

BROAD LANE | TOTTENHAM HALE

NEW OFFICE BUILDING

MARCH 2023



Mark Smith | Architects

DESIGN AND ACCESS STATEMENT

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Refer also to all documents and drawings submitted with this application.

BACKGROUND

1.1 SITE LOCATION

Former car wash site, Broad Lane, N15

1.2 BACKGROUND

Mark Smith Architects Ltd were approached by Broad Lane Properties Limited to prepare a planning application to redevelop the above land “the Site” into a new office building. A planning application was granted in 2017 (HGY/2016/2232) for the ‘*Demolition of the existing car wash, construction of a new office block including, covered bin, cycle’s store and parking.*’ This 2017 planning permission was subsequently implemented by the previous owner (planning ref: HG/2020/1013).

The approved building is three storeys and has 1,759 sq m (20,914 sq ft) of office space. This new scheme will expand on the extant approval providing 5,694 sq m (61,290 sq ft.) of new flexible office space. This will greatly improve the efficiency of the land and make best use of this previously developed land. It will also support the regeneration of Tottenham towards a highly successful place by attracting new business and job opportunities in a location with excellent public transport connections.

The new building is of high architectural quality with elegant brick detailing and ranges from four storeys to nine storeys, and includes new green roofs. It will be energy efficient, well insulated and will also generate electricity through PV panels. Mark Smith Architects have worked in tandem with Energy Lab sustainability consultants to ensure that the building has been designed to have Carbon emissions lower than current Building Regulations require and to achieve an Excellent BREEAM sustainability rating.



FIGURE 01 - PROPOSED BUILDING VIEWED FROM BROAD LANE

WIDER CONTEXT



FIGURE 02 - SITE LOCATION



2.1 WIDER CONTEXT

The former car wash Site is located in Haringey, north London and is approximately 500 metres south of Tottenham Hale. Tottenham Hale is undergoing intensification and diversification with the creation of a new retail area centred on the station as part of the Tottenham Hale Area Action Plan. The area is undergoing significant growth and seeks to be a leisure destination with new services/facilities, jobs and homes that will complement the current vibrancy of the area. The lower density industrial character is transitioning towards a future that is higher density. In doing so, it will attract higher skilled jobs including those in the creative industries and the knowledge economy.

Tottenham Hale is a key transport hub with an underground station (Victoria Line), rail station and a bus station. Connections are provided to local destinations as well as to/from central London, Stansted Airport and East Anglia. It is also to be a key interchange for the planned Crossrail 2 enhancing connections further afield and to South London.

There are several open spaces nearby including Down Lane Park about 1 km to the north of the Site. Down Park Lane has a sports area, playground and outdoor gym. To the south of the Site, approx. 1 km, is Markfield Park with a cafe, museum and skate park. The Paddock community nature park (1 km to the east of the Site) is a wooded area and connects into the renowned Lee Valley which offers an extensive array of outdoor spaces and sports facilities terminating at Queen Elizabeth Olympic Park to the south. This includes nature parks and gardens, walking/cycle routes, wetlands, wildlife and is a site of considerable ecology and biodiversity. Also on offer are a spectrum of leisure/recreational facilities as well as adventure and camping facilities.

2.2 HERITAGE CONTEXT

The Site is not in a Conservation Area and the nearest Conservation Areas are Tottenham Green and Seven Sisters/Page Green 500 metres to the west of the Site. There are no locally or statutory listed buildings near to the Site.

WIDER CONTEXT



FIGURE 03 - CHARACTER AREAS



2.3 EMERGING CONTEXT/CHARACTER ANALYSIS

The area surrounding the Site is urban in character and has a mix of uses. To the west of the Site is residential. To the east and south of the Site is industrial, and to the north of the Site is a retail park and the emerging commercial Tottenham Hale District Centre. The images on the following page shows the mix of built form in the surrounding area.

North of the Site is the emerging district centre and existing retail park. The retail park is to be comprehensively transformed into the heart of the district centre. This will include new commercial, retail, leisure and residential use. Buildings will be mid-rise and include taller buildings towards Ferry Lane.

To the west and south of the Site are industrial buildings with light industrial and office use. As a result, the application Site is located in a transitional pocket between an industrial area and town centre.

The Site has an extant approval for an office building and would naturally form part of the adjacent business park immediately to the north. Office use in this location is a natural buffer between the two aforementioned areas.

The proposal to which this planning application relates is also for an office building and the Site is within an employment area.

WIDER CONTEXT



SINGLE DWELLING HOUSES WITH PITCHED ROOFS



INDUSTRIAL BUILDINGS



MULTI-STOREY OFFICE BUILDINGS



RETAIL PARK



FLATTED DEVELOPMENTS



TALL BUILDINGS

FIGURE 04 - LOCAL BUILT FORM

WIDER CONTEXT

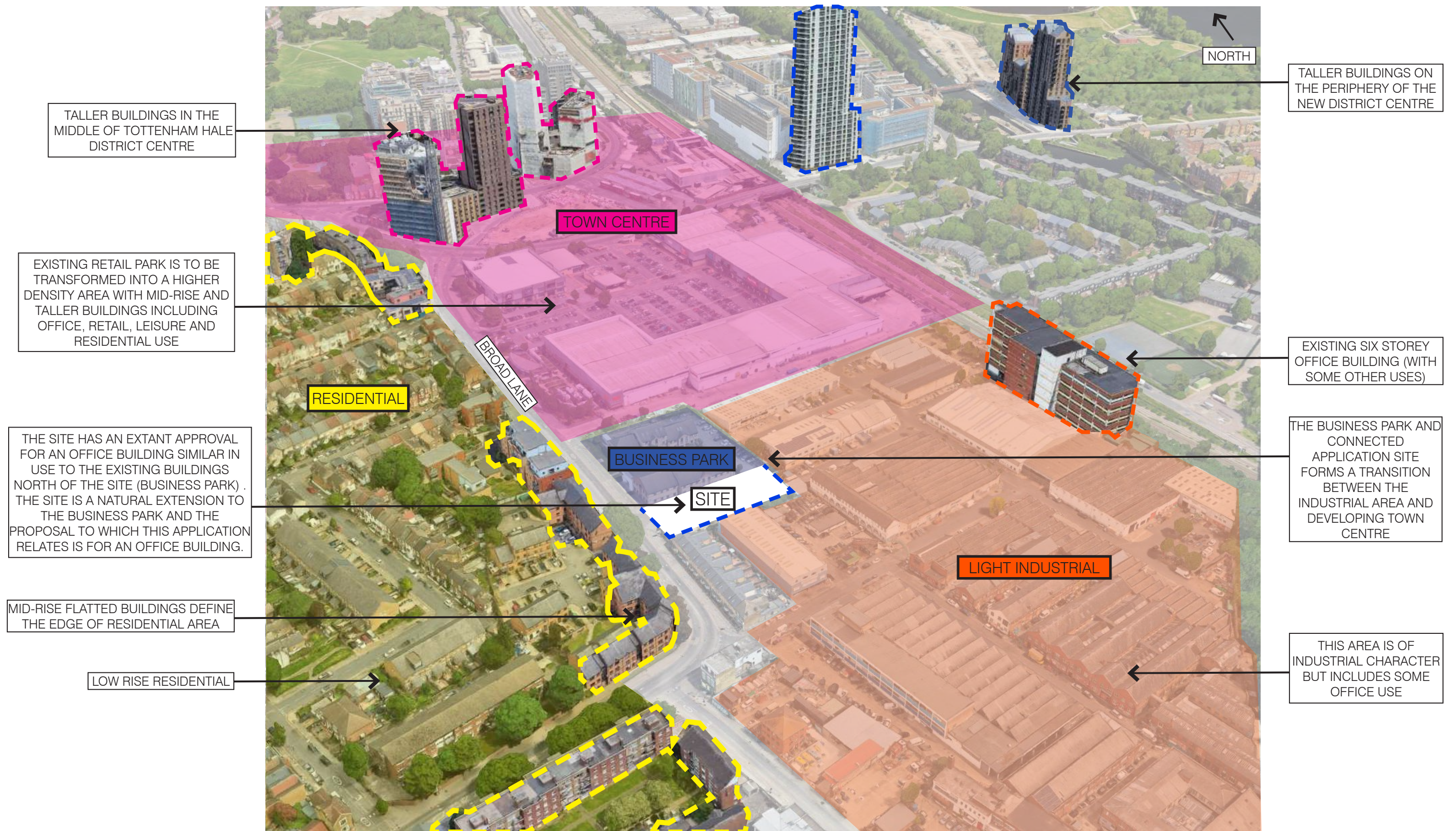


FIGURE 05 - AREA ANALYSIS

SITE ANALYSIS

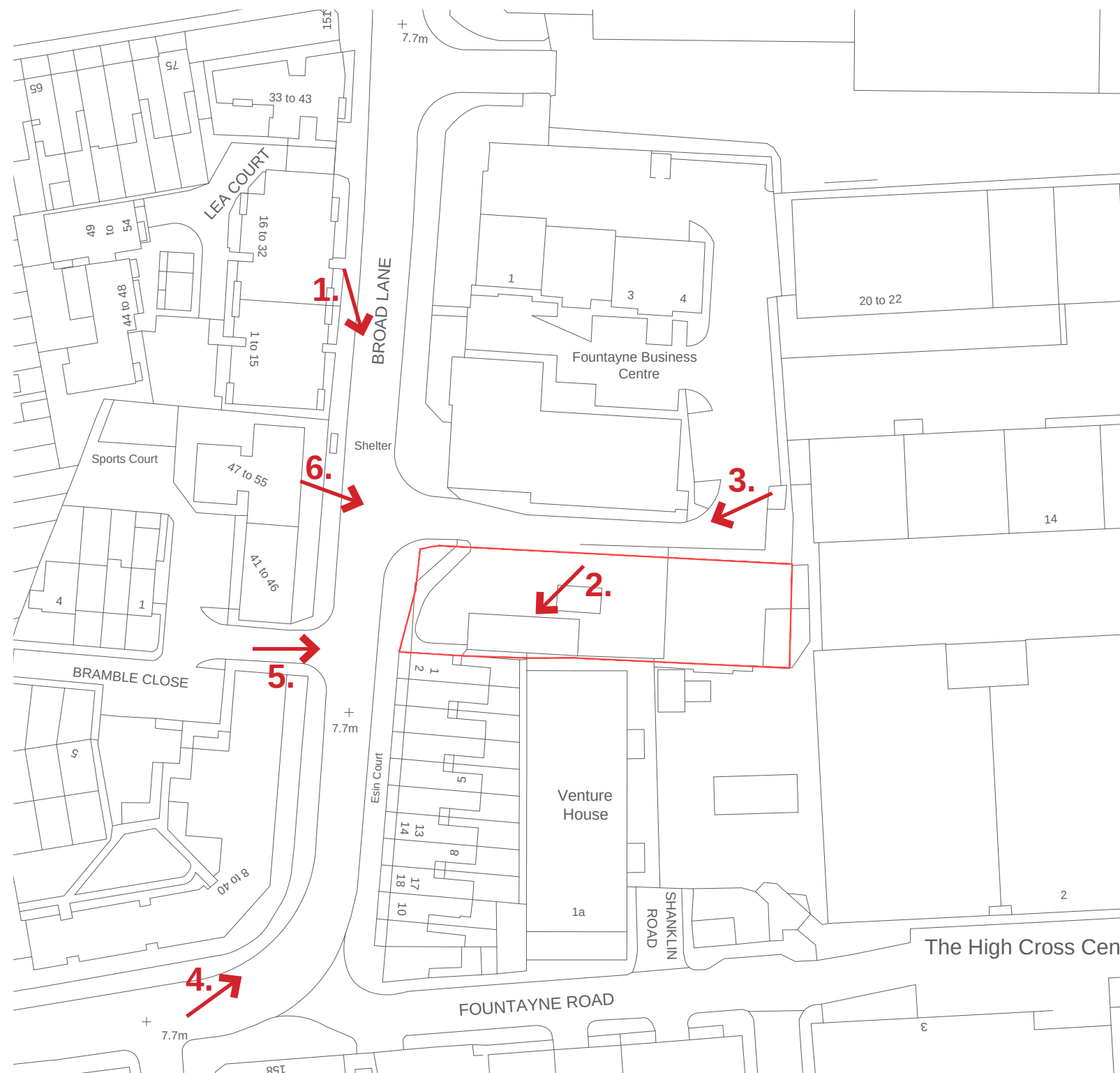


FIGURE 06 - OS MAP AND PHOTOGRAPH LOCATIONS



3.1 SURROUNDING BUILDINGS AND EXISTING SITE

The Site is rectangular in shape and is located on the east side of Broad Lane. To the immediate north of the Site is a side road off Broad Lane. On the opposite side of this road is a two-storey brick building with pitched roof (National College for Digital Skills). This building along with one other similar building to the north forms a business centre with office/administrative use and has surface car parking and soft landscaping.

Immediately adjacent to the south of the Site (on Broad Lane) is Esin Court which is a row of two storey brick terraced residential dwellings with pitched roofs. Towards the middle of the Site (and to the south) is a three-storey metal clad warehouse adjacent to a hand car wash site. To the west of the Site is The High Cross Centre which is an industrial site consisting of warehouse type buildings, typically metal clad but some brick with saw-tooth roofs. Uses range from retail, manufacturing and office/studio. Immediately bounding the Site to the east is a small timber workshop.

On the opposite side of Broad Lane to the west are multiple three-storey brick residential buildings with pitched roofs and surface car parking. These buildings are separated from Broad Lane by a narrow strip of open space lined with trees.

SITE ANALYSIS



1. VIEW OF SITE FROM BROAD LANE FURTHER NORTH



2. VIEW WITHIN SITE TO REAR OF ESIN COURT



3. VIEW OF SITE AND SIDE ROAD OFF BROAD LANE



4. VIEW OF ESIN COURT FROM BROAD LANE FURTHER SOUTH



5. VIEW OF SITE FROM WEST ACROSS BROAD LANE



6. VIEW OF SITE AND SIDE ROAD OFF BROAD LANE FROM WEST (METAL SHED IN BACKGROUND NOT ON SITE)

FIGURE 07 - PHOTOGRAPHS OF SITE AREA

SITE ANALYSIS

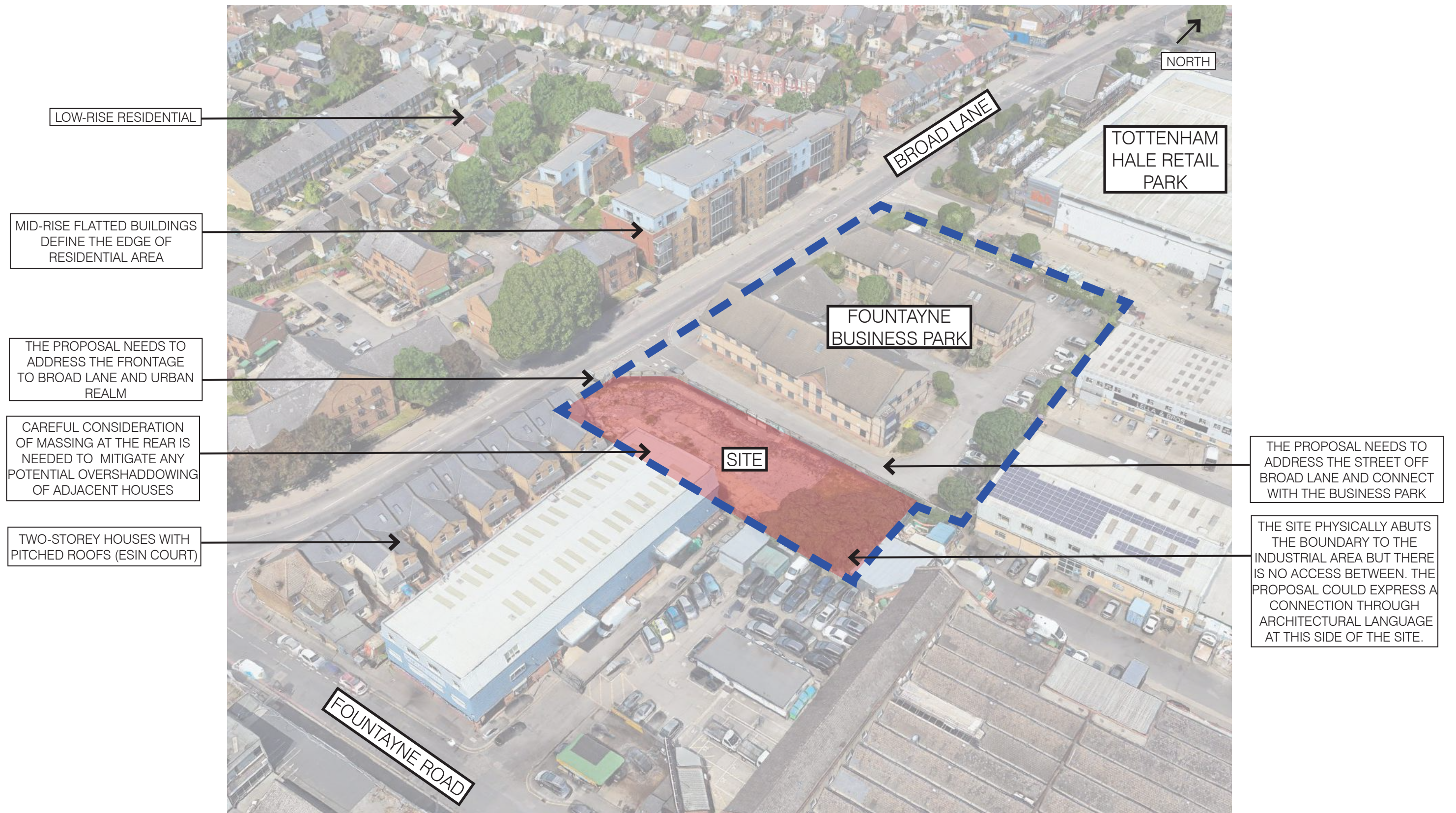


FIGURE 08 - SITE OPPORTUNITIES AND CONSTRAINTS

PLANNING CONTEXT

4.1 PLANNING HISTORY

HGY/2016/2232

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

The Site has an extant permission to build a three storey office building. The approved design reads as a two-storey brick building with traditional windows. A series of side-by-side elevation facing gable ends appear like faux pediments underneath a contemporary set back third floor clad in a glossy finish.

4.2 PLANNING CONTEXT

This planning application will expand on an existing approval and provide 5,694 sq m (61,290 sq ft) of new, much needed, high quality flexible Class E space which goes hand in hand with the intensification of the surrounding area.

The impact of COVID-19 and the pressure of a global economic downturn has affected high streets, local businesses and the ability of residents to access jobs. Early indicators show Haringey is already experiencing the highest rise in unemployment across Central London – and we know that this is likely to compound pre-existing inequalities for local people. In early March 2020, the council made progress in implementing the Borough Plan; 'Economy' and 'Place' priorities, building on the adoption of the Community Wealth Building Strategy in October 2019. Part of the strategy includes supporting the provision of new, flexible employment space.

According to the Haringey Economic Development Strategy, 2015 recent employment growth in the borough has been relatively slow; Haringey is the sixth slowest growing borough in London over the last five years. Employment is projected to continue growing, albeit at a rate of growth below the London level.

Evidence in the Haringey Employment Land Study (which draws on a range of GLA, Atkins and Experian employment projections), expects that between 3,070 and 22,000 new jobs are expected to be created over the next 18 years. Haringey's business base is dominated by SMEs, with the number of businesses employing less than 250 employees accounting for 99% of all businesses in the borough. The development of new businesses within Haringey is important for sustaining the area's economic vitality and supporting the growth of the economy.

Please continue on the following page.



FIGURE 09 - APPROVED DESIGN (DOVETAIL ARCHITECTS)

PLANNING CONTEXT

4.2 PLANNING CONTEXT (Continued)

According to the Haringey Workspace Viability Assessment (2014), since the most suitable workspace types for the borough are of B1 and B8 classification, forecasts of strong growth in office and warehouse sector would justify workspace expansion. The demand projections for B use class floorspace need from the 2015 Haringey Employment Land Review are demonstrated in the below table. In the below scenario, the forecasted increase in total floor space demand between 2011-31 is driven by demand growth in B1a/b and B8 floorspace.

Accordingly, forecasts suggest growing demand for Class E (office) type space, with the trend analysis predicting future decline of light industrial and warehousing space. There is a need to secure affordable, secure and flexible workspace.

The proposed development aligns with the Council's vision and will greatly improve the efficiency of the land and make best use of this previously developed land, which also benefits from very good levels of transport access. Policy D2 of the London Plan notes that the density of development should be proportionate to the site's connectivity and accessibility. It will also support the regeneration of Tottenham towards a highly successful place by attracting new business and job opportunities in a location with excellent public transport connections.

Use Class	2011	2021	2031	Change (2011-31)
B1a/b	226,600	294,000	329,200	102,600
B1c/B2	99,700	93,600	82,800	-16,900
B8	309,500	378,500	421,900	112,400
Total	635,800	766,100	833,900	198,100

FIGURE 10 - B USE CLASS FLOORSPEACE NEED (SQM) IN HARINGEY, 2015

[SOURCE: HARINGEY ECONOMIC DEVELOPMENT STRATEGY, HATCH REGENRIS 2015]



FIGURE 11 - PROPOSED BUILDING VIEWED FROM BROAD LANE

5.1 PROPOSALS

The proposal will provide 5,694 sq m (61,290 sq ft) of new, high quality and flexible Class E space that will greatly improve the efficiency of the land and make best use of this previously developed land. It will also support the regeneration of Tottenham towards a highly successful place by attracting new business and job opportunities in a location with excellent public transport connections.

The proposed office building is of high architectural quality with elegant brick detailing, green roofs and PV panels. It has been purposefully designed to avoid negatively impacting nearby properties and attention has been given to ensure that it integrates into the surrounding context. At the west of the Site, facing Broad Lane, the proposed building is four storeys with a fifth set-back storey. Towards the middle of the Site, it is six storeys and at the east of the Site, it is eight storeys.

The design addresses the urban context and creates a new active frontage facing Broad Lane and the side street off Broad Lane which will improve the space immediately in front of the building. The corner between the two primary elevations is chamfered to highlight the building entrance. The proposal includes secure cycle storage to promote sustainable travel and an internal refuse/recycling store so that bins do not detract from the new improved streetscene.

Level		G.I.A (m.sq.)	G.I.A (sq.ft.)	N.I.A (m.sq.)	N.I.A (sq.ft.)
0		1130	12163	887	9548
1		877	9440	791	8514
2		877	9440	791	8514
3		873	9397	785	8450
4		763	8213	679	7309
5		478	5145	422	4542
6		232	2497	189	2034
7		232	2497	189	2034
8		232	2497	189	2034

G.I.A. = 5694 sq.m / 61290 sq.ft.

N.I.A. = 4922 sq.m / 52980 sq.ft.

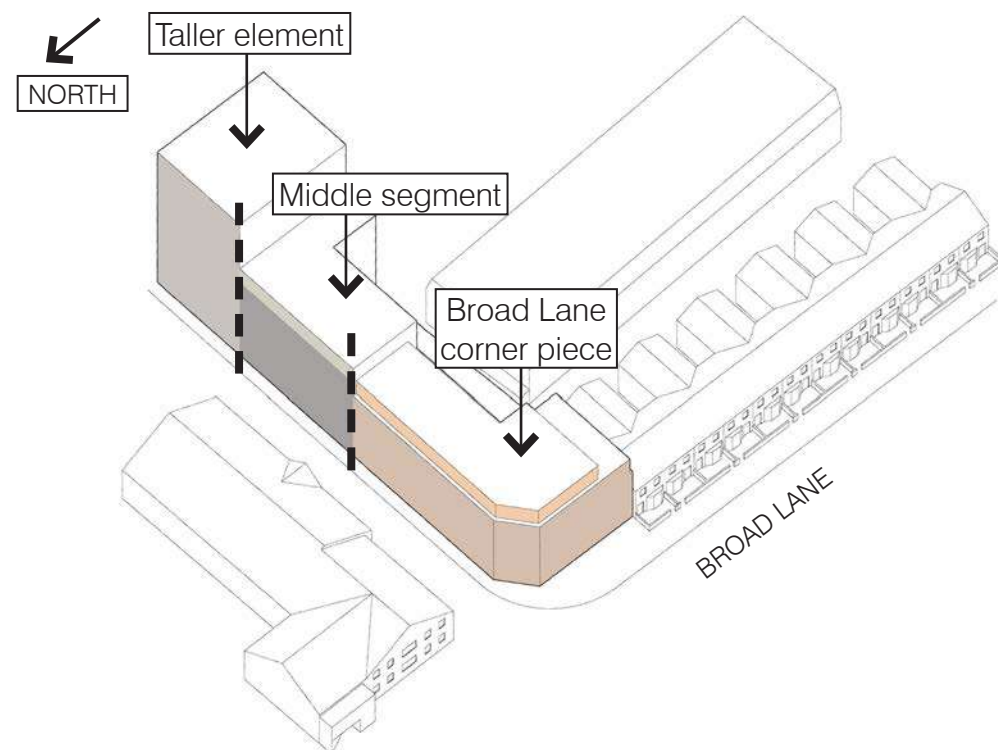
AREA SCHEDULE



FIGURE 12 - PROPOSED BUILDING VIEWED FROM BROAD LANE FURTHER SOUTH



FIGURE 13 - PROPOSED BUILDING VIEWED FROM BROAD LANE FURTHER NORTH



1. THE THREE PARTS OF THE PROPOSAL



2. EXISTING AERIAL VIEW OF SITE

FIGURE 14 - PROPOSED MASSING

5.2 DESIGN DEVELOPMENT

Height and Footprint

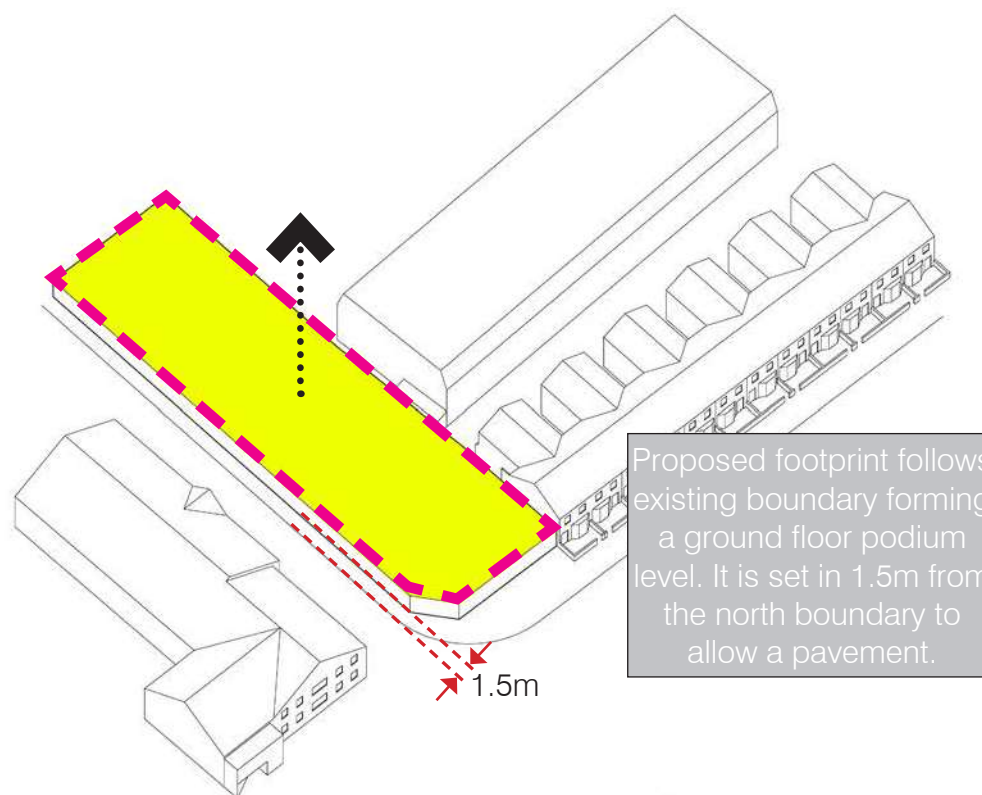
There are three parts to the overall massing. Firstly, one part at the west of the Site facing Broad Lane (Broad Lane corner piece), secondly a middle segment and finally a taller element at the east of the Site.

Refer to the following page for a series of diagrams that illustrate the massing rationale. The footprint follows the existing boundary on all sides (other than being inset 1.5m on the north boundary to form a new pavement) and in doing so defines the public realm through enclosure. It is also through this rationale that leads to the chamfered corner and a natural focal point to the building entrance. The ground floor fully utilises the extent of the footprint established above, and in doing so, forms a podium-like base. Upper storeys step in which is discussed in more detail below.

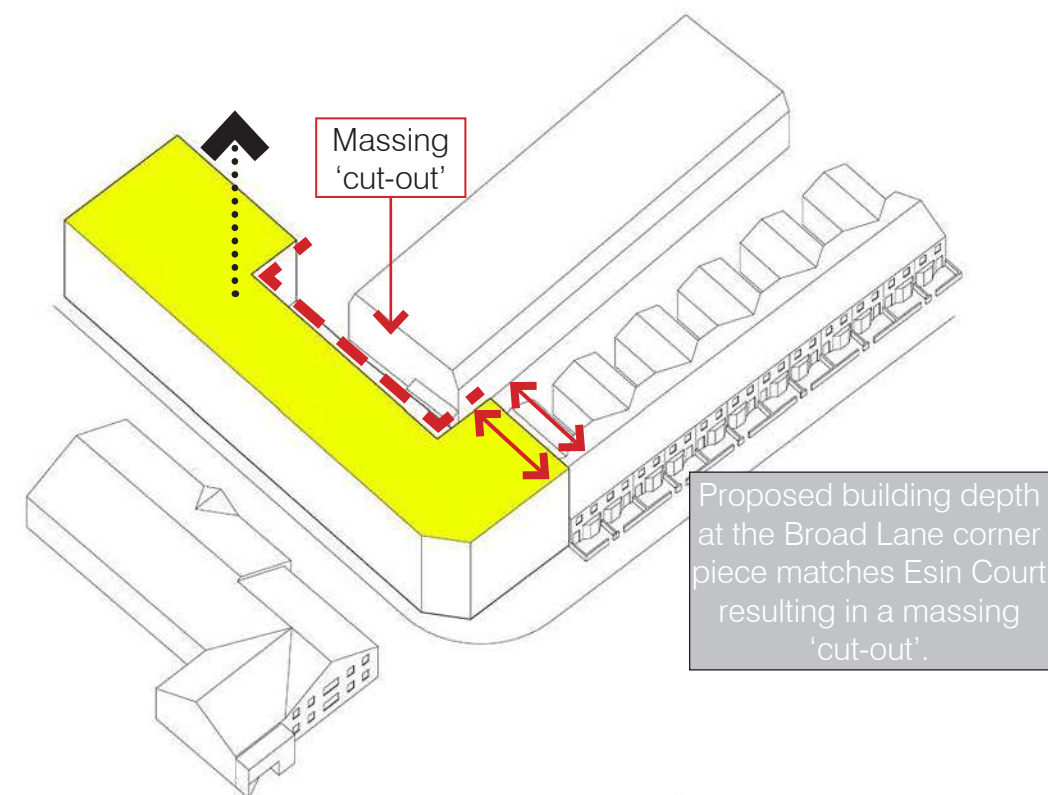
Starting with the corner piece facing Broad Lane. The proposed building depth (at first floor and above) matches the rear building line of the houses on Esin Court. This is so the overall massing is not overbearing when viewed from the rear windows and gardens of Esin Court and results in a massing 'cut-out' at the rear of the proposal. Refer also to section 4.4 of this document.

The height directly abutting the adjacent house (1 Esin Court) is four storeys so that it reads as one full storey above the two-storey house with pitched roof. A final set-back storey (in metal cladding) is 5.4m from the house to present a natural step up in the massing towards the chamfered corner.

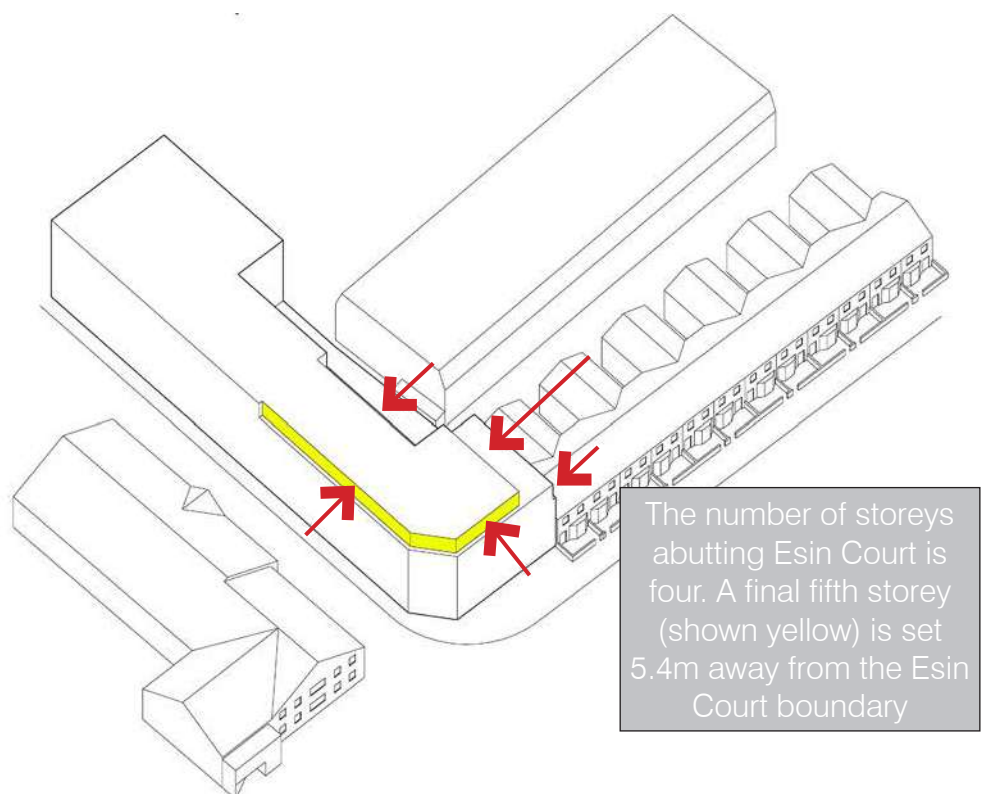
Moving on to the middle segment. The notion of gradual massing steps is continued as this middle segment is one storey higher than the west Broad Lane facing section. And finally, the gradual building up of massing leads to the taller element (28m) at the east of the Site which terminates the view from Broad Lane. This part of the Site has no directly abutting residential buildings and faces an industrial area. The taller element is deliberately positioned next to the industrial area to avoid overshadowing residences and gardens.



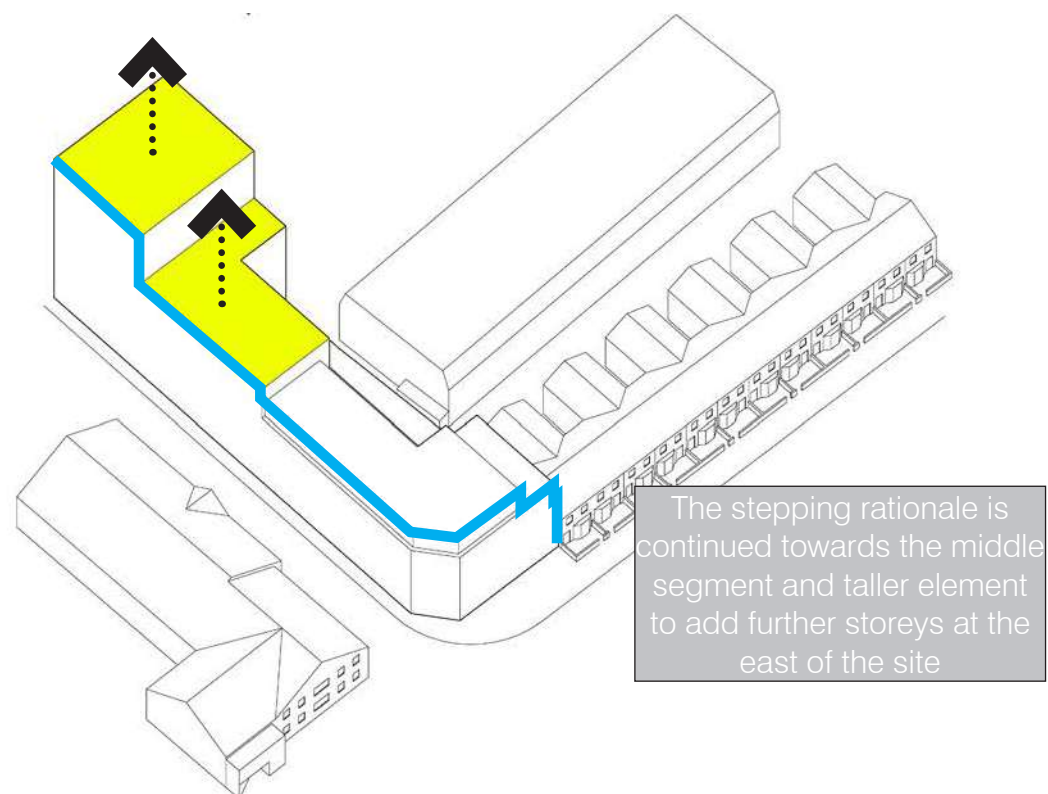
1. FOOTPRINT



2. ADDING STOREYS WITH A MASSING CUT-OUT



3. FORMING STEPS IN THE MASSING AT THE BROAD LANE CORNER PIECE



4. CONTINUING STEPPING UP OF MASSING BY INTRODUCING STOREYS TO THE MIDDLE SEGMENT AND TALLER ELEMENT

FIGURE 15 - PROPOSED MASSING DEVELOPMENT

PROPOSALS

5.2 DESIGN DEVELOPMENT (Continued)

Proportions, Scale and Definition

The above establishes the overall massing having presented the footprint and height rationale. The following will explain the elevational design in terms of proportions, scale and definition, in relation to each of the three parts of the building.

Again, starting with the Broad Lane corner piece adjacent to the Esin Court houses. The elevation has a clear vertical hierarchy. Proportionally, a taller base establishes the ground floor along with large, glazed areas and deep lintels. This is at a similar level to the taller window/door openings of Esin Court. The first and second floors have taller windows beneath a single storey of smaller windows (at third floor). Finally, the top storey is set back, and in a visually lighter material, to form a complete urban composition.

Window openings are no taller than a single storey to form a comprehensible scale. Upper floor windows are in pairs, continuing the rhythm established by the pairs of first floor windows in the row of existing houses adjacent (Esin Court). This repeating format of window pairs is subtle but also results in an established principle of 'void-above-void and solid-above-solid'.

A double stack bonded vertical brickwork band separates the second and third floors at a similar level to the roof line of the Esin Court houses. The third floor is inset at the boundary to 1 Esin Court which serves to provide definition to the flank wall. Additional architectural details introduce further definition along the front/side elevation such as a projecting header course above the ground floor level and projecting vertical brickwork lintels above windows.

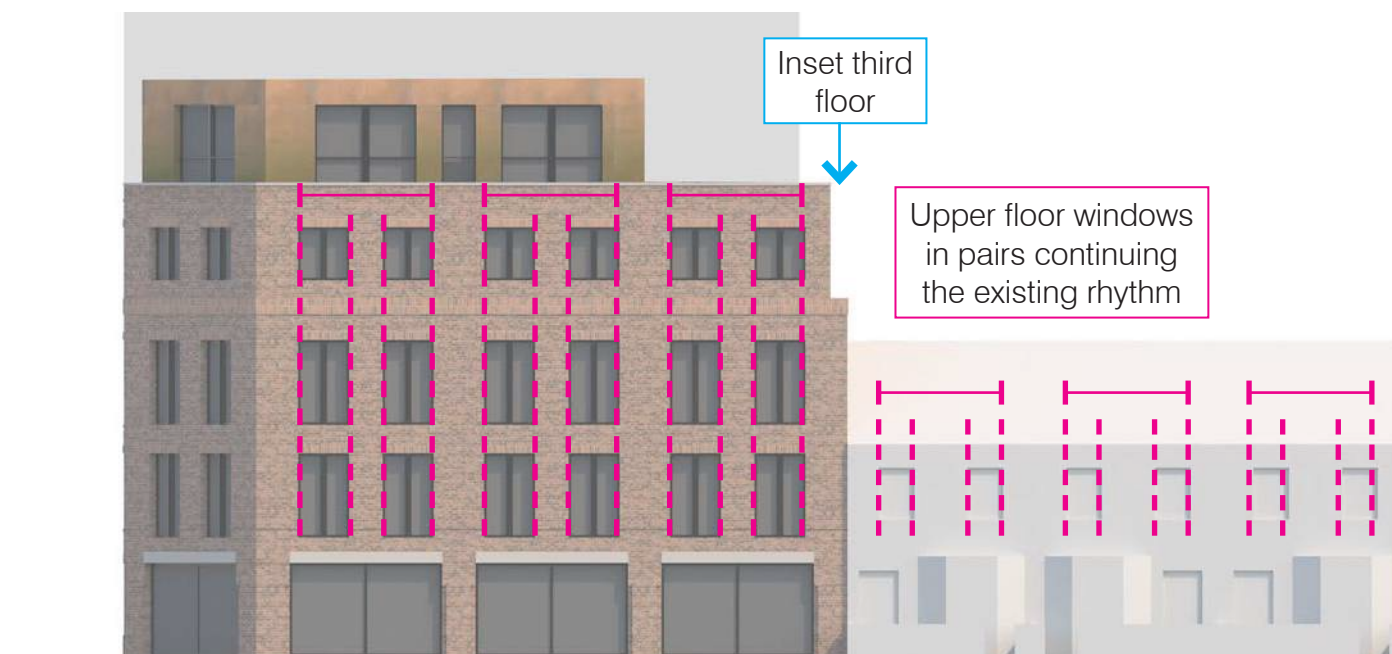


FIGURE 16 - PROPOSED BROAD LANE CORNER PIECE ELEVATION RATIONALE

5.2 DESIGN DEVELOPMENT (Continued)

Moving on to the middle segment of the proposal. The established notion of a taller ground floor, larger ground floor windows and upper floor window pairs is carried through to the middle segment for consistency. The middle segment transitions away from the more traditional hierarchy of the Broad Lane corner piece and does this by continuing the taller window heights into the third and fourth floors. Architectural detail is provided in highlighting the window openings against the darker brick with lighter stone lintels and cills. Lastly, the final storey is in a lighter metal cladding again for a full urban composition except this time without a setback. Larger industrial-appearing windows in the metal clad uppermost storey transitions the architectural language towards the final taller element.

Finally, on to the taller element at the east of the Site. This element is without any vertical hierarchy other than the continuation of the taller ground floor and the addition of a taller fully stone base and projecting band. A sequence of subtle recesses in the brickwork create layers of recessed frames that break up the facade into an elegant taller structure. Windows are grouped into two (vertically) by alternating stack bonded brick. All upper floors have similar large industrial-style windows, subdivided with glazing bars into smaller panes. This window type is characteristic of the industrial area immediately to the south and east of this part of the proposal.

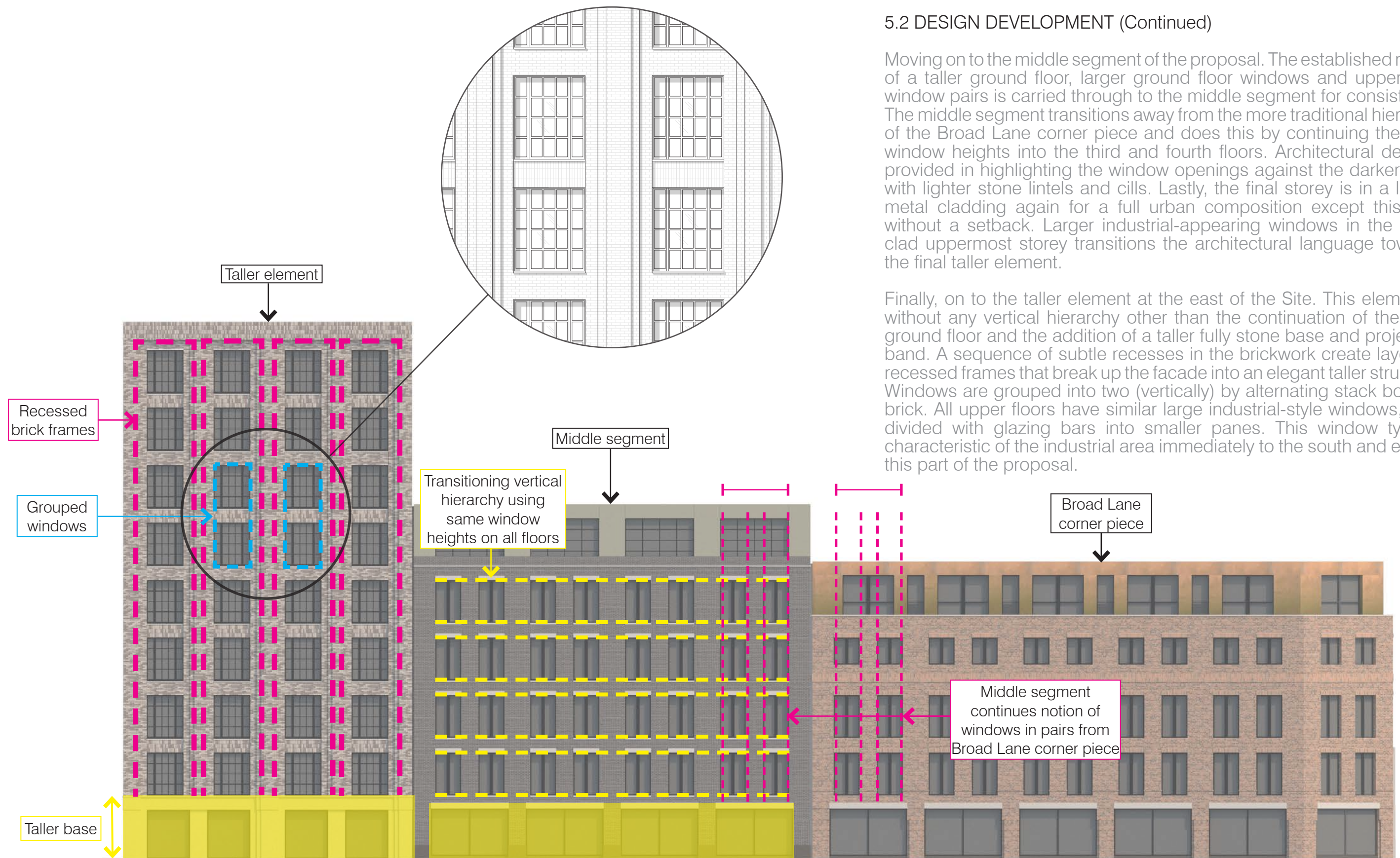


FIGURE 17 - PROPOSED LONG ELEVATION RATIONALE

PROPOSALS

5.3 MATERIALS

The above design development has gone hand in hand with material selection and implementation.

A material study was carried out in the surrounding area that demonstrated that there is a significant variety in the materials that buildings are constructed from. Buildings are most frequently built of bricks in yellow, brown and blue colours. There are many instances of metal cladding in natural or powder coated finishes. There is no typical window material as there are many examples of steel, timber, aluminium and plastic windows. Low-rise residential and some mid-rise residential/commercial have pitched tiled roofs. Older industrial buildings have pitched (often saw-tooth) tiled roofs whereas the more recently built have metal roofs. 20th/21st Century flatted residential buildings and the emerging taller buildings typically have flat green/brown roofs with PV panels.

The proposal includes a variety of high-quality brick tones that reflect the principal material character of the area. Brown brick is on the Broad Lane corner piece facing the residential area to integrate the proposal into the existing Broad Lane streetscape. Lighter bricks are used on the taller element picking up the lighter tones of the industrial area to the east. The set back upper storeys are clad in high-quality metal (in natural metal tones) which adds another layer of variety and interest to the building and streetscape.

The following four pages outline the materials chosen for each part and describe their architectural detailing followed by rendered elevation images.

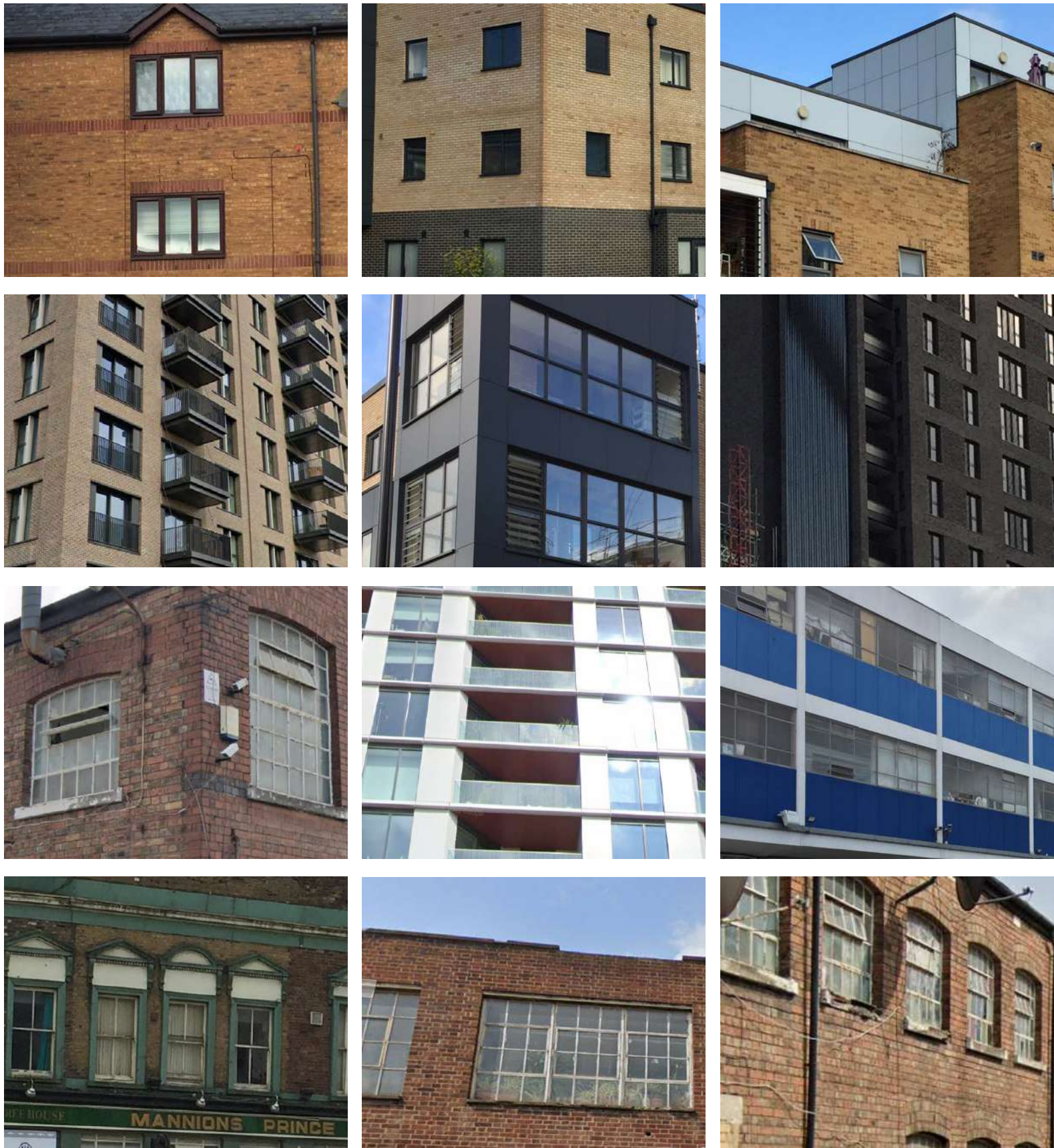


FIGURE 18 - MATERIAL STUDY



FIGURE 19 - PROPOSED BROAD LANE ELEVATION MATERIALS AND DETAILING

PROPOSALS



FIGURE 20 - PROPOSED LONG ELEVATION MATERIALS AND DETAILING (PARTIAL)



FIGURE 21 - PROPOSED BROAD LANE ELEVATION RENDERED



FIGURE 22 - PROPOSED LONG ELEVATION RENDERED

PROPOSALS

5.4 OVERLOOKING/SUNLIGHT/DAYLIGHT IMPACT

The design development has gone through an extensive internal design review process involving close collaboration with the client, planning consultant and daylight and sunlight consultants to mitigate any issues relating to overlooking and the impact the daylight/sunlight received by residential neighbours.

The proposed development is north of the two-storey houses on Esin Court, and therefore is not directly overshadowing these houses from sunlight. Nevertheless, the design process included on-going assessments and reviews to ensure that the massing and design is appropriate in this regard. For example, the depth of the proposal and the large massing 'cut-out' from first floor up is a deliberate move to mitigate (1) the impact in relation to outlook and, (2) the impact on access to daylight, for the immediate neighbour (1 Esin Court) and other houses on Esin Court. Furthermore, eight proposed windows that could overlook parts of the rear gardens of Esin Court are opaque.

The daylight and sunlight consultants for the scheme conclude that 'The results demonstrate that the proposed development will have a low impact on the light receivable by its neighbouring properties...and in our professional opinion, there is no daylight or sunlight related reason why planning permission should not be granted for this scheme.'

Refer also to the Daylight and Sunlight Report submitted with this application prepared by Right of Light Consulting.

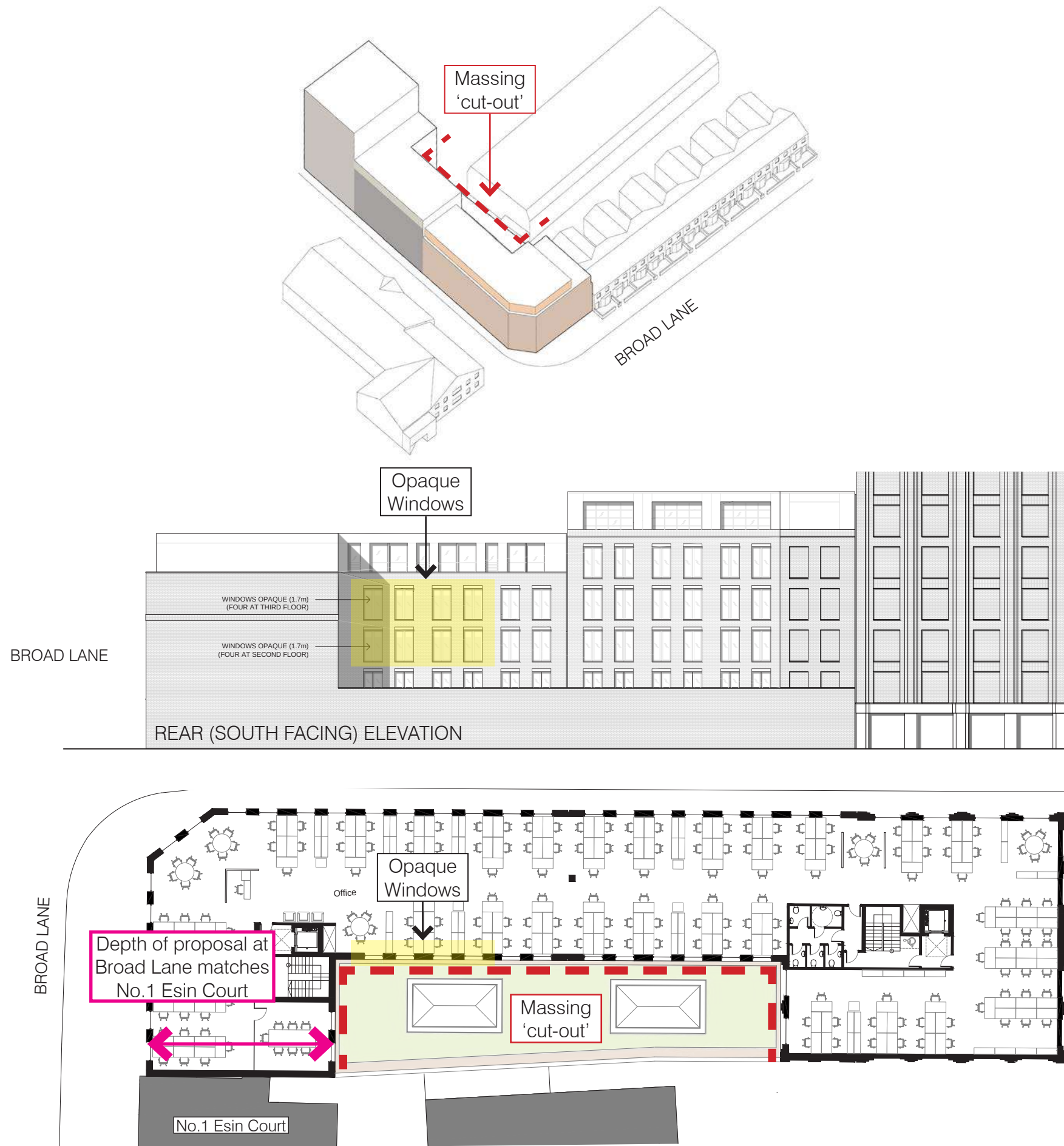
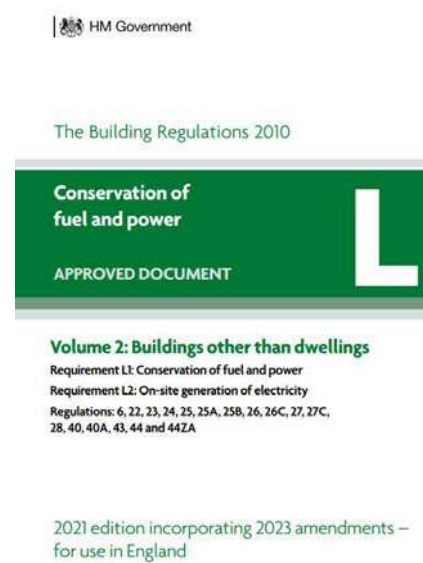


FIGURE 23 - OVERSHADOWING AND OVERLOOKING MITIGATION

PROPOSALS



1. ASSESSMENT AND MONITORING



2. ENERGY USE

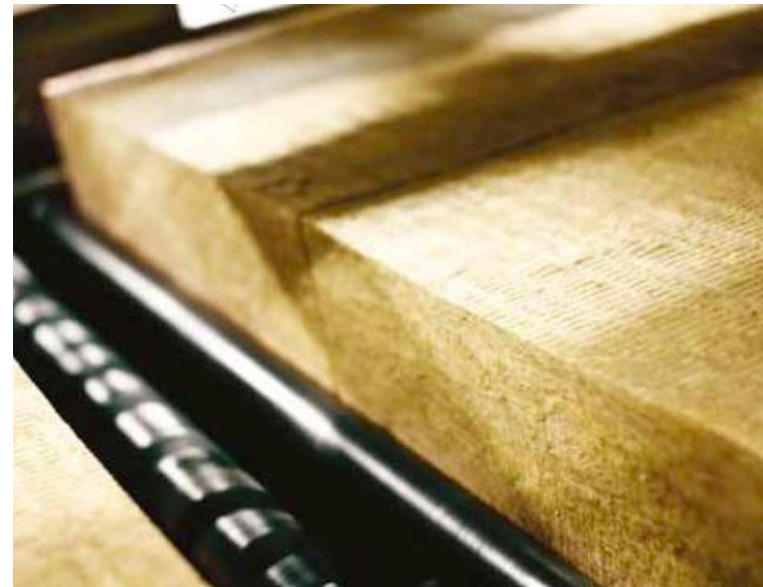
5.5 ENERGY AND SUSTAINABILITY

The proposed building is energy efficient, well insulated, and also generates electricity through PV panels on the roof. The building has been designed to deliver a reduction on carbon emissions that exceeds the requirements under Building Regulations and achieves an Excellent BREEAM sustainability rating. Energy efficient and low water-use fittings will be installed throughout, and recycling and re-use will be encouraged through separate waste storage facilities. The provision of an internal cycle store will support sustainable transport options and reduce road pollution. The development is offered without on-site car parking spaces. A sustainable urban drainage system in the form of a green roof will delay storm water to reduce impact on flooding in the local area. The open plan internal spaces (with excellent daylighting) offers flexibility for future sustainable re-use options.

Refer also to the Energy and Sustainability Statements prepared by Energy Lab Consulting.



3. PV PANELS GENERATING ELECTRICITY



4. HIGHLY INSULATED

FIGURE 24 - ENERGY AND SUSTAINABILITY
SOURCES (CLOCKWISE FROM TOP-LEFT): KINGSPAN,
UK GOVERNMENT, ZINCO GREENROOF, ROCKWOOL

PROPOSALS

5.6 LANDSCAPING

The proposal includes for 952 sq m of new green roof that will promote biodiversity, and create habitat for insects, birds and bats. New greenery will add a significant ecological benefit to a site which was previously mostly impermeable hard surfaces (former car wash). The soft landscaping will include and promote native and pollinator plant species.

In addition, soil and plant shading will protect the roof and evaporate water creating a cooling effect, and in winter providing an insulating effect which reduces heating demand. The green roof will also capture excess rainwater before entering the drainage system and delay permeating rainwater to reduce risk of stormwater flooding.

Urban Greening Factor

Extensive green roof (substrate of 150mm min), value = 0.8.

Area of Green Roof = 952 sq m

Site Area = 1265 sq m

$$0.8 \times 952 \text{ (area of green roof)} / 1265 \text{ (site area)} = \underline{0.6}$$

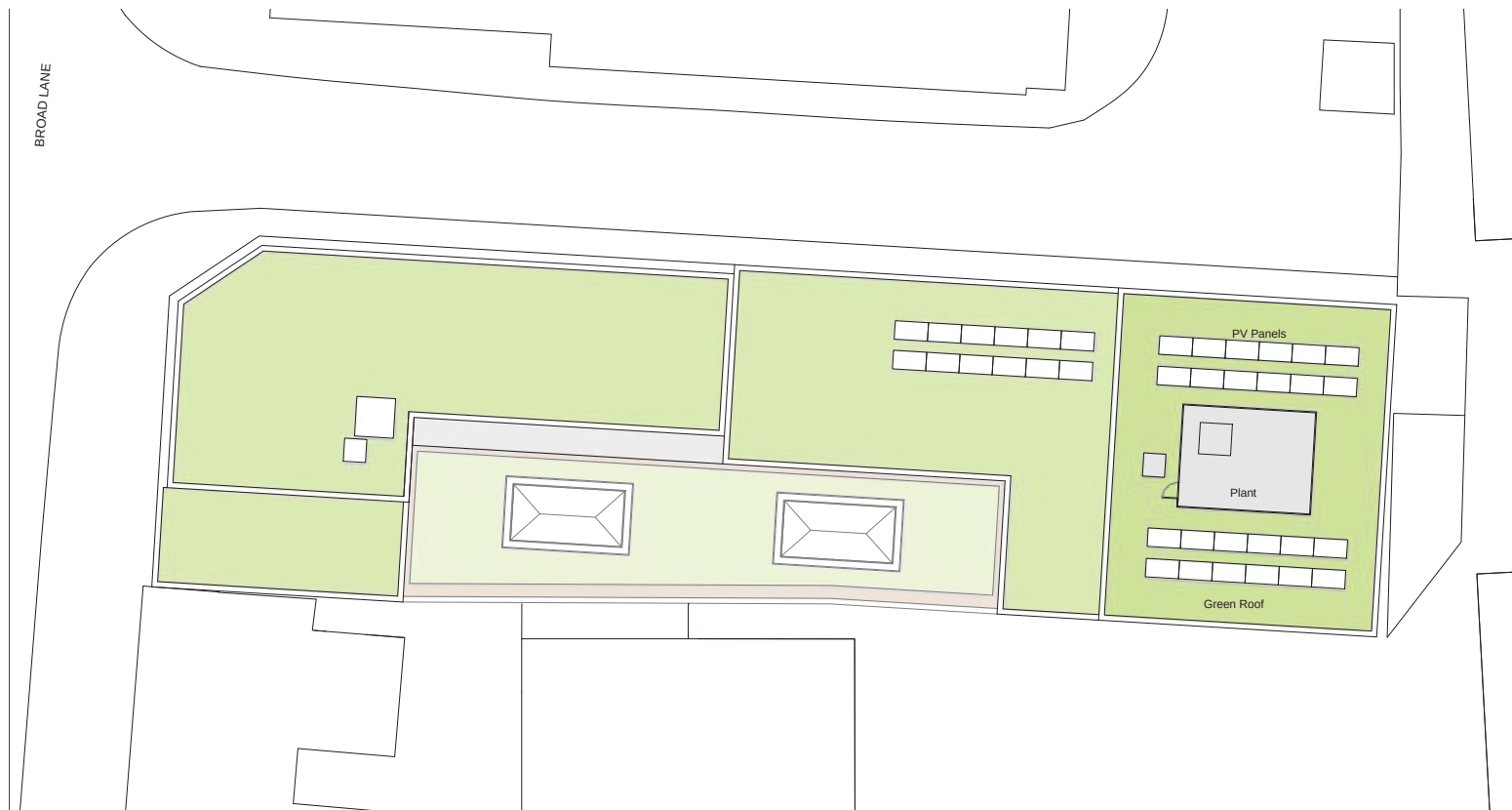


FIGURE 25 - GREEN ROOF AND PV PANELS



FIGURE 26 - EXTENSIVE GREEN ROOF BY ZINCO GREEN ROOF SYSTEMS



FIGURE 27 - BAUDERGREEN WB WILDFLOWER BLANKET SYSTEM

PROPOSALS

5.7 CYCLE PARKING

The design includes for secure internal cycle parking at ground floor level. A total of 58 cycle parking spaces are provided. This includes 15 short-stay spaces (Sheffield stands), of which one is larger for accessible/wider cycles. There are 43 long-stay parking spaces, of which 13 (30%) are Sheffield stands. Three of these spaces are larger for accessible/wider cycles.

Refer also to the Transport Statement prepared by Ardent Consulting Engineers.

5.8 ACCESS

The proposal is fully accessible throughout and includes a level threshold from the street. There are two Part M lifts providing step-free access to all floors and areas of the building. Door widths exceed Part M for wheelchair access throughout the building. There are Part M accessible WCs on all floors plus one additional near the building entrance. A wheelchair refuge space is provided in all protected escape stairs (at all levels) in the event of a fire. Lastly, space is provided for larger or accessible cycles within a dedicated internal secure cycle store located at the building entrance.

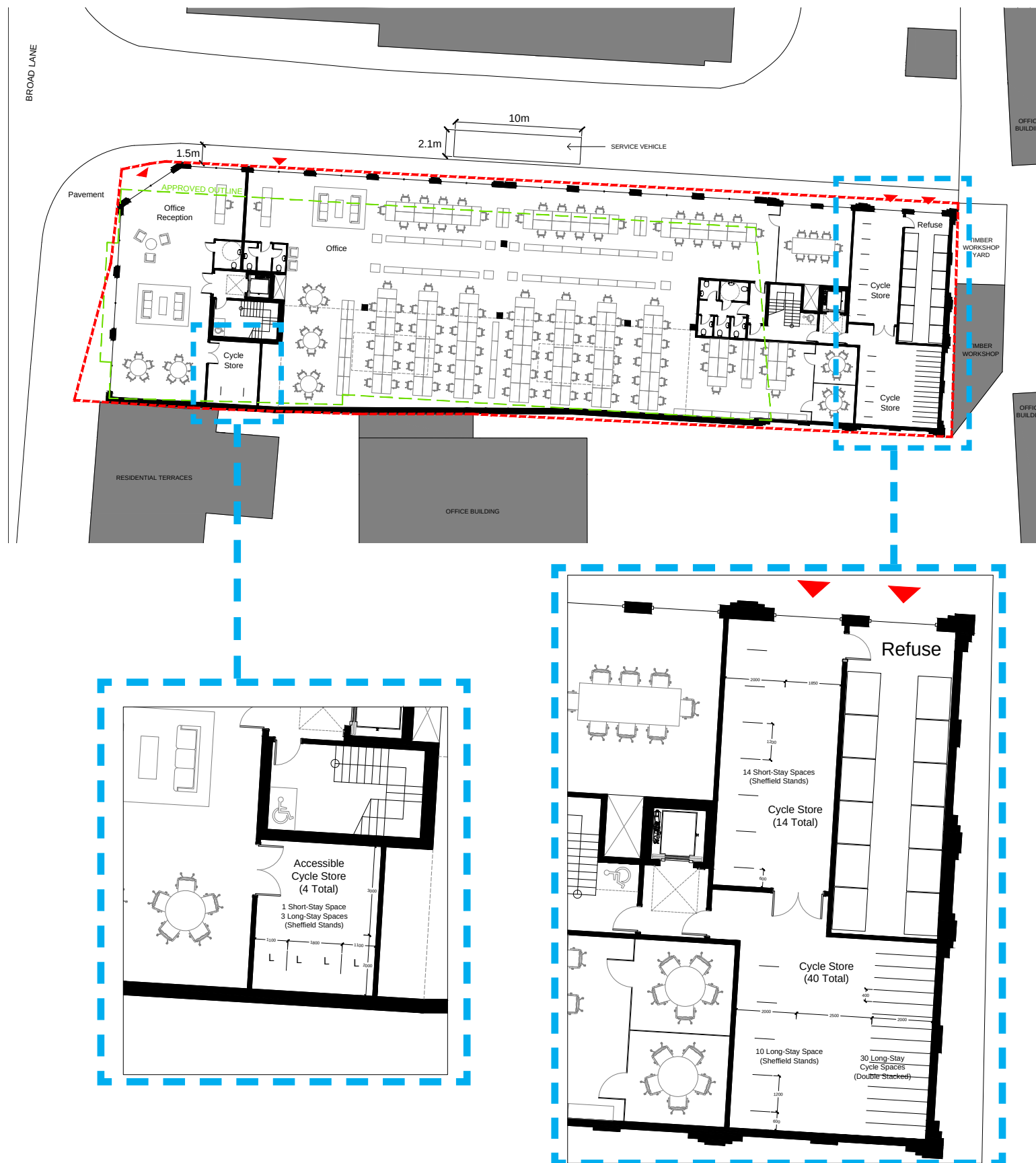


FIGURE 28 - CYCLE PARKING

APPENDIX 01 - EXISTING AND PROPOSED DRAWINGS