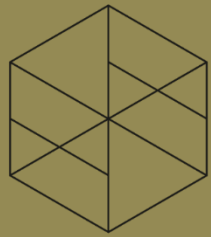
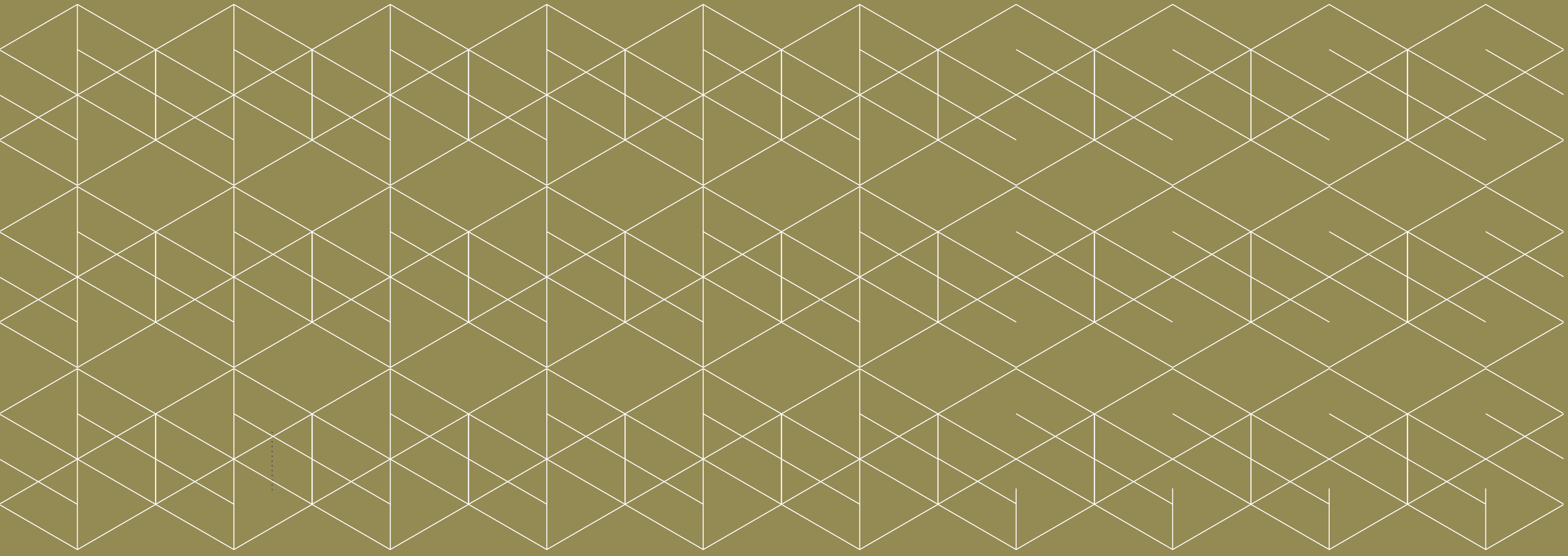


Former car wash site, Broad Lane, Tottenham Hale, London N15 4DE

Urban Design Appraisal



The
Heritage
Practice



FORMER CAR WASH SITE

URBAN DESIGN APPRAISAL

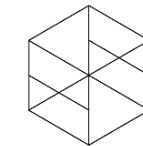
THE HERITAGE PRATICE

MAY 2023

CONTENTS

	P
1.0 Introduction	03
2.0 Site and surroundings	05
3.0 Historic development	07
4.0 Assessment of the proposals	10
5.0 Visual Impact Assessment	16
6.0 Policy assessment of the proposals	22
7.0 Conclusion	28
Appendix A: Planning Policy And Guidance	29

1.0 INTRODUCTION



The
Heritage
Practice

10 Bloomsbury Way, London WC1A 2SL
+44 (0)20 3871 2951
www.theheritagepractice.com
info@theheritagepractice.com

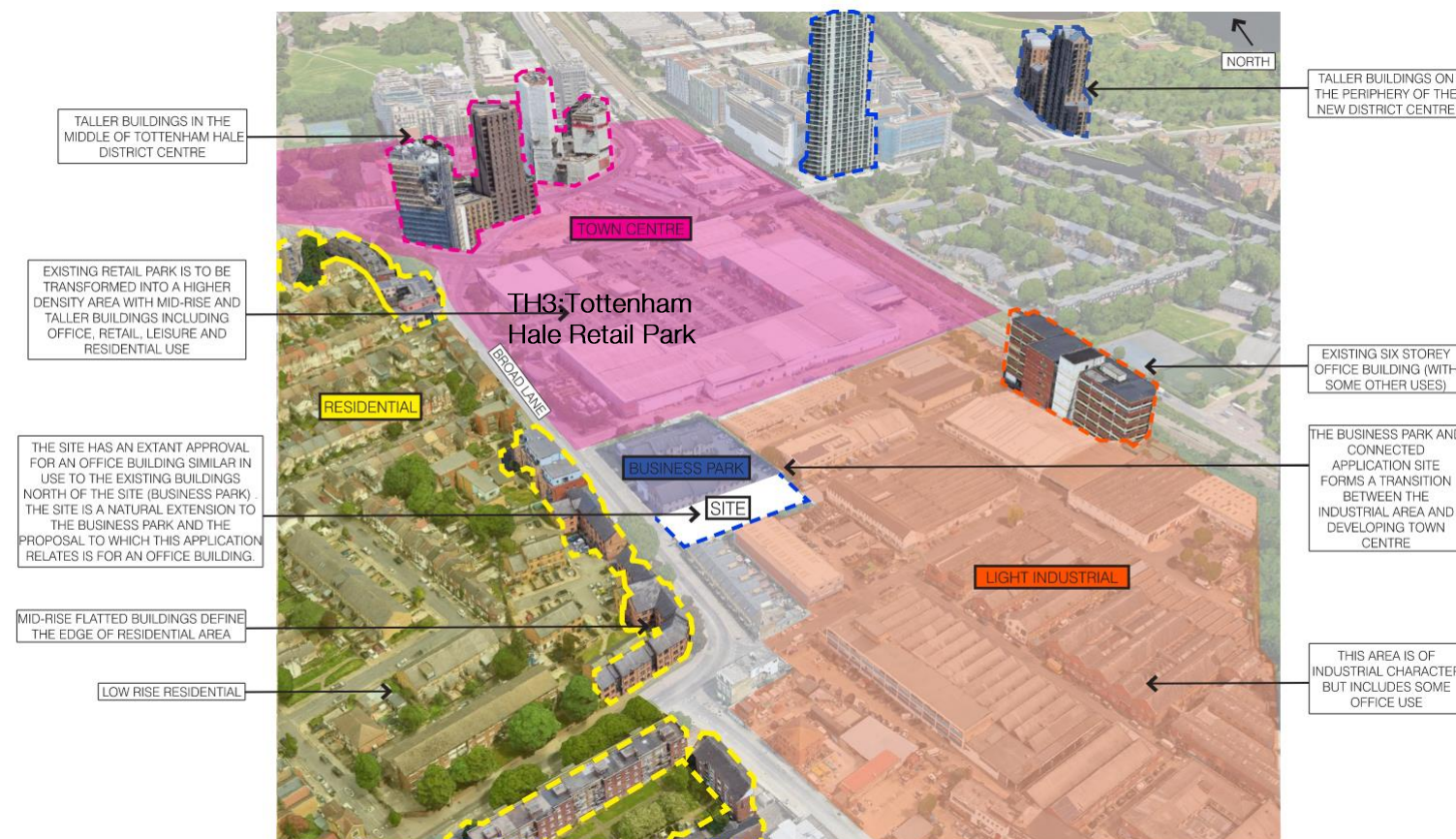


Figure 1 An aerial view of the area showing the site and its context (image courtesy of Mark Smith Architects)

1.1 This Urban Design Appraisal has been produced to accompany a planning application (HGY/2023/0464) for 'Construction of a new office block, including covered bin and cycle stores' on the Former Car Wash, Land on the East Side of Broad Lane, London N15 4DE. The scheme has been designed by Mark Smith Architects.

1.2 Planning permission (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' was granted on 24 March 2017. This permission has been implemented by the previous owner (HGY/2020/1013). The approved building on the site comprises three storeys of new office space.

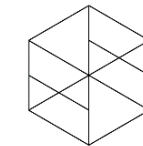
1.3 The site is located in the London Borough of Haringey, around 500m to the south of Tottenham Hale. It sits on the southern corner of Broad Lane and an access road which runs to the rear of Fountayne Business Centre, located to the north (Figure 1).

1.4 The site forms part of the Tottenham Area Action Plan (AAP) (Figure 2) and sits just to the south of the designated Growth Area within the AAP, which is focused upon the town centre and the retail park to the north (Figure 3).

1.5 The AAP document states its purposes at section 1, noting at paragraph 1.2 that "The AAP identifies land capable of delivering 10,000 new homes and 5,000 new jobs" and confirms that the AAP "...has been drawn to include the key neighbourhoods that have the capacity to accommodate growth (i.e. those with developable strategic brownfield sites, existing transport connections, and which can maximise the benefits that come from regeneration)."

1.6 **Area TH1: Tottenham Hale District Centre** within the AAP will be the focus of a programme of regeneration and growth, with an intensification and diversification of land use, seeing the creation of a new retail area centred upon Tottenham Hale Station, alongside the delivery of new homes and employment opportunities.

1.0 INTRODUCTION



The
Heritage
Practice

10 Bloomsbury Way, London WC1A 2SL
+44 (0)20 3871 2951
www.theheritagepractice.com
info@theheritagepractice.com

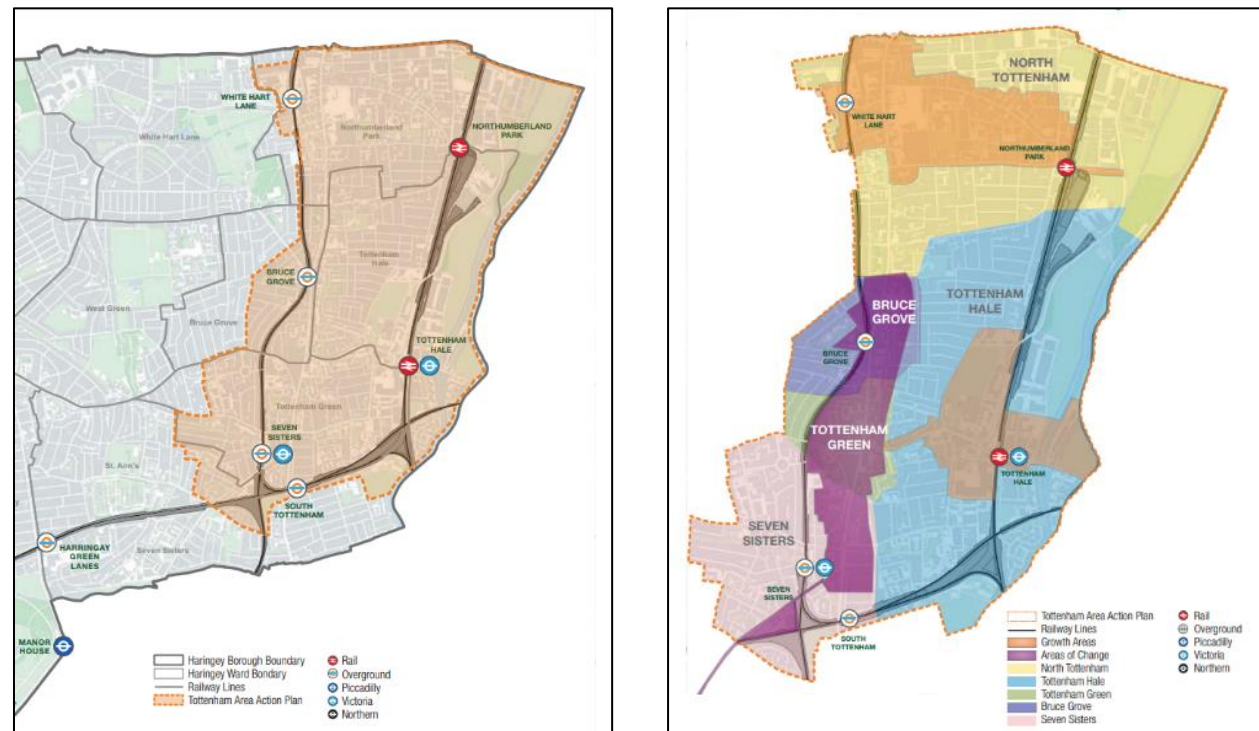


Figure 2 (left) An extract from Figure 1.1 of the Tottenham Area Action Plan (July 2017) .

Figure 3 (right) An extract from Figure 3.1 of the Tottenham Area Action Plan showing Growth Areas and Areas for Change.

1.7 Area TH1 is broken down into further sub-areas, including **Area TH3: Tottenham Hale Retail Park**, directly to the north of the application site. This will be comprehensively redeveloped to form part of the Tottenham Hale District Centre, with a new road layout which will introduce a finer grain to the area, alongside town centre uses at ground and 1st floor level, and residential and commercial uses on the upper floors. The site will be characterised by mid-rise development with taller buildings closer to Ferry Lane.

1.8 The aim of this appraisal is to assess the impact of the proposals for the site in design and townscape terms. This will be based on a narrative assessment of the proposals, alongside an analysis of existing and proposed views of the site, prepared by Mark Smith Architects, which will assess the relationship of the proposals with the form and character of the surrounding built context.

1.9 This document has been produced by The Heritage Practice, a private limited company comprising accredited historic built environment professionals with extensive experience of heritage and urban design work at various London borough councils and at English Heritage/Historic England. The Heritage Practice is represented as members of both the London Boroughs of Islington and the London Boroughs of Islington Hackney, Design Review Panels.

2.0 SITE AND SURROUNDINGS

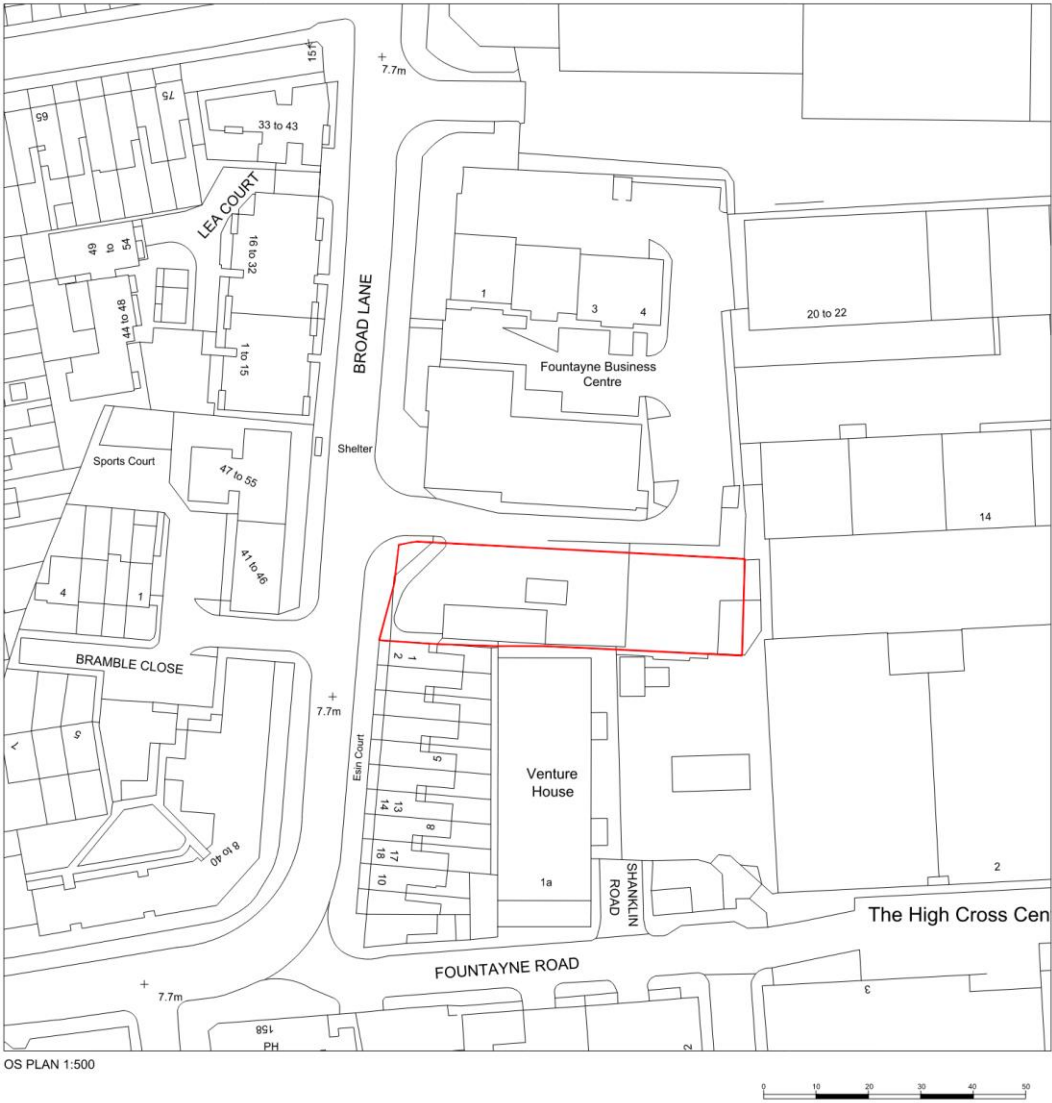


Figure 4: Site Location Plan

2.1 The application site is located on the corner of Broad Lane and an access road which leads to the rear car parking area of the Fountayne Business Centre, situated directly to the north. The site formerly housed a car wash facility however it has now been cleared, awaiting redevelopment.

2.2 The site is not located within a conservation area, nor in close proximity to any statutory or locally listed buildings. Thus, the area’s heritage value is very low.

2.3 Broad Lane runs south from commercial centre of Tottenham Hale which surrounds the rail and London Underground stations. It is a wide, busy thoroughfare with an urban character and a variety of uses, including residential, retail, office and industrial premises.

2.4 Directly to the north of the site is the Fountayne Business Centre, a part two/part three storey modern development, constructed in yellow brickwork with red brick detailing and topped with tile clad pitched roofs. There are surface parking areas surrounding the buildings on the site.

2.5 A further access road divides the Business Centre from the Tottenham Hale Retail Park to the north. This is an out-of-town style ‘shed’ development, with a large surface level carpark in the centre of the site. The buildings are modern, in brickwork and metal cladding and are lacking any architectural quality. The development is invariably inward facing, towards the customer parking areas, with poor quality frontages to Broad Lane and to the service road along its southern boundary.

2.6 Directly to the south of the site is a terrace of eleven, two storey terraced houses, known as Esin Court. These are modern but traditional in character, with yellow brickwork facades, slate clad pitched roofs and ground floor canted bays.

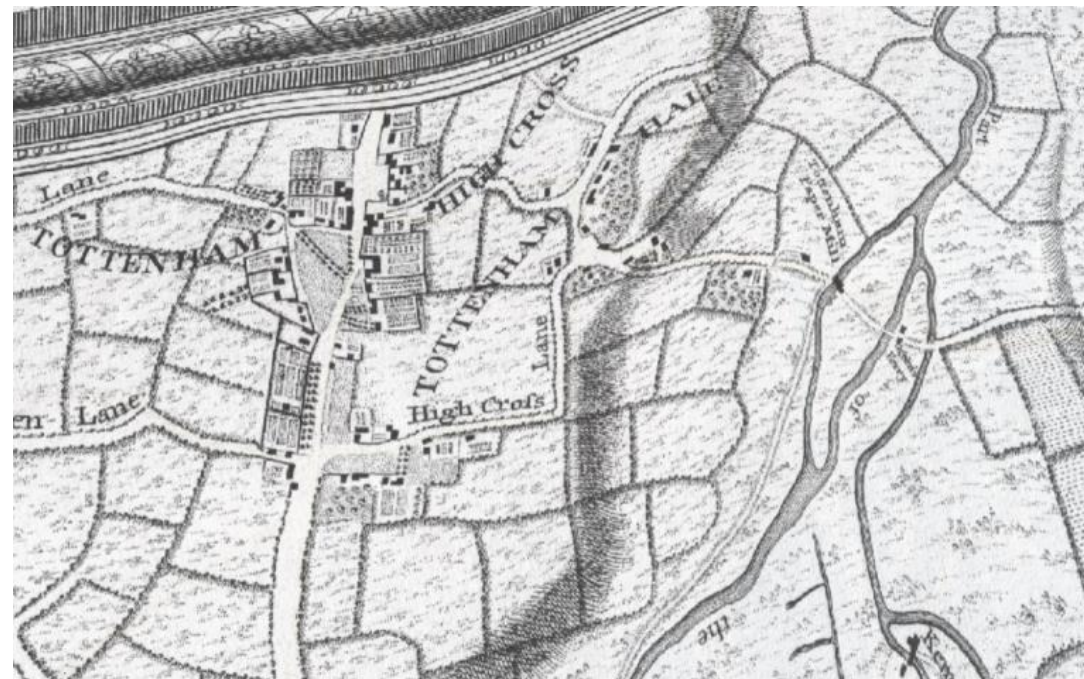
2.7 The areas to the east of the application site are industrial in character and use, with a diverse mixture of building ages, typologies and materiality. The buildings directly to the east of the site are modern in character, with basic brickwork and metal cladding. Combined with the extensive areas of parking, street clutter such as large commercial sized refuse bins and poor-quality servicing, there is a low level of visual amenity to the area.

2.0 SITE AND SURROUNDINGS

2.8 Further south there are vestiges of earlier industrial buildings, from the late 19th and early 20th centuries, with red brickwork gables and Crittal windows. Saw tooth roofs are a common feature. On the edge of this industrial area, adjacent to the railway lines, is a bulky, six storey block in red brick with horizontal bands of glazing.

2.9 The western edge of Broad Lane is largely residential, but highly varied in terms of the age, scale and design of its buildings. The southern end is more modern in character, with late 20th and early 21st century residential blocks. Those forming the outer edge of Bramble Close, directly opposite the application site, are three storeys in height with prominent roofs and a more traditional character, with brickwork facades and casement windows. To the north of Bramble Close the development is more contemporary and bulkier, rising to four sheer storeys. Further north still are terraces of two storey Edwardian houses, reflective of the residential hinterlands to the west of Broad Lane.

3.0 HISTORIC DEVELOPMENT



3.1 Tottenham was historically part of the low-lying land which formed part of the River Lea flood plain, with much of it marshland. Roque's map of 1746 shows distinct development at Tottenham, clustered around Tottenham High Road and the junction with High Cross Lane. The River Lea was a notable landscape feature to the east.

3.2 Tottenham Hale appears on Roque's map of 1746 (Figure 5), with the name 'Hale' thought to mean hoist, or pull, and relating to the loading and unloading of goods on the River Lea. The river was a focus for early industry, with breweries, cloth mills, brickwork and mills located around its banks. At this time Tottenham Hale was little more than a cluster of buildings around the convergence of High Cross Lane (now Monument Way), Broad Lane and Ferry Lane, forming a public space around which buildings would develop. Ferry Lane led to the ferry crossing over the River Lea, connecting Tottenham Hale with Walthamstow.

3.3 Wydburd's Survey of the Parish of Tottenham (1817) (Figure 6) shows Broad Lane with its characteristic 'L' shaped alignment, flanked on both sides by open fields. Development had begun to expand at Tottenham Hale but its immediate context remained rural, with its rich soils and marshland proving ideal for farming, grazing of livestock and market gardening. Meadow areas and marshes provided reeds for thatching and hay for animal feed.



Figure 5 (top) Roque's map of 1746.

Figure 6 (bottom) Wydburd's Survey of the Parish of Tottenham 1817.

3.0 HISTORIC DEVELOPMENT



3.4 By the time of the Ordnance Survey map of 1863-69 (Figure 7), development in the area remained concentrated at 'The Hale', with open land remaining to the south. The lines of the Great Eastern and Tottenham & Hampstead Junction Railway were prominent landscape features by this time, creating a formidable physical barrier and cutting the land into parcels. Broad Lane, with its distinctive 90 degree western turn at its southern end can clearly be seen, amidst open fields.



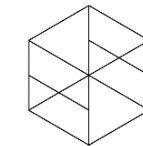
3.5 Tottenham Hale station had opened in 1840 but development did not begin apace until the 1870s. The 1894 Ordnance Survey map (Figure 8) shows how new roads of terraced housing had been laid out to the west of Broad Lane to cater for the expanding skilled working and lower middle class population of artisans and clerks. At the same time, the area to the east of Broad Lane, and to the south of Ferry Lane remained largely open. This was used for nursery gardens, providing food for the growing capital, and a series of cattle pens can also be seen. The area between the Great Eastern railway lines and the River Lea also remained undeveloped at this time.

3.6 The 1911-12 Ordnance Survey map shows a dramatic change, as the areas around the River Lea and the railway lines began to industrialise, with factories, chemical works, printing works and an iron foundry in place. This contrasts with the densely packed residential area to the west of Broad Lane. A terrace of houses is shown at the far southern end of Broad Lane, in the same position as Esin Court. No.12 Broad Lane, with its ground floor shop unit is the only survivor of this terrace.

Figure 7 (top) The 1863-69 Ordnance Survey map.

Figure 8 (bottom) The 1894 Ordnance Survey map.

3.0 HISTORIC DEVELOPMENT



The
Heritage
Practice

10 Bloomsbury Way, London WC1A 2SL
+44 (0)20 3871 2951
www.theheritagepractice.com
info@theheritagepractice.com



3.7 By the time of the 1936 Ordnance Survey map (Figure 9), the area to the west of Broad Lane and between Ferry Lane in the north and the railway lines to the south had developed into a densely packed industrial area. A detached building is shown on the application site, to the north of the late Victorian terrace and set back slightly from Broad Lane. The area directly to the north of this remained largely open, with only one building set well back from the road.



3.8 By 1954 the Ordnance Survey map (Figure 10) shows the Broad Lane frontage filled in with another large building which can be seen at Figure 10. This formed part of 'Gestener duplicator's whose company offices and factory occupied a huge swathe of land to the north of the application site and who were a major employer in the area.



Figure 9 (top left) The 1936 Ordnance Survey map.

Figure 10 (bottom left) The 1954 Ordnance Survey map.

Figure 11 (bottom right) A 1970 view of Broad Lane looking north, with the Victorian terrace which once sat to the south of the application site on the right hand side. .

4.0 ASSESSMENT OF THE PROPOSALS



Figure 12 CGI of the proposed scheme looking south from Board Lane

- 4.1 The proposals are for the erection of a new, high quality office building, providing 5,694 sq metres of flexible office space.
- 4.2 Planning permission (HGY/2016/2232) for redevelopment of the land has already been implemented. This provides for a three storey office building, constructed in a traditional style with red brick facades and a pitched roof.
- 4.3 The current proposals seek to introduce a larger building onto the site than provided for in the extant planning permission. This is in recognition of the regeneration and policy context contained within the Tottenham Area Action Plan, adopted in July 2017 and after the granting of the previous planning permission on the site. The proposals respond to the emerging character of Tottenham Hale and wider regeneration and intensification aspirations for the area, optimising the use of this brownfield site to deliver additional office floorspace.
- 4.4 Proposals for the site are broken down into three constituent parts, responding to their relative position within the townscape and their surrounding built context. The corner block facing Broad Lane would be four storeys in height with a setback roof element. Moving east, the proposed building rises by a storey in relation to the corner element, stepping up to a taller nine storey element at the far eastern end of the site. The northern building line of the development will be set back 1.5m from the road to form a new pavement. The proposed building facades will be contemporary in style, faced in brickwork of varying hues, and with good quality metal cladding to the roof top elements. The suitability of the design for its site and position within the townscape will be discussed in more detail at paragraphs 4.10-4.21 below.

4.0 ASSESSMENT OF THE PROPOSALS

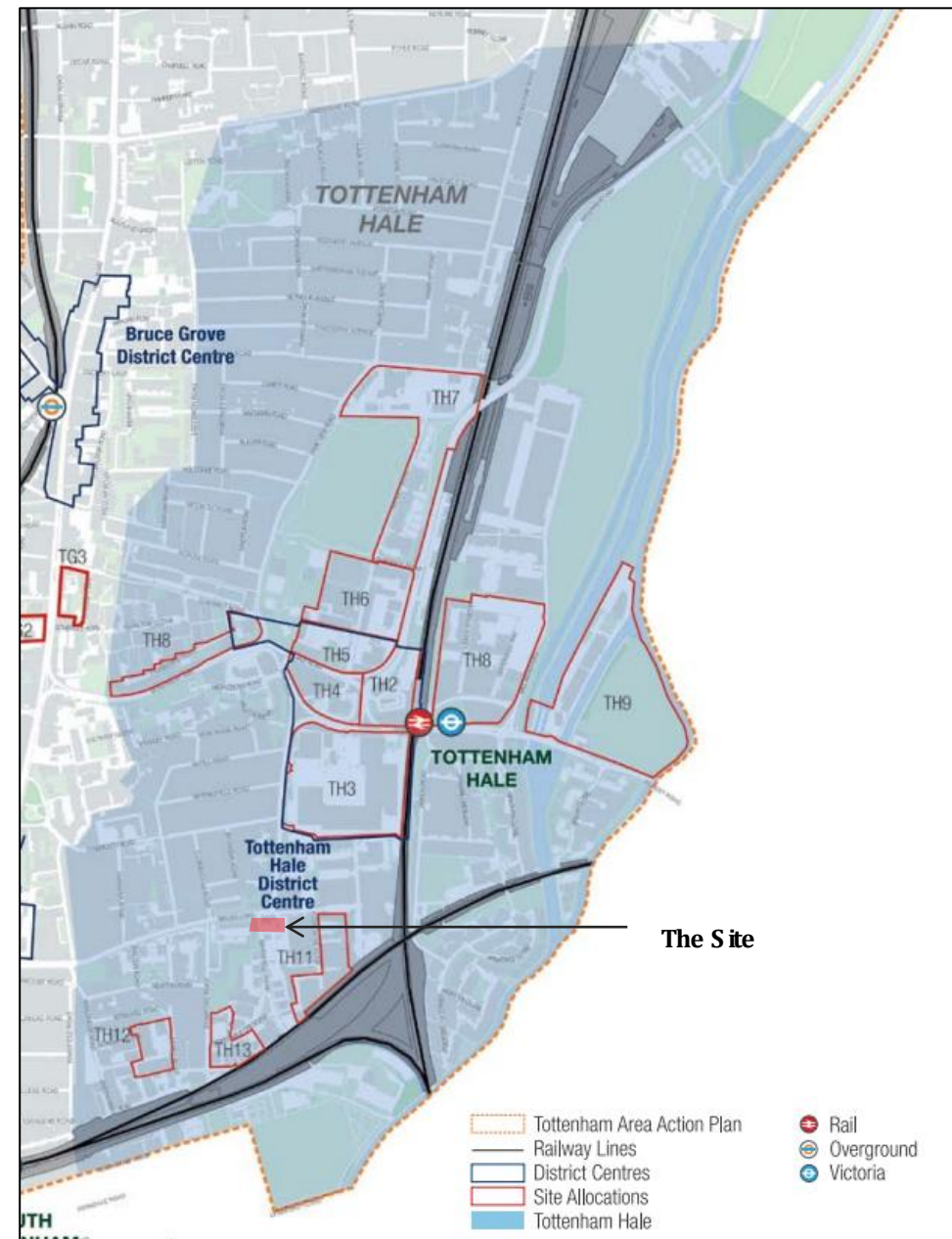


Figure 13: An extract from Figure 5.14 of the Tottenham Area Action Plan showing specific sites and areas for opportunity and change within the Tottenham Hale Neighbourhood Area.

Principle of the development in urban design terms

4.5 The site is located within the boundaries of the Tottenham Area Action Plan (APP) and within the Tottenham Hale Neighbourhood Area. This will be the subject of major investment in new homes, jobs and improvements to the urban realm and open spaces over the coming years. Investment in infrastructure will be secured, including potentially the introduction of Crossrail 2. The APP notes that *“This area is allocated for transformational change as part of a planned process”* (para 5.145) and will incorporate *“A revitalised heart, through the creation of a distinctive new mixed use district centre incorporating higher density development”* (para 5.138).

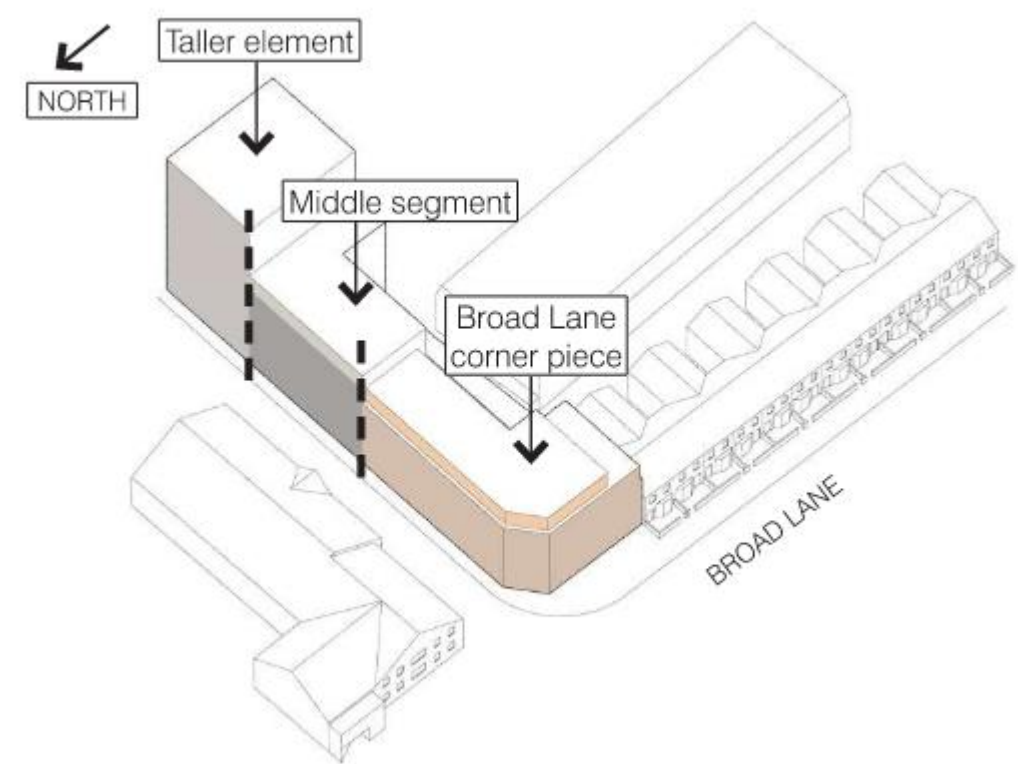
4.6 Figure 1.4 of the AAP identifies a Growth Area (see Figure 3) which is focused upon the centre of Tottenham Hale, the areas around the railway and London Underground stations, spreading southwards to include the Tottenham Hale Retail Park on Broad Lane.

4.7 The AAP breaks down the Tottenham Hale Neighbourhood Area into specific sites/areas which offer opportunities for strategic development and change. District Centre (TH1), marked with a blue outline on the map at Figure 11 covers the heart of Tottenham Hale and paragraph 5.157 of the AAP describes the aspirations for the District Centre:

“The area will become a distinctive, high quality, diverse and vibrant commercial destination. The environmental quality of the area will be transformed through coordinated public and private investment, with complementary improvements to neighbouring residential areas, including significant investment in the open space and transport infrastructure around the station and the main roads to support the proposed level of development, improve access to the station create good quality public open space, reduce traffic impacts and improve interchange between bus, train and tube.” (para 5.157).

4.8 The District Centre itself is subdivided into a number of smaller areas where specific objectives and policies for development apply. The southern boundary of Area TH3 – Tottenham Hale Retail Park is located less than a 100m to the north of the application site. Aspirations for this area include the replacement of the current out of town shed style retail park, which is heavily reliant upon car borne shoppers and dominated by surface level parking. The area will be comprehensively redeveloped with a new finer grained street layout and an urban square, with higher densities and a range of mid-rise buildings, including taller elements towards Ferry Lane.

4.0 ASSESSMENT OF THE PROPOSALS



1. THE THREE PARTS OF THE PROPOSAL

Figure 14: Diagram reproduced from the Mark Smith Archtiects Tall Buildings Assessment report dated April 2023

4.9 The incorporation of a higher density development onto the site is considered appropriate given the proposed office use, echoing the mid-rise and taller buildings within Area TH3 and distinguishing the site from the lower rise industrial areas to the south and east. Along with the business park situated directly between the southern boundary of Area TH3 and the application site, it would form a transitional pocket between the newly redeveloped town centre and the industrial areas to the south and east.

The proposed building

4.10 The site has a relatively narrow frontage to Broad Lane, with a slender rectangular footprint extending eastwards. The proposed building has been broken down into distinct elements, with their height, form and profile designed to respond to their immediate context and to provide an appropriate relationship with adjacent and surrounding buildings.

Corner Block

4.11 The corner block facing Broad Lane rises four storeys to its parapet line. The third floor of accommodation is inset on its southern flank where it abuts Esin Court. The fourth floor is set back from the front and side building lines, as well as significantly from the southern flank. This creates a sense of visual subordination to the roof element and minimises its impact upon the residential properties to the south, whilst gradually stepping up towards the junction to provide a focal point. A chamfered corner has been incorporated to address the junction between Broad Lane and the side access road, softening the profile of the building in views south along Broad Lane. The building entrance is located here, providing legibility and activity within the townscape.

4.12 The frontage element of the corner block will match the depth of the Esin Court terraced houses, to avoid the proposals appearing overbearing in views from their rear windows and gardens. The rear building line is set back to provide space between the development and the industrial building to the south. The rear building line of the middle block will be similarly pulled back to create an 'L' shaped plan.

4.0 ASSESSMENT OF THE PROPOSALS

4.13 The building takes a simple, contemporary form, but one which reflects classical proportions. The ground floor is deeper, with large, glazed openings, reminiscent of retail frontages. Above this there are consistent window heights to the 1st and 2nd floors, and shallower windows at 3rd floor level. This reflects the traditional architectural pattern of a base, column and entablature which typifies well-proportioned Georgian architecture. The window bays are paired to reflect the traditional rhythmic fenestration pattern of Esin Court, and the ground and 1st floor fenestration align with the terraced houses to the south, referencing key datum points on their façade. The proposed setback upper floor of the block will read as a roof component and will be visually subordinate to the main façade below, emphasised by the lighter tone of the bronze cladding in relation to the darker brickwork.

4.14 The corner block will be faced in Bexhill dark brickwork with light grey mortar and powder coated mat black windows. A shallow granite plinth will support the large ground floor glazed elements. Detailing will take the form of vertically stacked brickwork window heads and horizontal brickwork detailing above the ground floor component and between the 2nd and 3rd floor windows, emphasising the traditional and classical proportions of the façade. The setback upper storey will be clad in bronze, with bronze window frames, providing a distinction between this element and the brickwork façade below, alluding to traditional lead cladding at roof level.

Middle Block

4.15 This block steps up a storey in height from the corner block and is also transitional in terms of its architectural character and proportions. In order to reflect the built context to the south and east of the site it incorporates elements which are more characteristic of these industrial and commercial buildings. A ground floor ‘base’ is included, with high levels of glazing. Above this are five storeys with matching floor to ceiling heights. The window bays remain paired in a similar manner to the corner block and reflective of the fenestration pattern of Esin Court. The building is topped with a roof component which has large Crittal style windows.

4.16 The middle block will be faced in Staffordshire Slate Blue Smooth bricks with medium grey mortar. Cills and window heads will be in light grey stone, with vertically stacked brickwork detail at parapet level. The roof component will be clad in anodised aluminium cladding in a light ‘champagne’ colour.

4.0 ASSESSMENT OF THE PROPOSALS

Taller element

4.17 The taller component on the site steps up to nine storeys, with an elegant and well-proportioned façade. The defined ground floor remains, with consistent floor to ceiling heights above and a more industrial aesthetic. The window bays become singular and evenly spaced, but with vertical brickwork detailing to create layers of recessed framing to each aperture and vertically stacked brickwork detailing between alternating floors. Crittal window reference the wider commercial and industrial context to the south and east of the site.

4.18 This element will be faced in lighter toned Clerkenwell Caldew brickwork with black mortar. The windows will be matt black double-glazed units.

The scheme as a response to its context

4.19 The proposed scheme represents a high quality, contemporary addition to the streetscene, with elegant, well-proportioned facades and thoughtful detailing. The site has been broken down into separate elements which specifically and carefully address their position within the townscape. The modelling of the facades provides a transition through the site from west to east. The corner block displays traditional, classical proportion, responding to the height of key datum points on Esin Court and reflecting the rhythmic pattern of its traditional façade, with paired window bays and diminishing fenestration. The middle block begins to incorporate more industrial references, with Crittal windows and regular floor to ceiling heights. The taller element at the far eastern end of the site responds to its industrial context and the greater massing of the similarly scaled building adjacent to the railway line, which is 30m in height as compared to the proposed 28m of the scheme’s tallest component.

4.20 Each element of the scheme utilises a subtly different material palette, to break down massing and to provide a distinction between each separate component. The materials will be of the highest quality and detailing, reflecting the extensive use of brickwork within the wider area, highlighted with elements of natural stone, granite and bronze cladding. Fenestration patterns respond to their position on the site, with a more traditional casement aesthetic to the corner block where it abuts and faces onto residential development, giving way to subdivided Crittal style windows where the context is more commercial and industrial.

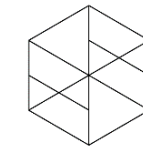
4.0 ASSESSMENT OF THE PROPOSALS

4.21 The proposed scheme will provide an active frontage to the development, which will be particularly beneficial where it faces onto the access road running east from Broad Lane. The introduction of a pavement will improve pedestrian safety and movement through the area. Large areas of glazing at ground floor level across the depth of the site, and the position of the main entrance in a highly legible and prominent corner position will enhance activity levels and passive surveillance. Overall, the proposed scheme will significantly improve the character, appearance and visual amenity of the surrounding area.

Sustainability

4.22 The proposed building will be constructed to high sustainability standard, with green roofs and PVF panels, ensuring that its carbon emissions will be lower than current Building Regulations requirements and that it will achieve an Excellent BREEAM sustainability rating.

5.0 VISUAL IMPACT ASSESSMENT



The
Heritage
Practice

10 Bloomsbury Way, London WC1A 2SL
+44 (0)20 3871 2951
www.theheritagepractice.com
info@theheritagepractice.com

5.1 The visual impact of the proposed scheme will be assessed from three key viewpoints. High quality images of the proposed development have been prepared to demonstrate the relationship of the proposals to the surrounding townscape. Each viewpoint will be considered in relation to its existing baseline condition, including the characteristics of the view, the current composition of the built environment and the quality of its components.



Figure 15: Map showing the CGI view points

5.0 VISUAL IMPACT ASSESSMENT

View 1 - Western pavement of Broad Lane looking SE, short range view



Current

This is a close range view of the site taken from the north, looking southeast. Currently this vantage point takes in the empty state of the application site, with middle and long distance views through to the industrial and commercial built context to the south and east. Prominent in the foreground are the blank brickwork northern gable of Esin Court and the unattractive modern, metal clad industrial building directly to the south of the site. This detracts from the view due to its poor architectural quality and lack of fenestration or detailing. Longer views take in the pitched roof of the traditional industrial buildings to the southeast of the site and in the background, the bulk of the 30m tall building which sits adjacent to the railway lines to the east.

At present the site provides no built edge to the townscape and allows clear views through to the low grade townscape to the south and east of the site.



Proposed

From this vantage point the proposed building would provide a good sense of enclosure to the street and positively define the junction between Broad Lane and the access road running east, with the attractive chamfered corner. The glazed nature of the ground floor frontage would provide activity, visual interest and passive surveillance. The well designed façade to the corner block is particularly evident in this view, with the paired window bays and diminishing fenestration creating a traditional sense of scale and proportion. The middle block and taller element are more recessive within the streetscene from this vantage point. Looking east, the large, bulky building adjacent to the railing line is a dominant feature and the proposed scheme will provide a positive contrast with the low architectural quality of this background building. The proposed building provides some juxtaposition in scale between the site and Esin Court. However, the context along Broad Lane is very varied, with existing residential development on the west side of the road already four sheer storeys in height. Given the width of Broad Lane, and its busy, urban character, this is considered acceptable.

5.0 VISUAL IMPACT ASSESSMENT

View 2 - Western pavement of Broad Lane looking SE, longer range view



Current

This view is taken from further north along Broad Lane than Viewpoint 1. From here Esin Court is a more distant component in the streetscene and the bulkier form of the Business Park buildings sit in the foreground of views. The open nature of the site creates a large gap in the streetscene and there is no definition to the corner of Broad Lane and the side road running east. In the background of the gap, the modern low grade industrial building directly to the rear of the site fills the views.



Proposed

The proposed building creates an attractive chamfered corner within the townscape looking south along Broad Lane, addressing the junction positively, with the main entrance to the building providing a point of legibility. The glazed character of the ground floor frontage, whilst still providing an appropriate visual base for the building, creates vitality and activity to the streetscene, as well as passive surveillance. The setback roof storey to the corner block broadly aligns with the ridge height of the Business Park buildings to the north, which partially conceals the proposed corner block from this vantage point. The upper part of the roofscape to the middle block is only just visible, and the uppermost storey and elements of the northern façade of the taller element would be seen in the background of this view.

The proposed building would represent a high-quality addition to the streetscene, referencing the surrounding brickwork context.

5.0 VISUAL IMPACT ASSESSMENT

View 3 – Western pavement of Broad Lane looking NE



Current

From here the site presents a void within the townscape and results in a lack of enclosure along the eastern side of Broad Lane. The new tall buildings to the north, adjacent to Tottenham Hale station have begun to form a dense cluster in the background of this view, and this will increase over time as the objectives of the AAP are realised.



Proposed

The corner block is the main element within this view. Its façade has been carefully designed so that the ground and 1st floors align with those on Esin Court, linking the building to its traditionally designed neighbours. The 3rd floor of accommodation is set back at the ridge height of Esin Court and the roof storey is pulled right back from the southern flank of the building, reducing its bulk and massing in relation to the adjacent terrace. The proposed brickwork sits comfortably with Esin court and the yellow and red brickwork of the Business Park to the north.

Only the very top of the roofscape of the middle block rises above the ridge line of Esin Court and a small component of the upper storey to the taller, eastern block, meaning that these elements make little impact upon the streetscene along Broad Lane from this vantage point. Over time the bulkier mid rise buildings and taller elements which are proposed for areas TH1 and TH3 to the north will change the context and background in views of the proposals looking north up Broad Lane.

5.0 VISUAL IMPACT ASSESSMENT



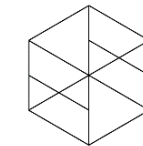
Additional Views
Views looking north from Fountayne Road

The development will be visible in views looking north from the industrial areas to the south of the site, particularly in views along Fountayne Road. From here, the development will sit in the foreground of the emerging landscape of mid rise, taller and tall buildings which will soon characterise the Growth Area as identified in the AAP. The high quality materials, design and detailing of the proposals will provide a positive contrast with the generally low grade appearance and environment within the industrial areas to the south of the application site.

View looking south from the rear carpark of the Business Park

This is a semi-private view from the rear carpark areas of the Business Park buildings. The view is currently towards the low rise context of the industrial areas to the south of the application site, however this is currently not a view of any intrinsic value. The proposed scheme will fill the view but in a positive manner, with a good quality new building and an active, glazed frontage at ground floor level.

5.0 VISUAL IMPACT ASSESSMENT



The
Heritage
Practice

10 Bloomsbury Way, London WC1A 2SL
+44 (0)20 3871 2951
www.theheritagepractice.com
info@theheritagepractice.com



View looking west from the industrial area towards the application site

Views from within the industrial area to the east of the application site are low grade and include swathes of parking, hard landscaping and visual clutter in the foreground. The proposed development would close the view looking west and would introduce a high quality new building into the townscape, causing no harm to the character of the industrial areas, which are of very poor quality and amenity value.



Long distance views west from the residential areas to the east of the railway line

The taller element of the proposals will be minimally visible from some long distance vantage points on Jarrow Road and the residential areas to the east of the railway line. However, this would be situated relatively far from this area of low rise, low density housing and would appear as a distant punctuation on the skyline in a similar manner to existing and proposed taller and tall buildings within Tottenham Hale town centre and elsewhere within the Growth Area.

6.0 POLICY ASSESSMENT OF THE PROPOSALS

6.1 The proposals are considered to comply with the guidance contained within the National Planning Policy Framework 2021.

Paragraph 119

The proposals will optimise the use of this brownfield site in a sustainable location, providing new high quality office accommodation and increasing employment opportunities within the area. The scheme has been carefully designed to take account of its surroundings.

Paragraph 124

The proposals will make efficient use of the land by intensifying the density of development when compared with the extant permission. The suitability of the proposals must be considered in relation to the emerging and evolving context within Tottenham Hale, where the AAP has designated land in close proximity to the application site as a Growth Area, capable of accommodating tall and taller buildings.

The proposals would promote regeneration and change whilst also remaining respectful to the area’s prevailing character. This is heterogeneous, with a mixture of uses, building typologies and scale, with the commercial and industrial areas to the south and east of particularly low visual amenity. The proposed building will be elegant, well detailed and constructed of high quality materials.

Paragraph 130

The proposed new building on the site will function well through careful consideration of its relationship with its surrounding built context. It will add to the overall quality of the area, redeveloping an empty gap site and blocking views through from Broad Lane to low grade, industrial areas to the south and east. It will provide an appropriate corner feature to the junction and will introduce visual interest and passive surveillance.

The proposed increased density on the site must be considered in relation to the policy objectives and aspirations contained within the AAP and the significant change which is expected within Tottenham Hale. Broad Lane lacks any consistency in terms of its building stock and is an area of little or no heritage value. The proposals would be sympathetic to the surrounding built context through the breaking down of the site into smaller components which respond to the specifics of their surroundings and a careful transition of materials and detailed design across the site.

6.0 ASSESSMENT OF THE PROPOSALS

The London Plan 2021

6.2 Policy D3 – Optimising site capacity through the design-led approach requires development to make the best use of land and to optimise the capacity of a site through consideration of the most appropriate form of development. This should respond to a site’s context and the capacity for growth, including planned infrastructure. Tottenham Hale will soon undergo a period of dramatic transformation and the site is considered capable of supporting higher density development, sitting on the fringes of areas identified as suitable for tall and taller buildings.

6.3 The area is of low heritage significance, with swathes of commercial and industrial development to the south and east which is of relatively poor quality and amenity value. The proposals will positively respond to the character of the local area, which is highly heterogeneous. The use of brickwork will reflect the prevailing materials palette and the proposed design will be elegant and high quality, utilising attractive and robust materials. The proposals will introduce active frontages to both Broad Lane and the existing access road leading east, generating visual interest and passive surveillance.

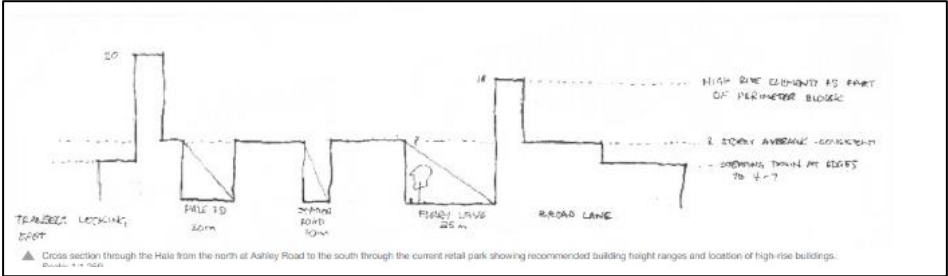
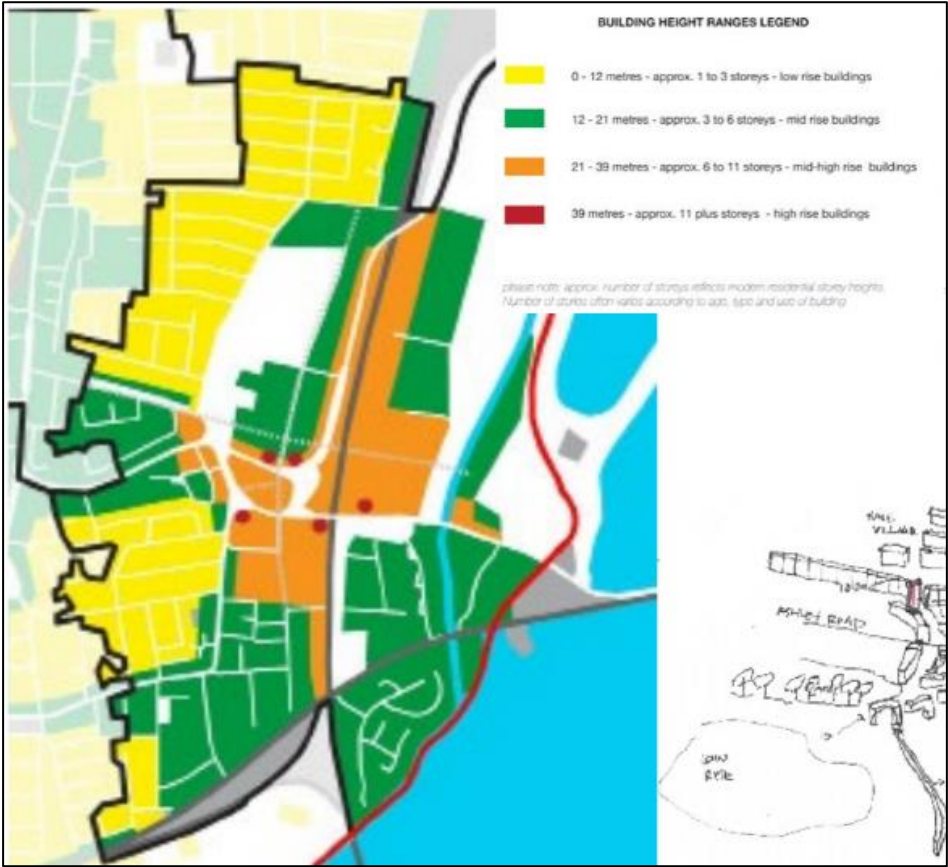
The London Borough of Haringey Local Plan Strategic Policies (2013) and Development Management DPD (2017)

Policy SP11 – Design

6.4 The proposed building is considered to be a mid-rise development, with a taller element at its eastern end. The building does not fall within any of the categories for a ‘tall building’ which are outlined in paragraph 6.1.16 of the supporting text to Policy SP11.

6.5 In compliance with Policy SP11, the proposed development will enhance Haringey’s built environment due to its attractive, high-quality design and sustainability features. It will reflect its local context, which is low in heritage and amenity value, and which is expected to dramatically transform in coming years as a result of the AAP and Local Plan policy objectives and aspirations for the area. The building will be constructed with high levels of sustainability in mind and is expected to achieve an Excellent BREEAM rating.

6.0 ASSESSMENT OF THE PROPOSALS



6.6 Supporting text at paragraph 6.1.17 notes the Council's intention to prepare AAPs and that urban characterisation studies will provide the evidence base for these, including examining the case for tall and large buildings.

6.7 Although the proposals are not for a 'tall building' the application site sits on the periphery of the Growth Area identified in the AAP, which was based upon the conclusions of the Council's Haringey Urban Character Study (February 2015). This found that the application site and its environs to the south of the Tottenham Hale Retail Park could sustain buildings of between 12 and 21 metres, within which most of the proposed development comfortably sits. The retail park areas to the north and town centre locations were suitable for taller buildings between 21 and 39 metres. Given the proximity of the application site to the orange zone, as shown on the Character Study map at Figure 12, the proposed height, scale and massing of the new building is considered acceptable and will sit comfortably within its emerging context.

6.8 The cross section drawing at page108 of the Character Study (Figure 16) clearly shows the expectation for very tall perimeter buildings fronting onto Ferry Lane, with buildings along the southern edge of the retail park zone standing between four and seven storeys. Page 108 also notes that *"The transition between the urban centre and low-rise urban terraces should be within the mid rise (3-6 storey) height range (e.g. parts of Broad Lane, sites east of Down Lane Park and along Monument Way/Chesnut Estate), being sensitive to and aware of the relationship with the established 2 storey terrace housing."* The proposals for the application site have been mindful of this requirement, with four storeys + a significantly setback roof element where the scheme abuts Esin Court and fronts onto Broad Lane.

Figure 16 (top left) Building Height Recommendations from page 107 of the Haringey Urban Character Study (2015).

Figure 17 (bottom left) Cross section through the Hale from page 108 of the Haringey Urban Character Study 2015.

6.0 ASSESSMENT OF THE PROPOSALS

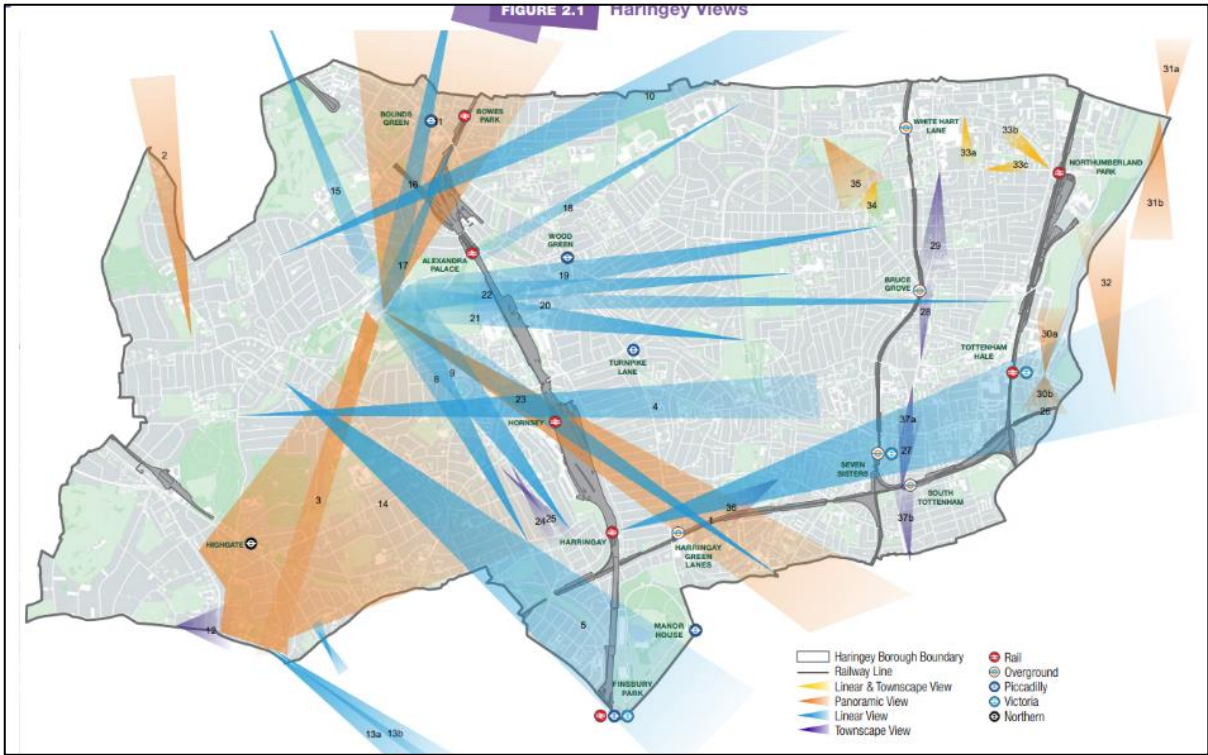


Figure 18 Figure 2.1 Haringey Views as shown in the Development Management DPD (2017) in relation to Policy DM5.

Policy DM1: Delivering High Quality Design (Haringey Development Charter)

6.9 Policy DM1 is the Council's overarching design policy and requires a high standard of development which contributes to the character and amenity of a local area. The proposals will relate sympathetically to their surroundings and will make a positive contribution to the area in its own right, through the incorporation of a good quality, elegant and thoughtful new building. Height, bulk and massing has been carefully considered on the site, with each of the three elements responding to its particular context, creating a fine grained, differentiated development which adds quality and visual interest to the townscape. The corner block has a clear relationship with Esin Court and the junction on Broad Lane, incorporating more traditional features and façade proportions. The design will transition as it moves east, increasing in height to respond to the taller building adjacent to the railway lines and in response to the relatively low grade character of the industrial areas to the south and east. The proposals will fill an unattractive gap site, providing enclosure to the streetscape, a legible node in the townscape and visual interest and activity at ground floor level.

Policy DM5: Locally Significant Views and Vistas

6.10 Locally Significant Views and Vistas area identified at Figure 2.1 of the Local Plan in relation to this policy (Figure 14). The application site is located in the very far eastern reaches of the linear view looking east from Haringey train station. Given the distance of the application site from the viewpoint and the height and bulk of the proposed building, it is not considered that there would be any impact on this local view.

6.0 ASSESSMENT OF THE PROPOSALS

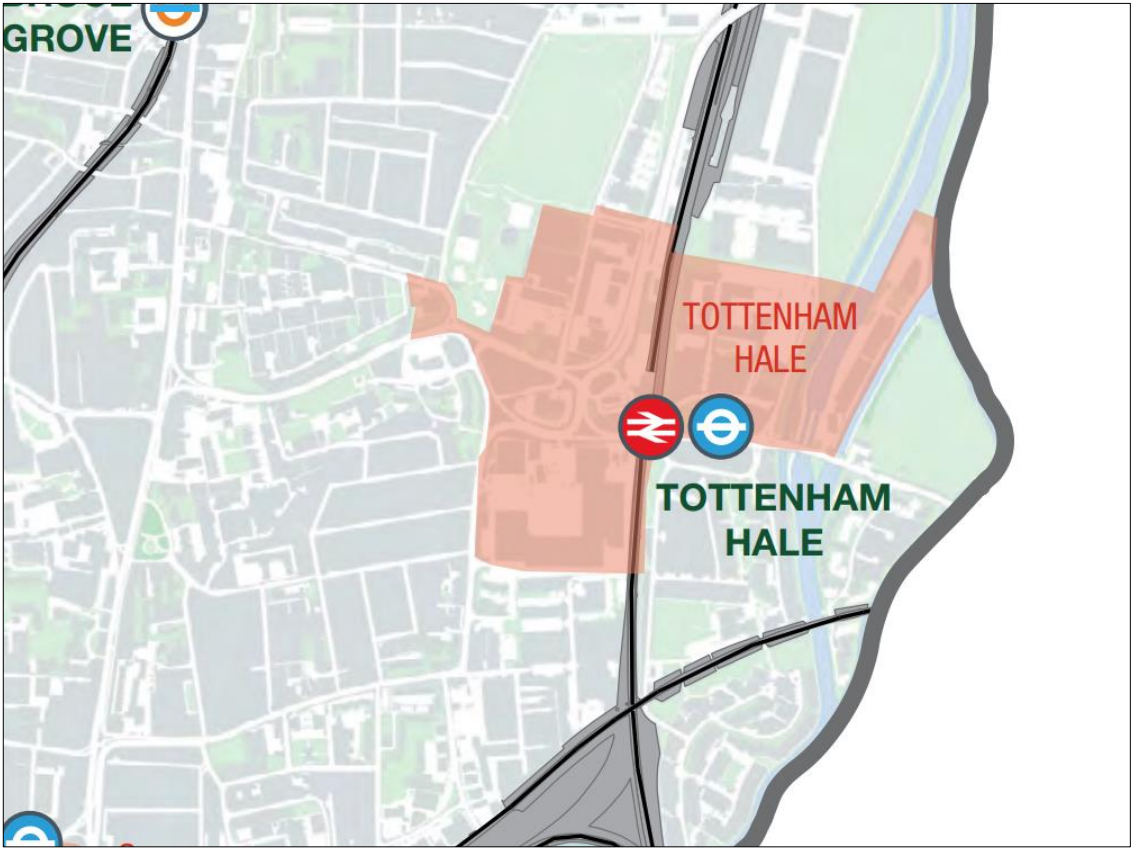


Figure 19 Extract from Figure 2.2 Potential Locations Appropriate for Tall Buildings from the Development Management DPD (2017) in relation to Policy DM6.

Policy DM6: Building Heights

6.11 Figure 2.2 of the Local Plan identifies areas of the borough which are suitable for tall buildings and an extract of this can be seen at Figure 15. The proposals for the site are considered to be mid-rise with a taller element to the east. However, the site is located in close proximity to the area identified as suitable for ‘tall buildings’, where densities are expected to rise significantly, and the height of buildings will increase. The proposed development would be of an appropriate scale for its surroundings and local context and of a demonstrably high quality in terms of architectural design, detailing and materiality. The proposals would have no impact upon locally important views, as outlined above in relation to Policy DM5.

6.12 Paragraph 2.40 of the supporting text to Policy DM6 is clear that “*Provision for Taller buildings, in particular, is significantly important to the delivery of the Borough’s spatial strategy that focuses growth and development needs to specific growth areas. Where they are well designed, of high architectural quality and located in the right places, such developments can enhance and contribute to the attractiveness of an area.*” In this case, the proposed building is considered to be of very high quality and appropriate for its site, providing a transition from the emerging central area and redeveloped retail park to the lower scale and density of the industrial areas to the south and east.

6.0 ASSESSMENT OF THE PROPOSALS

The Tottenham Area Action Plan 2017

Policy AAP6: Urban Design and Character including Tall Buildings

6.13 This policy is clear that significant change is planned for Tottenham’s Growth Area and that there is the opportunity to establish a new urban character, which will reflect this evolution. The appropriate height of development will depend upon an interplay of various factors and will be guided by Local Plan policies DM1 and DM6.

6.14 The proposals have been shown to comply with the relevant policies in the Development Management DPD (2017). Section D of Policy AAP6 is clear that at the boundary of Growth Areas “....*development is expected to transition between these areas and the suburban areas of the AAP through appropriate transition/scaling of heights.*” The application site is located in close proximity to the southern boundary of the Growth Area and Area TH3: Tottenham Hale Retail Park as identified in the AAP, where the height and bulk of buildings will significantly increase.

6.15 Section E notes that development should have regard to the recommendations of the Haringey Urban Character Study (February 2015) which suggests buildings of 12-21 metres on and around the application site and those of 21-39 metres in the area immediately to the north. Section F of the policy identifies Broad Lane as suitable for taller buildings, as a response to its mid-rise character, with intensification appropriate in some instances. The proposals will largely sit within the parameters of the 12-21 metre height range, and the taller element will sit below the 30m height of the existing taller building to the east and adjacent to the railway lines.

6.16 The proposals will have no impact upon Locally Significant Views and Vistas and is in compliance with Policy DM 5 of the Development Management DPD (2017).

7.0 CONCLUSION

7.1 This urban design appraisal has been produced in order to accompany a planning application for the construction of a new high quality office block on the site. These proposals seek to increase the density of development in relation to the 2017 extant permission for a three storey traditional office development.

7.2 The proposals must be set within the context established by the Tottenham Area Action Plan, which was adopted in 2017. Tottenham Hale is earmarked for significant change as the area regenerates, development intensifies, and site densities are optimised in order to deliver new homes and jobs. The application site is located on the periphery of the Growth Area as identified in the Tottenham Area Action Plan and the area marked as Potential Locations Appropriate for Tall Buildings in Policy DM6 of the Development Policies DPD. Area TH3: Tottenham Hale Retail Park is situated just to the north of the site and will be subject to a comprehensive redevelopment and the incorporation of a series of mid-rise, taller and tall buildings. Area TH1, focused upon the town centre and Tottenham Hale’s transport interchange will see higher densities and taller buildings which will provide the backdrop to development on the application site. Along with the Business Park to the north, the application site will form a transitional area between the new town centre and the industrial areas to the south and east.

7.3 The proposed building has been carefully designed to respond to its context, with the site broken down into three separate elements. The height, massing and detailed design of each provides a transition from west to east, evolving according to the scale, character and architectural composition of neighbouring buildings. The proposals will be of exceptionally high quality, with elegant, well-proportioned facades and attractive, robust materials which reflect their surroundings. In townscape terms the development will positively address the corner of Broad Lane and the access road, with a gently chamfered corner and main entrance positioned to provide legibility in views south. The open, glazed character of the ground floor treatment throughout the site will provide enhanced activity at pavement level and natural surveillance.

7.4 The proposals are considered to fully comply with the relevant national and local policy framework. This includes the National Planning Policy Framework 2021, the London Plan 2021 and Policies SP11, DM1, DM5 and DM6 of the London Borough of Haringey’s Local Plan 2017.

Appendix A PLANNING POLICY AND GUIDANCE

A1 This appraisal has taken account of the relevant national and locally policy framework. The relevant policy sections are cited below.

A2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires all planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

National Planning Policy Framework 2021

A3 The revised National Planning Policy Framework 2021 (NPPF) sets out the Government’s planning policies and how these are expected to be applied. The NPPF has a presumption in favour of sustainable development (Paragraph 11), and an overarching environmental objective (Paragraph 8c) that requires development: ‘To contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.’

Paragraph 119

Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or ‘brownfield’ land.

Paragraph 124

Planning policies and decisions should support development that makes efficient use of land, taking into account:

- d) the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

Paragraph 130

Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks;

Local Planning Policy

The London Borough of Haringey Local Plan 2017

A4 The Council’s Local Plan includes the Strategic Policies and the Development Management Development Plan Document (DPD), both of which were adopted on 24 July 2017.

Strategic Policies

SP11: Design

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. To achieve this all 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;
- Ensure impacts on health, climate change, natural resources and biodiversity are minimised by adopting and improving sustainable design and construction techniques;
- Incorporate solutions to reduce crime and the fear of crime, such as promoting social inclusion; creating well-connected and high quality public realm that is easy and safe to use; and by applying the principles set out in ‘Secured by Design’ and Safer Places;
- Promote high quality landscaping on and off site, including improvements to existing streets and public spaces;
- Seek the highest standards of access in all buildings and places; and
- Ensure buildings are designed to be flexible and adaptable – and able to integrate services and functions.

The supporting text to policy SP1 notes that:

Paragraph 6.1.16

The Council has adopted the definition of Tall and Large Buildings as those which are substantially taller than their neighbours, have a significant impact on the skyline, or are of 10 storeys and over or are otherwise larger than the threshold sizes set for referral to the Mayor of London, as set out in the London Plan.

Paragraph 6.1.18

The Council considers that currently only two areas, Haringey Heartlands/Wood Green and Tottenham Hale, have sites that may be suitable for some tall or large buildings. This is because they are close to major transport interchanges, have been designated in the London Plan as an Opportunity Area (Tottenham Hale) and an Area for Intensification (Haringey Heartlands/ Wood Green) and have existing adopted Masterplan Frameworks. Any AAPs and associated Characterisation Studies for these areas will supersede these established suitable locations for Tall and Large Buildings with their recommended locations (if any). Elsewhere tall buildings are considered inappropriate to Haringey’s predominantly 2-3 storey residential suburban character until shown otherwise, for example, in AAPs and UCSs.

Development Management Development Plan Document

Policy DM1: Delivering High Quality Design (Haringey Development Charter)

A All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:

- a Relate positively to neighbouring structures, new or old, to create a harmonious whole;
- b Make a positive contribution to a place, improving the character and quality of an area;
- c Confidently address feedback from local consultation;
- d Demonstrate how the quality of the development will be secured when it is built; and
- e Are inclusive and incorporate sustainable design and construction principles.

Design Standards

Character of development

B Development proposals should relate positively to their locality, having regard to:

- a Building heights;
- b Form, scale & massing prevailing around the site;
- c Urban grain, and the framework of routes and spaces connecting locally and more widely;
- d Maintaining a sense of enclosure and, where appropriate, following existing building lines;
- e Rhythm of any neighbouring or local regular plot and building widths;
- f Active, lively frontages to the public realm; and
- g Distinctive local architectural styles, detailing and materials.

Policy DM5: Locally Significant Views and Vistas

A Development proposals within the viewing corridors of the Locally Significant Views shown on Figure 2.1 must demonstrate how the proposal:

- a Enhances the viewers’ ability to recognise and appreciate the landmark being viewed;
- b Makes a positive contribution to the characteristics and composition of the local view, where possible; and
- c Has had regard to the Council’s Tall Buildings and Views Supplementary Planning Document.

B Obstructions to the Locally Significant Views should be minimised and will be assessed by the Council on their level of impact on the views.

C Development proposals should consider opportunities to create new local views and vistas through the design and layout of new development.

D Existing identified viewpoints and viewing points should remain publicly accessible.

Policy DM6: Building Heights

A. For all development proposals, the Council expects building heights to be of an appropriate scale which respond positively to the site’s surroundings, the local context, and the need to achieve a high standard of design in accordance with Policy DM1.

B. Proposals for taller buildings that project above the prevailing height of the surrounding area must be justified in urban design terms and should conform to the following general design requirements:

- a Be of a high standard of architectural quality and design, including a high quality urban realm;
- b Protect and preserve existing locally important and London wide strategic views in accordance with Policy DM5; and

E All proposals for taller or tall buildings must be accompanied by an urban design analysis which assesses the proposal in relation to the surrounding context. This should include the submission of a digital 3D model to assist in the understanding of the design concept and impacts of the development.

Tottenham Area Action Plan (July 2017)

A5 Policy AAP6: Urban Design and Character including Tall Buildings

A The significant change planned for Tottenham’s Growth Areas provides the opportunity to establish a new urban character for these areas. The Council will prepare Design Code SPDs for each area to ensure consistency of design across the area, and that a framework for high quality design is achieved.

C The appropriate height of development sites within Tottenham will be guided by the principles in Local Plan Policies DM1 and DM6, the reorientation of Tottenham Hale from an urban to a central area, the policy below, and the Site Allocations included in the Neighbourhood Areas Chapter.

D The Council expects the highest density development to be located adjacent to public transport nodes, and in Growth Areas and Areas of Change. At their boundary, development is expected to transition between these areas and the suburban areas of the AAP through appropriate transition/scaling of heights.

E Development should have regard to the recommendations of the Urban Characterisation Study to ensure the heights of new buildings respond to and help to define the surrounding character, whilst optimising opportunities for intensification and regeneration.

F Taller buildings will be appropriate along (parts of) Tottenham High Road, Park Lane, Lordship Lane, Northumberland Park, Broad Lane, Lawrence Road, West Green Road, Seven Sisters Road, Monument Way, Ferry Lane, and within existing mid-rise residential areas, responding to the prevailing mid-rise character, and in some cases promoting intensification, increasing heights from low-rise to mid-rise where appropriate.

The London Plan 2021

A6 The London Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital from 2019-2041.

Policy D3 - Optimising site capacity through the design-led approach

The design-led approach

A All development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site’s context and capacity for growth, and existing and planned supporting infrastructure capacity (as set out in Policy D2 Infrastructure requirements for sustainable densities), and that best delivers the requirements set out in Part D.

B Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, in accordance with Policy D2 Infrastructure requirements for sustainable densities. Where these locations have existing areas of high density buildings, expansion of the areas should be positively considered by Boroughs where appropriate. This could also include expanding Opportunity Area boundaries where appropriate.

C In other areas, incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. This should be interpreted in the context of Policy H2 Small sites.

D Development proposals should:

Form and layout

1) enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.

Experience

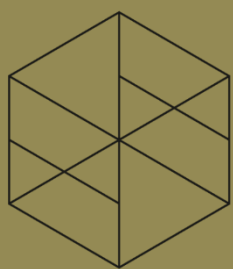
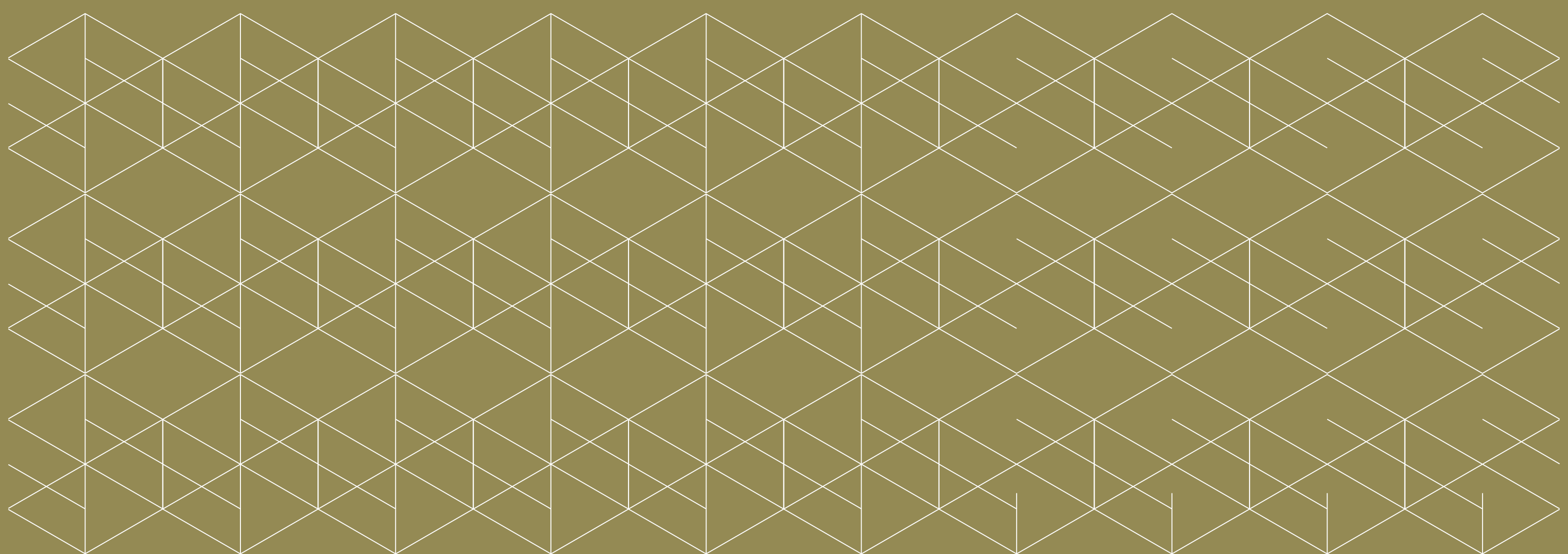
6) provide active frontages and positive reciprocal relationships between what happens inside the buildings and outside in the public realm to generate liveliness and interest

Quality and character

11) respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character

12) be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well

.



The
Heritage
Practice

This document is for the sole use of the person or organisation for whom it has been prepared under the terms of an invitation or appointment by such person or organisation. Unless and to the extent allowed for under the terms of such invitation or appointment this document should not be copied or used or relied upon in whole or in part by third parties for any purpose whatsoever. If this document has been issued as a report under the terms of an appointment by such person or organisation, it is valid only at the time of its production. The Heritage Practice does not accept liability for any loss or damage arising from unauthorised use of this report. © Copyright subsists in this document.