

**REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE**

**Reference No:** HGY/2005/1692

**Ward:** Tottenham Green

**Date received:** 09/09/2005

**Last amended date:**

**Drawing number of plans** 249SV 0 001 - 005; 249DE 2.001 – 007; 249DE 3.001 - 003, 249DE 4.001 – 004

**Address:** 14 Fountayne Road N15

**Proposal:** Demolition of existing buildings and erection of new 6 storey building comprising 3365m<sup>2</sup> B1 floorspace, 3365m<sup>2</sup> B2 floorspace and 227m<sup>2</sup> A3 floorspace with 15 car spaces and 14 cycle spaces.

**Existing Use:** Employment - Vacant

**Proposed Use:** B1/B2, A3

**Applicant:** G Sandhu

**Ownership:** Private

**PLANNING DESIGNATIONS**

Retrieved from GIS  
Area Plans and Planning Briefs  
Contaminated Land (GeoEnviron)  
Flood Plain  
Area of Archaeological Importa  
Area of Community Regeneration  
Defined Employment Area  
East London Lee Valley Regen  
ROAD - BOROUGH

**Officer Contact:** John Ogenga P'Lakop

**RECOMMENDATION**

GRANT PERMISSION subject to conditions

**SITE AND SURROUNDINGS**

The site is a derelict vacant three-storey building. It is within South Tottenham Defined Employment Area (DEA - 16). Situated at the southern end of Fountayne Road, it is 1520m<sup>2</sup>, triangular in shape and lies adjacent to the railway line. There is no form of parking facilities provided on site.

The site is bounded to the north, east and west by commercial and light industrial buildings. The area surrounding the DEA is mainly residential. It is located in the Tottenham Hale area of Haringey that is in close proximity to

the Lee Valley Regional Park and a major transport interchange serving London and Stanstead International Airport.

It lies to the west of the rail line that connects London to Cambridge and is situated within the High Cross centre. Access to the site is via Fountayne Road and the A10, which at this location is part of the Transport for London Road Network (TLRN).

## **PLANNING HISTORY**

There is currently no record of planning history of the site held by the Council. A review of some of the surrounding development record is summarised below.

### 2 Fountayne Road, N15

- 20/03/84 Use as light industrial factory and warehouse (Con. Consent) Ref. 28776
- 13/04/87 Continuation of use of 1<sup>st</sup> floor as self contained workshop utility. (Con. Consent) Ref. 34300
- 30/04/87 Change of use from storage/factory space to canteen at unit 16. (Con. Consent) Ref. 34537
- 4/08/87 Change of use to unit 4 (Withdrawn) Ref LA35298

### 4 Fountayne Road, N15

- 18/07/84 Partial demolition and rebuilding to provide light industrial units and change of use to mixed-use. (Con. Consent.) Ref. 28657
- 10/12/05 Change of use of up to 60000 sq. ft industrial Space in unit 1 to 20 (excluding unit 10) to warehouse use. (Con. Consent) Ref. 31775
- 9/05/88 Use for repairing and servicing of motor vehicles at unit 13. (Con. Consent) Ref. 3254
- 7/07/88 erection of new light industrial building with ancillary offices at unit 17. (Con. Consent) Ref. 32655

### 2-8 Fountayne Road, N15

- 19/07/04 Change of use of property to a functional room for social work (Refused) Ref. 2004/1194
- 14/09/04 Change of use of property to training centre and conference room. (Refused) Ref. 2004/1648

## **DETAILS OF PROPOSAL**

The scheme is for demolition of existing buildings and the erection of 6-storey building to comprise 50% B1 and 50% B2 and ancillary A3 mixed use development.

## **CONSULTATION**

### Internal

Transportation Group  
Building Control  
Strategic Site Group  
Ward Councillors

### Statutory

Network Rail

### Local

Fountainne Road - all units  
Unit 7 High Cross Centre

## **RESPONSES**

### Transportation Group Comments

Our interrogation with TRAVL trip prediction software revealed that, based on similar London sites (Hereward Philips, Barnet, Gordon House Business Centre & Usborne Publishing, Camden), the increment in the floor area over existing situation (some 4921 squared-metre GFA) would generate a combined traffic inflow/outflow of 117 vehicles in the am peak hour (worst case). The Council's SPG stipulates that a development of this magnitude should provide 1 car parking space per 150 squared-metre GFA which equates to 33 maximum car parking spaces and the applicant has proposed 15 (45%) car parking spaces. Hence, it is deemed that this limited car parking provision would cause a significant reduction in car-borne traffic to this site and minimise the impact of this generated traffic. Taking into account the medium level of public transport accessibility rating for this site's location, we consider that the level of car parking provision is adequate.

Also, it is worth noting that Broad Lane is a one-way traffic and that no right-turning traffic into and out of this site is anticipated. Therefore, it is not envisaged that the projected level of traffic would have any significant impact on the capacity of the adjoining highway network including Broad Lane/Fountainne Road junction.

Although Fountainne Road is not within a controlled parking zone, the adjoining Broad Lane is designated as a red route with restricted parking operating between 0700hrs and 1900hrs. A small section of Fountainne Road also has parking bay with parking limited to 1 hour at these times. In addition,

there is controlled parking zone in place, operating between 0800hrs and 1830hrs Monday to Saturday, in other areas to the west of this site, north and south of Broad Lane. In line with the Council's SPG, 14 secure cycle racks have also been provided.

We have also considered the problem of vehicles encroaching the footway along Fountayne Road but this would be dealt with by the Council's parking enforcement section.

Consequently, the highways and transportation authority would not object to this application on the condition that the applicant submits the following to the Council's transportation section for approval:

(1) A satisfactory Travel Plan.

(2) A drawing plan showing the parking and turning area for servicing vehicles.

Informative:

The new development will require naming. The applicant should contact the Transportation Group at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for.

No other comment received.

## **RELEVANT PLANNING POLICY**

### **National Planning Policy**

Planning Policy Guidance (PPG) and the new style Planning Policy Statements (PPS) provides Government guidance on the main planning issues. Some of these policies which affect the proposed development are given below;

#### **PPG 4 'Industrial and Commercial Development and Small Firms'**

PPG 4 stresses the importance of balancing the environmental and economic considerations. A key aim is identified as "to encourage continued economic development in a way which is compatible with Government's stated environmental objectives" (Para 1). One of its objectives is to plan for economic development which promotes an urban renaissance through development of empty or under-used buildings for employment use.

#### **PPS 1'Delivering Sustainable Development'**

It sets out the Government policy objectives for planning and provides guidance to support the Compulsory Purchase Bill. It indicates that planning should facilitate and promote sustainable patterns of urban and rural development by making suitable land available for development in line with economic, social and environmental objectives to improve the quality of life;

contribute to sustainable economic growth; protect and where possible enhance the natural and historic environment and the quality and character of the country side and the existing successful communities; ensure high quality development through good design; ensure that development supports existing communities and contributes to the creation of safe, sustainable and liveable communities with good access to jobs and key services.

### **PPG 13 'Transport'**

PPG13 seeks to integrate planning and transport at the national, regional, strategic and local level and help to reduce the need to travel and reduce the length of car journeys. The objective is to make it safer and easier for people to access jobs and services by public transport, walking and cycling.

### **REGIONAL POLICIES – The London Plan**

Regional policies have also been developed in line with national policies to promote sustainable development. Some of which have been summarised below;

#### **Sustainable development**

Policy 2A.1 which sets out the criteria for sustainability some of which specifies: optimise use of previously developed land and vacant or under-used buildings; the use of design led approach to optimise the potential of sites and; ensuring that development occurs in location that are accessible to town centres, employment, housing, shops and services.

#### **Employment and Regeneration**

The development or redevelopment of available sites and the exploitation of potential for regeneration have been identified as a significant potential for increases in residential, employment and other used in the Regional Development Strategy. Amongst such policies are Policy 2A.4 and Policy 2A.7.

In order to make London a more prosperous city with strong and diverse economic growth Policy 3B.2 have been designed to seek significant increment to current office stock through changes of use and development of vacant brown field sites, seek the renovation and renewal of existing stock to increase and enhance the quality of and flexibility of London's office market officer, seek the provision of a variety of type, size and cost of office premises to meet the needs of all sectors and last but not the least promote the provision of additional space and the rejuvenation of existing office space through partnership with the boroughs.

In Policy 3B.5 the Mayor of London seeks to promote and manage varied industrial offer of the Strategic Employment Locations. It mandates boroughs to identify Strategic Employment Locations in their UDPs and develop local policies for employment sites outside the strategic locations, having regard to:

accessibility to the local workforce, public transport and where appropriate, freight movement; quality and fitness of site and; the release of surplus land for other uses in order to achieve the efficient use of land in light of strategic and local assessments of industrial demand. Tottenham Hale is identified as a strategic employment location within the London Plan

## **Local Planning Policy**

### **Unitary Development Plan**

In the adopted March 1998 Haringey UDP, the site is designated as a Defined Employment Area where the priority is to sustain a range of employment generating uses, and it is also within Tottenham Hale area which is a key regeneration area.

#### Employment

Policy EMP1 sets out the strategic aim of protecting existing land and buildings in industrial and commercial use from other forms of development, and encouraging investment and the development of variety of new employment uses in appropriate locations in order to enhance the quantity and mix of local job opportunities.

EMP 1.2 encourages new employment uses and EMP 1.3 (Defined Employment Areas) supports redevelopment within the DEAs where there has been a long term vacancy, the plan states that “favourable consideration provision of B1/B2 especially where the alternative use will be given to use which offers a high density of employment”

In the September 2004 draft UDP the area is within the Tottenham International Development Framework Area (AC3). The aim of the framework is to ensure that Tottenham International becomes “a centre for business; the place to live” and a vital and dynamic location where residents and businesses can enjoy the river valley, Lee Valley Park and excellent transport connections. The framework will build upon existing strength such as the area's industrial heritage whilst addressing deprivation issues and ensuring that local residents are able to access and take advantage of employment opportunities. . The draft UDP recognises the fact that potential exists for 5000 new jobs development opportunity for the area

The site is identified on the proposals map (draft UDP 2004) as a Defined Employment Area (DEA)-Industrial locations in policy EMP1. The draft UDP states that the Council would wish to protect and enhance the industrial locations for the purposes of uses falling within classes B1 (b) (c), B2 and B8 or similar uses. Uses outside of the ‘B’ uses will only be permitted if they are ancillary to a mainly generating use and will not compromise the status of the employment status of the DEA.

The site is considered to be of archaeological importance, (Draft UDP proposals Map). Policy CSV4 requires that planning applications be

accompanied by an archaeological assessment and evaluation of the site including the impact of any proposed development.

### Transportation

In accordance with the national guidance and the council's strategic approach to transport the adopted UDP policies seeks to integrate land use and transport policies. This is provided in policy TSP1 and it is intended for creating reliable transport system (TSP4), reducing the desire to travel by car (TSP6), and to create an equitable balance between traffic restraint and parking provision (Policy TSP7). Policy TSP1.1 of the adopted UDP states that all development proposals will be assessed in terms of their contribution to traffic generation and congestion and against the present and potential availability of public transport provision.

### Design

Ensuring high standard of design for new buildings is now recognised as national priorities. The aim is to concentrate efforts to improve the quality of the built environment from the area which have suffered from neglect and insensitive development, while continuing to protect the environmental quality in other areas. With the understanding of the clear link between maintaining and improving the built environment and economic regeneration

Policy DES1 of the UDP encourages good design of new buildings, alterations and extensions and conservation of buildings fabric contributing to the character to the local environment in order to enhance the over all quality of the built environment, the attractiveness of the area for investment, economic regeneration and the amenity of residents. Policy DES 1.1 summarises how this will be assessed.

Policy DES 4 of the Council's strategic policy is to protect local and strategic views of value and to ensure location and design of tall buildings fits into the existing character of the urban landscape.

### Location of Tall Buildings

Policy UD 11 of the UDP states the preferred location for tall buildings and these locations are Haringey Heartlands and Tottenham International because of their closeness to major public transport interchange and London Plan designation as an Opportunity Area and area of intensification. It further states that applications for tall buildings in these locations and else where will be assessed on the basis of relevant policies in the plan, especially UD2 General Principles and UD3 Quality Design.

## **ANALYSIS/ASSESSMENT OF THE APPLICATION**

The scheme is for the demolition of existing buildings and erection of new 6 storey building to comprise of 3365m<sup>2</sup> B1 floorspace, 3365m<sup>2</sup> B2 floorspace and 227m<sup>2</sup> A3 floorspace with 15 car parking spaces and 14 cycle racks.

It is considered that the main planning issues are:

1. The mix of uses on the site
2. Height and scale of the development
3. Design
4. Archaeology
5. Amenity
6. Transportation issues

### Mix of uses

The site currently has 2036.6m<sup>2</sup> of employment (industrial) floor spaces. The proposed development will yield a gross floor area of 6958.2 of which 227.3m<sup>2</sup> is for ancillary restaurant and bar use. The proposed B1/2 use is be splitted into a 50/50. The scheme accords with the adopted UDP and draft UDP as it seeks to ensure comprehensive and co-ordinated development. It is also considered that the scheme accords with the London plan as it designates Tottenham Hale as an area of opportunity and strategic employment location. The scheme would also it is envisaged contribute to the regeneration of Tottenham International Framework Area.

The Restaurant/Bar (A3) use is purposely intended for meeting the need of the occupiers of the building. And it is proposed that it will be opened during the office hours and possibly beyond (8am to 12pm).

### Height and Scale of Development

The proposed scheme is to be six storey with a roof garden terrace. The total floor area proposed is 6958.2. The building will be higher than the surrounding buildings. The draft UDP policy UD11 states that Tottenham International area is a preferred location for tall buildings (i.e. buildings which are significantly higher than neighbouring buildings. Given this provision it is considered that a building of this height would be appropriate in this location.

### Design

The applicant have submitted a design statement with the proposal. As discussed above the site is located within a designated Defined Employment Area. The design of the proposal therefore one would imagine be contemporary to industrial locations. The proposed scheme however is different. The Southerly and western elevations would be modular pattern of glazing with alternately blue glazed brick or traditional red brick infill panels. The uppermost floor is designed with an external walkways, bespoke timber and steel balustrade around the perimeter of the building with the restaurant/bar being fully glazed. It is considered that this would detract from the provision of the design policies DES 1

### Archaeology

The scheme, it is considered, would not have any adverse effect on the value of the site for nature conservation. It is therefore thought that the proposal would not detract from the provision of the emerging UDP Policy OS 5 'Ecological Valuable Sites and Their Corridors'.

The archaeological assessment and site valuation have been carried by the applicant. This has been submitted with the application and it indicates that there will not be any major negative impact from the scheme. The proposal is therefore considered to be in compliance with the provision of Policy CSV4 of the emerging UDP.

### Amenities

In terms of amenity, it is considered that the scheme would not be detrimental to the character and appearance of the local area. The site is within a designated Defined Employment Area.

### Transportation

The site is highly accessible within close location proximity of Tottenham Hale rail and tube station, Seven Sister's rail and tube station, South Tottenham rail station as well several bus routes.

The site currently has no parking provision. The proposed redevelopment will improve upon parking provision in the area. The proposal includes 15 car parking spaces including a disabled parking area and 14 secured cycle parking. The road layout has been designed to give adequate turning space for larger vehicles such as refuse collection and deliveries.

## **SUMMARY AND CONCLUSION**

The scheme proposes a 50/50 split for B1/2 purposes with restaurant/bar on the uppermost floor intended to be ancillary to main industrial use. It is considered that the scheme accords with the provision of the London Plan by reason of its siting within Tottenham Hale, an area of opportunity and strategic employment location.

The scheme also proposes a six storey building with garden terrace. This will be higher than the surrounding buildings. It is however thought that a building of this height would not cause any significant negative impact to the surrounding amenity given its siting within a designated Defined Employment Area. The emerging UDP policy UD11 'Locations for Tall Buildings' designates Tottenham International Development Framework Area as preferred location for tall buildings. This reinforces the appropriateness of the proposed scheme at this location.

In order to enhance the overall quality of the built environment, the attractiveness of the area for investment, economic regeneration and the amenity of the residents, good design is commended by Haringey's design policies. The proposed six-storey to comprised BI/2 and restaurant/bar on the uppermost floor would not detract from the design principles set out in the Haringey adopted and emerging UDP. I recommend that the proposal be approved.

## **RECOMMENDATION**

### **GRANT PERMISSION**

Registered No. HGY/2005/1692

Applicant's drawing No.(s) 249SV 0 001 - 005; 249DE 2.001 - 007; 249DE 3.001 - 003, 249DE 4.001 - 004

Subject to the following condition(s)

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 Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.
2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.  
Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.
3. That a satisfactory Travel Plan and a drawing plan showing the parking and turning area for servicing vehicle be submitted to, and approved in writing by the Council Transportation Section.  
Reason: In order that the development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.
4. 15 car parking spaces and 14 secured cycle racks shall be provided within the site (as shown on the plan attached) for loading, unloading and parking of vehicles. The building hereby permitted shall not be occupied until such provision has been made.  
Reason: In order to enable vehicles using the site to stand clear of the highway in the interests of road safety
5. Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 2005 the premises shall be used as B1 and B2 only and shall not be used for any other purpose including any purpose

within Class B1 and B2 unless approval is obtained to a variation of this condition through the submission of a planning application.

Reason: In order to restrict the use of the premises to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable.

6. That the A3 use forming part of this scheme shall be for the benefit of the occupiers and users of the building hereby approved only and shall not be available to the general public or operated as a public restaurant.

Reason: To ensure the proper planning use of the building.

INFORMATIVE: The new development will require naming/numbering. The applicant should contact the Transportation Group at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

#### REASONS FOR APPROVAL

The scheme is sited within a designated Defined Employment Area. It is considered that mix of uses is appropriate to the site especially given the fact that the A3 use is only ancillary to the B Class uses. The height of the proposed building is not considered harmful in terms of amenity because the siting meets the preferred location provided in the Unitary Development Plan. The proposal is therefore considered to be in compliance with the provision of policies EMP 1.3 'Defined Employment Areas', DES 1.1 'Designs' of the adopted Unitary Development Plan and UD11 'Location of Tall Buildings' of the emerging Unitary Development Plan.