

Officer Report

Application Number:	HGY/2026/0681
Application Type:	Full planning permission
Address:	Land rear of 45 to 49 Garman Road, Watermead Way, Tottenham, London
Proposal:	Erection of a two storey modular office & welfare unit to replace existing building, including reconfiguration of existing car parking layout.
Case Officer:	Kwaku Bossman-Gyamera
Valid Date:	11/03/202
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Applicant:	Miss Sophie Moscardini
Agent:	Miss Sophie Moscardini

RECOMMENDATION

Approve with Conditions

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

This is an application for replacement of the existing single storey portacabin unit with a two storey unit. Reconfiguration of parking spaces and repaving of area surrounding new unit and re-seeding/ laying of amenity grass area.

The new building will comprise a two-storey modular and prefabricated structure and be slightly larger than the original building occupying an area of approximately 180 sq.m. New car parking area and grassed landscape area will also provide as part of the development.

The new unit would provide modern facilities for employees and be in compliance with current environmental and inclusive design regulations. The new unit, being two storey, would provide a net increase of internal floor space of approximately 190sq m compared to existing facilities. This would also provide for any potential future increase in personnel levels on site to 20.

Site and Surroundings

The application site relates to the wider Tottenham substation site is bounded to the north by the Mowlem Trading Estate, to the east by Pymme's Brook and the Lee Valley Regional Park (also to the south), and to the west by the A1055, Watermead Way.

The existing welfare and amenity unit (also the site of the replacement unit) is located to the westernmost part of the substation site adjacent to Watermead Way. The existing unit can be seen through the palisade fencing on Watermead Way and is dominated by the taller substation buildings behind. This land is generally flat with a small patch of poor amenity grassland.

The site is designated as Strategic Industrial Land and within Flood Zone 2. The surrounding area is characterised by industrial and commercial uses. The site also lies within the Tottenham Area Action Plan and is within an Archaeological Priority Area.

Relevant Planning and Enforcement history

There is no planning history in relation to the site.

2. Consultation response

The responses below were received following consultation on the application:

Internal:

- 1) LBH Transportation Team: No further objection subject to conditions.
- 2) LBH Environmental Health Team: no comments.

External:

- 3) Historic England/ GLAAS: No comment.

3. LOCAL REPRESENTATIONS

The application has been publicised by way of 17 letters. The number of representations received from neighbours, local groups, etc in response to notification and publicity of the application were as follows:

No of individual responses: 0

4 MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Design and appearance;
2. Impact on neighbouring amenity;
3. Transport considerations;
4. Flood Risk;
5. Ecology;
6. Biodiversity

Design and appearance

London Plan (2021) policies emphasise the importance of high-quality and seek to optimise site capacity through a design-led approach. Policy D4 'Delivering good design' states that development proposals should 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 street hierarchy, building types, forms, and proportions.

Local Plan Policy SP11 (2017) and Development Management Development Plan Document (DPD) Policy DM1 seek to secure the highest standard of design which respects local context and character to contribute to the creation and enhancement of Haringey's sense of place and identity. DPD Policy DM1 'Delivering High Quality Design' requires development proposals to meet a range of criteria having regard to the following: building heights; form, scale and massing prevailing around the site; urban grain; sense of enclosure and where appropriate following existing building lines; rhythm of neighbouring or local regular plot and building widths; active, lively frontages to public realm; and distinctive local architectural styles, detailing and materials.

The installation of two modular building units and associated car parking area are appropriate when considered against the designation of the land as industrial space. The proposal is directly related to the existing use of the land and will not erode the amount of soft landscaping area within the site as a whole. The scale and appearance of the building is acceptable to this location.

The new building will occupy a large proportion of the existing building's footprint, as well as utilising a small number of car parking spaces to the east of the existing offices, which will be relocated elsewhere on site. In terms of the site, the proposal will be dwarfed by the multiple switch rooms buildings and other plant buildings dispersed throughout, being more comparable in scale with the industrial sheds and warehouses located up and down the streetscape of Watermead Way. As such, the proposed simple pre-fabricated design is considered acceptable in the context of the surrounding and substantially larger industrial structure. The proposal is considered in accordance with the above policies.

It would be sufficiently far away from adjacent neighbouring properties, so as not to have adverse effect on the amenities of those properties being separated by an area of open space and existing power station. The proposed operational development on the site is acceptable in terms of design and impact on neighbouring land uses.

Waste

The site is currently serviced by two existing wheelie bins, which will be retained and continue to serve the development. Given the nature and scale of the proposed use, this level of provision is considered sufficient and meets the council's standards.

Impact on neighbouring amenity

London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.

DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring resident.

The operational development, i.e. the building would have no discernible adverse effect on the amenity of residents adjoining the site. Activities on site is unlikely to have potential disturbance by way of noise or light pollution. Potential sources of noise disturbance would be from traffic serving the site, movements along Watermead Way. This is unlikely due to the separation distance between sensitive reception and the noise source. Proposal demonstrate that activities created as a result of the development will not give rise to significant adverse effect on the surrounding environment.

The two-storey unit would be visible from the public highway (as is the existing single storey unit to be replaced). However, within the context of the surrounding substation, particularly the dominant adjacent buildings, existing overhead lines, and pylons, it is not considered that the proposed development will cause any adverse amenity impact on top of the existing landscape framework. The proposals include for bulkhead lights to south and west elevations on photocell timer and switch override. No new flood lights to be provided for the parking area. In the context of the surroundings and existing conditions, the proposed lighting is not considered to result in adverse effects.

Transport considerations

London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking, and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

Local Plan Policy SP7 'Transport' states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking, and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DPD Policy DM31 'Sustainable Transport'.

Parking is provided on site for cars. There is adequate cycle parking space on site. Due to its location and the nature of the use the site is relatively secure. The site would not be visited by casual visitors as it may if it was on a thoroughfare.

The plan show that five existing bays will be lost as a result of the new office arrangement, however, these will be fully replaced by the provision of five additional bays to the southwest of the site. This results in no net loss of parking across the site. There are a total of 24 bays including one disabled bay which will service the development.

The proposed development will not result in an increase in services or delivery vehicle, which is currently minimal. Given the nature of use and the restricted access into the compound, there is no operational requirement for dedicated service or delivery. Any infrequent or exceptional visit such as occasional maintenance, would be pre-arrange and managed on an ad-hoc basis within the existing access arrangements, without impact on the public highways. The provision of allocated servicing and delivery is appropriate for the development.

The Council's Transportation Team has been consulted. Highways have asked for further information and as such all the additional information was provided and satisfactory. No objections have been received. Officers conclude that the new Welfare & Office Unit will bring no significant change in the frequency use of the unit compared to the previous facility, therefore no effect on the traffic flows is predicted.

Ecology

A Preliminary Ecological Appraisal (PEA) and Preliminary Roost Assessment (PRA) has been undertaken by RSK. The report concludes that, although the site is within an ecologically strategic corridor, the surrounding grassland offers limited ecological value. With regard to roosting bats, two of the three existing buildings on site have a moderate potential to support them. However, the depth of the underground tunnel system is considered to be a significant enough buffer to absorb noise and vibrations, and the short duration of the works indicates that it would not constitute a significant disturbance. The report also proposes enhancement opportunities through the installation of bird and bat boxes on retained buildings and boundary features, as well as native planting or wildflower enhancement within undeveloped areas of the site.

Given the detail of the proposal and the characteristics of the site it is considered that there would be no adverse impact on area or species of ecological significance.

Biodiversity

Biodiversity Net Gain (BNG) is an approach to development which makes sure that habitats for wildlife are left in a measurably better state than they were before the development. The Environment Act 2021 introduced a statutory requirement for most developments to deliver a BNG of 10%. This means a development will result in more or better-quality natural habitat than there was before development. If, however, the 10% BNG cannot be achieved within the site, the legislation allows the option to deliver a mixture of on-site and off-site biodiversity gain, through purchase of off-site biodiversity units on the market or directly from the Government.

London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain. Local Plan Policy SP11 promotes high quality landscaping on and off-site. Policy DM1 of the DM DPD requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 of the DM DPD expects proposals to maximise opportunities to enhance biodiversity on-site.

The entire site is currently hard surfaced and does not comprise any biodiversity elements. The plans submitted with the application indicate improvements to proposed grassed landscape area will also provide as part of the development.

Officers consider that the proposed improvements to biodiversity would significantly increase the value of the site in this respect, noting the lack of any biodiversity elements on site at the moment.

Flood Risk

Policy DM24: Managing and Reducing Flood Risk states that, the Council will ensure that all proposals for new development avoid and reduce the risk of flooding to future occupants and do not increase the risk of flooding.

The policy states that all proposals for new development within Flood Zone 2 and 3a will be required to provide sufficient evidence for the Council to assess whether the requirements of the Sequential Test and Exception Test, where required, have been satisfied. Proposals must be informed by a site specific Flood Risk Assessment (FRA) taking account of all potential sources of flooding and should:

- a. Demonstrate the application of a sequential approach for the development of individual sites to ensure that the most vulnerable land uses are located in areas of the site that are at lowest risk of flooding;
- b. Preserve overland flood and flow routes and ensure there is no net loss of flood storage. Adequate flood storage and compensation should be provided on site, or if this is not possible, provided off site where circumstances allow;
- c. Where appropriate, set out the mitigation measures that will be incorporated on site to manage residual flood risk including:
 - i Finished floor levels set no lower than 300mm above the 1 in 100 chance in any given year, including an allowance for climate change, flood level; and
 - ii Ensure safe access and egress for future users of the development or an appropriate emergency evacuation plan.
- d. Contribute to naturalising watercourses where opportunities arise.

The applicant has provided a Flood Risk Assessment. The assessment concludes that the development will not increase flood risk to the site itself or wider catchment area due to there being no increase in impermeable area over the existing conditions.

Conclusion

The proposal is considered acceptable and would not have any significant impact on the adjoining surrounding sites.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

7. CIL APPLICABLE

N/A

8. RECOMMENDATION

GRANT PERMISSION subject to conditions

Conditions:

- 1 The development to which this permission relates must be begun no later than three years from the date of this decision notice, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

- 2 The development hereby permitted shall be carried out in complete accordance with the approved plans and drawings listed below, other than where those details are altered pursuant to the conditions of this planning permission.

Approved drawings list:

A123989 – 500 – DRG – CO1- 110 Rev.P03,
A123989 – 500 – DRG – CO1- 111 Rev.P03,
A123989-500-DRG-C01-112_P01,
PTK -A1-00-D-A 1803 Re B,
3111-19 -110-D Landscaping,
OPP1204566-PTK-A1-ZZ-D-A-2001 (P06),
A123989-500-DRG-C01-106 Rev.T02,
PTK-A1-00-D-A-1001 (P11),
A123989-500-DRG-C01-114_P01,
A123989-500-DRG-C01-113_P01,
A123989-500-DRG-C01-110_P02,
A123989-500-DRG-C01-101 Rev.C,
B3111-1900-200 Rev A

Documents:

A123989-R003 Tottenham Substation Initial Traffic Assessment Report;
PART D 12822 Tottenham Substation Desk Study Report - Appendix A Mapping,
2488839 Tottenham substation HRA Screening report (LR)(Rev01) JP,
PART C 12822 Tottenham Substation Desk Study Report - Appendix A Mapping,
2488839 - Tottenham Substation PEA and PRA (REV00),
2488839 - Tottenham Substation PEA and PRA & BNG Baseline (REV00) (1),

PART B 12822 Tottenham Substation Desk Study Report - Appendix A Mapping,
Tottenham Office Welfare Unit Planning Support Statement – Feb 2026,
PART A 12822 Tottenham Substation Desk Study Report - Main Report and Appendix A,
2488839 Tottenham substation HRA Screening report (LR)(Rev01),
PART E 12822 Tottenham Substation Desk Study Report - Appendix A Mapping Appendix B Figs
1 and 2,

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 (a) Prior to first occupation of each building a Car Parking Design and Management Plan (CPMP) relating to the proposed accessible space shall be submitted to and approved in writing by the Local Planning Authority.

(b) The CPMP shall include details of the following:

- i. Location and design of the car parking space(s).
- ii. Allocation, management and enforcement of the car parking space(s) (prioritising wheelchair users, then other people with disabilities, then others as part of a dynamic strategy to prioritise use and minimise redundancy of the space(s)).

Reason: To manage the on-site car parking provision of the proposed development so that it is used efficiently and only by authorised occupiers. To also protect the amenity of the site users. To promote sustainable travel in line with the London Plan and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.

Informatives:

INFORMATIVE: Hours of Construction Work

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

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays.

INFORMATIVE: Party Wall Act

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

INFORMATIVE: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.