installation of benches / streetlights and improved surveillance.
People feel relaxed	Footways are relatively narrow and high levels of on-street parking along the route reduces opportunities to reallocate road space. On-street parking results in a relatively narrow route and cycling along this route may not be comfortable as some of the cycle route is along Park View Road and the A503 which have poor signage on the footways.	A review of on-street parking demand could provide an opportunity to reduce parking provision and reallocate road space for those travelling via active modes.
Things to see and do	Down Lane Park can be accessed through this route which attracts more pedestrians and cyclists. Sports pitches in Down Lane Park next to Parkview Road.	The journey could be made interesting through the installation of artwork or greenery, if appropriate.

Journey 2 – Site to CS1

Table 3: Healthy Streets analysis of the route towards Cycleway 1.

*Note alternative cycle route to Cycleway 1 has been explored in Journeys 3 & 4.

Healthy indicator	Streets	Observations	Areas for improvement
Clean air		The route predominantly runs along a car-free route (between Chesnut Road) that reduces exposure to emissions. The route crosses the A10 which has high traffic volumes. The route also travels through Stoneleigh Carpark and the car wash. This might have idling vehicles and chemicals which will affect air qualities.	Landscaping and trees could help further reduce exposure to vehicle related emissions. Review of the car parking necessity on Stoneleigh Road.
People feel safe		The majority of the route benefits from residential buildings and shops overlooking the streets. Cycles would not feel intimidated using this route.	There is no area for improvement.
Not too noisy		A10 / Stoneleigh Road junction / St Loys Road had high levels of traffic along the A10.	There is no area for improvement. Uptake of EV vehicles should reduce noise.
Easy to cross		The route benefits from multiple crossing points for pedestrians that are mostly well implemented. No signalised junction on A10 at the junction of Stoneleigh Road / St Loys Road. Cars parked on the footway on St Loys Road.	Signalised crossings with dedicated cycling facilities could be considered to improve the cycling environment. A review of on-street parking demand could provide an opportunity to reduce parking provision and reallocate road space for those travelling via active modes.
Places to stop and rest		There are limited seating options along the route.	Seating could be considered along the route, in particular, the section of car-free route on Chesnut Road
Shade and shelter		There is no shade or shelter along the route except along Chesnut Road.	Tree planting along this access link could be considered to provide shade and shelter
People feel relaxed		Large sections of the route are car-free, providing a more relaxed space away from traffic. Low traffic neighbourhood on St Loys Road reduces disturbance from cars.	There is no area for improvement.

Healthy indicator	Streets	Observations	Areas for improvement
Things to see and do		There is a plethora of shops and amenities along the route, in particular on the A10 High Street.	Opportunities to install artwork or greenery could be considered, if appropriate.

Journey 3 – Site to Markfield Park (+extension to Cycleway 1 via Crowland Road)

Table 4: Healthy Streets analysis of the route towards Markfield Road.

Healthy indicator	Streets	Observations	Areas for improvement
Clean air		Most of the route runs along the busy Broad Lane and the rest of the route is along Markfield Road which is quieter. Bicycle lanes and signages have been marked clearly along the route. The route has good quality cycle infrastructure to bring cyclists to CS1 (via Crowland Road) at South Tottenham Station.	There is no area for improvement.
People feel safe		The route feels safe as it is well lit and bicycle lanes are marked. The route goes through under railway bridges into Markfield Park. There are generally high levels of natural surveillance and CCTV in place. Cycles would not feel intimidated using this route.	Maybe some place making under bridges and near the more industrial areas could be considered.
Not too noisy		Noise and dust from industrial units along Markfield Road. Some heavy traffic along Hale Road and Broad Lane.	Due to industrial land uses, there is no area for improvements.
Easy to cross		Crossing facilities are provided along the route and there is a signalised crossing point at A503 Hale Road.	There is no area for improvement.
Places to stop and rest		There are not many places to stop and rest along the road part of the route, although there are some well-equipped bus stops where you can stop and rest.	The wider footways on the route could potentially accommodate additional seating provision, if appropriate.

Healthy indicator	Streets	Observations	Areas for improvement
		Markfield Park has plenty of places to sit and rest.	
Shade and shelter		There is little to no shade or shelter along the entirety of the road.	Tree planting along this access link could be considered to provide shade and shelter.
People feel relaxed		Large sections of routes where traffic levels are high benefit from off-street cycling facilities. Good levels of segregation between cyclists, vehicles and pedestrians along Broad Lane and Markfield Road.	Junctions around Tottenham Hale are quite busy with long crossing times, but wayfinding is good.
Things to see and do		There are multiple destinations along the route, such as Tottenham Retail Park, Ada National College for Digital Skills and convenience stores, a studio and art centre and Markfield Park Museum.	There is no area for improvement.

Journey 4 – Site to Seven Sisters Station (Connecting the Confirmed Future LBH Cycle Routes)

Table 5: Healthy Streets analysis of the route towards Seven Sisters Station

Healthy indicator	Streets	Observations	Areas for improvement
Clean air		Most of the route runs along Broad Lane which is heavily trafficked and exposure to emissions would be high.	Landscaping and trees planted as part of the development could help reduce the impact on air quality for the areas adjacent to it.
People feel safe		The route feels safe and well-lit, with shops overlooking the streets. Outside cafes open along Broad Lane have on-street seating which acts as another layer of natural surveillance. Some cycles may feel intimidated using this route due to high volumes of traffic.	There is no area for improvement.
Not too noisy		The route has high volumes of traffic.	There is no area for improvement.
Easy to cross		Crossing facilities are provided along the route and there are signalised crossing points at High Road/ Seven Sisters Road junction. Good crossing facilities by Earlsmead Primary School.	Dedicated cycling facilities at signalised crossings could be considered to improve the cycling environment.

Healthy Streets indicator	Observations	Areas for improvement
Places to stop and rest	There are not many places to stop and rest along the route, although there are some well-equipped bus stops where you can stop and rest. There is Page Green Common which is a green space with spaces to sit.	The wider walkways could be designed to allow for additional seating, if appropriate.
Shade and shelter	There is little shade or shelter along the entirety of the road.	Tree planting along this access link could be considered to provide shade and shelter.
People feel relaxed	Some sections of the route provide dedicated off-road cycle lanes whilst others require cyclists to share road space with vehicles, which provides a less relaxed environment.	If viable and demand for such facilities exists, opportunities to improve the cycling environment via off-road cycle lanes could be considered.
Things to see and do	There is a plethora of retail stores and restaurants along the route. Planted areas create a nice environment in the Walton Road area.	There is no area for improvement.

Journey 5 – Site to Tottenham Station

Table 6: Healthy Streets analysis of the route towards Tottenham Station

Healthy Streets indicator	Observations	Areas for improvement
Clean air	Exposure to emissions is likely to be high for this route, due to it being on a trafficked route (or adjacent to one).	There is no area for improvement.
People feel safe	Most of the route feels safe with residential buildings and shops overlooking the streets, providing high levels of natural surveillance.	Tottenham Hale Bus Station and the front of the train station could be improved by greater cleanliness, placemaking, and more planters and artwork.
Not too noisy	The walking route passes by / across Hale Road which has HGVs accessing the Lea Valley industrial areas.	There is no area for improvement.
Easy to cross	There are signalised crossing points located on the A1055 Watermead Way/Ashley Road and at the Station entry allowing pedestrians and cyclists to cross.	There is no area for improvement.
Places to stop and rest	There are some well-equipped bus shelter near the end of the route at Tottenham Hale Station where you can stop and rest.	Improved seating areas / planters at Tottenham Hale bus station.

Healthy Streets indicator	Observations	Areas for improvement
Shade and shelter	There is little shade or shelter along the route.	Tree planting could be considered to provide shade and shelter.
People feel relaxed	The proposed development is directly opposite Tottenham Hale Station, with footways on both sides of the road.	There is no area for improvement.
Things to see and do	The route leads to Tottenham Hale Interchange which attracts people on foot and bicycles.	There is no area for improvement.

Journey 6 – Site to Bright Gems Nursey

Table 7: Healthy Streets analysis of the route towards Bright Gems Nursery

Healthy Streets indicator	Observations	Areas for improvement
Clean air	Ashley Road is a quiet road with little pollution impact.	There is no area for improvement.
People feel safe	Most of the route feels safe with residential buildings and a school overlooking the area.	There is no area for improvement.
Not too noisy	Quiet along Ashley Road.	There is no area for improvement.
Easy to cross	Crossing facilities have been renewed along the south section of Ashley Road. There is a zebra crossing on Burdock Road. Outside Harris Academy some of the access bell mouths do not have tactile paving.	Tactile paving could be installed on access bell mouths if deemed necessary. Otherwise, there is no area for improvement.
Places to stop and rest	Nowhere to stop and rest but it is a short distance to the site.	There is no area for improvement.
Shade and shelter	There is little shade or shelter along the route although high buildings may act as a shade at various times of day.	Tree planting could be considered to provide shade and shelter.
People feel relaxed	It is a very accessible route.	There is no area for improvement.
Things to see and do	Harris Academy, Lea Valley Technopark and Down Lane Park. The Park has tennis and football courts and a community café.	There is no area for improvement.

Appendix B – ATZ Assessment Site Visit Photos

Photo 1.1



Photo 1.2



Photo 1.3

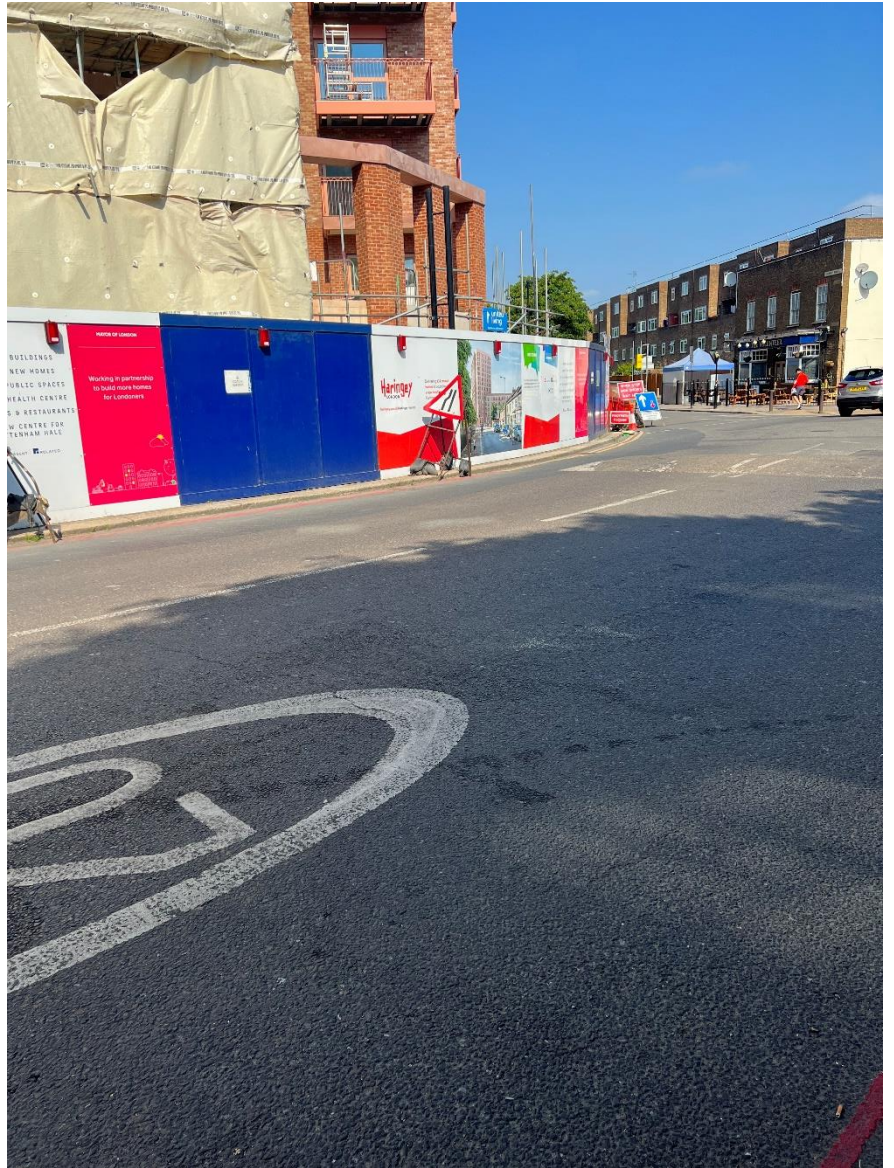


Photo 1.4



Photo 1.5

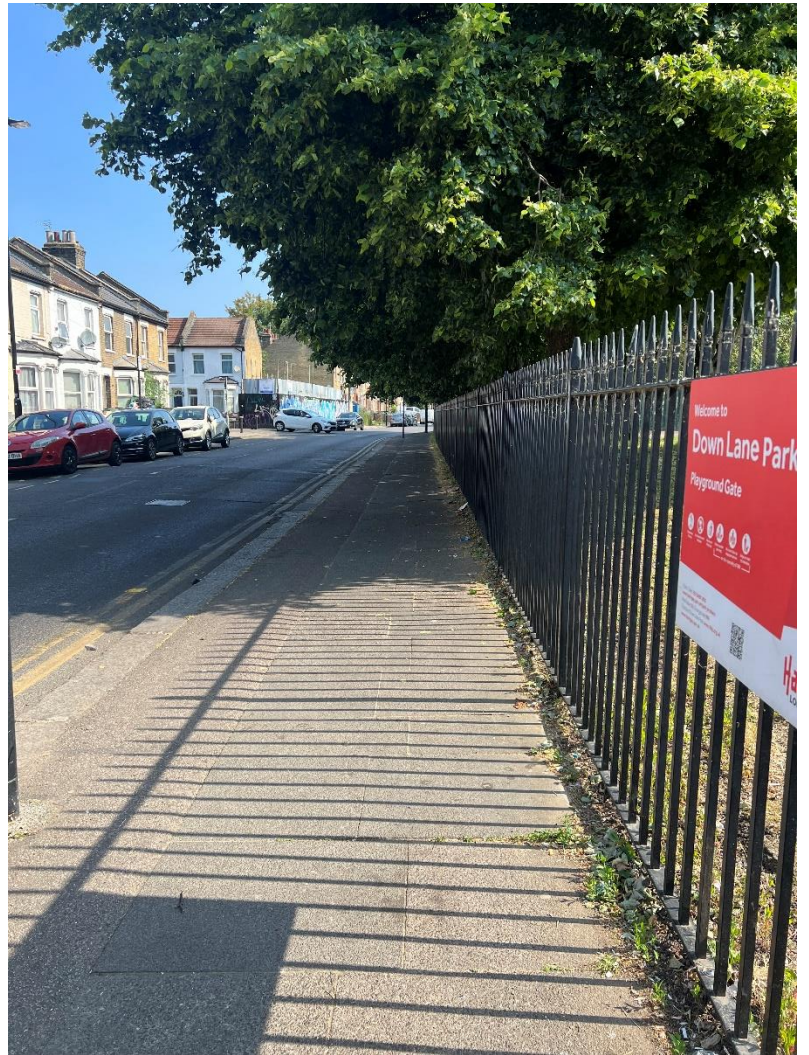


Photo 1.6



Photo 1.7



Photo 1.8



Photo 1.9

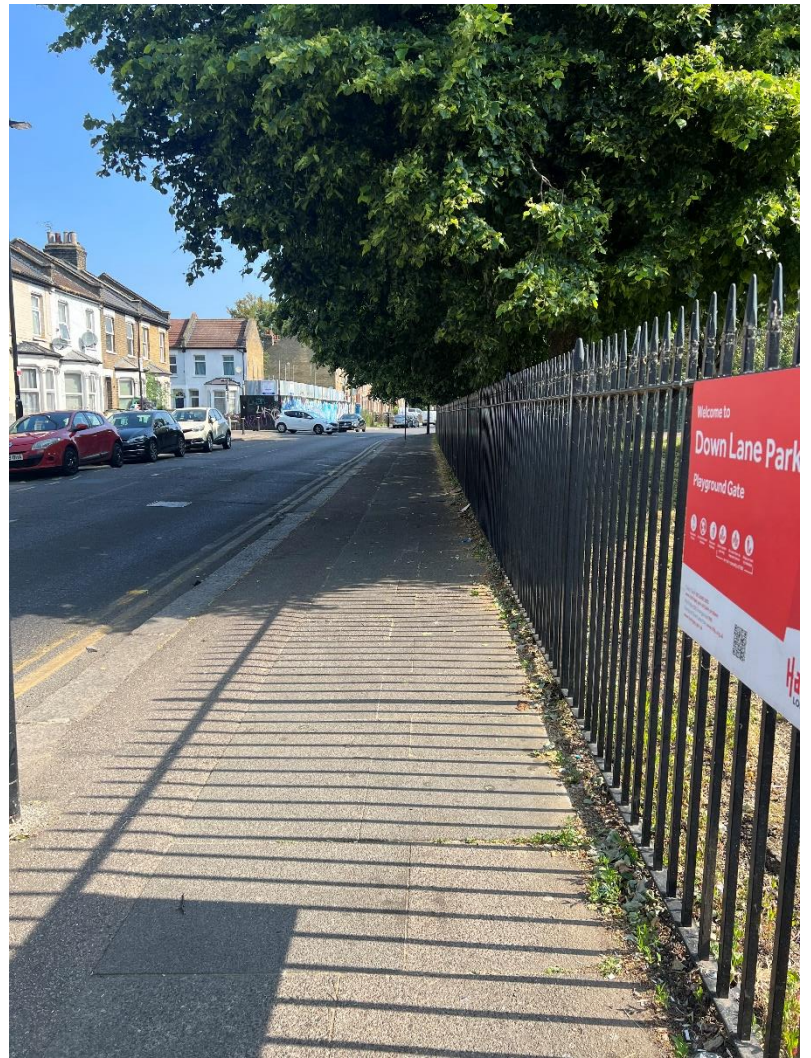


Photo 1.10



Photo 1.11

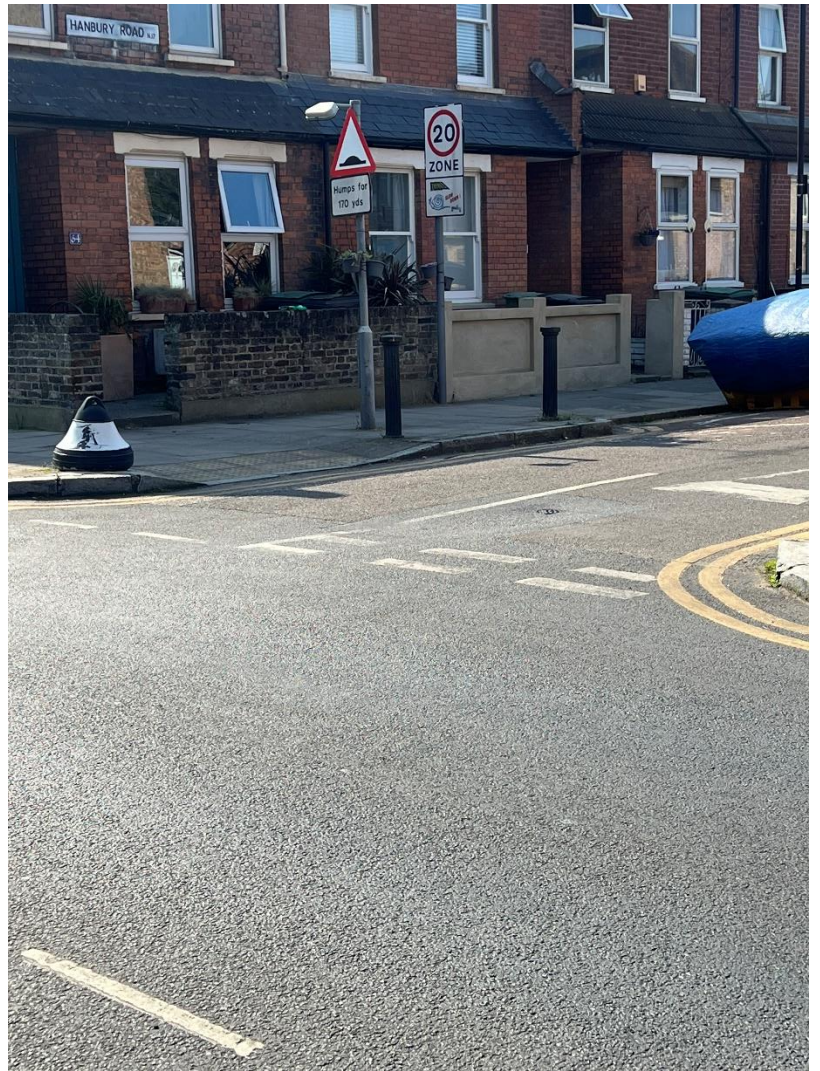


Photo 1.12



Photo 1.13



Photo 1.14



Photo 1.15

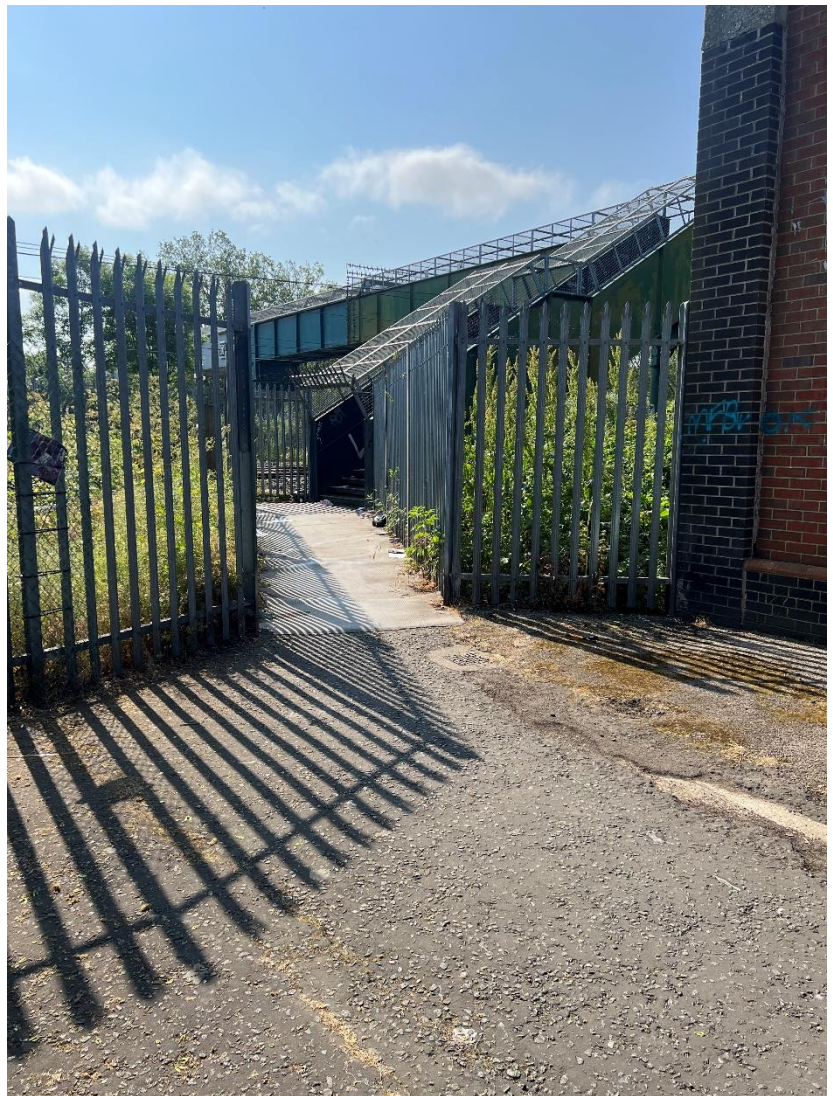


Photo 1.16

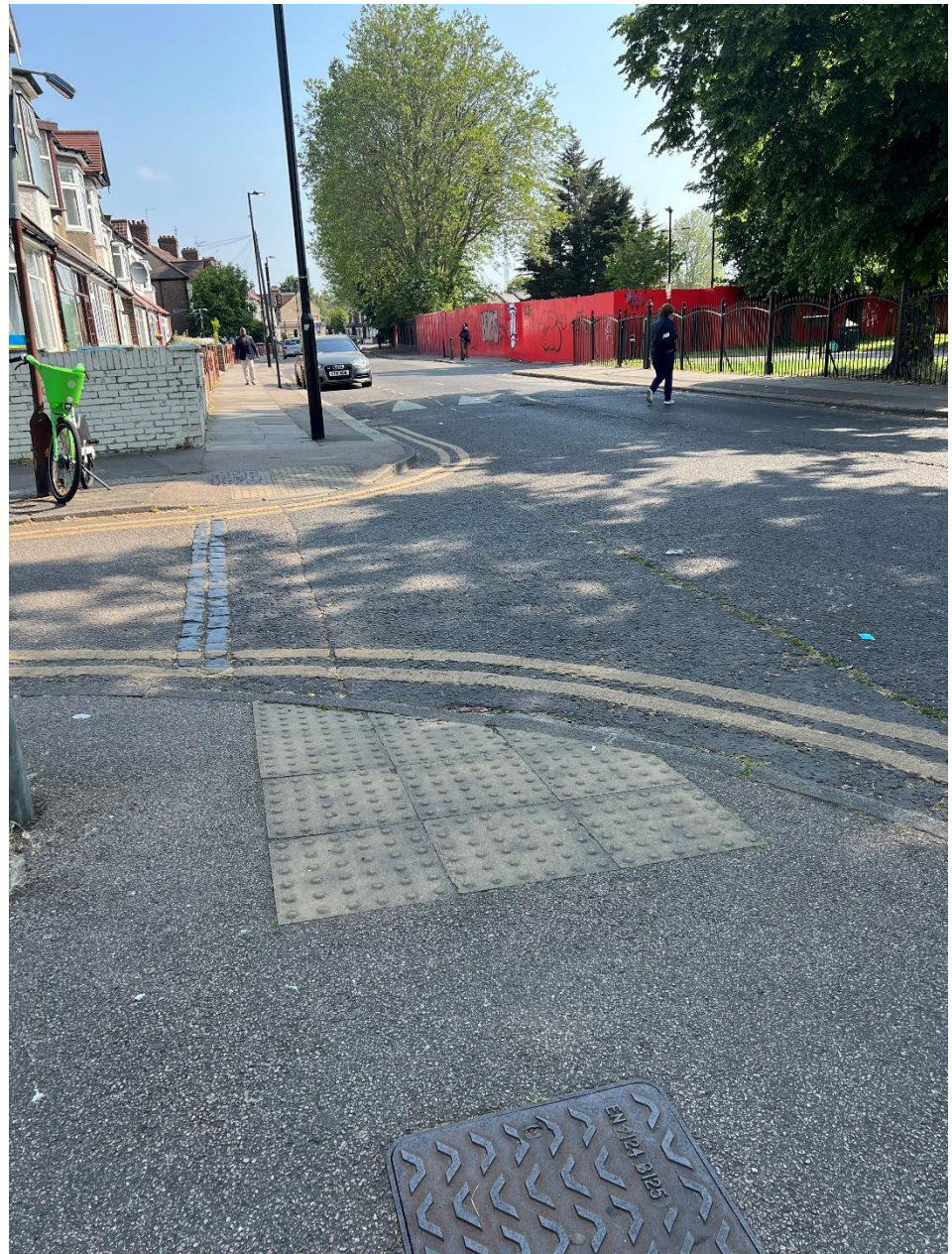


Photo 1.17



Photo 2.1

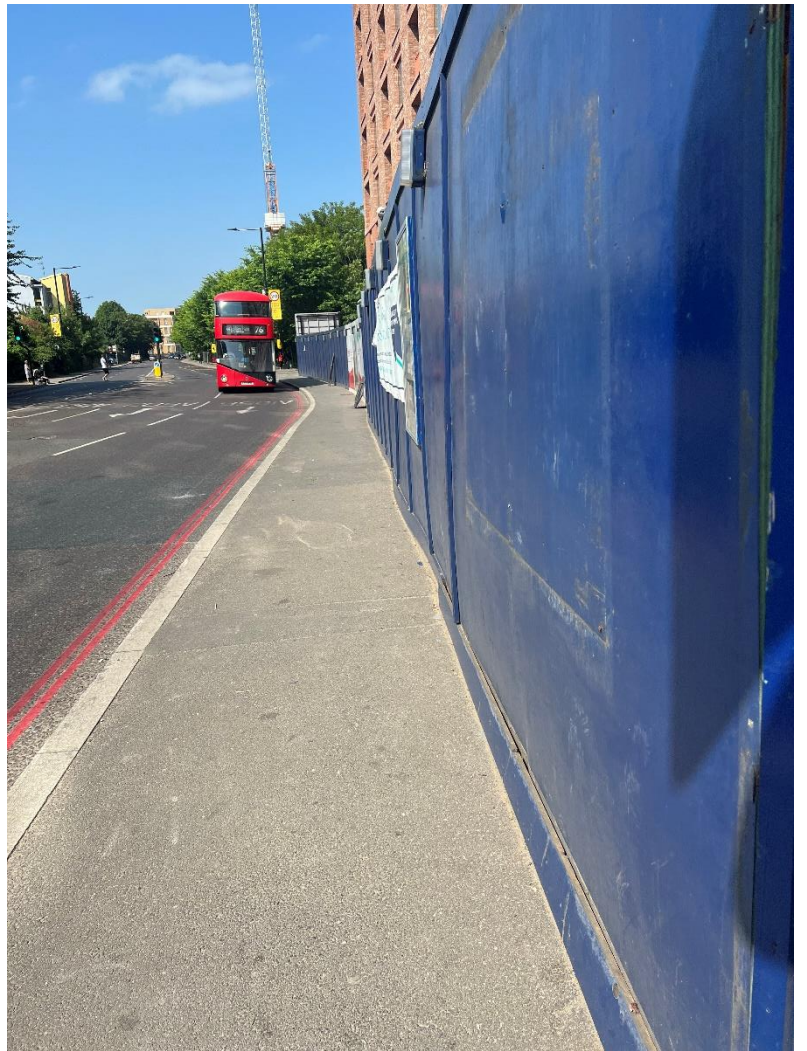


Photo 2.2



Photo 2.3



Photo 2.4



Photo 2.5



Photo 2.6



Photo 2.7



Photo 2.8



Photo 2.9

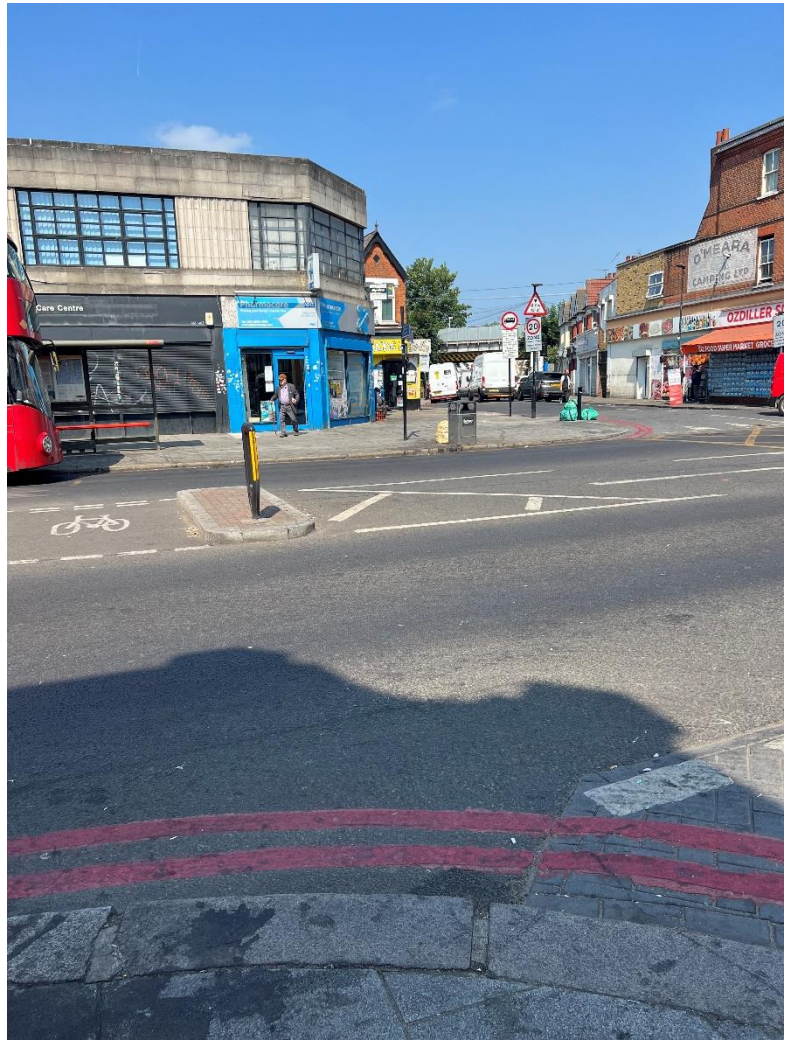


Photo 2.10



Photo 2.11



Photo 2.12



Photo 2.13



Photo 2.14



Photo 3.1



Photo 3.2



Photo 3.3



Photo 3.4



Photo 3.5



Photo 3.6



Photo 3.7



Photo 3.8



Photo 3.9



Photo 3.10



Photo 3.11



Photo 3.12



Photo 3.13



Photo 3.14



Photo 3.15



Photo 4.1



Photo 4.2



Photo 4.3



Photo 4.4



Photo 4.5



Photo 4.6

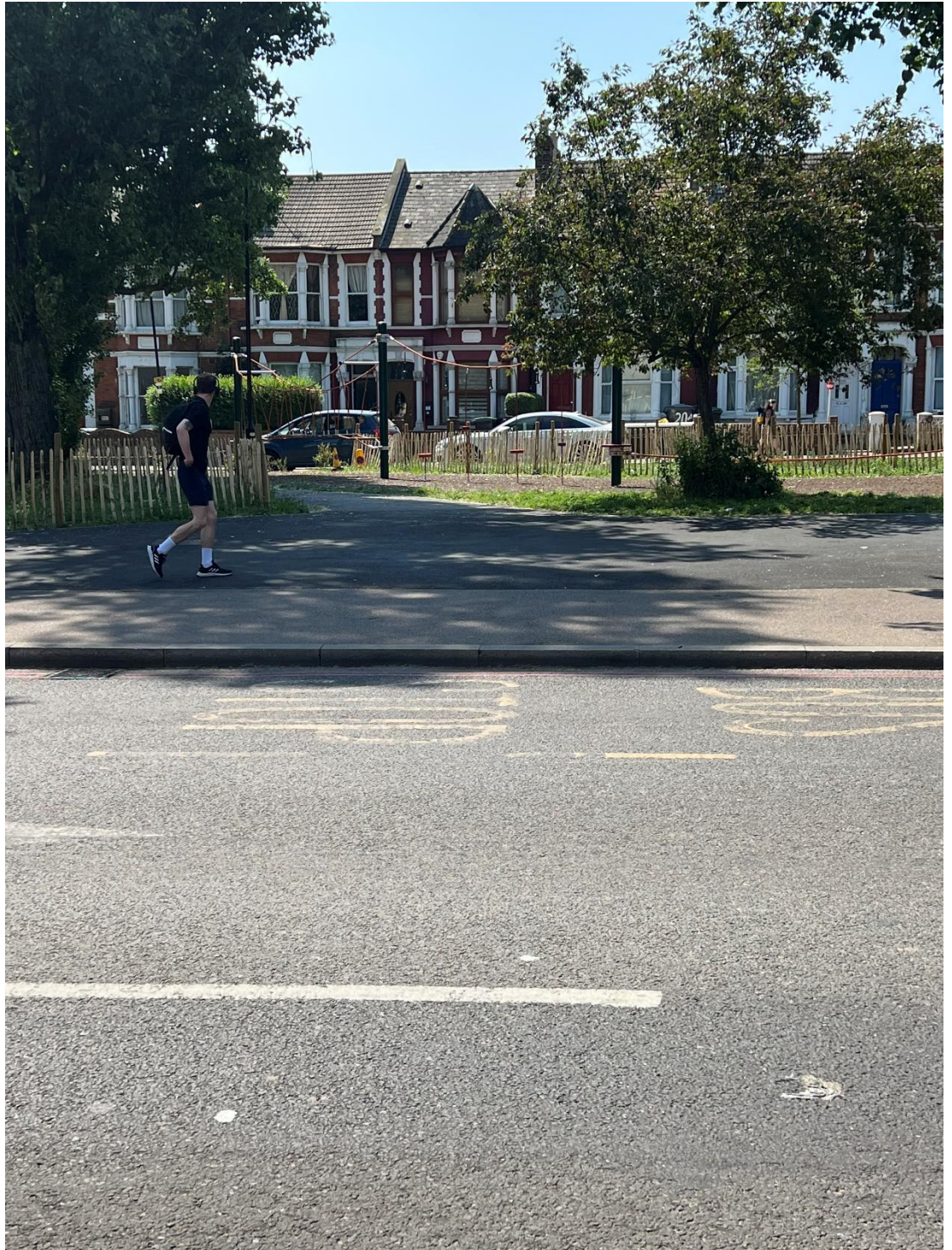


Photo 4.7



Photo 4.8



Photo 5.1

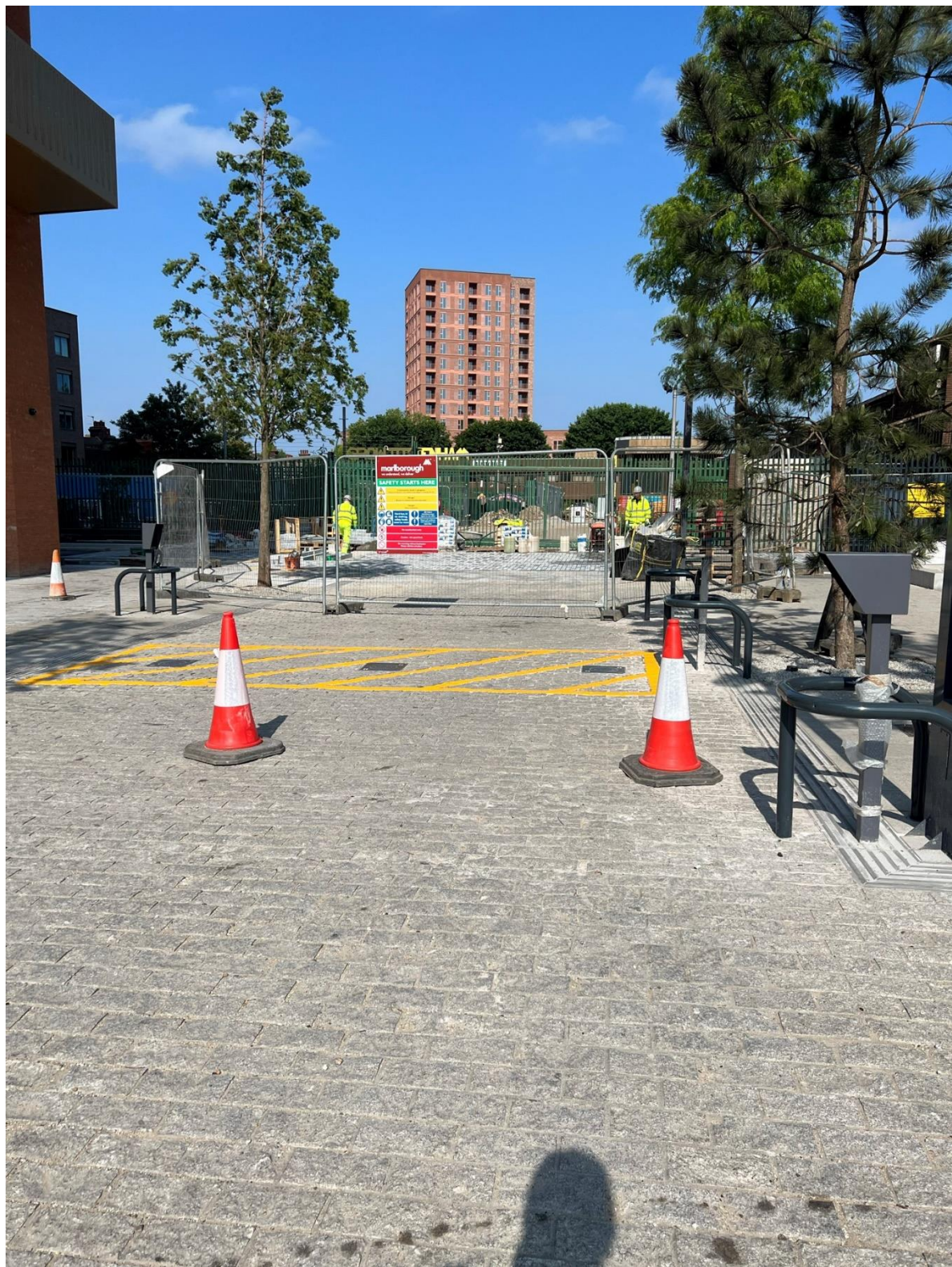


Photo 5.2



Photo 5.3



Photo 5.4



Photo 6.1



Photo 6.2



Photo 6.3



Photo 6.4

