

PRESTIGE PLANNING LTD

Moses David Motzen
Prestige Planning Limited
6 Grosvenor Way
London
E5 9ND
T: 0203 935 3434
DD: 0203 935 3421
M: 0782 462 8403
E: mdmplanning71@gmail.com

PLANNING STATEMENT

SITE: Unit 11, High Cross Centre, Fountayne Road, N15 4QL

PROPOSAL: Intensification of employment use through the addition of a first-floor height extension and a new second-floor level to enable the creation of a multi-unit business hub with communal amenity space.

PREPARED BY: Kate Wadeson, Prestige Planning Ltd.

DATE: 20th February 2026

CONTENTS:

1. INTRODUCTION.....	3
Proposed Development.....	3
2. SITE CONTEXT.....	4
Site & Surrounding Area.....	4
Existing Land Uses.....	6
Planning History of the site.....	7
Transport & Accessibility.....	8
Heritage & Conservation.....	8
Ecological Designations.....	8
3. PROPOSED DEVELOPMENT.....	9
Introduction.....	9
Design.....	10
Surfacing & Lighting.....	12
Drainage.....	12
4. PLANNING POLICY CONTEXT.....	14
Introduction.....	14
National Planning Policy Framework (NPPF 2024).....	14
The London Plan (2021).....	15
Haringey Local Plan.....	16
5. PLANNING APPRAISAL.....	17
Introduction.....	17
Sustainable Development.....	17
Natural Environment.....	18
Highways.....	18
6. HIGHWAYS AND OPERATIONAL MANAGEMENT.....	19
Parking and Sustainable Transport.....	19
Delivery and Servicing.....	19
Waste and Recycling Management.....	20
Construction Management.....	20
7. RESPONSE TO PRE-APPLICATION ADVICE.....	21
Statement of Suggested Planning Conditions.....	22
8. SUMMARY AND CONCLUSION.....	23

1. INTRODUCTION

1.1. Prestige Planning Ltd submits this Planning Statement on behalf of the applicant in support of a full planning application for the intensification of employment use at Unit 11, High Cross Centre, Fountayne Road, N15 4QL.

1.2. The application site is situated within a designated Locally Significant Industrial Site (LSIS). The proposal seeks to optimise the existing employment land by increasing the building's height and internal floor area to provide high-quality, modern business accommodation.

1.3. The scheme has been significantly refined following formal pre-application engagement with Haringey Council in April 2023 (Ref: PRE/2023/0036). This engagement confirmed that the principle of intensifying employment use on this site is acceptable, provided the design maintains the industrial character of the area and meets stringent sustainability targets.

1.4. This statement demonstrates that the proposal complies with the National Planning Policy Framework (NPPF 2024), the London Plan (2021), and the Haringey Local Plan, specifically regarding industrial intensification and the provision of small-business incubator space.

Proposed Development

1.5. The development involves the refurbishment and vertical extension of the existing unit to create a multi-storey, multi-unit business hub. The proposed works include the addition of a first-floor height extension and a new second-floor level.

1.6. Key components of the proposed development include:

- **Industrial and Operational Ground Floor:** Retention of essential industrial functions, including a high-capacity racking area, a specialised workshop, a staff canteen, and 20+ secure internal cycle parking spaces.
- **Managed Business Hub (First Floor):** The creation of 14 independent business units (Class E(g)/B8) designed to meet the local demand for SME and "start-up" workspaces.
- **Upper Floor Accommodation (Second Floor):** Provision of additional flexible business units (Units 17-28) to further enhance employment density on the site.
- **Innovative Amenity Space:** The inclusion of two substantial Communal Gardens (123 sqm on the first floor and 118 sqm on the second floor), providing high-quality outdoor breakout space for staff and contributing to the site's Urban Greening Factor.

1.7. The development is designed to be highly sustainable, targeting a BREEAM "Very Good" rating and a 100% reduction in regulated CO2 emissions through the use of Air Source Heat Pumps (ASHPs) and a rooftop Solar PV array.

1.8. By transitioning from a single-occupancy warehouse to a managed hub for over 25 individual businesses, the proposal represents a significant uplift in employment opportunities and economic productivity for the Tottenham area.

2. SITE CONTEXT

Site & Surrounding Area

2.1. The application site is located at Unit 11, High Cross Centre, situated on the western side of Fountayne Road in South Tottenham. The High Cross Centre is a well-established industrial estate that forms part of a wider cluster of commercial and creative activities.



Site Context a.

2.2. The surrounding area is predominantly industrial in character, consisting of medium-to-large-scale warehouses and workshops. In recent years, the area has seen a significant shift toward the "maker economy," with many units repurposed for creative studios, small-scale manufacturing, and professional services.



Site Context b.

2.3. To the north and south of the site are similar industrial units within the High Cross Centre. To the west, the site is bordered by the Markfield Recreation Ground, which provides a significant green buffer between the industrial zone and residential areas further afield.



Site Context c.

Existing Land Uses

2.4. The site currently comprises a two-storey industrial building (Class E(g)/B8) primarily used for storage and distribution. The existing internal layout is characterised by large, open-plan floor plates with high floor-to-ceiling heights on the ground floor, suitable for industrial racking.



Site Context d.



Site Context e.

2.5. The current occupancy is low-density, representing an underutilization of a key site within a designated Locally Significant Industrial Site (LSIS). The proposal seeks to retain the core industrial functionality while intensifying the upper levels to accommodate a higher density of business users.

Planning History of the site

2.6. The site has been subject to various minor applications related to industrial use; however, the most significant recent history is the formal pre-application engagement with Haringey Council in April 2023 (Ref: PRE/2023/0036).

2.7. During the pre-application process, Council officers reviewed the feasibility of a vertical extension. Feedback was generally supportive of the principle of employment intensification, provided that the development:

- Remained within a scale and massing that respected the industrial context.
- Demonstrated high-quality architectural design, particularly concerning the Fountayne Road frontage.
- Met the "Be Seen" energy monitoring and carbon reduction targets of the London Plan.

Transport & Accessibility

2.8. The site benefits from a high Public Transport Accessibility Level (PTAL) rating, reflecting its proximity to major transport interchanges. It is situated approximately 0.5 miles from Seven Sisters Station (Victoria Line and London Overground) and 0.6 miles from Tottenham Hale Station (Victoria Line and Greater Anglia).

2.9. Numerous bus routes operate along the nearby A10 (High Road) and Broad Lane, providing frequent connections to Central London and the wider North London area.

2.10. Regarding vehicular access, the site is accessed via the internal private road of the High Cross Centre, which connects directly to Fountayne Road. The site currently provides 10 designated parking spaces, which will be retained and managed under a new Travel Plan to encourage sustainable commuting.

Heritage & Conservation

2.11. The application site is not located within a Conservation Area, nor does it contain any statutorily listed buildings.

2.12. However, the design team has taken into account the proximity to the Markfield Road Conservation Area located to the south. The proposed extension uses high-quality materials and "camouflage" cladding to ensure that the increased height does not negatively impact the setting of any nearby heritage assets or the visual amenity of the Markfield Recreation Ground.

Ecological Designations

2.13. The site itself is entirely covered by the existing building footprint and hardstanding, currently providing negligible ecological value. It is not subject to any statutory ecological designations such as SSSI or Ramsar sites.

2.14. The proposal seeks to significantly enhance the site's ecological profile through the introduction of 241 sqm of intensive and extensive green roofs (Communal Gardens). These interventions are designed to achieve a substantial Biodiversity Net Gain (BNG) and meet the London Plan's Urban Greening Factor (UGF) target of 0.3.

Proposed Elevations PR05



Proposed Elevation/Section PR06

Design

3.1. Design Evolution:

The proposal transforms the existing warehouse into a multi-storey business hub. As shown in the attached 3D Renders, the extension utilises a contemporary material palette that respects the High Cross Centre's industrial aesthetic while providing a modern face to Fountayne Road.



3D Render context a.

3.2. Layout & Unit Mix:

As per Drawing PR02 and PR03, the first and second floors are subdivided into high-quality business units. This layout is designed for maximum flexibility, catering to the specific needs of Tottenham's SME sector.



3D Render context b.

3.2. Central to the design is the "Work-Live-Well" concept, which integrates industrial functionality on the ground floor with high-quality, green amenity spaces on the upper levels. This is achieved through the inclusion of 241 sqm of communal gardens, a staff canteen, and an on-site workshop.

Surfacing & Lighting

3.3. External Surfacing:

The existing hardstanding within the High Cross Centre courtyard will be retained for vehicular access and parking. Any localised repairs to the surfacing will use permeable materials where feasible to improve natural filtration.

3.4. Amenity Surfacing:

The first and second-floor communal gardens will feature high-specification, slip-resistant decking and paved pathways suitable for all-weather use. These surfaces are designed with integrated drainage channels to direct runoff toward the substrate layers of the green roofs.

3.5. Lighting Strategy:

To ensure the safety of tenants operating outside of standard daylight hours, a sensitive LED lighting scheme is proposed:

- **Internal:** Motion-sensor lighting in all communal corridors and the cycle store to reduce energy consumption.
- **External:** Downward-pointing, shielded LED units will be installed at the building entrance and within the communal gardens. This ensures adequate illumination for security while preventing light spill into the neighbouring Markfield Recreation Ground or the night sky.

Drainage

3.6. Sustainable Drainage Systems (SuDS):

The development adopts a "source control" approach to water management. The 241 sqm of communal gardens act as Blue/Green Roofs, utilising a specialised attenuation substrate to capture and slow the flow of rainwater during peak storm events.

3.7. Surface Water Runoff:

By utilising the green roofs for rainwater harvesting and natural evapotranspiration, the proposal significantly reduces the volume of surface water discharged into the estate's sewer network. This represents a major improvement over the existing "sealed" roof structure, which offers no attenuation.

3.8. Foul Drainage:

The existing connection to the Thames Water sewer network will be utilised. The internal plumbing for the 14 units, kitchens, and WCs will be fitted with high-efficiency, low-flow components as part of the BREEAM "Very Good" strategy to minimise the overall impact on local water infrastructure.

4. PLANNING POLICY CONTEXT

Introduction

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

4.2. In this instance, the Statutory Development Plan for the site comprises:

- The London Plan (2021)
- Haringey's Local Plan (comprising the Strategic Policies, Development Management DPD, and Site Allocations DPD)

4.3. Other material considerations include the National Planning Policy Framework (NPPF 2024) and various Supplementary Planning Documents (SPDs).

National Planning Policy Framework (NPPF 2024)

4.4. The NPPF sets out the Government's planning policies for England. At the heart of the Framework is a presumption in favour of sustainable development.

- **Building a Strong, Competitive Economy:**

Paragraph 85 states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

- **Making Effective Use of Land:**

Paragraph 123 emphasises that 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.

- **Achieving Well-Designed Places:**

Paragraph 131 states that the creation of high-quality, beautiful, and sustainable buildings and places is fundamental to what the planning and development process should achieve.

The London Plan (2021)

4.5. The London Plan is the overall strategic plan for London. The following policies are particularly relevant to the intensification of Unit 11:

- **Policy GG2 (Making the best use of land):**

Prioritises the use of previously developed land and encourages higher density development, particularly in areas well-connected by jobs, services, and public transport.

- **Policy E4 (Stock of industrial land):**

Requires that a sufficient supply of land and premises be provided to meet current and future demands for industrial and related functions.

- **Policy E7 (Industrial intensification, co-location and substitution):**

Proactively encourages the intensification of business uses in Use Classes E(g), B2, and B8 on all types of industrial land to optimise capacity.

- **Policy SI 2 (Minimising greenhouse gas emissions):**

Requires major developments to be net-zero carbon, following the energy hierarchy (Be Lean, Be Clean, Be Green, Be Seen).

- **Policy G5 (Urban Greening):**

Sets out the requirement for major developments to contribute to the greening of London, targeting an Urban Greening Factor (UGF) of 0.3 for commercial schemes.

Haringey Local Plan

4.6. The site is located within a Locally Significant Industrial Site (LSIS) as designated in the Haringey Development Management DPD. Relevant local policies include:

- **Policy SP8 (Employment):**

States that the Council will protect and support the borough's industrial land and seeks to maximise its employment potential.

- **Policy DM38 (Employment Locations):**

Explicitly supports the intensification of LSIS sites through the provision of flexible, high-quality workspaces that can support small and medium enterprises (SMEs).

- **Policy DM1 (Delivering High Quality Design):**

Requires all new development to be of a high standard of design that respects the local context while contributing to the character of the area.

- **Policy SP4 (Regenerating Haringey):**

Mandates that all non-residential developments of this scale meet a minimum of a BREEAM "Very Good" rating to ensure environmental resilience.

4.7. By providing 14+ small units and targeting a 100% carbon reduction, the proposal directly fulfils the strategic objectives of both the London Plan and Haringey's local vision for a sustainable, productive Tottenham.

5. PLANNING APPRAISAL

Introduction

5.1. This section provides a detailed appraisal of the proposed development against the relevant national, strategic, and local planning policies identified in Section 4.0.

5.2. The primary planning considerations for this application include the principle of industrial intensification, the quality of the design and staff amenity, and the environmental performance of the building.

National Planning Policy & Guidance (NPPF 2024)

5.3. The proposal is a clear example of Sustainable Development as defined by the NPPF. It delivers economic growth (14+ business units) while enhancing the environmental value of a brownfield site.

- **Economic Objective:** The intensification of Unit 11 provides specialised "incubator" space for SMEs, supporting the Government's objective of building a strong, competitive economy (NPPF Para 85).
- **Social Objective:** The provision of high-quality communal gardens and staff facilities supports the well-being of the local workforce.
- **Environmental Objective:** The project targets net-zero carbon operations, fulfilling the NPPF's requirement to transition to a low-carbon economy.

Sustainable Development

5.4. Energy Strategy:

As confirmed in the Energy and Sustainability Statement (EEABS), the development utilises a "fabric-first" approach combined with Air Source Heat Pumps (ASHPs) and a rooftop Solar PV array.

5.5. BREEAM Compliance:

The pre-assessment indicates the site is on track for a "Very Good" rating (57.70%).

5.6. Matters Met by Condition:

To ensure the development remains flexible to evolving technical standards, the applicant proposes that the following be secured via planning conditions:

- **Whole Life-Cycle Carbon (WLC) Assessment:** Benchmarking embodied carbon prior to construction.
- **Circular Economy Statement:** Finalised material recycling plans using the GLA template.
- **Dynamic Overheating Analysis:** TM52/TM59 data sheets based on final mechanical fit-out.

Natural Environment

5.7. Biodiversity & Greening:

The existing site offers zero ecological value. The proposal introduces 241 sqm of green roof infrastructure via the two communal gardens. This ensures compliance with London Plan Policy G5 (Urban Greening Factor) and provides a meaningful Biodiversity Net Gain (BNG).

5.8. Sustainable Drainage (SuDS):

The gardens act as "blue roofs," attenuating rainwater at source. A Detailed SuDS Management Plan can be secured by condition to confirm maintenance schedules for the attenuation layers.

Highways

5.9. Transport Strategy:

The development is "car-lite," retaining 10 managed parking spaces while prioritising the site's high PTAL rating.

5.10. Active Travel:

With 20+ secure cycle spaces and ground-floor staff facilities (canteen/workshop), the proposal exceeds the standards set in London Plan Policy T5.

5.11. Operational Logistics:

As outlined in the Highways and Transport Statement, a Delivery and Servicing Plan (DSP) and a Construction Management Plan (CMP) can be secured by condition to ensure the intensification does not impact the operational integrity of the wider High Cross Centre or Fountayne Road.

6. HIGHWAYS AND OPERATIONAL MANAGEMENT

Parking and Sustainable Transport

6.1. Vehicular Parking:

The development retains 10 designated off-street parking spaces within the High Cross Centre. Given the intensification to 14+ units, these spaces will be strictly managed via a Tenant Permit System. Priority will be allocated to operational business vehicles, Blue Badge holders, and users of the Electric Vehicle (EV) charging points (20% active provision). This "car-lite" approach ensures that the development does not result in overspill parking onto Fountayne Road, satisfying Haringey Local Plan Policy DM31.

6.2. Cycle Parking & Active Travel:

In full compliance with London Plan Policy T5, the development provides 20+ secure, sheltered internal cycle parking spaces on the ground floor. This provision is supported by end-of-trip facilities, including a staff canteen and an on-site workshop for minor repairs. By exceeding minimum cycle standards, the proposal actively encourages a shift away from private vehicular use, aligning with the Mayor's strategic target for 80% of all trips in London to be made by sustainable modes by 2041.

Delivery and Servicing

6.3. Managed Logistics:

To manage the logistical needs of 14 separate business units, a centralised Delivery and Servicing Plan (DSP) will be implemented. All loading and unloading will occur within the internal courtyard of the High Cross Centre, ensuring no obstruction to the public highway.

6.4. Consolidated Intake:

A dedicated "Goods Intake" area on the ground floor will serve as the primary drop-off point for couriers. For larger deliveries, a digital booking system managed by the Building Manager will ensure that vehicle arrivals are staggered, preventing congestion within the estate's internal road network.

Waste and Recycling Management

6.5. Centralised Waste Strategy:

The 14 units will generate a varied waste stream requiring a robust management strategy. The proposal includes a dedicated, ventilated bin store on the ground floor, sized to accommodate the increased capacity for general waste, dry recyclables, and WEEE (electronic) waste.

6.6. Operational Efficiency:

To minimise HGV movements, the building manager will oversee a single, site-wide commercial waste contract. Collections will be scheduled during off-peak hours to maintain the operational efficiency of the High Cross Centre and protect the amenity of the surrounding area.

Construction Management

6.7. Mitigation of Impact:

The applicant recognises the potential for temporary disruption during the construction phase. As such, a Construction Management Plan (CMP) and a Construction Logistics Plan (CLP) will be submitted for approval via planning condition. These documents will detail the routing of construction vehicles, hours of operation, and measures to mitigate dust and noise, ensuring the continued operation of neighbouring units within the High Cross Centre.

7. RESPONSE TO PRE-APPLICATION ADVICE

7.1. Following the pre-application meeting held on 27/04/2023 (Ref: PRE/2023/0036), the design and operational strategy have been significantly updated to meet Haringey Council's requirements. The table below outlines how the advice has been integrated:

Pre-App Officer Advice	Action Taken in Full Submission
Industrial Character: The design must respect the LSIS context and industrial aesthetic.	Actioned: The proposal uses "Camouflage" cladding and maintains industrial racking on the ground floor to preserve the building's functional identity.
Sustainability: Demonstrate "Be Seen" energy monitoring and carbon reduction.	Actioned: An Energy & Sustainability Statement is submitted, confirming a 100% CO2 reduction and BREEAM "Very Good" target.
Urban Greening: Requirement to meet the UGF target of 0.3.	Actioned: 241sqm of intensive/extensive communal gardens added, achieving the 0.3 UGF score.
Active Travel: Emphasis on high-quality cycle parking and staff facilities.	Actioned: 20+ secure cycle spaces, a staff canteen, and a dedicated maintenance workshop are now integrated on the Ground Floor.

Statement of Suggested Planning Conditions

7.2 The applicant recognises that the intensification of Unit 11 involves complex technical benchmarks that require post-consent refinement to ensure absolute accuracy. To this end, a comprehensive Statement of Suggested Planning Conditions has been prepared to cover all technical aspects of the development.

The applicant proposes that detailed data sets—including the Whole Life-Cycle Carbon (WLC) Assessment to benchmark embodied carbon, the finalised Circular Economy Statement (utilising the GLA template), and a Specialist Acoustic Report to verify noise insulation between business units—be secured via appropriately worded pre-commencement or pre-occupation conditions.

Furthermore, the commitment to a BREEAM "Very Good" rating will be formalised through the submission of post-construction certification. By securing these matters under condition, the Council can maintain strict oversight of the building's performance while allowing the applicant to finalise specialist technical specifications during the detailed design phase.

8. SUMMARY AND CONCLUSION

8.1. This Planning Statement has demonstrated that the proposed intensification of Unit 11, High Cross Centre, represents an exemplary model of industrial optimisation within a Locally Significant Industrial Site (LSIS). By transitioning from a single-occupancy warehouse to a managed 14-unit business hub, the proposal delivers a significant uplift in employment density and economic productivity for Tottenham.

8.2. The development is fundamentally aligned with the National Planning Policy Framework (2024), specifically the presumption in favour of sustainable development. It makes effective use of brownfield land to support the growth of SMEs, providing much-needed "incubator" space that is currently in short supply within the borough.

8.3. As evidenced by the submitted Energy and Sustainability Statement (EEABS), the scheme is at the forefront of environmental design.

Key highlights include:

- **BREEAM "Very Good" Certification:** A robust pre-assessment score of 57.70% is already secured.
- **Net-Zero Carbon Pathway:** A 100% reduction in regulated CO2 emissions achieved through renewable technology (Solar PV and ASHPs).
- **Urban Greening & Biodiversity:** The provision of 241 sqm of communal gardens—functioning as "blue/green roofs"—delivers an Urban Greening Factor of 0.3.

8.4. While this application is supported by extensive technical evidence, the applicant acknowledges that certain granular assessments—specifically the Whole Life-Cycle Carbon (WLC) Assessment, Circular Economy Statement, and Dynamic Overheating Analysis—can be finalised during the detailed design stage. It is respectfully submitted that these matters be secured via planning conditions, allowing the Council to approve the principle and scale of this vital intensification without delay.

8.5. In conclusion, the proposal represents a high-quality, sustainable, and economically beneficial response to the London Plan and Haringey Local Plan objectives. It provides a blueprint for how industrial land can be intensified to meet modern business needs while protecting the environment and staff well-being.

8.6. For the reasons set out in this statement and the accompanying technical reports and supporting statements, the applicant invites Haringey Council to grant planning permission for this sustainable development.