



Statement of Community Involvement Report

Project Copeland Road Car Park, Peckham, London, SE15 4TP
Job no 2318
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1.0 Introduction

- 1.1 This statement of Community Involvement (SCI) has been prepared by Alan Camp Architects on behalf of Southwark Council. It provides details of measures that have been undertaken in the preparation of a planning application in relation to the site at Copeland Road Car Park, Peckham SE15.
- 1.2 This SCI has been prepared in support of the planning application for a 67 unit residential development on the Copeland Road Car Park, currently owned by Southwark Council.
- 1.3 This SCI outlines the applicant's commitment to local community consultation, which has informed the proposals in advance of submitting a full planning application to Southwark Council.

2.0 Site & Context

- 2.1 The site is located at the intersection of Rye Lane, Copeland Road and Heaton Road.
- 2.2 The site is surrounded by two to three storey residential and mixed use properties on the north, while on the south there are mixed use and residential properties up to eight storeys high. On the north boundary the site faces Atwell estate and the Hazel Close amenity space. There are also proposals for a 7 storey mixed use development on the west boundary as well as a proposal for a 7 storey with a setback mixed used development on the south boundary, which has already been approved.
- 2.3 The site has been identified as a proposal site for regeneration PNAAP 7, within the Peckham and Nunhead Area Action Plan, which states that the site acts as a southern gateway to the town centre, providing a possibility of a landmark building up to eight storeys, on the southern corner of the site.
- 2.4 The site has a required land use of Residential use (Class C3) with an indicative capacity of 75 units and needs to retain the service road that provides access to 241 Rye Lane, 223-229 Rye Lane and 213 Rye Lane.

3.0 Policy Framework

- 3.1 The Statement of Community Involvement (SCI) was agreed and adopted on January 29 2008 and forms part of the Local Development Framework for Southwark.
- 3.2 The SCI sets out how and when the community will be involved in the alteration and



development of town planning documents and planning permissions. It ensures that effective community involvement is carried out throughout the planning process. It is a legal (statutory) document that must be complied by all planning processes including the process of agreeing planning documents and making decisions on planning applications.

- 3.3 The Local Development framework for the borough of Southwark is in 'general conformity' with the London Plan, updated in March 2015, which has to be taken into account when planning decisions are taken in any part of London.
- 3.4 The London Plan is in turn compliant with the National Planning Policy Framework, published in March 2012.
- 3.5 The National Planning Policy Framework outlines the overall principles of the Spatial Planning System and the objectives to ensure the delivery of sustainable development. The engagement and involvement of local communities is seen as a key mechanism to achieve this.
- 3.6 Paragraph 155 states; *'Early and meaningful engagement and collaboration with neighbourhoods, local organisations and businesses is essential. A wide section of the community should be proactively engaged, so that Local Plans, as far as possible, reflect a collective vision and a set of agreed priorities for the sustainable development of the area, including those contained in any neighbourhood plans that have been made.'*
- 3.7 Paragraph 189 states; *'Local planning authorities have a key role to play in encouraging other parties to take maximum advantage of the pre-application stage. They cannot require that a developer engages with them before submitting a planning application, but they should encourage take-up of any pre-application services they do offer. They should also, where they think this would be beneficial, encourage any applicants who are not already required to do so by law to engage with the local community before submitting their applications.'*
- 3.8 Paragraph 190 states; *'The more issues that can be resolved at pre-application stage, the greater the benefits. For their role in the planning system to be effective and positive, statutory planning consultees will need to take the same early, pro- active approach, and provide advice in a timely manner throughout the development process. This assists local planning authorities in issuing timely decisions, helping to ensure that applicants do not experience unnecessary delays and costs.'*
- 3.9 This statement not only sets out our efforts to incite community involvement within our scheme but also outlines how we accounted for any merits and issues, as suggested by interested local parties.



4.0 Engagement with the public

4.1 The most effective way of consulting with the community was thought to be a public exhibition which would allow local residents to view the proposals and have their say and make any comments in support or against the scheme. The feedback from the consultations has influenced the development from an early stage.

4.2 Public consultation 1 - 30th June 2015

The first public consultation was presented to the local residents on the 30th of June 2015. Approximately 10 people attended the consultation out of which half submitted feedback forms on the day.

4.2.1 In general, residents were in favour of the development, although they were concerned with the density of the development, overshadowing of communal areas and reduced parking spaces. Locals requested that the basketball court already on site is retained or re-provided.

4.2.2 We have positively responded to the comments raised in the consultation regarding density and overshadowing, as well as re-providing the basketball court in the revised layout.

4.3 Public consultation 2 - June 2015

The second public consultation was the online version of the proposals presented in June 2015 that has been published as follow up of the event.

4.3.1 Following the residents consultation we looked at different options to include the existing basketball court into the proposed design. In order to accommodate the number of units lost on the ground and first floor level another storey was introduced on the top of core A, on the southern corner of the site.

4.3.2 Different options were investigated in order to achieve the most appropriate solution that responds to the immediate context of the site, without compromising and overshadowing the communal amenity spaces on the ground floor. A 7 storey proposal with a setback was the preferred option, as it accommodates the units lost, without imposing on the local context of the site. Additionally it matches the amenity space of the approved proposal for 237-247 Rye Lane development to the south of the site.

4.4 Public consultation 3 – 22nd February 2016

The third public consultation took place on the 22nd of February 2016, at Consort Hall in Peckham. Approximately 20 people attended the consultation.

4.4.1 In general, residents were pleased with the proposal. Local residents were happy with the following:



- brick materiality of development
- retaining and improving basketball court
- improving the existing pavement and green area in Hazel Close
- proposing large 1 bed flats rather than studios
- three distinct cores for each tenure
- high percentage of affordable housing provided

4.4.2 Some concerns were raised, with regards to the development like:

- overlooking
- overcrowding
- loss of parking spaces
- loss of communal loading bays

4.4.3 We have positively responded to the above concerns.

- We have responded to overlooking by proposing angled windows on the north elevation of our development to redirect the views. Additionally, proposing new mature trees on Hazel Close green area will provide screening between the terraces and the new development.
- To the concern of overcrowding the council responded that 50% of the affordable housing provided in Copeland road will be used to house the needs of the adjacent housing estates first, before being allocated to new residents.
- The site has a high PTAL rating of 6a, on which planning policy allows for car free developments. We are proposing 3 parking spaces for the wheelchair accessible flats, while the rest is car free as stated by the high PTAL rating. Additionally, there are several car club bays (Zipcar, EasyCar Club) located within close proximity to the site that could serve the transport needs of new and existing residents, see transport map on page 11.
- A loading bay will be provided on Copeland Road which is to be used by the new and existing residents as well.

4.5 **Public consultation 4 – 24th March 2016**

The fourth public consultation containing our final proposal has been published online on the 24th of March 2016, following extensive discussion with the local residents.

4.5.1 The online consultation was open until the 6th of May 2016 for comments and feedback with regards to the Copeland Road Car Park development.

4.5.2 A few concerns were made with regards to the following:

- The size of the development
- Blocking the sunlight to neighbouring properties
- Loss of parking spaces for visitors
- Green spaces
- Crime and antisocial behavior



- Designated spaces for children
- Uncleanliness of the area

4.5.3 We have positively responded to the above concerns.

- The proposal was developed with consideration to the neighbouring properties in terms of massing and overshadowing. The top floor of Core C was relocated onto the top of Core B, reducing the overshadowing on the terraces around Hazel Close. Most of the massing of the proposal is facing Copeland Road, matching the height of the approved development on 237 Rye Lane.
- The site has a high PTAL of 6a, meaning that the site has excellent public transport links. Peckham Rye Station is within a 5 minutes' walk to the site, while Nunhead and Queens Road Peckham stations are also in walking distance, about 15 minutes' walk, making the development easily accessible for residents and visitors.
- We are proposing to improve Hazel Close public area with more designated green areas, more planting and introducing new mature trees, increasing the green areas within the immediate context.
- We have consulted a Secured by Design officer for this proposal, ensuring a safe and compliant development that will increase the feel of security within the area.
- Within the proposal we have designated and secured play areas for children under 5 years old. The basketball court will be retained and improved and the public access to it will be maintained. Additionally the public green areas on Hazel Close can be used by the public as informal play areas for children or as public amenity space.
- Introducing a new development in the area, as well as improving the public amenity spaces will improve the cleanliness of the area.

4.6 Residents meeting - 28th April

On the 28th of April, local residents who didn't have access to the boards presented online had a chance to review the final proposal and express their views on the scheme, from 6:30 to 7:30 pm, at the Umbrella from woman to woman shared space on Rye Lane.



5.0 Engagement with the council

5.1 Internal Council Review - 5th October 2015

The scheme was presented at the Internal Council Review, which took place on the 5th of October, the councils planners also attended.

- 5.1.1 The feedback received was positive with regards to the overall design and the number of units provided. Everyone was pleased with the integration of the existing basketball court into the proposal and the communal amenity spaces provided on the ground floor.
- 5.1.2 A concern was raised with regards to how the basketball court will require acoustic insulation so that it will minimise the disturbance to the residents, due to its close proximity to the flats.
- 5.1.3 We have positively responded to the comments raised in the design review panel by incorporating acoustic barriers onto the basketball court fence on the design submitted for pre-planning application in October 2015.

5.2 Design Review Panel - 7th December 2015

Following the pre-planning application a design review panel took place on the 7th of December 2015, at Southwark council.

- 5.2.1 The panel supported the following points with regards to the proposal:
 - the height of seven storeys with a setback proposed
 - re-providing the basketball court on the site
 - the proposed amount of accommodation
 - architectural approach of brick-clad design and GRC framed punctured windows
 - providing all the cycle storage in the entrances
- 5.2.2 Some concerns were raised, with regards to the proposal, including:
 - Concerns over the public use of the basketball court and the public access around it, which is surrounded by private areas. The panel suggested to relocate the main access to the court from the centre of the site along the public footway.
 - The panel advised to secure the landscape at the centre of the site for the exclusive access and enjoyment of the future occupiers, reinforcing the public route along the side.
 - The footprint of the building should be taken up to the upper levels and the overhanging accommodation removed.
 - Opportunities to provide additional massing on the site in the southern corner, which had been given over to parking and on the northern frontage of the site along Copeland road where the massing had been cut back.



- Ground floor units and entrance halls are set back behind the architectural 'screen' on Copeland road, making them poorly lit and hard to find.
- Provide clear precedents and details for cycle stores.

5.2.3 We have positively responded to the above concerns.

- The main entrance to the basketball court, is accessed from Bournemouth Close footpath. We proposed a secondary entrance accessible for a wheelchair users, accessed from the proposed communal amenity space.
- We propose enclosed landscaped areas for the ground floor communal amenity space and play area for children under five years old.
- We propose a new massing for the development where the ground floor footprint is taken up to the upper floors without an overhang.
- We propose a new massing where Core C is lower while Core B, facing onto Copeland Road, is now taller to accommodate the reduced mass from Core C.
- The architectural screening on the ground floor is less dense, allowing for better lit spaces on the ground floor.
- Clear examples and details for the cycle stores are provided within the Design and Access statement, see page 35.

5.3 On the follow up meeting with Planners and Michael Tsoukaris all the above concerns have been discussed throughout and addressed.



6.0 Conclusion

- 6.1 The proposal has undergone extensive consultation via a series of public exhibitions to the local community, meetings with Southwark Council and a presentation to the Design Review Panel. The general feedback has been positive and the principle of developing the Copeland car park site to a 67 unit residential development supported.
- 6.2 The proposal has evolved to take into account feedback received, which includes:
- A reduction of the total units proposed from the initial design
 - Integration of the existing basketball area, taking into consideration means to reduce the sound and visual impact on new and existing residents.
 - Secured and gated landscaped communal amenity areas on the ground floor.
 - The removal of the overhanging accommodation in the centre of the development.
 - Architectural screening on the east elevation has been reduced to allow maximum light into the rooms behind.
 - North elevation steps down to minimise overshadowing of the terraces facing Hazel Close amenity space.
 - Angled windows are proposed on the north elevation to minimise overlooking onto the terraces facing Hazel Close amenity space.
 - A loading bay has been proposed on Copeland Road.
- 6.3 Further consultation will take place throughout the statutory consultation period on submission of the application. However we hope that in view of the positive feedback received and the changes made in response, the proposal will be supported.



Appendix A

Public Consultation 1 - Boards

About the Copeland Road Car Park Site

Welcome to our exhibition which outlines the initial proposal to redevelop Copeland Road Car Park.

The Masterplan
The site is located towards the south of Peckham town centre and is located within the Peckham Core Action Area. The site's location allows for easy walking distance to Peckham Rye Station and is close to shopping and leisure, making it in ideal location for residential development.

Copeland Road Car Park site, owned by Southwark Council, is identified as PNAAP7, a key proposed development opportunity site in the Peckham and Nunhead Area Action Plan. The action plan fronts the regeneration of the area, setting out policies to ensure new developments support a healthy, safe and prosperous community.

211 / 213 Rye Lane, shown in blue on the map, is being considered for regeneration by a private developer.

What would you love to see here?

What other things should we be considering?

Tell us about the site and area?

What wouldn't you want to see here?

What affect does the site have on the area?

Capacity Study – Copeland Road Car Park Site

Copeland Road elevation of the proposal

Typical upper floor plan

Ground floor plan

- 71 new homes
- 3 Cores
- Providing much needed council homes
- Equal mix of rented, shared ownership and private dwellings
- Providing 1, 2 and 3 bedroom flats
- Height ranging from 3 to 7 storeys
- Proportion of homes will be for wheelchair and disabled users
- Homes will be more energy efficient
- Large areas of landscaping
- Green Roofs and terraces
- Modern design

7 stories 5 stories 4 stories 3 stories

What's your opinion?

Would you want to live in or next to it?

What would you change?

Have we got the amount of housing right?

Could it go higher?

Or should it be lower?

What do you think about the tenure mix?

What would you keep?

What's missing?

How would this impact the area?



Landscape & Communal areas - Copeland Road Car Park Site



Existing Communal area - Hazel Close



Basketball court - Hazel Close



Potential Environment Improvements

- Large green landscaped areas with mature trees and native plants encouraging biodiversity
- Natural surveillance to provide safe areas for children to play
- New play spaces for under 5's
- Sedum green roofs adding sustainability benefits
- Good maintenance scheme
- Effective lighting to encourage security
- Will be consulting a Secure By Design Officer
- Improving existing green area
- Possible locations of play areas 1-3
- Improvements to Bournemouth Close entrance 4
- Improvements to Copeland Road footpath 5

Where should communal play space be located?

Would you use the landscaped area?

What's your opinion?

What amenities should we provide?

What would you change?

Good Design Principle- Copeland Road Car Park Site



Landmark recessed entrance



Green roof



Communal play areas

- Dual aspect flats
- Good lighting and ventilation
- Landscaped communal areas
- Good natural surveillance
- Large balconies
- Green roof



2 tones of brick



Recessed balconies



Landscaped communal green areas



Public Consultation 3 - Boards

DRAFT

About the Copeland Road Car Park Site



Welcome to the second consultation for the Copeland Road Car Park. We have taken on board resident's comments and planning advice and amended the proposal to re-develop the Car Park.

Site Location
The site is located towards the south of Peckham town centre and is located within the Peckham Core Action Area. The site's location allows for easy walking distance to Peckham Rye Station and is close to shopping and leisure, making it in ideal location for residential development.

Copeland Road Car Park site, owned by Southwark Council, is identified as PNAAP7, a key proposed development opportunity site in the Peckham and Nunhead Area Action Plan. The action plan fronts the regeneration of the area, setting out policies to ensure new developments support a healthy, safe and prosperous community.

Following your feedback from previous public consultations we have included the changes below:

- Integrated the existing basketball/multi-use area, lowered in the new landscape proposal
- Copeland Road elevation is stepping down towards the existing Hazel Close terrace houses
- Less units proposed, 67 units

Indicative Timeline

- Public Consultation 22 February 2016
- Second consultation running online until 29 February 2016
- Final consultation 16 March 2016
- Planning submission March 2016
- Planning Consent Summer 2016
- Completion by Winter 2018








KEY

- 4 storeys
- 5 storeys
- 6 storeys
- 7 + set back storeys

Ground Floor plan - NTS

DRAFT

Capacity Study - Copeland Car Park Site



KEY

- Single aspect
- Dual aspect
- Triple aspect



Proposed Ground Floor - NTS



Copeland Road Elevation Proposal



Hazel Close Elevation Proposal

- 67 new homes
- 3 Cores
- Providing much needed council homes
- Equal mix of rented, shared ownership and private dwellings
- Providing 1, 2 and 3 bedroom flats
- Height ranging from 4 to 7 and a set back storeys
- Proportion of homes will be for wheelchair and disabled users
- Homes will be energy efficient
- Large areas of landscaping
- Green Roofs and terraces
- Modern design
- Retained basketball play area



Proposed First, Second, Third Floor



Proposed Fourth Floor



Proposed Fifth Floor



Proposed Sixth Floor



Proposed Seventh Floor



DRAFT

Landscape & Communal areas - Copeland Car Park Site



Existing communal area - Hazel Close



Existing basketball court - Hazel Close



Proposed play area for children under 5 years old



Improved lowered multipurpose court

- New green landscaped areas with mature trees and native plants encouraging biodiversity
- Natural surveillance providing safe areas for children to play
- Sedum green roofs adding sustainability benefits
- Good maintenance scheme
- Effective lighting to encourage security
- Complying with the Secure By Design regulations
- New play spaces for children under 5 years old
- Communal areas for residents
- Improving the existing green area Hazel Close
- Improving Bournemouth Close entrance
- Improvements to Copeland Road footpath
- Improving the existing multipurpose court, lowered in the new landscape design

Where should communal play space be located?

What would you change?

What other things should we be considering?

What's your opinion?

What would you want to see here?

Would you use the multipurpose court?

What amenities should we provide?

What wouldn't you want to see here?

What affect does the site have on the area?



Proposed improvements on communal areas- NTS

DRAFT

Good Design Principles - Copeland Car Park Site



- Majority Dual aspect flats
- Large balconies
- Good lighting and ventilation
- Landscaped communal areas
- Public Access to multipurpose court and green areas
- Good natural surveillance
- Green roofs
- Communal roof terrace



Recessed balconies



GRC frame



Landscaped communal areas



Green Roofs



Communal play areas



Landscaped communal green areas



Public Consultation 4 - Boards

Copeland Road Car Park

Introduction
The development site is located in central Peckham, at the intersection of Rye Lane, Copeland Road and Heaton Road on Copeland Road Car Park. Copeland Road Car Park site, owned by Southwark Council, is identified as PNAAPT, a key proposed development opportunity site in the Peckham and Nunhead Area Action Plan. The action plan fronts the regeneration of the area, setting out policies to ensure new developments support a healthy, safe and prosperous community. It benefits from excellent road and rail transport links, contributing to a PTAL rating of 6a.

Currently occupying the site is a car park with capacity of approximately 60 vehicles, and a communal basketball court to the northwest corner. The eastern aspect of the site fronts Copeland Road. At the north of the site, is the Hazel Close green area which we aim to integrate into our scheme. The site is surrounded by two to three storey commercial and residential properties. There is an approved proposal for a mixed use development of 7 storeys and a setback on the south boundary of the site, and a proposal for a 7 storey mixed use development to the west.

The proposal is for:

- 67 residential units
- Arranged over 3 cores
- A range of flat sizes
- Social rented, shared ownership and private apartment
- Wheelchair accessible flats
- Seven storeys with a setback
- Private and communal amenity space
- Re-provision of public amenity space

Copeland Road Car Park

Site Layout
There are three cores proposed. Core A and B are off Copeland Road, while Core C is located off Hazel Close. The three cores lead to an entrance hub at the centre of the site, with landscaped play areas, a communal amenity space and the communal basketball court.

Access
We are proposing to keep the existing vehicular access to the south of site, which allows access to other adjacent sites. We are keeping the existing public access through the site via Bournemouth Close footpath and the Copeland Road footpath onto Hazel Close.

Controlled public access is proposed for the basketball court off the Bournemouth Close footpath, while the proposed play and amenity spaces are gated for the use of new residents. Level access onto the landscaped areas and the communal basketball court is achieved by grading the landscape. All wheelchair flats are located on the ground floor, while all upper floor flats can be accessed via a lift, achieving level access throughout.

Massing
The building is staggered above the fourth storey in order to prevent overshadowing and overlooking to neighbouring properties. This breaks up the mass and provides outdoor spaces and terraces, which add articulation to the elevation.

The proposal is made up of 3 distinct cores, each of them reaching different heights. Core A to the south of the site is 7 storeys high with a setback at the top matching the 7 storey proposal with top-floor amenity space, at 237 Rye Lane. Core B at the north is 5 storeys high, balancing the height difference between neighbouring houses on the north of the site and Core A. Core C to the west of the site is 4 storeys high, balancing the height difference between Core A and B and the existing dwellings on Hazel Close.

Key:

- Play areas
- Communal amenity space
- Private amenity space
- Improved existing public amenity
- Core
- Flats
- Private residential access
- Communal residential access
- Controlled Public pedestrian access
- Loading bay
- Wheelchair access
- Public pedestrian access

Ground Floor Plan - NTS



Copeland Road Car Park

ALAN CAMP ARCHITECTS



Recessed balconies

GRC frame



Copeland Road Elevation Proposal

Design:

Most of the flats are dual aspect to ensure maximum possible daylight and adequate ventilation. All of the proposed flats have private amenity spaces and access to the communal amenity areas. All the dwellings are compliant with Part M, Lifetime Homes standards, London Housing design guide and the South East London Housing Partnership requirements, in order to be able to adapt to the changing needs of the residents.

To comply with bicycle storage provision standards, 108 secure cycle spaces have been provided. Additionally 7 wheelchair accessible units are proposed and 3 disabled access parking bays. A loading bay has been indicated on Copeland Road to accommodate the needs of the existing and new residents.

Following the last consultation, angled windows are proposed on the North elevation to redirect the views. Additionally new mature trees on Hazel Close amenity will minimise overlooking between the new development and existing terraces.

Appearance:

A simple palette of brick and glass reinforced concrete (GRC), has been chosen to respond to the immediate context and history of the site. Light brown stock brick will be used on the main frame of the proposal to match the context of neighbouring properties, while a dark brown brick is used on the North and set back elements to minimise their impact on the elevation. Varying the brick colour adds to the depth of the elevations.

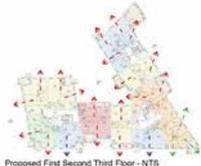
The scheme introduces texture through metal balustrades, recessed and projected elements on the brickwork. A regular stretcher bond would be used through the majority of the brickwork. Prefabricated brick cladding panels with stacked brick would then be extruded from the recessed panel to form a patterned relief.



Proposed Ground Floor - NTS



Hazel Close Elevation Proposal



Proposed First Second Third Floor - NTS



Proposed Fourth Floor - NTS



Proposed Fifth Floor - NTS



Proposed Sixth Floor - NTS



Proposed Seventh Floor - NTS

Copeland Road Car Park

ALAN CAMP ARCHITECTS



Proposed Lowered Basketball Court

Communal amenity space:

Two distinct communal amenity spaces have been proposed within the design. A communal landscaped area is proposed on the ground floor, which can be accessed by all three cores, as well as a communal roof terrace on the sixth floor, which can be accessed by Core A.

The communal landscaped area on the ground floor, can be accessed by several routes in order to encourage its use. It is accessed by the three cores, the Bourne Close footpath on the north and via the existing shared road on the south of the site, creating a central hub on the site. The communal area is located between the proposed development and the neighbouring properties allowing for natural surveillance.

A path around the outside perimeter provides level access to all ground floor flats, while creating pockets of vegetation, planting and play areas. The communal landscaped area will be maintained by Southwark council.

There are two proposed distinct, gated natural play areas for children under 5 years old within the site.

Basketball court:

Within the site there is currently a communal basketball court, which we propose to relocate in the proposed landscape. A new basketball court will be provided that will be used by people of all ages and abilities, encouraging social interaction between the residents.

The improved basketball court has been lowered by 1m into the ground with ramps leading into the court that allow a level access and minimise the sound transmission onto the neighbouring properties.

Retaining wall is raised in certain areas at various heights, where the court is closest to the flats, reducing the transmission of sound. Using acoustic bricks and gabions creates a feature wall that blends in with the proposal. Additionally, using panels made of recycled rubber, on the retaining wall surface within the court enhances the sound absorption of the wall, as well as creating a safer surface for children to play.



Proposed communal amenity area



Proposed play area for children under 5 years old



Ground Floor Plan - NTS - Internal courtyard

Key:
 play areas for children under 5 years old
 communal amenity area
 access

