From:	Gareth Prosser
To:	Planning Support
Cc:	John McRory
Subject:	FW: 30 - 40 Lawrence Road, Tottenham HGY/2024/1456
Date:	18 March 2025 11:45:36
Attachments:	image001.png N04-NB-Transport Note (250314).pdf
Importance:	High

Please add to arcus- Revised Transport Comments

Both attached and comments below

Kind Regards

Gareth Prosser
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PLANNING AWARDS 2024 WINNER
2024 RTPI Awards For Planning Excellence London
Shortlisted

From: Joshua O'Donnell <Joshua.ODonnell@haringey.gov.uk>
Sent: 14 March 2025 16:14
To: Gareth Prosser <Gareth.Prosser@haringey.gov.uk>
Cc: Maurice Richards <Maurice.Richards@haringey.gov.uk>; John McRory <John.McRory@haringey.gov.uk>
Subject: RE: 30 - 40 Lawrence Road, Tottenham HGY/2024/1456
Importance: High

Hello Gareth,

I have looked over the attached document

Access/gate

Can you please include a pre-commence condition for plans to be sent to LBH Transport Planning for approval demonstrating the design of the vehicle gates, how it will be operated, submission of visibility splays and how the gate will be set back so that a vehicle can be fully berthed on their site not impeding the free flow of pedestrians on the public footway.

S278 agreement

The applicant will be required to enter into agreement with the Highway Authority under Section:

278 of the Highways Act, to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements, improved pedestrian and cycling infrastructure. The developer will be required to provide details of any temporary highways including temporary TMO's required to enable the occupation of each phase of the development, which will have to be costed and implemented independently of the main S.278 works. The works include but are not limited to: Works on Lawrence Road for the reconstruction/reinstatement of the footway and the installation of two new vehicle crossovers, removal and installation of on-street parking bays, and the repair of the footway.

The applicant will be required to provide a detailed design for including lighting improvements, details will also be required in relation to the proposed works including but not limited to: widening, including adoption and long-term maintenance, the drawing should include, existing conditions surveys construction details, signing and lining, the scheme should be design in line with the 'Healthy Streets' indicators perspective, full list of requirements to be agreed with the Highways Authority.

The applicant will be required to submit detailed drawings of the highways works for all elements of the scheme including the details of the footpath, these drawings should be submitted for approval before any development commences on site.
Reason: To implement the proposed highways works to facilitate future access to the development Site and to protect the integrity of the highways network.

Cycle parking

The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 103 long-stay and 23 short-stay cycle parking spaces for residents and for the commercial 8 long-stay cycle parking spaces and 2 short-stay cycle parking spaces for approval. The quantity must be in line with the London Plan 2021 T5 Cycle and the design must be in line with the London Cycle Design Standard. No Development (including demolition) shall take place on site until the details have been submitted and approved in writing by the Council.
REASON: to be in accordance with the published London Plan 2021 Policy T5, and London Cycle Design Standards (LCDS).

Again, can the cycling condition be secured as a pre-occupation as it will influence final design of the cycle parking that they build.

Kind regards,

Josh

From: Nick Bond <nb@caneparoassociates.com>
Sent: 14 March 2025 09:58
To: Joshua O'Donnell <Joshua.ODonnell@haringey.gov.uk>
Cc: Sam Hine <sam.hine@dp9.co.uk>; Jodane Silvera-Walters <jodane.silvera-walters@dp9.co.uk>; Maurice Richards <Maurice.Richards@haringey.gov.uk>; John McRory <John.McRory@haringey.gov.uk>; Gareth Prosser <Gareth.Prosser@haringey.gov.uk>
Subject: RE: 30 - 40 Lawrence Road, Tottenham HGY/2024/1456

Hi Joshua,

Thank you for your time yesterday to talk through the points that you raised, and as discussed, I attach our response note.

I trust this deals with all the issues, but please let me know if we need to discuss any matters further.

Regards,

Nick

Nick Bond
Director

Caneparo Associates
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From: Gareth Prosser <Gareth.Prosser@haringey.gov.uk>
Sent: 12 March 2025 08:53
To: Jodane Silvera-Walters <jodane.silvera-walters@dp9.co.uk>
Cc: Sam Hine <sam.hine@dp9.co.uk>; John McRory <John.McRory@haringey.gov.uk>

Subject: FW: 30 - 40 Lawrence Road, Tottenham HGY/2024/1456
Importance: High

Hi Jodane,

Please see comments below from our Transport Planner.

Kind Regards

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From: Joshua O'Donnell < >
Sent: 11 March 2025 14:51
To: Gareth Prosser <Gareth.Prosser@haringey.gov.uk>
Cc: Maurice Richards <Maurice.Richards@haringey.gov.uk>; John McRory <John.McRory@haringey.gov.uk>
Subject: 30 - 40 Lawrence Road, Tottenham HGY/2024/1456
Importance: High

Hello Gareth,

I have looked over updated plans. Please see my thoughts below.

Gated

It appears though not clear that the development would be gated, are they able to confirm. If one is being provided, then the are they able to demonstrate that a vehicle could be fully berthed on the crossover without blocking the footway.

Access

In terms of vehicle access it is very unclear how they and whey will allow ass through the proposed access to the north which, will signage be used to demonstrate usage during appropriate usages. Additionally, will delivery vehicles try and use it or will be gated off and only opened when required by a fire engine.

Highway works

I see that they are now proposing to have a second crossover to the north has been introduced which would see the removal of 3-4 parking bays instead of the single crossover before. The parking stress survey has not factored how the loss of the bays would increase on-street parking stress.

Disabled bays

They have retained the on-site disabled bays as agreed before with the original submission. I have looked over the swept path drawings in relation to the access for pedestrians and they are within the recommended for bays from entrances.

Cycle parking

For the residential parking there is no change, and the numbers remain the same which is acceptable. The commercial floorspace has been reduced which has meant that this has been reflected in the number of cycle parking for the commercial use, which now stands at 8 long-stay and 2 short-stay which are in accordance with policy.

In terms of cycle parking design issue is taken with how the long and short stay for the commercial parking has been integrated within the courtyard via the Sheffield stands without separating out the different uses by definition they must be segregated as employees should only have access to long-stay facilities as definition they must be secured to meet the London Plan 2021 Policy T5 Cycle and the three principles of the LCDS. Furthermore, plan do not show the Sheffield stands within the courtyard being covered from the elements whereas the TS states they would be. Plans will need to be updated demonstrating them being covered to meet the requirements within the LCDS. Overall, most of the minimum requirements have been met within the LCDS for aisle and stand widths except for the of the larger residential store which contains the enlarged stands has an aisle width of 3.4 whereas it should be 3.5m at a minimum.

Conditions will need to be modified to reflect changes and plans updated to show the above concerns.

Kind regards,

Joshua O’Donnell

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Transport and Travel
Resident Experience
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