

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2016/2232

**Ward:** Tottenham Green

**Address:** Car Wash Centre Broad Lane N15 4DE

**Proposal:** Demolition of the existing car wash, construction of a new office block including, covered bin, cycle's store and parking.

**Applicant:** Sigma (Tottenham) Ltd

**Ownership:** Private

**Case Officer Contact:** Aaron Lau

**Site Visit Date:** 19/07/2016

**Date received:** 01/07/2016

**Last amended date:** 23/01/2017

#### **Drawing number of plans:**

- 3006 PL L01 – Location Plan
- 3006 PL 11J – Proposed Block Plan
- 3006 PL 12M– Proposed Ground and First Floor Office Plans
- 3006 PL 13M– Proposed Second Floor Office Plan
- 3006 PL 18.1– Proposed North Elevation Option 2
- 3006 PL 18.2– Proposed South Elevation
- 3006 PL 18.3– Proposed East Elevation Option 2
- 3006 PL 18.4– Proposed West Elevation Option 2
- 3006 PL 18.1A– Proposed North Elevation
- 3006 PL 19.1 – Proposed Ground Floor Window Details
- 3006 PL 19.2 – Proposed First Floor Window Details
- 3006 PL 19.3 – Proposed Roof Details

**1.1** This application is being reported to Planning Committee as it is a major planning application.

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

- The proposed redevelopment of the site at Car Wash Centre Broad Lane to provide a new B1 office block is considered acceptable in principle as it would comply with local plan policies on a site which is designated as a Locally

Significant Industrial Site (LSIS), and will support and enhance local employment opportunities whilst meeting one of the Council's strategic aspirations of the Tottenham Hale and Fountayne Road wider regeneration area. There will be an additional quantity of employment generating floorspace and increase in the potential number of jobs that would be accommodated on-site should planning consent be granted.

- The redevelopment of the site would not have material adverse impact on the amenity of existing nearest residential properties on Esin Court located to the south of the site and the Bramble Close development situated on the western side of Broad Lane, in terms of loss of day/sunlight, enclosure, outlook, overlooking / loss of privacy and noise nuisance / pollution.
- The revised design of the building with bricked gables and fenestration detailing is considered to be compatible to the local Fountayne Road vernacular and setting. The proposed height and bulk is consistent to the prevailing pattern of development. It has been designed to accommodate the future north-south extension of Fountayne Road in mind, and will strengthen the intended street pattern on Broad Lane as a key employment neighbourhood in the future.
- The proposal would not have any material adverse impacts on the local transportation and highways network.
- The proposal would attain a minimum 'Very Good' BREEAM rating to help reduce carbon emissions, and incorporates an acceptable sustainable urban drainage system to help mitigate surface water flooding from extreme storm events.

## **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 28 February 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 be granted in accordance with the Planning Application subject to the attachment of the conditions.

## **Conditions**

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Soffit details
- 5) Hard and soft landscape works
- 6) Contaminated land
- 7) Contaminated land remediation
- 8) Combustion and energy plant
- 9) Air quality and dust management plan
- 10) Plant and machinery
- 11) Non-Road Mobile Machinery inventory
- 12) No infiltration based sustainable drainage systems
- 13) Piling
- 14) Cycle parking
- 15) Blue badge bays
- 16) Servicing bay
- 17) Opening hours
- 18) Sustainability – BREEAM
- 19) Balcony screening

### **Informatives**

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Asbestos
- 6) Contamination

### **Section 106 Heads of Terms:**

#### **1) Employment and skills training:**

- Local job opportunities/initiatives including to secure at least 20% employment by local residents during construction and end use phase
- Financial contribution of **£46,656** to provide and procure the support/skills for local people

#### **2) Carbon off setting**

- Energy plan showing how the reduction will be met and to calculate any resultant offsetting contribution.
- **£2,700** per tonne of carbon plus a 10% management fee if agreed energy efficiency standards and renewable energy technology (PV Solar Panels)

have not been achieved in the applicant's "Energy Assessment for the Car Wash Site", dated June 2016, by Dovetail Energy Consulting.

### 3) Considerate contractors

- 2.4 In the event that member choose to make a decision contrary to officers' recommendation members will need to state their reasons.
- 2.5 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:
1. In the absence of a financial contribution towards Local employment and training, the proposal would have an unacceptable impact on employment opportunities within the Borough. As such, the proposal would be contrary to Local Plan policies SP8 and SP9, London Plan policy 4.1 and draft DM policy DM37.
  2. In the absence of a financial contribution towards carbon management, the proposal would fail to address climate change and secure a sustainable development. As such, the proposal would be contrary to Local Plan policies SP4, London Plan policies 5.1, 5.2, 5.3 and 5.7 and draft DM policy DM21.
- 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.
- 2.7 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.

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

### **3.1 Proposed development**

#### *Background*

3.1.1 The applicant and owner of the site is Sigma (Tottenham) Ltd.

3.1.2 A planning application reference HGY/2014/1114 for a mixed use development comprising ground floor B1 offices and 21 residential units was submitted to the Local Planning Authority in April 2014. This application was withdrawn by the applicant on 8 July 2014 following concerns expressed by the Council to the principle of a residential development at this location in terms of planning land use.

#### *Scope of application*

3.1.3 The proposal, the subject of this planning application reference HGY/2016/2232, is for the following:

- demolition of the existing car wash circ. 85sqm;
- construction of a new office block circ. 1,944sqm;
- covered bin, cycle store and associated parking for 12 cars including 2 disabled bays and 20 cycle spaces. .

3.1.4 Following comments received from Transport for London in August 2016, the scheme was revised as follow:

- reduction in no. of car parking provision from 12 spaces to 5 spaces including 2 disabled bays and 1 electric charging point;
- A 2-tier rack providing 9 spaces plus space for larger cycles at the end of the cycle store.
- Widening of cycle store door from 1.2m to 1.5m.

3.1.5 Further amendments have been made to the design following feedback from the Quality Review Panel in October 2016. These changes include:

- architectural appearance to reflect the old industrial heritage of Fountayne Road and the surrounding area;
- relocating the building line back from the side road and using the space to provide on street parallel parking and a wide pavement

3.1.6 The existing number of employees is 1 full-time and 4 part-time. The total proposed number of full-time employees is potentially up to 70 job opportunities.

- 3.1.7 The existing car wash is managed and run by IMO car wash. The applicant has confirmed that the existing jobs will be moved to another IMO car wash site and as such the proposed development will be not result in any job losses but increase the number of employment opportunities.
- 3.1.8 The proposed hours of opening of the B1a offices are 07:00 to 22:00 Monday to Friday.

### **3.2 Site and Surroundings**

- 3.2.1 The site is rectangular in shape and is located on the eastern side of Broad Lane. The site is currently occupied by a single-storey car wash facility which is in use. Vehicular access and egress is obtained via a side road off Broad Lane.
- 3.2.2 The existing car wash facility currently on site has the benefit of planning consent - reference HGY/1994/0521.
- 3.2.3 The site is bound by two-storey terraced properties (Nos. 1-18 Esin Court) with a three-storey industrial warehouse unit behind the properties to the south, two-storey offices (Fountayne Business Centre) to the north and two-storey industrial units behind and to the east. A three-storey residential flatted development is situated on the western side of Broad Lane.
- 3.2.4 The site is located in a Defined Employment Area (DEA) and the site itself has a special Defined Employment Area use designation (DEA 14) within the Unitary Development Plan Proposals Map. The site is also identified as a Locally Significant Industrial Site (LSIS 14) of the Local Plan 2013.

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

- HGY/2014/1114 - Demolition of existing carwash and erection of a 5-storey block comprising 235.5sqm ground floor B1 office unit, 21 residential units (7 x 1 bed, 8 x 2 bed, 4 x 3 bed and 2 x 4 bed), covered bin storage, cycle storage and 12 parking spaces. – withdrawn 08/07/2014
- HGY/1994/0521 - Erection of single storey building for use as a car wash – approved 23/08/1994

## **4. CONSULTATION RESPONSE**

4.1 The following were consulted regarding the application:

- LBH Tottenham Team Central
- LBH Head Of Carbon Management
- LBH Design Officer
- LBH Flood and Surface Water

- LBH Economic Regeneration
- LBH Cleansing
- LBH Emergency Planning
- LBH Building Control
- LBH Transportation Group
- London Fire & Emergency Planning Authority
- Transport For London
- L. B. Waltham Forest
- Thames Water

The following responses were received:

Internal:

- 1) Transportation: No objection subject to a cycle condition.
- 2) Design Officer: No objection to the revised scheme subject to the imposition of materials and soffit entrance detail conditions.
- 3) Tottenham Regeneration: No objection.
- 4) Waste Management: No objection.
- 5) Carbon Management: No objection subject to the imposition of BREEAM, Pre-Assessment, Energy conditions.

External:

- 6) TfL: No objection.
- 7) Environment Agency: No objection subject to the imposition of contamination conditions.

## **5. LOCAL REPRESENTATIONS**

5.1 The following were consulted:

128 Neighbouring properties  
3 site notices were erected close to the site

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

No of individual responses: 1  
Objecting: 1  
Supporting: 0



Others: 0

5.3 The issues raised in representations that are material to the determination of the application are set out in Appendix 1 and summarised as follows:

- Loss of carwash and principle of proposed offices.

## **6 MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of the development;
2. The impact on the amenity of adjoining occupiers;
3. Design;
4. Living conditions for future occupants;
5. Parking and highway safety;
6. Accessibility;
7. Sustainability; and
8. Flood Risk

### **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. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.

#### *Re-provision of employment use and new B1 use*

6.2.2 The site, is located in a Defined Employment Area – DEA 14 (South Tottenham) within the Local Plan Proposals Map, which seeks to protect the loss of employment generating uses. The site is also identified as a Locally Significant Industrial Site (LSIS 14) of the Council's Local Plan and south of Tottenham Hale Retail Park which envisages comprehensive redevelopment to form part of the new Tottenham Hale District Centre in the emerging Tottenham Area Action Plan Pre-Submission Version, January 2016.

6.2.3 UDP Policy EMP5 seeks to promote Employment uses within DEA's. Local Plan Policy SP8 (Employment) and draft DM Policy DM37 aim to secure a strong economy in Haringey and generally seeks to protect the borough's well established hierarchy of employment generating uses associated with LSIS's and a DEA. B uses are protected to meet the forecast demand of 137,000 sqm floorspace up to 2026.

- 6.2.4 The Council, in line with the emerging Development Management (DM) DPD pre-submission version 2016 has now a new Employment Land Review and is currently revising its approach to Employment Land requiring the replacement of floorspace rather than replacement of jobs. These DPD policies should be afforded significant weight having passed through the EiP process without objection or the Inspector raising a soundness issue. Given the Council's current employment plan review, it is highly likely that Policies DM40 'Loss of Employment Land and Floorspace' and DM45 'Maximising the Use of Employment Land and Floorspace' of the DM DPD pre-submission version 2016 are relevant in assessing this scheme.
- 6.2.5 Given the strategic land use designations and land use policies contained within the Council's Saved UDP, Local Plan and DM DPD pre-submission version 2016, as described above, it is clear that employment-generating activities are strongly encouraged and safeguarded within designated sites. These designations and land use policies seek to protect employment land uses and to safeguard the strategic designated areas as employment generating land in order to promote the borough's employment and economic base.
- 6.2.6 Although not presently adopted as formal planning policy, the Tottenham Physical Development Framework, March 2014 is a document that identifies this site as forming part of the wider Fountayne Estate regeneration area which seeks to upgrade employment areas as employment led areas in line with Workspace Strategy recommendations. One of the key drivers to support Tottenham's future is to create 5,000 new jobs by 2025. The need to deliver and enhance existing employment areas is therefore crucial in meeting this strategic vision. This document supports compliments and adds further substance to the above mentioned strategic land use policies, which is embraced by local plan policy SP8.
- 6.2.7 The current B1 office proposals for the redevelopment at Car Wash Centre Broad Lane will result in a 1,859sqm uplift of employment generating floorspace from 85sqm to 1,944sqm. The quality and density of the new employment generating floorspace and the projected increase in the number of jobs to be created on-site will increase from 1 full-time and 4 part-time existing employees to 70 full-time job opportunities, and thus increase the job opportunities for the local community in Haringey subject to an obligation in the s106 legal agreement including to secure at least 20% employment by local residents in the construction and end use phase. The principle of redevelopment for Car Wash Centre Broad Lane is therefore acceptable which would align with the strategic aims and objectives of Saved UDP Policy EMP5, London Plan Policies 4.4, Local Plan Policy SP8, Policy DM37 of the DM DPD Pre-submission version 2016 and the emerging Tottenham Physical Development Framework and Tottenham Area Action Plan (Pre-submission versions) by strengthening existing employment land and creating local job opportunities.

### **6.3 Impact on the amenity of adjoining occupiers**

6.3.1 London Plan Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy, overlooking, aspect, enclosure, noise, pollution and of fume and smell nuisance. Policy DM1 of the DM DPD pre-submission version 2016 'Delivering High Quality Design' continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.

6.3.2 The nearest residential dwellings that would be most affected by the proposal will be the end terrace property at Nos. 1 and 2 Esin Court located immediately south of the site and those in the flatted Bramble Close development (Nos. 41 to 46) situated approximately 20m away and on the western side of Broad Lane.

#### *Daylight/sunlight*

6.3.3 In support of their application, the applicant has provided a daylight/sunlight report in line with Building Research Establishment (BRE) 2011 guidelines, British Standard BS 8206:2008 Lighting for buildings and Planning Practice Guidance (2014) - Design. Daylight is measured by Vertical Sky Component (VSC) whereas the acceptable level of sunlight is calculated by Annual Probable Sunlight Hours (APSH). BRE guidelines suggest a VSC of 27% or more should be achieved if a room is to be adequately day lit. However if the VSC is less than 27% as well as less than 0.8 times its former value the occupants will notice the reduction in the amount of skylight.

6.3.4 All the accounted habitable room windows of the surrounding properties at Nos. 1 and 2 Esin Court and the Bramble Close development will pass the BRE daylight requirement of being more than 0.8 times than its former value. It should be noted that the ground floor rear window at 1 Esin Court will experience a minor improvement. As such occupiers of adjacent residential units will not notice a significant reduction in daylight caused by the siting and scale of the development proposed.

6.3.5 In terms of sunlight, the acceptability criteria require 25% or greater for the whole year or more than 5% between 21<sup>st</sup> September and 21<sup>st</sup> March (winter months). Only the existing habitable rooms of the neighbouring buildings are considered for the purposes of the BRE calculation. Windows that are within 90 degrees of due south are disregarded for sunlight calculations as they do not have good access to direct sunlight, due to their orientation.

- 6.3.6 Similarly the proposed development will not incur any significant loss of sunlight to existing adjacent occupiers as it will be within the BRE sunlight guidelines of achieving more than 25% for the total year and 5% for the winter.

#### *Outlook / Enclosure*

- 6.3.7 The first and second floors have been pulled away the common boundary by some 8m it shares with 1 and 2 Esin Court so as to maintain an acceptable level of outlook to these adjacent residential properties. To that end, it is considered that the design and siting of the proposal would not create any significant loss of outlook or a significant increased sense of enclosure, therefore avoiding any material loss of amenity of occupiers at 1 and 2 Esin Court.

#### *Overshadowing*

- 6.3.8 BRE Guidance requires at least 50% of the garden to receive at least 2 full hours of direct sunlight or 0.8 times its former value on the 21<sup>st</sup> March to avoid any detrimental impact.
- 6.3.9 The proposal is sited north of the adjacent properties including Esin Court and as such the sunlight currently enjoyed by occupiers of these residential units throughout the year will not be affected. Hence, the proposal will not cause any adverse overshadowing to the gardens of the neighbouring properties.

#### *Privacy / overlooking*

- 6.3.10 The first floor will feature a communal amenity space deck and breakout area for staff of the new development. Officers would expect the installation of screening along the boundary to avoid direct overlooking into the rear windows at 1 and 2 Esin Court. No details have been provided so a condition will be imposed on any grant of planning permission in order to safeguard the amenity of surrounding residents.

### **6.4 Siting, Layout and Design**

- 6.4.1 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. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan Policies 7.4 and 7.6. Policy DM1 'Delivering High Quality Design' of the DM DPD pre-submission version 2016 continues this approach and requires development proposals to relate positively to their locality.
- 6.4.2 The surrounding existing buildings are mostly of 2 storeys in height including the industrial and office park buildings to the north and east, and the residential

terraces to the immediate south and west. There are some 3 and 4 storey flatted blocks located on the west side of Broad Lane, and much taller blocks nearby.

- 6.4.3 The proposal is for an office development, of three storeys in height with a second floor set back. Access into the building is obtained from Broad Lane and the new future road which forms part of the wider Tottenham Physical Development Framework for the area. Officers take the view that the proposed bulk, massing and height of the three-storey development are acceptable for the site and in context with the existing surrounding built form.
- 6.4.4 As mentioned above, the site falls within the Tottenham Physical Development Framework specifically South Tottenham – Fountayne Road/Marksfield Road. The framework defines key design principles, land use and character areas and sets a vision for Tottenham Hale to 2025. As part of the vision, Fountayne Road to the south will be extended to the north which would cut through the rear of the site. The proposal has been design with the future road extension in mind and this space will be seeded for lawn in the interim period.
- 6.4.5 The proposal was presented to the Quality Review Panel on 12<sup>th</sup> October 2016.

QRP comments	Comments
<i>Place-making and local character</i>	
The panel would like to see an analysis of the character of the local area that sets the context of the site; they would support the delivery of a distinctive building that reflects some of this special character.	The design has been amended to reflect the local historic character.
They would encourage the Council to consider the townscape value of the existing buildings in the Fountayne Road area; and suggest that these could become a catalyst for the future development of the area, rather than relying on architectural features and styles imported from elsewhere.	Noted.
<i>Access and parking</i>	
The panel notes that undercroft parking is an expensive solution in order to accommodate 5 cars, and would encourage the exploration of siting the parking in an alternative location.	The undercroft parking has been omitted.
This would deliver more useable space within the development at ground level, whilst also enabling a more active frontage within the building.	Noted.

A potential option to explore includes pulling the building line back at the frontage of the private east-west road, and accommodating parking adjacent to the road.	This suggestion has been incorporated in the latest design.
An alternative solution in the short term is to accommodate the parking in the section of site earmarked for the extension of Fountayne Road.	Noted.
The panel would also encourage the applicant to explore the option of accommodating the required parking on-street within the side roads adjacent; they understand that access to such parking would be subject to negotiation.	Parking has now been provided on-street.
<i>Massing and scheme layout</i>	
The panel would support the location of the service functions away from the primary long frontage of the building; and they feel that the proposed undercroft parking would also damage the character of this potentially important street frontage.	Noted.
The panel notes that the set-back in accommodation at roof level seems awkward, and would like clarification of the 'rights to light' requirements driving this response.	The applicant has explained that the roof has been designed in such a manner to respect the neighbouring 'rights to lights'
They suggest that the curved frontage at the corners of the east-west private road is not characteristic of the area, and it also seems odd to give equal weight to the main road and a minor road. They question whether it is a requirement of traffic engineering visibility splays, and would encourage an alternative approach if this is possible.	A square frontage has replaced the curved design.
They would encourage a more confident approach to the corner and entrance; either a 90 degree junction, a small chamfer, or a recess.	Noted.
<i>Architectural expression</i>	

They welcome the level of thought, quality of materials and detailing within the scheme, but would encourage the design team to reflect the brick colours and roof forms from the long, elegant Victorian buildings within the immediate area.	The alternative scheme proposes a brick design.
<i>Inclusive and sustainable design</i>	
The panel would like to know more about the strategic approach to energy efficiency and environmental sustainability for the scheme as a whole.	Noted.
<i>Summary</i>	
The Quality Review Panel recognises that whilst the site has a large number of constraints, a significant level of thought has been put into meeting the challenges of the brief. They welcome the quality of the proposed materials and detailing, but feel that an opportunity has been missed to create a distinctive building that would reflect more of the special local character of Fountayne Road and its immediate environs. The panel understands that this review is occurring quite late in the process, and that an application has been submitted on the basis of the current scheme. Whilst they feel that there would not necessarily be any design grounds for refusal of the current application, they highlight a few areas of the scheme with potential scope for improvement. These include the curved nature of the east and west corners of the building; the location and integration of parking; the cut-away roofline; and the architectural expression.	

6.4.6 Following QRP, the applicant has made further revisions to the design in line with their recommendations. The massing and bulk of the original part 2, part 3 storey proposal remains the same but the external amendments include the following:

- Appearance and design features such as gable ends, arched soldier course, and stone lintels and cills to be in more keeping with the historic bricked buildings on Fountayne Road and the surrounding streets.
- Relocation of the 5 undercroft parking spaces onto the street (parallel parking).

6.4.7 The new scheme has been reviewed by the Council's Design Officer and they are supportive of the proposal.

6.4.8 The proposals as redesigned are simple and logical which would have a viable relationship to both the existing and envisaged future street layout. The eastern end of the site is set aside for the future north-south extension of Fountayne Road and is on the same alignment and building line as the street to the south. The corners of the proposed building are treated appropriately with active frontages addressing each of the three intended street frontages, but without the

unnecessarily elaborate curves in the earlier proposals. Instead the street hierarchy is reinforced by the proposed design, with Broad Lane of greatest importance, the main entrance on the corner of Broad Lane and the east-west street, an active, vibrant but less busy elevation along this east-west street and another more active elevation onto the planned north-south street.

6.4.9 Furthermore the proposed building line is pulled further back from the east-west street (or existing access road) than in previous proposals, to take away the need for elaborately curved or faceted corners for property boundary of visibility splay reasons, allowing a simpler plan form, and allowing the parking requirements of the development to be accommodated as parallel parking, with a conventional pavement between the parking and the building. This amendment is supported by Officers and it takes away the necessity for on-site parking in a ground floor undercroft, with its unsightly entrance shutters, louvres etc, loss of ground floor active frontage, loss of and disruption to ground floor usable area.

6.4.10 The elevational treatment of the proposals consists of a series of repeating second floor brick gable ends over two storeys of regularly spaced windows punched into the brickwork. The gables reference those used in nearby Fountayne Road and other 19<sup>th</sup> and early 20<sup>th</sup> century industrial buildings, but at the same time avoids being too much a pastiche with simpler detailing. The windows are designed to be “stripped down” versions of traditional windows, again referencing those on Fountayne Road whilst reducing their likelihood of appearing as pastiche.

6.4.11 The gap in the line of gables on the northern elevation towards its eastern end is apparently necessitated by existing rights of light to part of the Fountayne Business Park to the north. However this benefits the proposal by preventing it having too much repetition and avoiding a symmetrical northern elevation, thus giving the appearance of greater prominence to the western end of the building, where it faces the more important Broad Lane.

6.4.12 Overall the proposal is a simple, robust and appropriate development on this site at this transitional phase between its previous low density industrial character and its future as a higher intensity, higher skill neighbourhood. It also supports and reinforces the intended street pattern whilst fitting in comfortably to the existing context.

## **6.5 Parking and highway safety**

6.5.1 Local Plan 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 Draft DM Policies DM31 and DM32.



6.5.2 The Council's Transportation Team and Transport for London have been consulted and raised no objections respectively.

6.5.3 The site is located on the Eastern side of Broad Lane, just north of the junction with Bramble Close. Broad Lane is part of TfL's Road Network (TLRN). A southbound bus lane and segregated off carriageway cycle lane pass the site on the eastern side of Broad Lane. The site has a public transport accessibility level (PTAL) value of 6a, indicative of 'excellent' access to local public transport services including Tottenham Hale Station and Seven Sisters station a short walk away from the site. It is not in a Controlled Parking Zone, however Seven Sisters CPZ is located just east of the site.

#### *Car parking*

6.5.4 The proposal initially included 12 car parking spaces (including 2 no. blue badge bays). Haringey policy for car parking provision for B1 land use is for 1 space per 1000m GFA, so two spaces would accord with that policy. The applicant has altered this element of their submission, and reduced the quantum of parking down to three conventional spaces (including one equipped as an Electric Vehicle Charging Point) and two blue badge bays. An additional blue badge bay and a dedicated service bay out of the 5 proposed in total are recommended, and imposed conditions on any grant of planning permission will ensure compliance. Overall, the new and reduced parking provision is acceptable.

6.5.5 The applicant's Transport Assessment predicts that there will be a net reduction in vehicle movements comparing the existing car wash usage with the proposed office accommodation. Officers agree with this statement, particularly given the site's excellent accessibility to public transport services and limited onsite parking and limited opportunities to park in the locality of the site.

#### *Cycle parking*

6.5.6 20 cycle parking spaces have been proposed, to be located in a ground floor cycle storage room. TfL's cycle parking standards require 1 space per 150sqm plus 1 space per 5000 sqm for visitors. The 20 spaces proposed exceeds policy requirements, however this will be acceptable. The applicant has submitted details of the ground floor layout and confirmed that a two tier system is intended for use, this will provide 18 spaces and the applicant also comments that further cycle parking will be possible in the cycle store room. Full details need to be provided including a scaled drawing showing how the proposed cycle parking arrangements will accord with the manufacturer's requirements for headroom, spacing and the like. This can be covered by condition. The applicant has detailed that the door accessing the cycle parking is 1.5m wide which exceeds London Cycle Design Guide requirements of a minimum of 1.2m wide.

## *Refuse*

- 6.5.7 With regards to servicing, refuse and recycling arrangements, Refuse collection is to be from outside the bin store at the front of the proposed development via the existing car park access from Broad Lane on a weekly basis as per the existing collection arrangements. There is no specific service bay for deliveries and collections however it should be possible for service vehicle visits to be accommodated subject to the imposition of a planning condition, and as such this arrangement is deemed acceptable by Officers.

## **6.6 Accessibility**

- 6.6.1 London Plan Policy 7.2, Local Plan Policy SP11 and draft DM Policies DM1 and DM2 require all development proposals to provide satisfactory access for disabled people. All development proposals should be built in accordance with Part M of Building Regulations to ensure any new development is suitable for disabled users.
- 6.6.2 2 disabled parking bays out of 5 in total as close as possible to the main entrances has been provided for. However, an additional disabled parking bay has been requested by condition bringing the total number of disabled bays to 3 in total on the site. A lift and a unisex accessible ground floor toilet have been included and level entry and wide entrances (min. 1800mm) have been provided to facilitate ease of entry for disabled users and those with mobility difficulties. In conclusion, It is considered that the applicant has demonstrated that the new development has been laid out and inclusively designed in order to meet the needs of those with disabilities and the wider community in accordance to London Plan Policy 7.2, Local Plan Policy SP11 and draft DM Policies DM1 and DM2

## **6.7 Sustainability**

- 6.7.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy SP4 of Haringey's Core Strategy set out the sustainable objectives in order to tackle climate change. Information is sought regarding how far commercial development proposals meet the BREEAM 'Very Good' criteria, and where sustainability measures such as the use of rainwater harvesting, renewable energy, energy efficiency, etc are included as part of the proposals.
- 6.7.2 The make up of the BREEAM overall rating to which a development is assessed against consists of nine separate components (plus innovation): management, health & wellbeing, energy, transport, water, waste, pollution, land use & ecology and materials.

- 6.7.3 The applicant has submitted a sustainability statement which demonstrates the new development (57.57%) will provisionally achieve a BREEAM rating of 'Very Good' (min. 55%), according to an Accredited Professional (AP) assessor. The proposal will incorporate features such as dual flush, low volume WC's, reduced flow taps and showers, water meter displays, SuDs and recycled materials.. A post-completion condition will be attached to the decision to ensure the development achieves a BREEAM "very good" standard as set out in the report.
- 6.7.4 London Plan Policy 5.2 requires major developments meet the targets for carbon dioxide emissions reduction in non-domestic buildings: 40 per cent improvement on 2010 Building Regulations between 2013 and 2016. This equates to a 35% carbon reduction against Part L of Building Regulations 2013 for a commercial Development and as set out in the GLA Energy Planning Guidance, March 2016. This Guidance has been produced by the GLA so that two sets of calculations (against Part L 2010 and 2013) are not required for a project to demonstrate compliance with London Plan Policy 5.2B. The London Plan also requires major development proposals should include a detailed energy assessment to demonstrate how the targets for carbon dioxide emissions reduction and carbon dioxide reduction targets through the use of on-site renewable energy generation should be met on-site.
- 6.7.5 The applicant has provided an energy statement in light of the above energy context and requirements. The proposal will achieve a site wide carbon reduction of 25% against the 2013 Building Regulations baseline through the use of PV solar panels. This will be secured in the s106 legal agreement requiring an energy plan to demonstrate compliance. This is less than the London Plan 35% requirement but on balance, deemed acceptable given the other benefits the proposal will bring such as the creation of a purpose-built office unit in line with the future regeneration aspirations of the area. The proposal is therefore acceptable in this regard.

## **6.8 Flood risk**

- 6.8.1 Local Plan Policy SP5 recommends flood risk assessments (FRA) in conjunction with the Environment Agency to identify critical drainage areas susceptible to surface water flooding, and to develop measures to manage, and where possible, reduce the risk of surface water flooding. This stance aligns with London Plan Policy 5.12 which seeks to address current and future flood issues and minimise risks in a sustainable and cost effective way.
- 6.8.2 The site falls within flood risk zone 2. Zone 2 has medium probability to flooding, comprising land assessed as having between a:

- 1 in 100 and 1 in 1,000 annual probability of river flooding (1% – 0.1%), or between a 1 in 200 and 1 in 1,000 annual probability of sea flooding (0.5% – 0.1%) in any year

6.8.3 The development is subject to a sequential test having regard to the NPPF as it is within Flood Zone 2. No other suitable sites are available to the developer in Flood Zone 2 and therefore this site is acceptable.

6.8.4 The applicant has submitted a Sustainable Drainage Systems (SUDS) statement in their flood risk assessment. London Plan Policy 5.13 sets out the drainage hierarchy for SUDS so greenfield run-off rates are achieved and that surface water run-off is managed as close to its source as possible:

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

6.8.5 The applicant has recognised the site falls within Flood Risk Zone 2 and the risk of flooding from the different possible key sources has been identified. An underground storage tank for a capacity of up to 36.5 m<sup>3</sup> is proposed to attenuate flow from the site. The size of the storage tank could be reduced if green roofs were used on the building.

6.8.6 The EA has been consulted and raised no objection subject to recommending the imposition of standard contamination and piling conditions. In summary, subject to conditions, it is considered that the design of the proposed SUDS is acceptable to help mitigate severe flooding events in accordance with Local Plan Policy SP5 and London Plan Policies 5.12 and 5.13.

## **6.9 Section 106**

6.9.1 This application will be subject to the following Section 106 Heads of Terms and is required to comply with r122 of the CIL Regulations 2010:

- a) Participation in and financial contribution towards construction training / local labour initiatives
- b) Carbon off setting
- c) Considerate contractor scheme

6.9.2 The development proposal meets the requirements of r122 in that the obligations are necessary, directly related and reasonably related in scale and kind.

## 6.10 Conclusion

- The proposed redevelopment of the site at Car Wash Centre Broad Lane to provide a new B1 office block is acceptable in principle as it would comply with strategic land use and local plan policies on a site which is designated as a Locally Significant Industrial Site (LSIS), and will support and enhance local employment opportunities whilst meeting one of the Council's strategic aspirations of the Tottenham Hale and Fountayne Road wider regeneration area. There will be an additional quantity of employment generating floorspace and increase in the potential number of jobs that would be accommodated on-site should planning consent be granted.
- The redevelopment of the site would not have material adverse impact on the existing nearest residential properties on Esin Court located adjacent to the south and the Bramble Close development situated on the western side of Broad Lane, in terms of loss of day/sunlight, enclosure, outlook, overlooking / loss of privacy and significant noise pollution.
- The revised and simple design with bricked gables and fenestration detailing is considered to be compatible to the local Fountayne Road vernacular and setting. The proposed height and bulk is consistent to the prevailing pattern of development. It has been designed to accommodate the future north-south extension of Fountayne Road in mind, and will strengthen the intended street pattern on Broad Lane as a key employment neighbourhood in the future.
- The proposal would not have any material adverse impacts on the local transportation and highways network.
- The proposal would attain a minimum 'Very Good' BREEAM rating to help reduce carbon emissions, and incorporates an acceptable sustainable urban drainage system to help mitigate surface water flooding from extreme storm events.
- All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

## 6.6 CIL

- 6.7 Based on the information given on the plans, the Mayoral CIL charge will be £79,964.89 (1,859 sqm x £35 x 1.229) and the Haringey CIL charge will be £29,390.79 (1,859 sqm x £15 x 1.054). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or

for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

## **7.0 RECOMMENDATIONS**

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

Applicant's drawing No.(s)

- 3006 PL L01 – Location Plan
- 3006 PL 11J – Proposed Block Plan
- 3006 PL 12M– Proposed Ground and First Floor Office Plans
- 3006 PL 13M– Proposed Second Floor Office Plan
- 3006 PL 18.1– Proposed North Elevation Option 2
- 3006 PL 18.2– Proposed South Elevation
- 3006 PL 18.3– Proposed East Elevation Option 2
- 3006 PL 18.4– Proposed West Elevation Option 2
- 3006 PL 18.1A– Proposed North Elevation
- 3006 PL 19.1 – Proposed Ground Floor Window Details
- 3006 PL 19.2 – Proposed First Floor Window Details
- 3006 PL 19.3 – Proposed Roof Details

Subject to the following condition(s)

### **TIME LIMIT**

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

Reason: This condition is imposed by virtue of the provisions of the s91 Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

### **DRAWING NUMBERS**

3. The approved plans comprise drawing nos. (3006 PL L01, 3006 PL 11J, 3006 PL 12M, 3006 PL 13M, 3006 PL 18.1, 3006 PL 18.2, 3006 PL 18.3, 3006 PL 18.4, 3006 PL 18.1A, 3006 PL 19.1, 3006 PL 19.2 and 3006 PL 19.3). The development shall be completed in accordance with the approved plans 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.

## MATERIALS

4. Notwithstanding the description of the materials in the application, no development shall take place until precise details of the materials to be used in connection with the development hereby permitted be submitted to, approved in writing by Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details and the approved materials shall be retained for the life of the development.

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.

## SOFFIT DETAILS

5. No development shall commence until details of the soffit to the entrance “cut-away” at a scale of 1:20, have been submitted to, and approved in writing by the Local Planning Authority. Details shall include the proposed design, and materials. The approved works shall be completed prior to occupation of the development and shall be permanently retained thereafter.

Reason: To protect the visual amenity of the locality and 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.

## HARD AND SOFT LANDSCAPING

6. No development shall take place until full details of both hard and soft landscape works have been submitted to, and approved in writing by the Local Planning Authority. The landscape works shall thereafter be carried out in accordance with the approved details. These details shall include: proposed finished levels or contours; means of boundary fencing / railings; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant.

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

- a. those existing trees to be retained.
- b. those existing trees to be removed.
- c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be approved in writing by the Local Planning Authority.
- d. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development.

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

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area and 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.

## CONTAMINATION SITE INVESTIGATION

7. a) No development shall commence other than for investigative work using the information from the Phase I Contaminated Land Assessment report submitted with the planning application by Lustre Consulting, until a site investigation has been submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-
  - o a risk assessment to be undertaken,
  - o refinement of the Conceptual Model, and
  - o the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority for approval in writing.



b) If the approved risk assessment and approved refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

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

#### CONTAMINATION REMEDIATION

8. Prior to occupation of the development hereby approved where remediation of contamination on the site is required completion of the remediation detailed in the approved 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.

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

#### NOX BOILERS

9. Prior to installation, details of the Ultra Low NOx boilers for space heating and hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and hot water shall have dry NOx emissions not exceeding 20 mg/kWh @0% O<sub>2</sub>.

Reason: To protect local air quality

#### AIR QUALITY AND DUST MANAGEMENT

10. 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 and the development is therefore only carried out in accordance with the approved AQDMP.

Reason: To protect local air quality

#### PLANT AND MACHINERY

11. No development shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NO<sub>x</sub> and PM. No works shall be carried out on site until 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 .com. 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 and 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.

#### NRMM

12. 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.

#### SUDS CONTAMINATION

13. No infiltration based sustainable drainage systems should be constructed on land affected by contamination.

Reason: In order to protect groundwater quality from further deterioration and contaminants can remobilise and cause groundwater pollution.

#### PILING CONTAMINATION

14. No piling or any other foundation designs using penetrative methods should cause preferential pathways for contaminants to migrate to groundwater and cause pollution.

Reason: In order to protect groundwater quality from further deterioration.

#### CYCLE PARKING

15. Prior to occupation of the development hereby approved details of the type and location of secure and covered cycle parking facilities shall be submitted to, and approved in writing by the Local Planning Authority. Details of cycle parking should be provided in line London Cycle Design standard recommendations for work place cycle parking. The development shall be carried out in accordance with the approved details and retained as such in perpetuity.

Reason: To ensure that the cycle parking facility proposed are fit for purpose and are provided in line with the London Cycle Design Standard.

#### DISABLED PARKING

- 16.3 (three) wider blue badge parking spaces as shown on drawing number 3006 PL12M of the development hereby approved shall be provided and permanently maintained for people with disabilities.

Reason: In order to ensure that people with disabilities are not excluded from using the proposed development.

#### SERVICE BAY

17. A single bay as shown on drawing number 3006 PL12M shall be provided and permanently maintained for servicing of the development hereby approved.

Reason: In order to provide a dedicated parking bay for service vehicles.

#### HOURS OF OPERATION

18. The use hereby permitted shall be permitted between 07:00 to 22:00 Monday to Friday.

Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished.

#### POST COMPLETION BREEAM

19. a) 6 months post completion of the development hereby approved a post construction certificate or evidence issued by an independent certification body, confirming a rating of BREEAM "very good" standard has been achieved as set out in BREEAM Pre-Assessment for the Car Wash Site, by Dovetail Energy Consultancy, June 2016 or explaining why this standard has not been met shall be submitted to, and approved in writing by the Local Planning Authority.

b) In the event that the development fails to achieve the agreed rating for the development, a full schedule and costing of remedial works required to achieve

this rating shall be submitted to the Local Planning Authority for written approval with 2 months of the approval of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Planning Authority's 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.

#### BALCONY SCREENING

20. Prior to occupation of the development hereby approved a plan showing a 1.8 metre high privacy screen along the southern boundary shall be submitted to, and approved in writing by the Planning Authority. Development shall be carried out in accordance with the approved details prior to the first use of the first floor communal amenity space and the screening shall be retained in perpetuity unless otherwise agreed in writing by the Planning Authority.

Reason: To avoid overlooking into the adjoining Esin Court properties.

#### **Informatives:**

**INFORMATIVE :** Working with the applicant

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

**INFORMATIVE :** CIL

Based on the information given on the plans, the Mayoral CIL charge will be £79,964.89 (1,859 sqm x £35 x 1.229) and the Haringey CIL charge will be £29,390.79 (1,859 sqm x £15 x 1.054). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

**INFORMATIVE :** Hours of Construction Work

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

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

**INFORMATIVE : Party Wall Act**

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

**INFORMATIVE : Asbestos**

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.

**INFORMATIVE : Environment Agency Contamination**

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](http://www.gov.uk):
  - o Groundwater Protection: Principles and Practice (August 2013)
  - o 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
  - o Use MCERTS accredited methods for testing contaminated soils at the site
- From the National Planning Practice Guidance:
  - o Land affected by contamination
- British Standards when investigating potentially contaminated sites and groundwater:
  - o BS 5930: 1999+A2:2010 Code of practice for site investigations
  - o BS 10175:2011 Code of practice for investigation of potentially contaminated sites
  - o BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points
  - o BS ISO 5667-11:2009 Water quality. Sampling. Guidance on sampling of groundwaters

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.

Appendix 1 Consultation Responses from internal and external agencies

<b>Stakeholder</b>	<b>Question/Comment</b>	<b>Response</b>
<b>INTERNAL</b>		
<b>Transportation</b>	No objection subject to the imposition of cycle, blue badge and service bay conditions.	As per Condition 14, 15 and 16
<b>Design</b>	No objection to the revised scheme subject to the imposition of materials and soffit entrance detail conditions.	As per Condition 3 and 4
<b>Tottenham Regeneration</b>	No objection.	Noted.
<b>Waste Management</b>	No objection.	Noted.
<b>Carbon Management</b>	No objection subject to BREEAM, Pre-Assessment, Energy conditions.	As per Condition 18 and s106 legal agreement
<b>EXTERNAL</b>		
<b>TfL</b>	No objection.	Noted.
<b>Environment Agency</b>	No objection subject to contamination conditions.	As per Condition 12 and 13
<b>NEIGHBOURING PROPERTIES</b>		
<b>1 local resident</b>	Loss of carwash and principle of proposed offices.	Noted and covered under Section 6.2 of the report.

**Appendix 2 Plans and Images**

**Site Photos**



**Adjacent office block**







**Existing car wash**



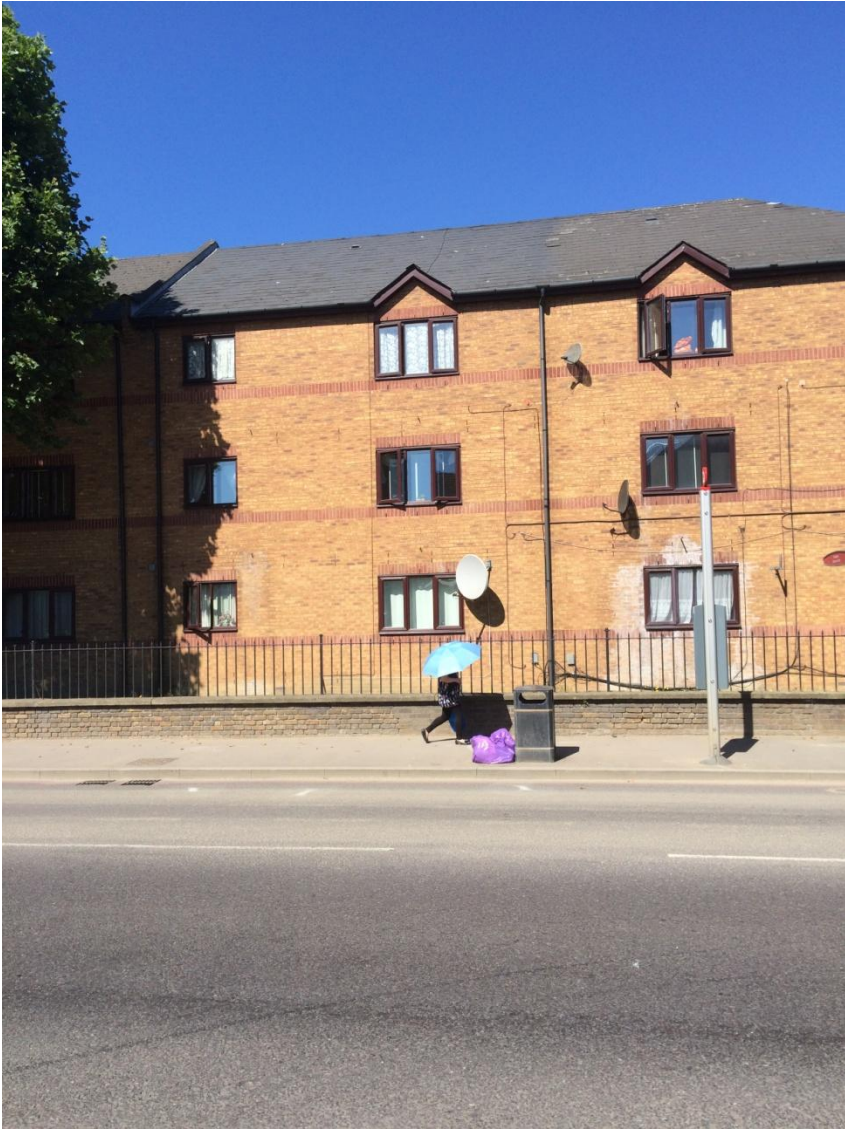






**Existing car wash**

**Broad Lane road junction**



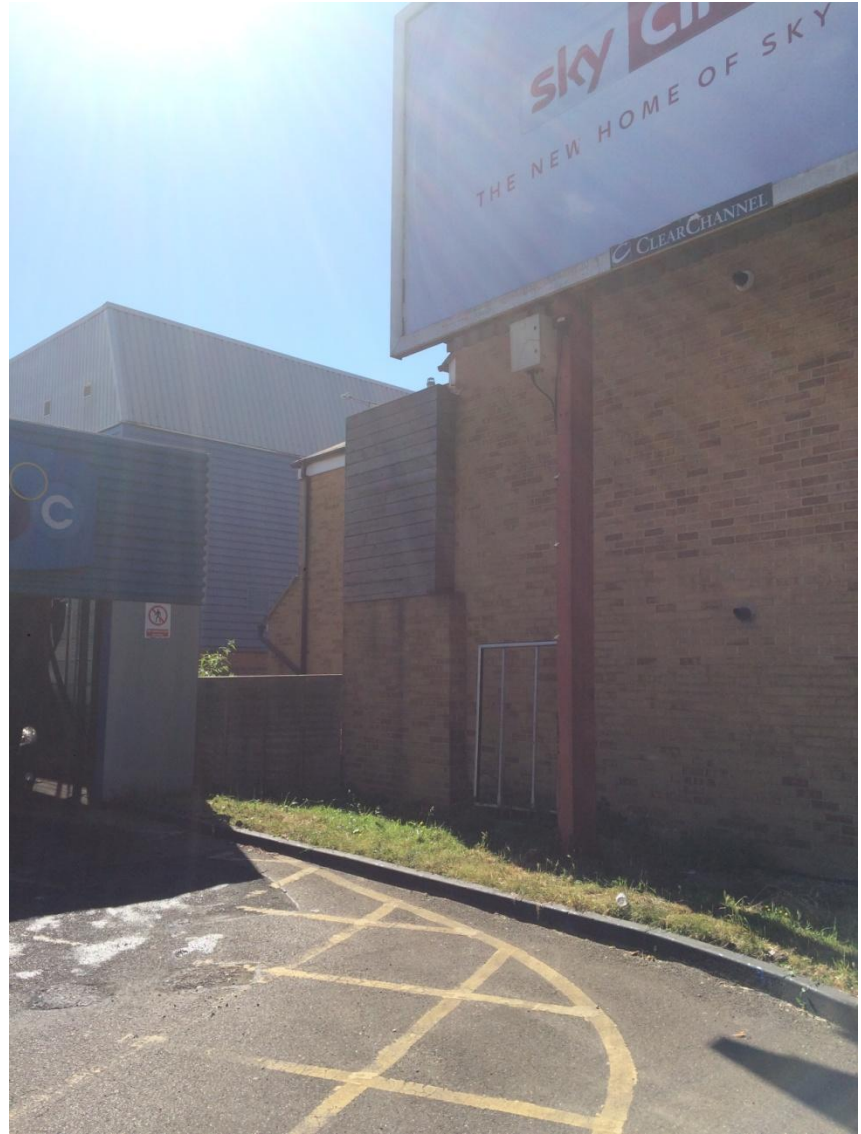


**Opposite block of flats (Bramble Close)**

**Adjacent office block and view from the rear**

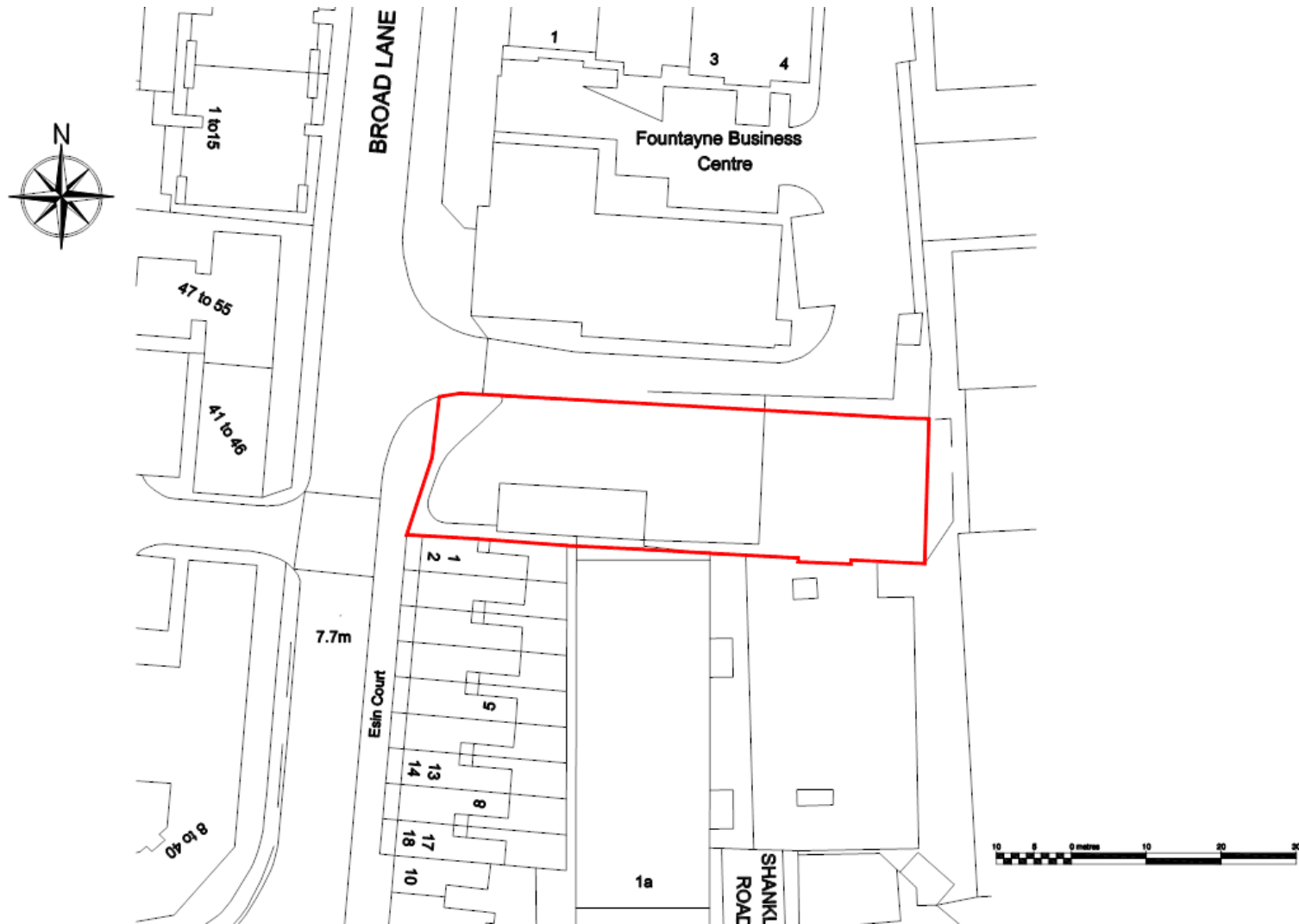


**Existing car wash**



**Neighbouring boundary with Esin Court**

# Location Plan

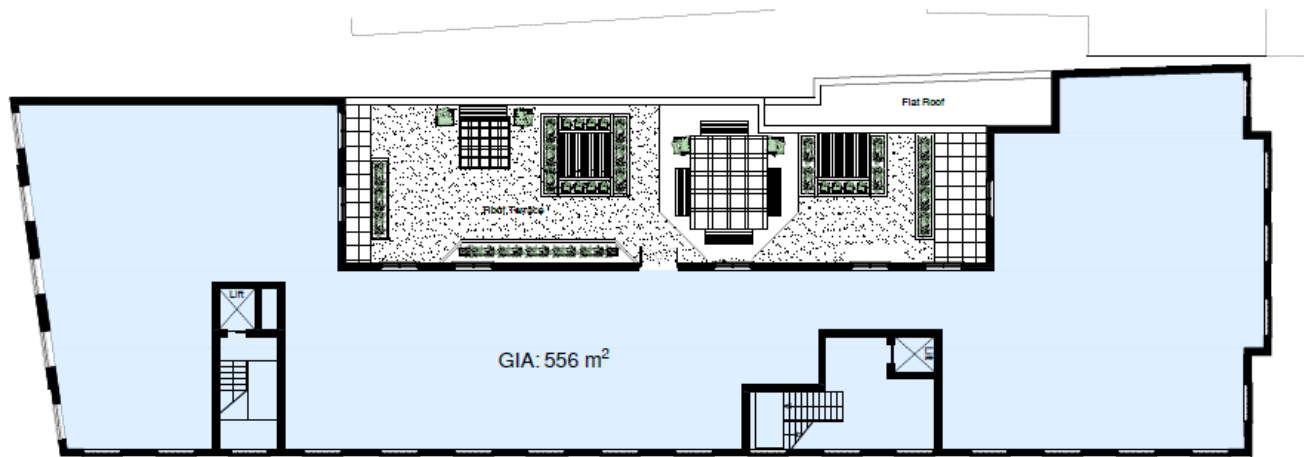


# Proposed Block Plan

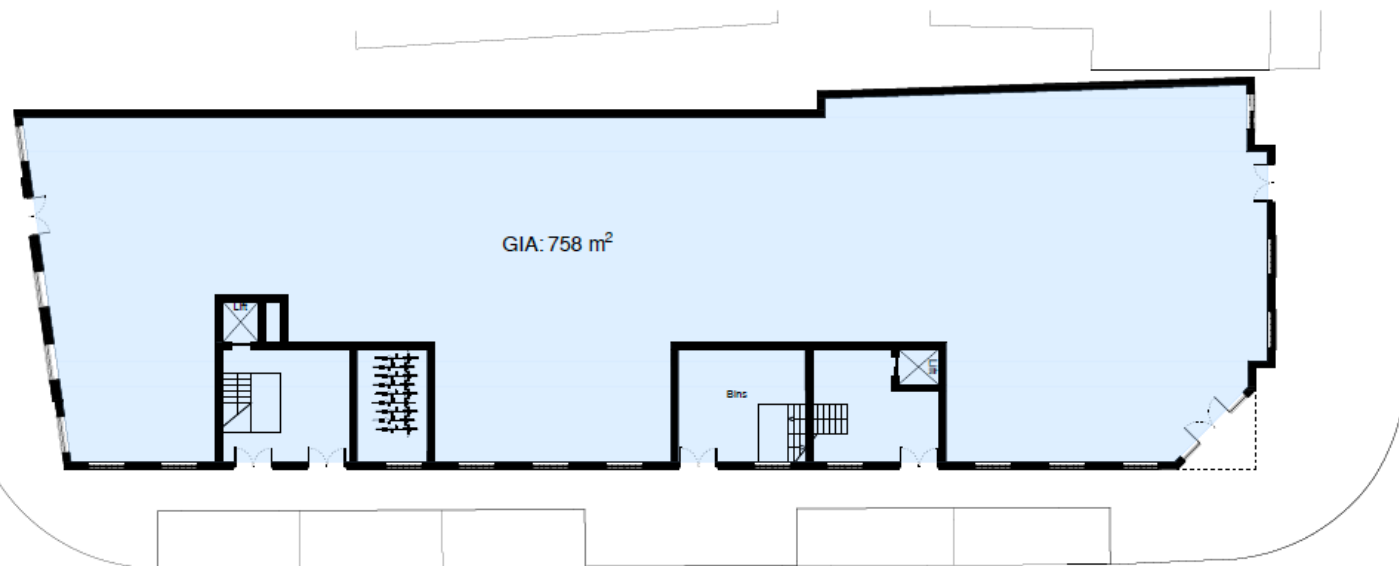




**Proposed Ground and First Floor Plans**

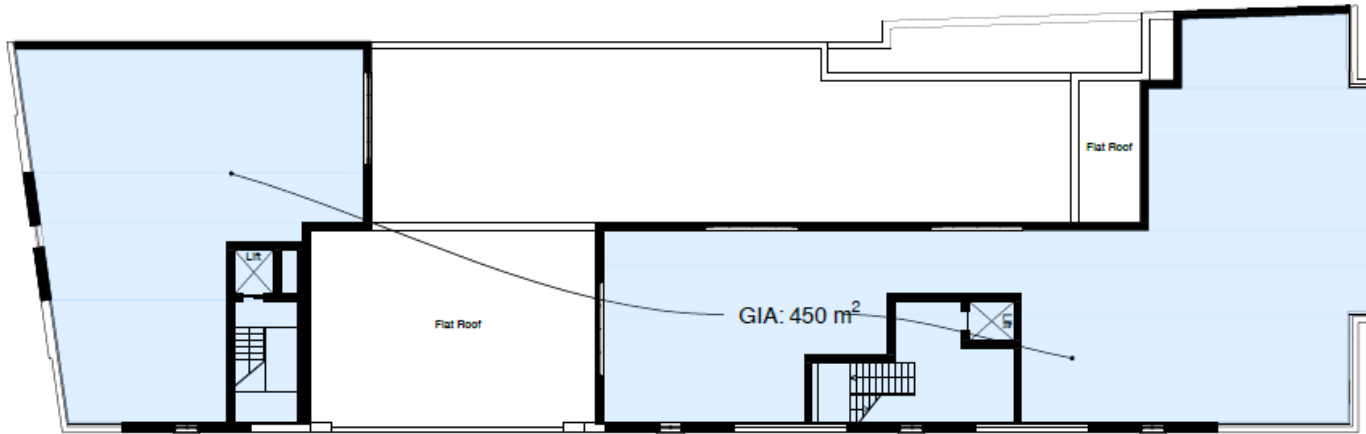


First Floor Plan



Ground Floor Plan

**Proposed Second Floor Plan**



Second Floor Plan

## Proposed North Elevation



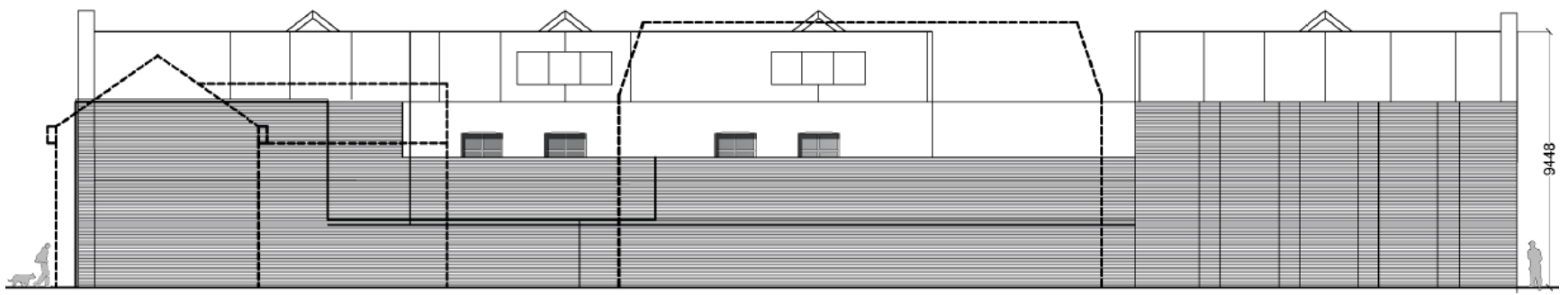
## Proposed East Elevation



### Proposed West Elevation



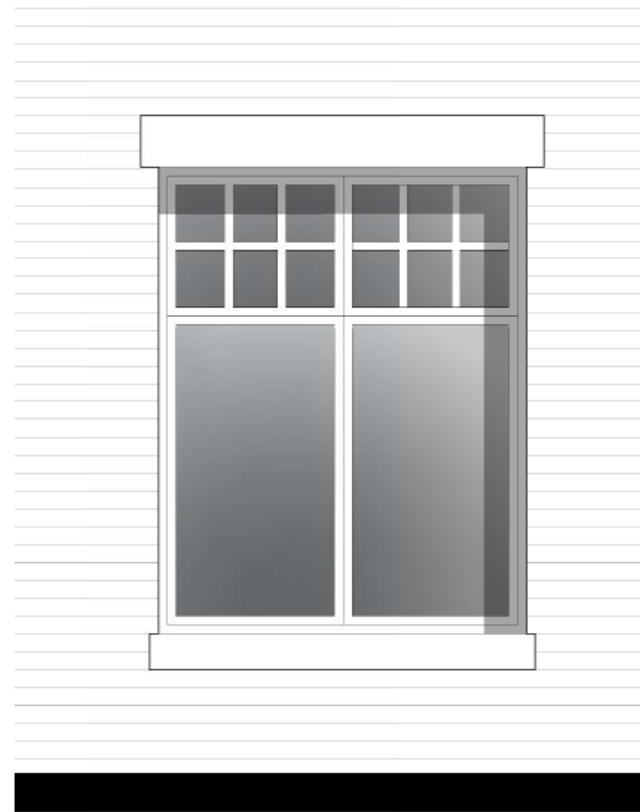
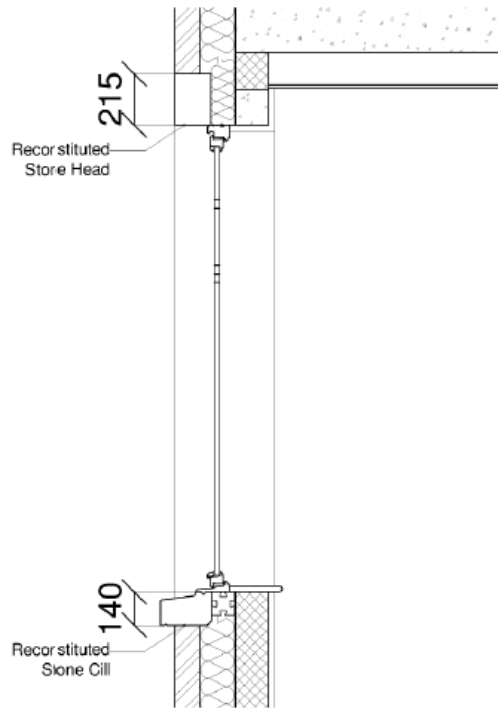
### Proposed South Elevation



# Proposed Ground Floor Window Detail



Plan

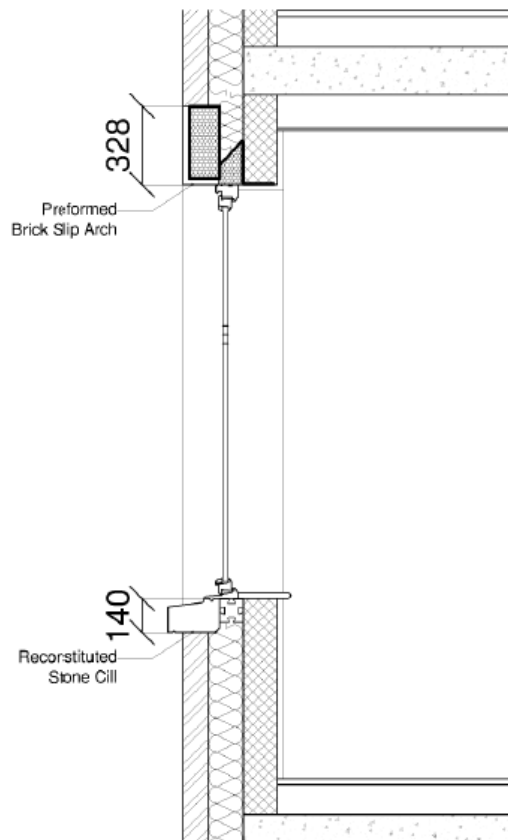


Elevation

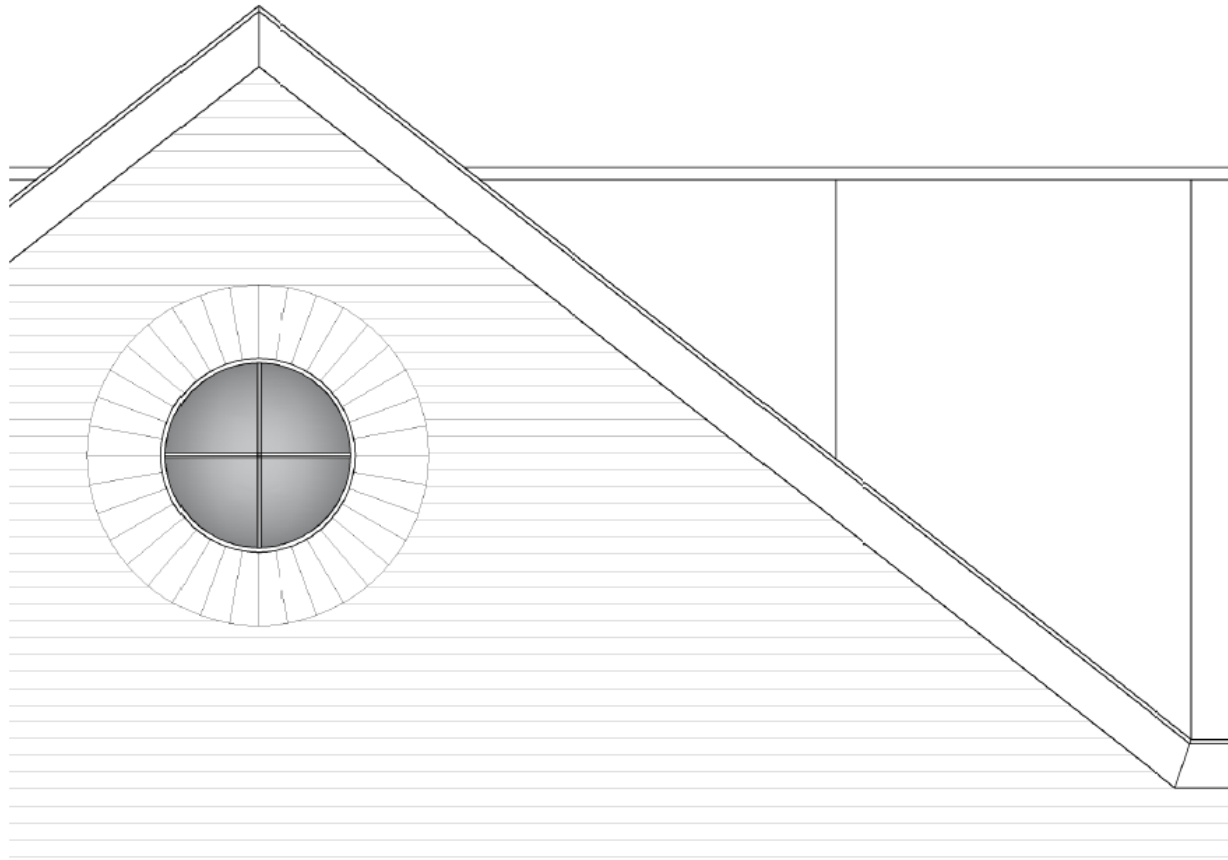
# Proposed First Floor Window Detail



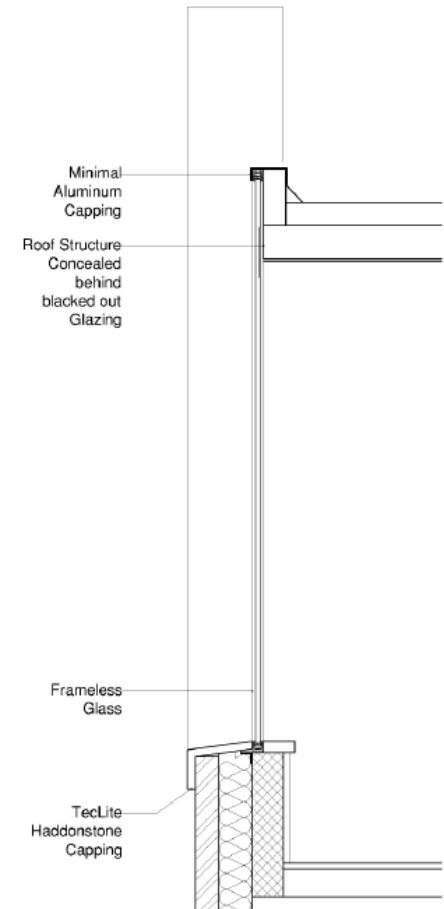
Plan



# Proposed Roof Detail



Elevation





**Proposed CGI1**



**Proposed CGI2**



**Proposed Broad Lane Elevation CGI**



**Proposed Broad Lane Street View 1 CGI**



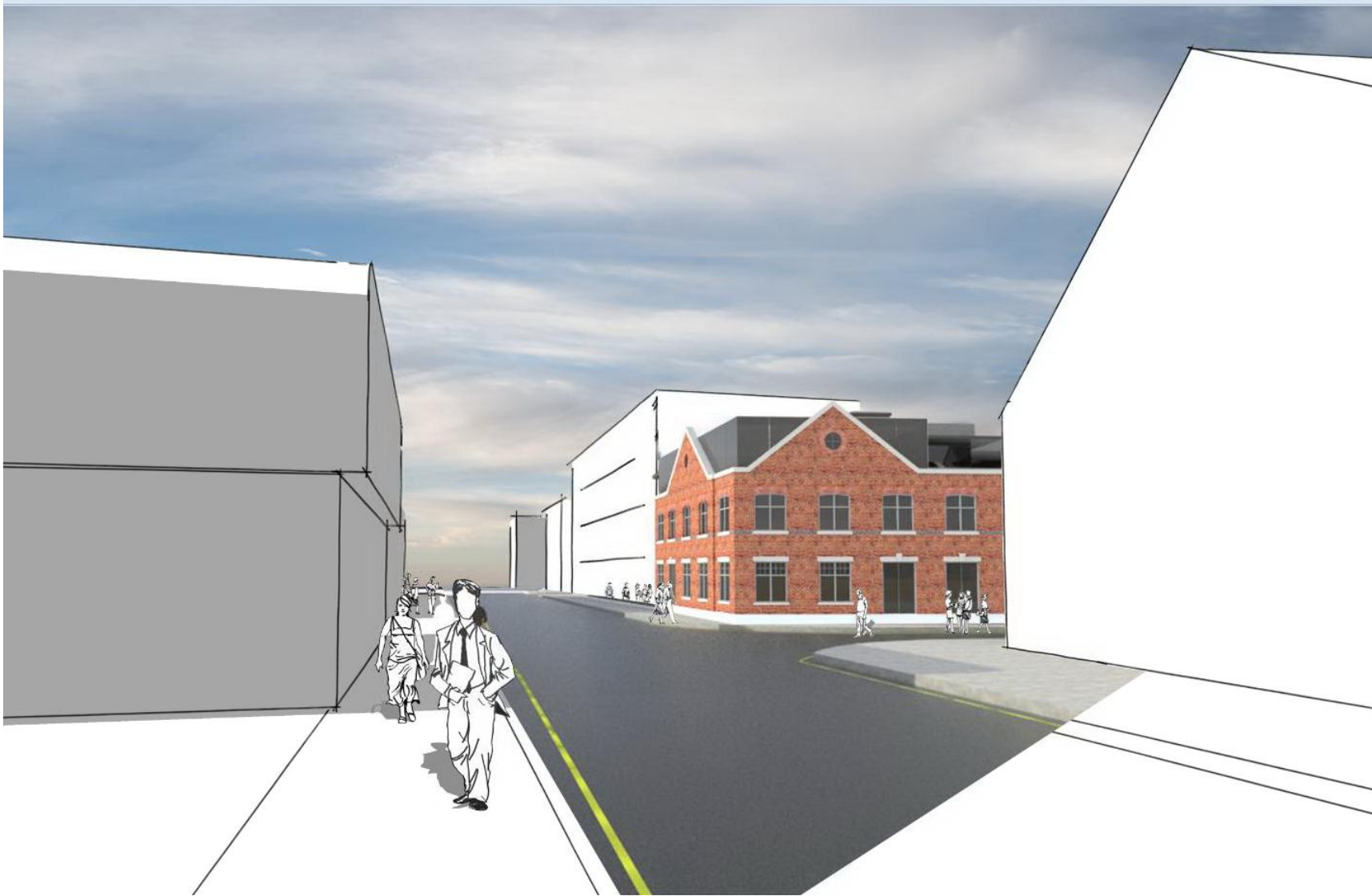
**Proposed Broad Lane Street View 2 CGI**



**Proposed Broad Lane Street View 3 CGI**



**Proposed Fountayne Road Street View CGI**



## **Appendix 3 QRP Note**



**1. Project name and site address**

Car Wash Centre, Broad Lane, Tottenham Hale, N15 4DE  
Planning application reference HGY/2016/2232

**2. Presenting team**

Andrew Cooke                      Dovetail Architects Ltd

**3. Aims of the Quality Review Panel meeting**

The Quality Review Panel provides impartial and objective advice from a diverse range of highly experienced practitioners. This report draws together the panel's advice, and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

**4. Planning authority's views**

The applicant has previously engaged in pre-application discussions with Haringey Council for a mixed use scheme comprising office and residential uses. However, this was considered unacceptable as it proposed introducing a residential use on land specifically safeguarded for future industrial employment use. The B1 office provision as currently submitted would meet current demand for start-up creative, affordable and flexible workspace in the area. Officers note that a level of uncertainty exists regarding the Council's aspirations for the land immediately to the south of the retail park. However, it is anticipated that a network of north-south streets will extend into the area.

The proposal has previously been reviewed by the Council's Design Panel (the predecessor of the QRP) in 2014. TfL and Haringey's Transport Team have been consulted and they have raised no objection to the parking and cycle arrangements, which comprise 5 parking bays and cycle storage for up to 18 bicycles. To date, one letter of objection has been received regarding the loss of the existing car wash.

**5. Quality Review Panel's views**

*Summary*

The Quality Review Panel recognises that whilst the site has a large number of constraints, a significant level of thought has been put into meeting the challenges of the brief. They welcome the quality of the proposed materials and detailing, but feel that an opportunity has been missed to create a distinctive building that would reflect more of the special local character of Fountayne Road and its immediate environs. The panel understands that this review is occurring quite late in the process, and that an application has been submitted on the basis of the current scheme. Whilst they feel that there would not necessarily be any design grounds for refusal of the current application, they highlight a few areas of the scheme with potential scope for

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improvement. These include the curved nature of the east and west corners of the building; the location and integration of parking; the cut-away roofline; and the architectural expression. Further details on the panel's comments are provided below.

*Place-making and local character*

- The panel would like to see an analysis of the character of the local area that sets the context of the site; they would support the delivery of a distinctive building that reflects some of this special character.
- They would encourage the Council to consider the townscape value of the existing buildings in the Fountayne Road area; and suggest that these could become a catalyst for the future development of the area, rather than relying on architectural features and styles imported from elsewhere.

*Access and parking*

- The panel notes that undercroft parking is an expensive solution in order to accommodate 5 cars, and would encourage the exploration of siting the parking in an alternative location.
- This would deliver more useable space within the development at ground level, whilst also enabling a more active frontage within the building.
- A potential option to explore includes pulling the building line back at the frontage of the private east-west road, and accommodating parking adjacent to the road.
- An alternative solution in the short term is to accommodate the parking in the section of site ear-marked for the extension of Fountayne Road.
- The panel would also encourage the applicant to explore the option of accommodating the required parking on-street within the side roads adjacent; they understand that access to such parking would be subject to negotiation.

*Massing and scheme layout*

- The panel would support the location of the service functions away from the primary long frontage of the building; and they feel that the proposed undercroft parking would also damage the character of this potentially important street frontage.
- The panel notes that the set-back in accommodation at roof level seems awkward, and would like clarification of the 'rights to light' requirements driving this response.



- They suggest that the curved frontage at the corners of the east-west private road is not characteristic of the area, and it also seems odd to give equal weight to the main road and a minor road. They question whether it is a requirement of traffic engineering visibility splays, and would encourage an alternative approach if this is possible.
- They would encourage a more confident approach to the corner and entrance; either a 90 degree junction, a small chamfer, or a recess.

*Architectural expression*

- They welcome the level of thought, quality of materials and detailing within the scheme, but would encourage the design team to reflect the brick colours and roof forms from the long, elegant Victorian buildings within the immediate area.

*Inclusive and sustainable design*

- The panel would like to know more about the strategic approach to energy efficiency and environmental sustainability for the scheme as a whole.

*Next Steps*

- Whilst the panel feels that there are no material grounds for refusal in terms of design, they feel that the current scheme represents a missed opportunity to create a distinctive building that reflects the special local character of Fountayne Road, to the south of the site.
- They highlight a few aspects of the scheme with scope for improvement.
- They would encourage the Council to take steps to value and retain the distinctive local character that is found in Fountayne Road and its environs, perhaps by selective local listing of key buildings.

