

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1.0 APPLICATION DETAILS

Reference No: HGY/2023/0464

Ward: South Tottenham

Address: Former Car Wash, Land on the East side of Broad Lane, London N15 4DE

Proposal: Demolition of existing structure and erection of a 3 to 9 storey high building comprising commercial and employment floorspace within Use Classes E(c)(i-iii), E(e) and E(g)(i-iii), together with cycle and refuse storage, Blue Badge parking, landscaping, and associated works.

Applicant: Broad Lane Properties Limited

Ownership: Private

Case Officer Contact: Sarah Madondo

Date received: 17/04/2023

Last amended date: 28/08/2026

- 1.1 This application has been referred to the Planning Sub-Committee for a decision as it is defined as a major application, comprising more than 1,000 sq.m. of floorspace that is subject to a section 106 legal agreement.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would result in a total floorspace of 4,938 sqm flexible employment floorspace, an increase of 2,944 sqm over that previously existing as part of the former car wash.
- The proposed development represents sustainable development and complies with policy objectives regarding employment, impact upon amenity, transport and travel, energy and sustainability, landscaping, biodiversity flood risk and air quality.
- The proposed redevelopment would accord with the relevant Development Plan policies relating to employment land and economic growth. The site is designated as a Locally Significant Industrial Site (LSIS), and the proposal would support and enhance local employment opportunities and contribute positively to the Council's strategic objectives for the regeneration of Tottenham Hale and the wider Fountayne Road area.

- The scheme would deliver high-quality employment floorspace, increase density of employment uses, and provide new jobs with training benefits for the local community. These outcomes comply with the relevant planning policies and align with the Council's wider economic strategy for the borough.
- The proposed redevelopment of the site would not result in any significant adverse impacts on the residential amenity of neighbouring occupiers, including those at Esin Court to the south of the site and the Bramble Close development on the western side of Broad Lane. Having regard to the siting, scale and design of the development, the proposal would sit well within its surroundings, in respect of its effects on daylight and sunlight, outlook, sense of enclosure, privacy and overlooking (subject to appropriate mitigation). Furthermore, subject to the recommended conditions, the development would not give rise to unacceptable levels of noise or disturbance. Accordingly, the proposal is considered to safeguard the amenity of surrounding residential properties and accords with the relevant Development Plan policies.
- The scheme would deliver a net increase in employment-generating floorspace and is expected to increase the site's capacity to support a greater number of jobs compared to the existing use. There is strong policy support for intensification of employment space within this Locally Significant Industrial Site. As such, the development would make a positive contribution to the local economy, strengthen the employment function of the area, and assist in delivering the comprehensive regeneration aspirations for this part of the borough.
- The development would be of a high-quality design, in terms of material choice, mass and elevational treatment, which responds appropriately to the local context.
- The development would provide car parking spaces for people with disabilities and cycle parking spaces, would encourage sustainable transport initiatives, and would include appropriate mitigation measures to minimise impacts upon the public highway.
- The scheme has been designed to include a range of sustainability measures delivering a reduction of 37% carbon dioxide emissions on site.

2.0 RECOMMENDATION

- 2.1 That the Committee resolves to GRANT planning permission and that the Head of Development Management or the Director of Built Environment & Highways is authorised to issue the planning permission and impose conditions and informatives subject to an agreement providing for the measures set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Director of Built Environment & Highways to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than 31st January 2027 or within such extended time as the Head of Development Management or the Director of Built Environment & Highways shall in her/his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions and informatives.
- 2.5 A summary of the planning obligations/S106 Heads of Terms for the development below:

1. Carbon offset contribution

- Be Seen commitment to uploading energy data
- Energy Plan
- Sustainability Review
- Estimated carbon offset contribution (and associated obligations) of £27,443 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO₂ at the Energy Plan and Sustainability stages.

2. Demolition and Construction Logistics and Management Plan

- The applicant to submit a Demolition and Construction Logistics and Management Plan, 6 months (six months) prior to the commencement of development. The applicant will be required to make a financial contribution of £5,000 towards the Council's costs associated with monitoring, administering, and overseeing the temporary arrangements. This contribution will enable the Council to ensure that any impacts on the public highway are effectively managed and mitigated, thereby minimising disruption and nuisance to highway users, local residents, and nearby businesses

3. Business Car-Free Agreement

- The applicant to ensure that the development is designated as 'car free' and therefore no employees therein will be entitled to apply for a business parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development.

The applicant to contribute a sum of £4,000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.

4. Commercial Travel Plan

- A Commercial Travel Plan must be submitted 6 months before occupation. The Commercial Travel Plan shall include the following measures, in order to maximise the use of public transport.
- A named travel plan coordinator, who must work in collaboration with the applicant's Facilities Management Team to monitor the travel plan initiatives annually for a period of 5 years
- An obligation to provide a travel pack to all employees: providing public transport timetables and cycling/walking information; the travel pack to be approved by the Council's transportation planning team.
- The applicant to provide showers, lockers and changing room facilities within the development.
- The developer to pay a sum of £2,000 per year per for monitoring of the Commercial Travel Plan for a period of 5 years.
- The first surveys must be completed by the applicant 6 months post occupation or on 50% occupation whichever is sooner.

5 Sustainable and active travel contribution

- The applicant to make a contribution of £60,000 to the Council towards the development and implementation of the C1 – C50 Tynemouth Road scheme, which connects CSH1 and Tottenham Green/High Road to Broad Lane.

6. Employment Initiatives - participation and financial contribution towards Local training and Employment Plan

- The employment of full-time apprenticeships – 1 apprentice per £3million Development Cost, including an apprenticeship support fee of £1,500;
- Skills Training - 25% of the percentage of the local labour target;
- Local labour - 20% of the peak workforce be residents;
- Submission of an Employment and Skills Plan;
- Provision of a financial contribution £ 51,643 which will be used by the Council to provide and procure the support necessary for local people who have been out of employment and / or do not have the skills set required for the jobs created.

7. Trees

- Contribution towards planting of street trees of £9,000 within the vicinity of the site.

8. Monitoring Costs

- Obligations monitoring payment calculated in accordance with monitoring fee requirements of the Council's Planning Obligations Supplementary Planning Document (SPD).

- 2.6 In the event that members choose to make a decision contrary to officers recommendation, members will need to state their reasons.
- 2.7 In the absence of the agreement referred to in resolution (2.1) above being completed within the agreed time period, set out in (2.2) provided for in resolution (2.3) above, the planning permission be refused for the following reasons:
- 2.8 The proposed development, in the absence of a legal agreement requiring (i) submission of a Demolition and Construction Logistics and Management Plan; (ii) a contribution towards tree planting and (iii) not providing a sustainable and active travel contribution, would be contrary to Policies T1, G7 of the London Plan 2021 and Policies DM31, DM32 and DM48 of the Development Management Plan Document 2017.
- 2.9 The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives, would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal would be contrary to Policy SP9 of Haringey's Local Plan 2017.
- 2.10 The proposed development, in the absence of a legal agreement that secures 1) implementation and monitoring of a Commercial Travel Plan and 2) a car parking permit free development with respect to the issue of permits to

commercial occupiers for the CPZ, would fail to support sustainable transport and would give rise to unacceptable overspill vehicle parking impacts. Therefore, the proposal would be contrary to Policies T1 and T4 of the London Plan 2021, Policy SP7 of Haringey's Local Plan 2017 and Policies DM31 and DM32 of the Development Management DPD 2017.

- 2.11 The proposed development, in the absence of a legal agreement securing energy efficient measures and a financial contribution towards carbon offsetting, would result in an unacceptable level of carbon emissions. Therefore, the proposal would be contrary to Policy SI2 of the London Plan 2021, Policy SP4 of Haringey's Local Plan 2017 and Policy DM21 of the Development Management DPD 2017.
- 2.12 In the event that the Planning Application is refused for the reasons set out in resolution (2.6) above, the Head of Development Management (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application, provided that:

There has not been any material change in circumstances in the relevant planning considerations, and

- ii. The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
- iii. The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

Conditions/Informative Summary

(The full text of recommended conditions/informative is contained in Appendix 1 of the report).

Conditions

1. Time Limit (Compliance)
2. Approved plans and Documents (Compliance)
3. Materials and Detailed Design (Prior to commencement of above ground works)
4. Landscaping (Prior to occupation)
5. Urban Greening Factor (Prior to completion of the construction)
6. Energy Strategy
7. Overheating Strategy (Prior to commencement of above ground works)
8. BREEAM (Pre-commencement)
9. Biodiversity Measures (Pre-commencement)

10. Living roofs (Prior to commencement of above ground works)
11. Delivery and Servicing Plan and Waste Management (Prior to first use/occupation)
12. Waste/Recycling Storage (Prior to first use/occupation)
13. Cycle Parking (Prior to commencement of above ground works)
14. Wheelchair Accessible Car Parking (Prior to first use/occupation)
15. Land Contamination (Pre-commencement)
16. Unexpected Contamination (if identified)
17. Air Quality Assessment (Prior to first use/occupation)
18. Demolition and Construction Environmental Management Plans (Pre-commencement)
19. NRMM - Non-road mobile machinery (Pre-commencement)
20. Management and Control of Dust (Pre-commencement)
21. Considerate Constructors (Pre-commencement)
22. Restrictive uses classes
23. Secure by design accreditation (Prior to commencement of above ground works)
24. Secure by design certification (Prior to first use/occupation)
25. External lighting (Prior to commencement of above ground works)
26. Plant Noise
27. Obscure glazing (Prior to first use/occupation)
28. Workspace frontage
29. Workplace Travel Plan (Prior to first use/occupation)
30. SuDs Management and Maintenance Strategy (Prior to first use/occupation)
31. Removal of permitted development rights for commercial space (Class E)
32. Hours of Operation

Informatives

- 1) NPPF
- 2) Community Infrastructure Levy (CIL)
- 3) Thames Water
- 4) Advertisements
- 5) Hours of Construction Works
- 6) Party Wall Act
- 7) Street Numbering
- 8) Metropolitan Police Service Designing Our Crime
- 9) Pollution
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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Background and Proposed Development

- 3.1.1 A planning application (ref. HGY/2016/2232) was approved for the demolition of a car wash and construction of a new office block, including covered bin and cycle store and parking. The planning permission was subsequently partly implemented by the previous owners and the works validated through a certificate of lawfulness (HGY/2020/1013). Whilst works had commenced, the building works did not progress, and the current planning application was submitted (ref. HGY/2023/0464) to increase the employment floor space by 2,944 sqm over the extant consent.
- 3.1.2 This is an application seeking planning permission for the erection of a building comprising commercial and employment floorspace within Use Classes E(c)(i-iii), E(e) and E(g)(i-iii), associated with cycle and refuse storage, blue badge parking and landscaping works.
- 3.1.3 The development proposal seeks to make the most efficient use of the site by redeveloping it to provide a part 3,4, 6 and part 9 storey building to provide flexible multifunctional employment floorspace.



Image 1: Aerial view of site.

3.2 Site and Surroundings

- 3.2.1 The site is rectangular in shape and is located on the eastern side of Broad Lane and the site area is 0.13ha. The site was occupied by a single storey car wash facility which has since been demolished, though some structures still exist and the site is in a poor condition; in addition foundations were laid for the extent permission. The site is not in a conservation area and there are no locally or statutorily listed buildings near the site.
- 3.2.2 Immediately adjacent to the south of the site (on Broad Lane) is Esin Court comprising a row of two-storey brick built terraced dwellings. Behind the terrace; also to the south of the application site, is a three-storey metal clad warehouse. To the immediate east of the site is a small timber workshop. On the western side, of Broad Lane is residential, containing a mixture of two storey Victorian terraced houses and early 21st century three and four-storey blocks of flats (Bramble Close). To the north of the site is a retail park and the emerging commercial Tottenham Hale District Centre. The retail park is within the District Centre and comprises of new commercial, retail, leisure, and residential uses with buildings ranging in height from mid-rise to tall buildings towards Ferry Lane.
- 3.2.3 The site is in a Defined Employment Area (DEA) 10 (South Tottenham) within the Local Plan Proposal Map, which seeks to protect the existing of employment generating uses. The site is also identified as a Locally Significant Industrial Site (LSIS) in the Council's Local Plan.



Image 2: Site Location Plan.

- 3.2.4 The eastern side of Broad Lane forms part of the Transport for London Road Network (TLRN) and is therefore owned and managed by Transport for London (TfL), rather than the London Borough of Haringey. The service road along the northern boundary of the site is privately owned and maintained.
- 3.2.5 The site benefits from a Public Transport Accessibility Level (PTAL) rating of 6A, indicating excellent access to public transport. A range of bus services are available within a 1 to 6 minute walking distance, whilst Seven Sisters Station and Tottenham Hale Station are approximately 9 and 8 minutes' walk from the site respectively. As such, the site occupies a highly accessible location with excellent connectivity to the wider public transport network.
- 3.2.6 The site is within the Seven Sisters CPZ area, which operates Monday to Saturday from 0800 – 1830, however this covers the Haringey owned/administered roads only, and the waiting and loading restrictions on Broad Lane are managed by Transport for London (TfL).

3.3 Relevant recent Planning and Enforcement History

- 3.3.1 HGY/1994/0521 - Erection of single storey building for use as a car wash - Approved on 23/08/1994.
- 3.3.2 HGY/2016/2232- Demolition of the existing car wash, construction of a new office block including, covered bin, cycle's store and parking. Approved with conditions on 24/03/2017 and subject to employment and skills training and carbon off-setting s106 obligations.

- 3.3.3 HGY/2020/1013 - Lawful development: Certificate of lawfulness (existing use) for implementation of planning permission ref. HGY/2016/2232, by setting out, excavating and pouring part of the concrete foundations designed for the office development in accordance with approved plans. Approved on 03/06/2020.
- 3.3.4 ENF/2025/0656 Erection of various metallic and wooden structures and portable metallic container cabins used for waste management/ recycling centre (Use Class B2) – Enforcement investigation pending.
- 3.3.5 UNW/2019/0060 Unauthorised Works – selling cars on the premises - Breach Resolved.

4.0 CONSULTATION RESPONSES

4.1 Quality Review Panel

- 4.1.1 The scheme has been presented to Haringey's Quality Review (QRP) panel.
- 4.1.2 Following the Quality Review Panel meeting on the 15 November 2023 (see report in Appendix 4), the Panel offered their 'support' for the scheme, with the summary from the report below.
- 4.1.3 The QRP commented positively on the proposal for the redevelopment of the underutilised site for workspace, however, they were not in support of the proposal as presented. They noted the absence of a masterplan and advised that the Council would need to develop one to provide guidance for projects and to allow sites to come forward, as such future proofing designs. The panel thought that both height and massing were excessive. Both, it was suggested, should be reduced for the building to integrate with its setting, creating a successful transition in scale from the two-storey houses of Esin Court and reducing its impact in views along Broad Lane. The panel was also concerned about the 'inward-looking nature' of the scheme.
- 4.1.4 Following the QRP comments the applicant addressed the concerns raised by the panel. A detailed summary of QRP's comments, along with officers' responses are set out in Table 1 under paragraph 6.2.19.

4.2 Application Consultation

- 4.2.1 The following were consulted regarding the application:

Comments are summarised as: –

INTERNAL:

1)LBH Transportation Team: No objection, subject to obligations and conditions.

(Officers have advised that the site has excellent access to public transport services, and there are comprehensive parking controls in the locality of the site, so it is expected that the vast majority of trips to the site will be made by sustainable and active modes. Officers had concerns with the footway, however, the applicant has increased the footway to 1.5m wide. Whilst ideally this would be 1.8m to meet Haringey's and TfL's Streetscape standards, it is acknowledged that a 1.5m wide footway will enable a pedestrian to pass a wheelchair and it is also acknowledged pedestrian flows should be low at this location. Furthermore, officer raised concerns about the lack of swept path plots for larger appliances, However, fire appliances require 3.7m clear kerb to kerb width but can navigate a 3.1m opening if necessary and condition can be attached to address this concern. Overall, in terms of transportation impact terms, this development is not expected to create any adverse highway capacity or public transport capacity impacts).

2) LBH Design: No objections, subject to conditions. *(Officers advised that they were supportive of the proposed development as it would deliver high-quality employment floorspace. The height, bulk and massing of this proposal is well considered, appropriate for the area and likely to help the intensification of this industrial area).*

3) LBH Carbon Management: No objections, subject to conditions and obligations. *(Officers have advised that the overall carbon would carbon reduction would 37%, which is supported in principle. If the scheme does not achieve zero carbon offsetting contributions would be required and this is to be secured by s.106).*

4) LBH Waste Management: No objections, subject to condition. *(Officers have advised that due to the new Simpler Recycling legislation as of April 2025, all businesses must separate their waste into Refuse, Recycling, Food and Glass. The plans show sufficient storage for Refuse and Recycling, however, Food Waste Services will be a mandatory service, and must be considered before final approval).*

5) LBH Flood & Water Management: No objections. *(Officers advised they are content with the submission and are satisfied that the impact of surface water drainage has been appropriately addressed).*

6) LBH Pollution Air Quality: No objections, subject to conditions. *(Officers have advised that there are no objections to the proposed development in relation to Air Quality and Land contamination subjection to conditions).*

7) LBH Arboriculturist Officer: No objections, subject to s.106. *(Officers have advised they have no objections to the proposal, however, there is a lack of any greenery to the proposal. There is an opportunity for street planting opposite within the cul-de-sac and to the entrance that would be set back from the cycle land and street furniture. The feasibility of this should be investigated).*

8) LBH Lighting: No objections, subject to condition. *(Officers advised that any proposed lighting will not be adopted by Haringey, any new lighting should comply with the Institution of Lighting Professionals (ILP) guidance on lighting pollution).*

9) LBH Inclusive Economy: No objections. *(The Local Economy team fully supports the proposed office development as it responds to key Haringey Council Planning objectives of developing and intensifying land in a designated employment area (LSIS) - by significantly increasing the supply of much needed new and modern office floorspace in the borough).*

EXTERNAL

Thames Water:

No objection, subject to informative (Having reviewed the details, we have no comments to make at this time).

Designing Out Crime, Metropolitan Police:

No objections, subject to conditions. (Officers advised that there are concerns around some aspects of the design and layout of the development. It is noted that it is difficult to design out fully issues identified and at best crime can only be mitigated against. Suggested conditions should be attached if planning permission be granted. The project has the potential to achieve a Secure by Design Accreditation).

Historic England:

No Objection (Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, the proposal is unlikely to have a significant effect on heritage assets of archaeological interest).

Transport for London:

No objections, subject to s. 278 and s. 106 contributions/ obligations. (TfL is particularly concerned about the narrow width of the footway along the part of the road nearest Broad Lane, and around the proposed servicing bay. It is recommended that the footway is a minimum of 1.8m so that there is sufficient space for two wheelchair users to pass each other comfortably as recommended in TfL's Streetscape. Furthermore, swept path drawings should be provided of the car being tracked whilst manoeuvring past a vehicle of a size which the proposed.)

Environment Agency:

No objection (The proposed construction falls within Flood Zone 2 and Source Protection Zone 2 and as such follow guidance on sequential test, flood risk standing advice, flood mitigation and ground water/contaminated land standing advice).

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted on the application:

- 714 neighbouring properties were sent letters
- 4 site notices were erected in the vicinity of the site for wider publicity purposes.

5.2 The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

Objecting: 4

5.3 The issues raised in representations that are material to the determination of the application are summarised as follows:

- Loss of daylight
- Proposed building exceeds the height parameters for tall buildings in Tottenham Hale District Centre Framework (*Officer's Comment: The site is not within the Tottenham Hale District Centre Framework*).
- Overlooking
- Overshadowing
- Overbearing
- Out of character

6.0 MATERIAL PLANNING CONSIDERATIONS

The main planning issues raised by the proposed development are:

1. Principle of the development;
2. Design and appearance;
3. Impact on amenity of neighbouring properties;
4. Parking and highway safety;
5. Energy and Climate Change;
6. Urban Greening, Trees, Ecology and Biodiversity;
7. Flood Risk and Drainage;
8. Air Quality and Contamination;
9. Waste and recycling;
10. Employment and Training and
11. Fire Safety.

6.1 Principle of the development

6.1.1 Local Plan Policy SP0 supports the broad vision of the Policy S3 NPPF 2026, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission should be granted unless any benefits are significantly outweighed by demonstrable harm caused by proposals. Policy S3 of the NPPF 2026 states that 'Proposals should apply a presumption in favour of sustainable development'

and Policy S4 states that 'Proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effect'.

- 6.1.2 The site is located in a Defined Employment Area (DEA) 10 (South Tottenham within the Local Plan Proposals Map, which seeks to protect employment generating uses. The site is also identified as a Locally Significant Industrial Site (LSIS) in the current Local Plan, and the site is not currently part of a site allocation. However, in the emerging draft new Local Plan, which has reached preparation for 'Regulation 19' stage in preparing for submission to Government, it forms part of site allocation *THSA10: Fountayne Business Centre*, as well as being part of the *TH PFA3: South Tottenham Hale Employment Area Placemaking Focus Enhance Area*.
- 6.1.3 The draft site allocation THSA10: Fountayne Business Centre proposes the Redevelopment of the Fountayne Business Centre and former car wash site to provide a significant uplift in office floorspace, an improved frontage to Broad Lane, and facilitate new connections into the South Tottenham Employment Area. The allocation seeks engagement with and between landowners to enable co-ordinated or masterplanned development and aims to enhance office and other employment use alongside a more permeable and legible street network. The proposed development would deliver a substantial increase in employment floorspace compared to the existing provision. The development would approximately double the amount of employment floorspace on the site, thereby making a significant contribution towards the allocation's objective of intensifying employment uses and supporting economic growth within this designated employment area.
- 6.1.4 Furthermore, the proposal would provide an improved and active frontage to Broad Lane, enhancing the appearance and legibility of the site and contributing positively to the public realm. Whilst the allocation envisages coordinated development across landholdings where possible, the draft Local Plan has not yet undergone regulation 19 consultation, so should only be afforded limited weight. In any event, this proposal does not prejudice the comprehensive redevelopment of adjacent sites in the future, and retains the potential for future connections and wider area regeneration initiatives to come forward. Consequently, the proposal is considered to align with, and significantly advance, the aspirations and objectives of emerging Site Allocation THSA10.
- 6.1.5 The London Plan (2021) currently forms part of the statutory development plan; however, it is presently at an early stage of review by the Mayor of London with a draft new London Plan published on 16 July 2026; which currently holds very limited weight. Current London Plan Policy E1 (Offices) states that improvements to the quality, flexibility, and adaptability of office space of different sizes (for micro, small, medium-sized, and larger enterprises) should be supported by new office provision, refurbishment and mixed-use development.

6.1.6 London Plan Policy E6 (Locally Significant Industrial Sites) states that boroughs should designate and define detailed boundaries and policies for Locally Significant Industrial Sites and make clear the range of industrial and related uses that are acceptable in LSIS including, 'where appropriate, hybrid or flexible B1c/B2/B8 suitable for SMEs and distinguish these from local employment'.

6.1.7 London Plan Policy E7 (Industrial intensification, co-location and substitution) further states that Development Plans and development proposals should 'be proactive and encourage the intensification of business uses in Use Classes B1c, B2 and B8 occupying all categories of industrial land through introduction of small units, development of multi-storey schemes, addition of basements and more efficient use of land through higher plot ratios and mitigating impacts on the transport network where necessary'.

6.1.8 Local Plan Strategic Policies DPD Policy SP8 (Employment) echoes the NPPF and the London Plan, seeking to secure a strong economy in Haringey and protect the borough's hierarchy of employment land, including Locally Significant Industrial Sites. The forecast demand is for an additional 82,000 sqm net of additional industrial and logistic floorspace and 12,000 sqm of net additional office space. The policy suggests that the forecast demand is to be met through:

- The reconfiguration and re-use of surplus employment designated land in B2 and B8 Use Classes;
- The intensification of the use of existing employment sites (where possible);
- The provision of B1a/b floor space as part of mixed-use development on suitable sites, including town centre sites; and
- The protection of existing viable B Class Uses on designated and non-designated sites.

6.1.9 In addition, the policy also says that the Council will:

- Support local employment and regeneration aims;
- Support environment policies to minimise travel to work;
- Support small and medium sized businesses that need employment land and space; and
- Contribute to the need for a diverse north London and London economy including the need to promote industry in general in the Upper Lea Valley and in particular, promote modern manufacturing, business innovation, green/waste industries, transport, distribution and logistics.
- Within Locally Significant Industrial Sites the Council will safeguard the sites for a range of industrial uses (B1 (b), (c), B2 and B8) where they continue to meet demand and the needs of modern industry and business. The Council will protect these areas to provide choice and

flexibility in employment land. 'The Council will look at opportunities to improve and enhance the general environment of these areas and buildings'.

6.1.10 Under the current Use Classes Order, the proposed flexible Class E floorspace would comprise uses within Classes E(c)(i-iii), E(e) and E(g)(i-iii). The Class E(g) uses are broadly equivalent to the former B1(a) office, B1(b) research and development, and B1(c) light industrial use classes, which were consolidated into Class E following the 2020 amendments to the Use Classes Order. The development would therefore predominantly deliver office, research and development, light industrial and other commercial business floorspace, consistent with the site's employment function and the objectives of the employment area.

6.1.11 Development Management Policy DM 37 (maximising the use of employment and floorspace) adds further weight to the above, noting that within LSIL, that proposals for the intensification, renewal, and modernisation of employment land and floorspace will be supported where the developments, amongst other aspects, are designed to allow for future flexibility of use including subdivision and/or amalgamation to provide for a range of business types and sizes, including small businesses.

6.1.12 Policy DM 37 part b, further states that within Locally Significant Industrial Sites (LSIS), proposals for uses not within Use Classes B1 to B8 will only be supported in exceptional circumstances where the following can be demonstrated:

- The proposal is necessary to facilitate meeting the needs of modern industry and business; or
- The proposal relates to a use which supports the continued functioning of the LSIS as a predominantly industrial and commercial area; or
- The proposal would deliver strategic economic benefits of a borough or sub-regional scale; and
- The loss of the B Use Class land or floorspace would not compromise the strategic employment land requirement; and
- The proposal would not restrict, prevent or in any way prejudice the continued operation of adjoining or nearby established employment uses.

6.1.13 The site is an existing former car wash comprising of a single storey building which has now been demolished, on the east side of Broad Lane, within a short distance to the south of Tottenham Hale. The site already benefits from an extant planning permission (ref. HGY/2016/2232), which was lawfully implemented pursuant to planning permission ref. HGY/2020/1013. The extant planning permission granted was for B1 office uses. The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 came into force on 1 September 2020 and introduced the new Class E (Commercial, Business and Service). These changes consolidated a number

of former use classes, including Classes A1, A2, A3, B1 and elements of Classes D1 and D2, into a single flexible use class; Class E 'Commercial, Business and Service' use. The intention was to provide greater flexibility for businesses by enabling changes between a range of commercial, business and service uses without the need for planning permission, where such changes remain within Class E. The current proposal seeks to increase the approved floorspace by approximately 2,944 sqm to provide additional flexible Class E(g)(i-iii) floorspace, comprising uses of offices, research and development of products or processes, and industrial processes (which can be carried out in any residential area without causing detriment to the amenity of the area). Furthermore, the extant planning permission consisting of approximately 1,994 floorspace would provide flexible Class E(c) (i-iii) and E(e) floorspace. These uses would be compatible and would provide additional floorspace, contributing to the intensification and more efficient use of employment land within the LSIS, whilst maintaining flexibility to accommodate a range of employment-generating activities and respond to changing market demands.

6.1.14 The submitted Planning Statement confirms that the projected employment figures are based on the proposed office floorspace and applicable employment density assumptions. The development is estimated to have the capacity to accommodate approximately 411 employees. This figure has been derived from the proposed 4,938 sqm Gross Internal Area (GIA) of office floorspace, applying an employment density of one employee per 12 sqm, in accordance with the relevant employment density matrix. On this basis, the proposed development is expected to support approximately 411 full-time equivalent jobs, making a positive contribution to local employment opportunities and the intensification of employment-generating floorspace on the site. These benefits would be secured through obligations within the s.106 legal agreement, including a requirement that a minimum of 20% of employment opportunities generated during both the construction and operational phases of the development are made available to local residents.

6.1.15 As such, the proposal would deliver substantial economic benefits through the intensification of employment-generating floorspace and would support the Council's objectives of promoting local employment, skills development and sustainable economic growth.

Flexibility of Use within the Locally Significant Industrial Site (LSIS)

6.1.16 The extant consent includes 1,994 sqm of B1 office space, which now falls within the more flexible Use Class E floorspace which is unrestricted in terms of use. Policy DM37 of the Development Management DPD states that, within Locally Significant Industrial Sites (LSIS), proposals for uses outside Use Classes B1 to B8 will only be supported in exceptional circumstances.

6.1.17 Acknowledging that the original consent has been implemented, and that the Use Classes Order has been amended, the extant permission allows for uses

outside of the old B1 to B8 Use Classes; which is a material consideration of considerable weight in assessing this proposal. Following extensive discussions with the applicant, it was acknowledged that the originally approved floorspace of 1,994 sqm has the ability to remain unrestricted in terms of floor area across the ground, first and second floors. However, to ensure that the development continues to support appropriate employment-generating uses, it has been agreed that that original unrestricted floorspace shall be limited to flexible Class E(c)(i-iii) (financial, professional and other commercial services) and Class E(e) (medical and health services) only. A suitably worded planning condition would be attached to any permission granted to secure this restriction and provide certainty regarding the future operation of the approved floorspace. This approach is considered reasonable given that the floorspace was approved under the extant permission without any conditions restricting its use, and the development has been lawfully commenced pursuant to planning permission HGY/2020/1013.

6.1.18 In respect of the proposed additional floorspace, and in order to ensure compliance with Policy DM37, the new floorspace would be restricted to Use Class E(g)(i) E(g)(ii) and E(g)(iii). This restriction is necessary to safeguard the employment and industrial function of the LSIS and would be secured by planning condition.

6.1.19 The application site is located within a designated LSIS. The proposal would result in a net increase of approximately 2,944 sqm of internal floorspace, bringing the total amount of new floorspace across the development to approximately 4,938 sqm. The proposal would enhance the site's employment-generating capacity, especially considering its previous use as a car wash, and deliver significant economic benefits through the provision of modern, high-quality employment development.

6.1.20 The development would support the continued productive use of the site, contribute towards the protection and intensification of employment land, and assist in meeting strategic objectives for economic growth and job creation. Policy DM37 supports the redevelopment and intensification of employment uses within designated Strategic Industrial Locations and Locally Significant Industrial Sites, as proposed in this instance. As such, the proposed intensification on this site is strongly supported by national, regional and local planning policies which seek to promote sustainable economic development and the efficient use of employment land.

6.1.21 It is therefore considered that the principle of the redevelopment of the former car wash centre, on Broad Lane, is acceptable and accords with the strategic aims and objectives of the relevant planning policy framework.

6.2 Design and Appearance

6.2.1 DM Policy (2017) DM1 of the Local Plan 'Delivering High Quality Design' states that development proposals should relate positively to their locality,

having regard to building heights, form, scale and massing prevailing around the site, urban grain, sense of enclosure and, where appropriate, following existing building lines, rhythm of any neighbouring or local regular plot and building widths, active, lively frontages to the public realm, and distinctive local architectural styles, detailing and materials.

- 6.2.2 Local Plan (2017) Policy SP11 states that 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. 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, which is supported by London Plan Policy D4.
- 6.2.3 The applicant submitted a pre-application proposal and received guidance on how the scheme could be improved. The proposal was also presented to the Quality Review Panel (QRP), who advised that the proposed development had potential, subject to further amendments. The applicant had a further follow up pre-application with officers after the QRP meeting. The applicant has addressed the feedback received from officers and QRP and achieved a proposal which is considered to have adequately addressed the points of concern.

Street Character, Height, Bulk and Massing

- 6.2.4 The immediate context of the site is characterised predominantly by development of up to two storeys in height, including the industrial, office park buildings to the north-east and the residential terraces to the south and west. However, the wider townscape includes a number of larger-scale developments, notably 3 and 4 storey flatted blocks on the western side of Broad Lane, together with several significantly taller buildings within the surrounding area. The site is located in close proximity to Tottenham Hale Retail Park, which is identified within the adopted Haringey Local Plan (2017) as forming part of the Tottenham Hale District Centre Growth Area and as a 'Location Appropriate for Tall Buildings'. The area is also guided by the Tottenham Hale District Centre Framework (2015), which sets out a comprehensive regeneration strategy to transform the growth area into a high-density, mixed-use urban centre centred on sustainable transport, public transport accessibility and active travel.
- 6.2.5 The evolving character of the area is reflected in the scale of recently completed, consented and emerging development, including numerous tall buildings concentrated around Tottenham Hale Station and Station Square, particularly to the west, north and east. As such, the site sits within a rapidly changing urban environment where increased building heights and densities form a key component of the planned regeneration objectives for Tottenham Hale.

- 6.2.6 The site occupies a prominent corner position at the junction of Broad Lane and the access road serving Fountayne Business Park. Owing to its highly visible location, the proposed development would form a significant landmark within the local streetscape and make a positive contribution to townscape legibility. The development would help reinforce this route as an important east-west connection into the heart of the South Tottenham Industrial Estate, improving its visibility, accessibility and sense of arrival. In doing so, the proposal would support the ongoing evolution of the LSIS towards a more intensified and economically productive employment area. The proposal is therefore considered to align with the Council's aspirations for the regeneration and enhancement of the area, promoting a higher-quality public realm and a more accessible and attractive employment neighbourhood.
- 6.2.7 Officers note that the proposals are broken into three distinct but adjoining elements related to their height; the nine-storey element to the east, the six storey element in the centre and the four-storey element to the west of the site, each with their own, contrasting but compatible architectural composition, form, fenestration pattern and detailing, but with compatible levels, rhythm and complimentary palette of materials. This serves to reinforce the proposed height and massing, resolving the steps in height elegantly.
- 6.2.8 Officers considers that the proposed massing strategy to be well conceived and appropriate to the site's context. In particular, the nine-storey element is considered compatible with the prevailing and emerging built form within the industrial estate and would be broadly comparable in height to the tallest existing building in the area, known as *The Archives*. Officers further note that the siting of the tallest element at the eastern end of the site is appropriate, allowing the development to step down progressively through a series of well-composed building forms towards the west.
- 6.2.9 Officers note that this transition in scale results in a six-storey central section and a four-storey element addressing the Broad Lane frontage, where the building height would relate appropriately to the varied townscape character on the opposite side of Broad Lane, comprising a mix of two, three, four and five-storey buildings. A further reduction in height to three storeys at the south-western corner of the site enhances the relationship with the adjoining two-storey terraced properties at Esin Court, helping to ensure a suitably contextual response and a more sensitive transition between the proposed development and neighbouring residential accommodation.
- 6.2.10 Overall, the proposed development is considered to present a well-resolved and contextually responsive approach to streetscape design, scale, height, bulk and massing. The scheme has been carefully designed to support the planned intensification of this industrial area whilst improving its legibility, connectivity and integration with the surrounding neighbourhood. The graduated form of development ensures that the proposal responds appropriately to neighbouring land uses and maintains an acceptable relationship with the surrounding built environment.

6.2.11 Officers note that the scheme has evolved significantly through the pre-application and application process, including detailed engagement with officers and following consideration by the QRP. In response to feedback, the original proposal, which comprised a more uniform building height and a less contextual relationship with the adjacent residential properties, has undergone substantial refinement. The current design introduces a more nuanced and articulated massing strategy, with building heights stepping down towards sensitive residential boundaries to achieve a more appropriate transition in scale.

6.2.12 Whilst the eastern element of the development remains a prominent nine storey building, it is considered that this height is justified within the context of the wider regeneration of the area and the site's location within an identified growth area. It is considered that a taller element would not result in unacceptable impact on neighbouring occupiers. Rather, it would provide a distinctive marker within the townscape, signalling the ongoing transformation of the area and contributing positively to the Council's wider aspirations for regeneration, intensification and place-making within the South Tottenham industrial area.

Block Form, Rhythm, Fenestration, Materials & Detailing

6.2.13 Officers note that the proposals are broken into three distinct but adjoining elements related to their height; the nine storey element to the east, the six storey element in the centre and the three -storey element to the west of the site, each with their own, contrasting but compatible architectural composition, form, fenestration pattern and detailing, but with compatible levels, rhythm and complimentary palette of materials. This serves to reinforce the proposed height and massing, resolving the steps in height elegantly.

6.2.14 Furthermore, the proposed development would be finished in brick and the proposed brick-based materials palette supports this overall composition, with three different bricks proposed, one for each section, each with different complementary mortar, cills, lintels, stone to the base, window patterns, and metal cladding to the recessed top floors. At this stage these are considered appropriate for the context, supportive of the proposed composition, and robust, durable and attractive, subject to condition including provision of physical samples, attached, for the applicant to submit details of materials.

Workspace Quality

6.2.15 The proposed development primarily comprises workspace accommodation, principally office uses. The site is considered well suited to this use given its highly accessible location in close proximity to Tottenham Hale Station, which provides excellent connectivity to Central London, the West End, Stansted Airport and a wide range of regional and national destinations.

- 6.2.16 The proposed floorspace has been designed to effectively accommodate modern office requirements, particularly at the upper levels. The building would incorporate relatively shallow floorplates that maximise access to natural daylight across working areas, with an emphasis on north-facing glazing to minimise solar gain and glare. Furthermore, the provision of two circulation cores facilitates a high degree of flexibility, enabling the floorspace to be subdivided into a range of unit sizes capable of meeting the needs of different occupiers, which is supported.
- 6.2.17 The proposal also incorporates a range of complementary ancillary uses, which would form part of the unrestricted floor space primarily at ground floor, first and second floor level. Such uses classes are increasingly recognised as integral to the delivery of sustainable and successful employment-led developments, helping to support occupier wellbeing and create an active and vibrant environment. The layout has been designed to allow these units to operate either independently with direct street access, or in conjunction with the wider building. Plant equipment, refuse storage and cycle parking are appropriately integrated within the development and are considered to be robustly designed and adequately accommodated.
- 6.2.18 Overall, it is considered that the proposed uses are not expected to give rise to unacceptable impacts on neighbouring occupiers in terms of noise, overlooking or loss of privacy; subject to appropriate mitigation. The building has been carefully designed, with the placement of windows and recessed façade elements having particular regard to the relationship with adjoining residential properties. As such, the scheme effectively minimises opportunities for overlooking and protects the amenity and privacy of neighbouring dwellings and their associated private outdoor spaces.



Image 3: Proposed building viewed from Broad Lane

Quality Review Panel (QRP) Comments:

6.2.19 The QRP report of the review on 15th November 2023 is attached as Appendix 4. A summary of the comments is provided below:

The panel welcomes the redevelopment of this underutilised site for workspace but cannot support the scheme as it stands. The proposals represent an improvement on the extant planning consent for the site, but further work is needed to raise the standard of design.

The London Borough of Haringey aims to develop the South Tottenham Industrial Estate, but an approved masterplan is not yet in place. The panel encourages the council to develop this as soon as possible to provide guidance for project teams, allowing sites to come forward and future proofing designs. In the absence of a masterplan, the panel advises a more cautious approach to the site. This must include a more sensitive response to the existing context. The panel thinks that both height and massing are excessive. Both should be reduced if the building is to integrate with its setting, creating a successful transition in scale from the two-storey houses of Esin Court and reducing its impact in views along Broad Lane. The panel is also concerned about the inward-looking nature of the scheme. The architectural language is elegant but makes no attempt to create a dialogue with the public realm. The building footprint should be reduced to make space for self-sufficient servicing arrangements, adequate Blue Badge parking and a more positive relationship with the street. Further work is needed to develop proposals for the way the building will be occupied, with the internal layout and floor-to-ceiling heights enabling these uses. This will allow the building to host a greater range of businesses, including creative makers, and will help to maintain the unique character of the South Tottenham Industrial Estate. The panel also encourages the project team to provide windows on the blank façades and integrate amenity spaces to create working environments that are better for employee health and well-being.

6.2.20 Detailed QRP comments together with officer's comments are set below in Table 1.

Panel Comment	Officer Responses
<i>Height and massing</i> The QRP felt the nine-storey height was excessive, suggesting a maximum of 5–6 storeys to relate better to the surrounding residential context. The massing was seen as overbearing, particularly adjacent to Esin Court.	QRP comments noted. The QRP was held on 15 th November 2023; with a follow up pre-application taking place in 2024, in which the applicant was advised to adjust massing by shifting the taller element eastward and refining its proportions. Officers were in support of a part 9-storey high development, and encouraged increased floor-to-ceiling heights to improve workspace quality.

	Officers note that the scheme has evolved significantly through the pre-application and application process, including detailed engagement with officers and following consideration by the QRP. In response to feedback, the original proposal, which comprised a more uniform building height and a less contextual relationship with the adjacent residential properties, has undergone substantial refinement. The current design introduces a more nuanced and articulated massing strategy, with building heights stepping down towards sensitive residential boundaries to achieve a more appropriate transition in scale. The proposed building has been carefully designed such that the proposed building adjacent to Esin Court would be three storeys in height. The massing at first, second and third floor levels has been set back approximately 7 metres from the shared boundary with Nos. 1 and 2 Esin Court. As a result, it is considered that the development would not appear unduly overbearing or result in an unacceptable sense of enclosure for these neighbouring residential properties.
<i>Public realm</i> The QRP considered the proposal overly reliant on a private road for servicing and recommended reducing the building footprint to allow self-sufficient servicing, blue badge parking, and more public realm.	QRP comments noted. The proposals were initially revised to redesign the ground floor, to create a more active and welcoming street frontage. Recessed glazing, planters and a well-defined main entrance would enhance the building's relationship with Broad Lane. However, the applicant was advised at pre-application stage that the ground floor should incorporate on-site blue badge parking within the building envelope and new landscaped space to the east. Officers requested the

	introduction of pocket public spaces and an active ground floor (e.g. café/community space) to enhance public realm and accessibility, which has been accommodated to the rear of the site, alongside soft landscaped public realm.
<i>Workspace</i> The panel encouraged provision of flexible, creative workspaces with sufficient ceiling heights and natural light, to attract maker and creative industries.	QRP comments noted. The floor-to-ceilings heights have been increased from 2.7m to 2.9m, improving daylight and flexibility. The internal layout now allows subdivision into 19 self-contained units (indicatively, although there are other permutations reflecting future flexibility). The applicant was advised that officers would prefer ground floor units to have direct street access and this flexibility has been incorporated
<i>Amenity space</i> The panel criticised the absence of outdoor amenity for occupants and recommended roof terraces or other areas to improve wellbeing and provide respite.	QRP comments noted. The applicant has introduced green roof space of 712 sqm and landscaped open space to the east. These provide ecological and visual amenity benefits consistent with the QRP's recommendations.
<i>Inclusive and sustainable design</i> The QRP encouraged windows on blank façades, integration of natural ventilation, and high sustainability standards.	QRP comments noted. The proposal has been revised and a LETI-aligned passive design strategy has been incorporated with solar control glazing, natural ventilation, and external shading. Furthermore, the façade of the building has been designed in coordination with an energy consultant and with a strong emphasis on the 'passive first' approach, in direct alignment with the LETI Climate Emergency Design Guide. The design prioritises low-energy strategies to reduce operational carbon, enhance thermal comfort, and minimise reliance on mechanical systems.

The panel encouraged strong sustainability credentials, integration of natural ventilation and low-carbon energy solutions.	QRP comments noted. PV coverage has been expanded, air source heat pumps with acoustic screening and green roofs have been included.
<i>Architecture</i> The QRP considered industrial aesthetic to be broadly successful, but encouraged refinement of the Broad Lane elevation and material variation to reflect Tottenham's creative character.	QRP comments noted. The proposal has retained the elegant industrial language while refining window proportions and adding articulation. Officers advised the applicant that a more distinctive, creative façade expression referencing local industrial materials would be welcomed. The warehouse style windows were incorporated across the building, ensuring the building would have a more industrial/warehouse vernacular. In addition, the floor-to-ceiling height were increased to 2.7m and building services were exposed with a contemporary workspace feel. Large windows with relatively shallow floor plans allow ample daylight for a high-quality internal atmosphere. The largely uninterrupted floor plate and two cores inherently offer great flexibility by allowing various subdivisions, suiting a range of business sizes. A goods lift has been added with direct access to the street to further increase the flexibility of uses as well as catering for the future.
<i>Transport and Highways</i> The panel raised concerns about	

reliance on the private access road for servicing and parking.	QRP comments noted. The proposal has been amended and now provides internal blue badge parking, relocated cycle storage, and a clear servicing strategy.
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6.3 Impact on amenity of neighbouring properties

6.3.1 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, and states 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.

6.3.2 Development proposals should ensure a high standard of privacy and amenity for a development's users and neighbours, in accordance with Local Plan DPD Policy DM1. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land. An appropriate amount of privacy should be provided to neighbouring properties by avoiding overlooking.

6.3.3 The proposed development is situated to the north of the two-storey dwellings at Esin Court and, as such, would not result in direct overshadowing of these properties. The depth of the development, together with the substantial setback and recessed massing from first-floor level, would assist in mitigating perceptions of enclosure, outlook impacts and reductions in daylight to the nearest neighbouring property, No. 1 Esin Court, as well as other dwellings within Esin Court. Furthermore, the taller elements of the scheme are concentrated towards the rear of the site, where the development interfaces with existing commercial and industrial premises rather than residential properties. In addition, ten windows on the rear (south-facing) elevation, which would face towards the rear gardens of properties within Esin Court, would be provided as opaque. This would minimise opportunities for overlooking and safeguard the privacy and amenity of neighbouring occupiers.

Daylight/sunlight

6.3.4 The applicant has submitted a revised Daylight and Sunlight Report (Neighbouring Properties) prepared by Right of Light Consulting (April 2025). The assessment considers the effects of the proposed development on neighbouring residential properties at Esin Court, Bramble Close and 143 Broad Lane, together with a number of neighbouring commercial buildings and the College on the opposite side of the former car wash. The assessment has been undertaken in accordance with the BRE publication Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (3rd Edition, 2022).

6.3.5 The report concludes that several of the neighbouring properties are commercial or educational buildings and, for planning purposes, do not benefit from the same expectation of daylight and sunlight protection as residential accommodation. The assessment therefore focuses principally on the impacts upon the nearby residential properties.

6.3.6 The submitted study reports that all residential habitable-room windows assessed satisfy the BRE Vertical Sky Component (VSC) criteria with the exception of five windows located at 1, 2 and 3 Esin Court. The report identifies that windows 56, 61 and 67 serve habitable rooms in the form of bedrooms, whilst windows 63 and 69 serve small kitchen areas. The report further notes that bedrooms and kitchens generally have a lower requirement for daylight and sunlight than principal habitable living rooms. As such, any adverse effects on these rooms are afforded less weight in the assessment and are not considered to result in a material loss of residential amenity. The report identifies the following mitigating circumstances:

- Window 56 at 3 Esin Court records a retained VSC of 0.78 times its former value, very close to the BRE guideline threshold of 0.80.
- Windows 63 and 69 at 1 and 2 Esin Court are already significantly constrained by an existing overhanging balcony and timber boundary screening. The report concludes that whilst the proposed development introduces additional obstruction, it does not create a materially different situation from the existing condition.
- The BRE Vertical Sky Component assessment identifies reductions in daylight to windows 61 and 67 at 1 and 2 Esin Court which fall outside the BRE recommended thresholds, with retained VSC values of 67% and 69% of their existing levels respectively. Whilst these results indicate a noticeable reduction in daylight to these windows, the impacts must be considered in the context of the wider daylight assessment, including the performance of the affected rooms as a whole and the urban characteristics of the surrounding area. On balance, the degree of impact is not considered to result in unacceptable harm to neighbouring residential amenity, such that the application should be refused.
- The affected windows at 1 and 2 Esin Court are located at the end of a terrace and would, following development, experience a relationship more comparable to that already experienced by intermediate properties within the terrace.

6.3.7 The numerical results demonstrate that the impact is highly localised, affecting only 5 residential windows out of the substantial number assessed, with no widespread daylight reductions identified across the surrounding residential area.

6.3.8 A Daylight Distribution (No Sky Line (NSL)) assessment was undertaken for those neighbouring rooms where sufficient internal layout information was

available. The assessment concludes that all habitable rooms requiring daylight achieve compliance with the BRE daylight distribution criteria. Accordingly, no such neighbouring residential rooms are predicted to experience an unacceptable reduction in daylight distribution as a result of the proposed development.

6.3.9 This is a significant consideration, as the BRE guidance identifies daylight distribution as a key indicator of the practical daylight conditions experienced within a room. The assessment therefore demonstrates that, notwithstanding the limited Vertical Sky Component (VSC) results identified, the overall quality and functionality of daylight within neighbouring residential accommodation would remain largely unaffected by the proposed development.

6.3.10 Regarding Sunlight to neighbouring windows, the applicant has assessed all windows facing within 90 degrees of due south, in accordance with BRE guidance. The development lies north its closest residential neighbours. The report concludes that all neighbouring residential windows with a requirement for sunlight satisfy both the Annual Probable Sunlight Hours (APSH) test and Winter Probable Sunlight Hours (WPSH) test. Accordingly, the proposed development is not predicted to result in any material loss of sunlight to neighbouring residential occupiers.

6.3.11 Overall, the submitted assessment demonstrates a high degree of compliance with the BRE guidance. Non-compliance is limited to only a small number of windows at Esin Court (VSC), and the report provides reasonable explanation as to why those impacts are limited in extent and influenced by existing site conditions. Importantly:

- all residential rooms tested pass the daylight distribution assessment;
- all residential windows assessed for sunlight pass the BRE sunlight tests;
- all neighbouring gardens and amenity areas satisfy the BRE overshadowing requirements; and
- the report concludes that there has been no material change in daylight and sunlight impacts compared with the scheme previously assessed under planning permission ref. HGY/2016/2232.

6.3.12 The BRE Guide expressly advises that its numerical targets should be applied flexibly and with regard to urban context. In this instance, the identified deviations are limited, highly localised and do not indicate a widespread or unacceptable loss of residential amenity. The proposal would not give rise to unacceptable daylight, sunlight or overshadowing impacts on neighbouring residential properties.

6.3.13 The assessment demonstrates a generally high level of compliance with the BRE 2022 guidance, with only a very limited number of localised VSC failures. Taking account of the urban context, the overall level of compliance achieved, the absence of any daylight distribution failures, the full compliance with sunlight testing, and the satisfactory performance of neighbouring gardens and amenity spaces, the daylight and sunlight impacts of the proposal are considered acceptable and compliant with Policy DM1.

Outlook & Enclosure

- 6.3.14 Following the advice of the Quality Review Panel (QRP), the massing at first, second and third floor levels has been set back approximately 7 metres from the shared boundary with Nos. 1 and 2 Esin Court. This amendment has been incorporated to maintain an acceptable level of outlook for the occupiers of these neighbouring residential properties. As such, it is considered that the design, scale and siting of the proposed development would not result in any significant loss of outlook or materially increase the sense of enclosure experienced by neighbouring residents. Consequently, the proposal would not give rise to any unacceptable impact on the amenity of occupiers of Nos. 1 and 2 Esin Court.

Overshadowing

- 6.3.15 BRE Guidance considers the impact of the development on neighbouring private gardens and amenity spaces using the BRE overshadowing methodology, which assesses whether at least 50% of an amenity area receives a minimum of two hours of sunlight on 21st March. Ten neighbouring amenity areas were assessed, comprising gardens associated with Esin Court and Bramble Close. The assessment concludes that all gardens and amenity areas tested comply with the BRE recommendations following development. The numerical results indicate either no change or an extremely limited reduction in areas receiving two hours of sunlight on 21st March, with all assessed spaces continuing to satisfy the BRE criteria.

Privacy & overlooking

- 6.3.16 The submitted drawings indicate that 10 windows on the rear (south facing) elevation facing the rear gardens of Esin Court would be opaque. These windows would be located at second, third floor and fourth floor and would be approximately 1.7 metres above ground. As such any loss of privacy and overlooking would be minimised. As such, it is considered that the proposed development would not have significant impact the residential amenities of these properties. A condition would be attached requiring opaque windows to be installed prior to first occupation/use.

Overbearing

- 6.3.17 The proposed building has been carefully designed such that the proposed building adjacent to Esin Court would be three storeys in height. The massing at first, second and third floor levels has been set back approximately 7 metres from the shared boundary with Nos. 1 and 2 Esin Court. As a result, it is considered that the development would not appear unduly overbearing or result in an unacceptable sense of enclosure for these neighbouring residential properties.



Image 4: Proposed building viewed from Broad Lane

Other amenity considerations

- 6.3.18 Policy DM23 of the DM DPD states that new developments should not have a detrimental impact on air quality, noise or light pollution. DPD Policy DM1 requires proposals to address issues of vibration, noise, fumes and odour.
- 6.3.19 The submitted plans indicate that plant equipment would be located at roof level of the proposed 9-storey building within a purpose-built acoustic enclosure. The nearest surrounding noise-sensitive receptors are located within substantially lower buildings of approximately four storeys in height. Furthermore, given the significant separation between the proposed plant and the nearest receptors, together with the acoustic screening measures proposed, it is considered the amenities of the residential properties would not be harmed. As such, the potential for adverse noise impacts on neighbouring occupiers is considered to be limited and capable of being appropriately mitigated.
- 6.3.20 The applicant submitted supporting letter prepared by acoustic consultants. This has been reviewed by the Council's Noise Team, who have advised that they raise no objection in principle to the proposed rooftop plant. Nevertheless, to ensure that noise impacts on neighbouring occupiers are appropriately assessed and mitigated, a planning condition is recommended requiring the submission of a Noise Impact Assessment prior to the installation of the plant equipment.

6.4 Parking and highway safety

- 6.4.1 London Plan Policy T4 explains that proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. In terms of cycling, London Plan Policy T5 requires developments to provide appropriate levels of cycle parking, which should be fit for purpose, secure and well located. Cycle parking should be provided in accordance with the minimum standards in Table 10.2 of the London Plan.
- 6.4.2 London Plan Policy T6 sets out that car parking should be restricted in line with the levels of existing and future public transport accessibility and connectivity. Developments should be designed to provide the minimum necessary parking. The car parking standards that should apply to this proposal are outlined in Table T6.2 of the London Plan (maximum standards). The standards for non-residential accessible parking are identified in Table 10.6 of the London Plan.
- 6.4.3 Local Plan (2017) 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 DM Policy (2017) DM31 'Sustainable Transport'.
- 6.4.4 The application site is situated on the eastern side of Broad Lane, which forms part of the Transport for London Road Network (TLRN) and is therefore owned and administered by Transport for London rather than the London Borough of Haringey. The service road located along the northern boundary of the site is privately owned and managed.
- 6.4.5 The site has excellent accessibility to public transport services with a PTAL value of 6A, with 6 bus services accessible within 1 to 6 minutes' walk, Seven Sisters station a 9 minute walk away and Tottenham Hale 8 minutes' walk away.
- 6.4.6 The site is located within the Seven Sisters Controlled Parking Zone (CPZ), which operates between 08:00 and 18:30, Monday to Saturday. However, the CPZ controls apply only to roads owned and administered by the London Borough of Haringey. Broad Lane forms part of the Transport for London Road Network (TLRN), and any waiting and loading restrictions on this road are therefore managed by Transport for London. The road directly adjoining the application site is subject to private parking management arrangements.

Access arrangements

- 6.4.7 The proposed development is a car-free scheme, with no general car parking provision on site. A single Blue Badge parking space is proposed within the site, accessed from the southern side of the adjacent service road.

Pedestrian access to the development would be provided from the footway on the corner of Broad Lane. Access to the refuse and cycle storage facilities would be taken from the service road along the northern boundary of the site, with the stores located centrally within the building footprint.

- 6.4.8 Since the submission of the application, the applicant has undertaken a topographical survey to verify the dimensions and available width of the service road. Updated drawings and supporting information have subsequently been provided, demonstrating that the service road would have a minimum width of between 6.76m and 7.1m. The proposals include the provision of a dedicated loading bay on the southern side of the service road capable of accommodating 10-metre rigid vehicles. Swept path analysis has also been submitted, which indicates that cars would be able to safely manoeuvre past a vehicle parked within the loading bay, thereby maintaining vehicle circulation along the service road.
- 6.4.9 The proposal includes the provision of a 1.5m wide footway along the service road as there is no footway to the south side of the service road at present. Whilst this falls below the 1.8m width generally sought by Haringey and TfL Streetscape standards, the Council's Transportation Officer considers the reduced width acceptable in this instance having regard to the specific site circumstances. The service road is expected to experience low levels of pedestrian activity, and the proposed footway would provide a clear, dedicated and unobstructed pedestrian route where none currently exists. The width is sufficient to accommodate pedestrian movement, including wheelchair users, and would enable users to pass through the area safely and unhindered. Furthermore, achieving a 1.8m footway would significantly constrain the operational requirements of the service yard and servicing arrangements.
- 6.4.10 In addition to the above, TfL's Streetscape Guidance (2022) states that a 1.5m wide footway clear zone is the acceptable minimum, with 1m being the absolute minimum. Haringey's Streetscape Manual also states that 'Wherever possible ensure a 1.8m clear footway width is maintained, equivalent to the width of three people. However, a minimum of 1.2m is acceptable'. On balance, the proposal represents a proportionate and practical solution that delivers a material improvement to pedestrian safety and accessibility without giving rise to any unacceptable impact on the operation of the local highway network. As such, the arrangement is considered acceptable on transport and highways grounds.

Trip generation

- 6.4.11 A Transport Assessment (TA) has been submitted in support of the application. The TA indicates that, compared with the consented scheme, the proposed increase in office floorspace would generate an additional 98 arrivals and 14 departures during the AM peak hour. During the PM peak hour, a similar level of activity is predicted, comprising 12 arrivals and 99 departures. The cycle mode share is forecast to be 4.5%, with overall mode

shares based on a car-free development, resulting in very low levels of car travel associated with the site, limited to the provision of a single blue badge parking space. It is considered that the predicted trip generation would not result in unacceptable impacts on public transport services, the highway network, or servicing capacity. It is also anticipated that cycle mode share may increase over time.

6.4.12 In respect of delivery and servicing activity, the submitted TA estimates that the development would generate approximately 7 servicing arrivals and departures per day. This level of servicing demand is considered to be relatively low and would not result in any material impact on the capacity or operation of the surrounding highway network. A servicing pay is shown to be provided outside the building, to its north.

Travel plan & Active Travel

6.4.13 A draft Travel Plan has been submitted, and its format and scope are acceptable. To ensure sustainable travel to the site is confirmed, a Travel Plan would be secured via a s106 Legal Agreement and including a Travel Plan Monitoring Fee. Subject to this, it is considered that the development would suitably support sustainable transport.

6.4.14 An Active Travel Zone Assessment was conducted, and the following routes were considered to and from the site:

- Bus stops along Broad Lane
- Tottenham Hale Retail Park
- Tottenham Hale Underground station/bus station
- Down Lane Park.

6.4.15 The assessment identified opportunities to enhance the pedestrian environment along these routes through improvements to footway surfaces, the removal of street clutter, and the provision of additional seating and street tree planting. Given the scale of the development and its car-free nature, the officers consider that a financial contribution towards such public realm and pedestrian accessibility improvements is justified. This contribution would be secured via s. 106 legal agreement.

Car parking considerations

6.4.16 As set out previously, the proposal is a car-free development, with no on-site car parking provision other than a single Blue Badge parking bay. The car-free nature of the scheme is considered to be acceptable in principle, having regard to the site's excellent accessibility to public transport services and its location within a Controlled Parking Zone (CPZ).

6.4.17 In respect of the private parking areas immediately north of the site serving Fountayne Business Park, these spaces are allocated to existing occupiers and are not available for public or pay-and-display use. Furthermore, publicly

available parking within the vicinity of the site is limited and generally suitable only for short-stay visits rather than all-day commuter parking. As such, any available pay-and-display provision is more likely to serve visitors to the proposed commercial premises rather than employees requiring long-stay parking. Consequently, the proposal is not expected to generate significant parking demand or displacement parking impacts within the surrounding area.

6.4.18 Overall, the site benefits from excellent public transport accessibility and is subject to comprehensive parking controls. Consequently, the majority of trips to and from the development are expected to be made by sustainable and active travel modes. Any car trips associated with the office use, particularly outside CPZ operating hours, are likely to be minimal and would not give rise to any material transport or parking impacts.

Cycle parking considerations

6.4.19 The London Plan 2021 Policy T5 requires that developments 'provide the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well located, and be in accordance with the minimum standards. The proposed development would see the provision of 50 cycle parking spaces in total, which is considered acceptable to meet policy, and would include the following:

- 4 x wider spacing Sheffield spaces;
- 18 x standard spacing Sheffield spaces (including 12 no. short stay); and,
- 28 x two-tiered spaces.

6.4.20 All cycle parking would be provided internally, with separate long-stay and short-stay cycle parking facilities proposed. The submitted plans demonstrate that there is capacity within the site to accommodate additional cycle parking spaces if needed, particularly given the absence of general car parking provision. It is considered that adequate visitors cycle parking can be provided on-site and precise details of visitor's cycle parking arrangements can be secured by way of a planning condition.

6.4.21 While the application includes some information regarding the design and layout of the proposed cycle stores, full details of the cycle parking facilities, including their specification, security measures, accessibility and management arrangements, will be required. These details shall be secured through a pre-commencement condition.

Delivery and servicing

6.4.22 A draft Delivery and Servicing Management Plan (DSMP) has been submitted, which identifies a proposed loading bay on the southern side of the service road. The submitted delivery and servicing trip generation assessment forecasts a maximum of 1 to 2 vehicle movements during peak hours and approximately 7 arrivals and departures per working day.

6.4.23 The proposed loading bay is of sufficient size to enable other vehicles to pass unobstructed, and the submitted swept path analysis demonstrates that this can be accommodated. The space available is capable of accommodating the largest vehicles likely to service the proposed development and the wider Fountayne Business Park, and a swept path assessment will be required by condition to confirm acceptable manoeuvrability. It is acknowledged that a 3.1-metre-wide fire appliance can pass through the available gap. Given that a fire appliance is anticipated to be the largest vehicle likely to access the site and utilise the service road, it is considered that the proposed access arrangements would be adequate to accommodate the operational requirements of vehicles serving the development. The applicant would be required to confirm this as part of the final DSMP to ensure that servicing activities do not prejudice access or movement along the service road. To secure this information, a pre-commencement condition will be imposed requiring the submission and approval of a final Delivery and Servicing Management Plan.

Construction and Logistics

6.4.24 The applicant has submitted a draft Construction Logistics Plan (CLP) and a detailed CLP will be required for review and approval prior to commencement of any site works. The draft CLP is acceptable subject to a detailed Demolition and Construction Logistics Plan being submitted by the applicant and this would be secured via a s.106 obligation, including a construction travel plan financial contribution.

6.4.25 Subject to the recommended planning conditions and Section 106 legal obligations, officers are satisfied that the proposed development would not give rise to any unacceptable impacts on the local highway network. The scheme incorporates a comprehensive cycle parking provision, which would support and promote travel by sustainable modes. Overall, the proposed development is not expected to result in any significant adverse impacts on highway capacity or the operation of the public transport network and is therefore considered acceptable in transport terms.

6.5 Energy and Climate Change

6.5.1 The NPPF requires development plans to take a proactive approach to mitigating climate change and supporting the transition to net zero. London Plan Policy SI2 states that major developments should be zero carbon, and in meeting the zero-carbon target a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected. Local Plan Policy SP4 requires all new developments to be zero carbon and to introduce measures that reduce energy use and carbon emissions. Local Plan Policy SP11 requires all developments to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.

Carbon Reduction

- 6.5.2 The applicant has submitted an Energy and Sustainability Statement. The assessment demonstrates that the development would achieve a 37% reduction in on-site carbon dioxide emissions, which is supported in principle. A financial contribution will be required to offset the remaining regulated carbon emissions, and this would be secured through the s.106 legal agreement.
- 6.5.3 The submitted report assesses a range of renewable energy technologies and concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels represent the most appropriate and viable measures to satisfy the 'Be Green' requirements. The proposal also incorporates a living roof, which is supported in principle due to its sustainability and biodiversity benefits. Further details relating to the design and specification would be secured by planning condition.
- 6.5.4 Overall officers raise no objection to the proposal from a carbon perspective. Subject to conditions, including the submission of further details relating to overheating mitigation measures, the development is considered to comply with the relevant sustainability and climate change policies of the Development Plan.

BREEAM

- 6.5.5 The applicant has submitted a BREEAM Pre-Assessment Report for the development under the Shell and Core assessment. Officers note that the report indicates that, a score of 72.59 % is expected to be achieved, equivalent to 'Excellent' rating. This is supported subject to a pre-commencement condition requiring a Design Stage Assessment and evidence that the relevant information has been submitted to the BRE for a design stage accreditation certificate.

Overheating

- 6.5.6 In relation to overheating it is noted that external shading measures, comprising external venetian blinds to the south, east and west elevations, are proposed to reduce solar heat gains. A Retrofit Plan would be required to demonstrate how these measures can be installed and maintained over time, how overheating risks would be mitigated, the proposed lifecycle replacement strategy, and the responsibilities for the ongoing management of overheating risk. Accordingly, a planning condition is recommended requiring the submission and approval of details of overheating mitigation measures to ensure the long-term resilience and thermal comfort of the development.
- 6.5.7 The proposal accords with the relevant Development Plan sustainability policies and is acceptable on this basis, subject to appropriate conditions and obligations.

6.6 Urban Greening, Trees and Ecology and Biodiversity

- 6.6.1 Policy G5 of The London Plan 2021 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design. The policy states that a target score of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development.
- 6.6.2 Local Plan Policy SP11 promotes high-quality landscaping on and off-site and Policy SP13 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation.
- 6.6.3 Policy DM1 of the DM DPD requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to consider trees on or close to a site. Policy DM21 of the DM DPD expects proposals to maximise opportunities to enhance biodiversity on-site.
- 6.6.4 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals. Policy SP13 of the Local Plan recognises, 'trees play a significant role in improving environmental conditions and people's quality of life', where the policy in general seeks the protection, management and maintenance of existing trees.

Urban Greening Factor

- 6.6.5 The proposed development would deliver a significant enhancement in soft landscaping and urban greening compared to the existing site, which currently provides very limited greening. The scheme would introduce substantial green infrastructure, including approximately 712 sq.m of green roof, ground-level landscaping and flower-rich perennial planting. Collectively, these measures would significantly increase biodiversity value, improve the visual quality of the site, and contribute to climate resilience. The development achieves an Urban Greening Factor (UGF) score of 0.49, representing a notable improvement over the existing baseline condition.
- 6.6.6 The site is designated as a Locally Significant Industrial Location (LSIL), where both Haringey and London Plan policies seek the intensification of employment-generating uses. Consequently, opportunities to maximise soft landscaping are inherently constrained at ground floor level, by the need to optimise employment floorspace and operational requirements. Notwithstanding these constraints, the proposal is for flexible employment use and exceeds the London Plan target UGF score of 0.3 applicable to predominantly commercial developments.
- 6.6.7 Officers consider that the scheme would deliver meaningful urban greening benefits and strike an appropriate balance between the provision of greening

measures and the policy objective of intensifying employment use on the site. As such, the proposal is considered acceptable in urban greening terms.

Biodiversity Net Gain

- 6.6.8 In terms of Biodiversity Net Gain (BNG), the application was submitted prior to the introduction of the mandatory statutory BNG regime in England. Mandatory BNG, introduced through the Environment Act 2021, came into force for major development on 12 February 2024 and requires most qualifying developments to demonstrate a minimum 10% net gain in biodiversity value. Applications submitted before this date are not subject to the statutory BNG requirements or the associated biodiversity gain condition.
- 6.6.9 Notwithstanding this, the proposal incorporates 712 sq.m of new green roof, which would provide habitat opportunities for insects, birds and bats and contribute positively to ecological enhancement. The introduction of this green infrastructure would represent a significant improvement over the existing site, which is predominantly characterised by impermeable hardstanding, and would assist in delivering urban greening, climate resilience and biodiversity benefits. As such, whilst the development is not required to achieve the statutory 10% Biodiversity Net Gain, it would nevertheless deliver a meaningful enhancement to biodiversity compared with the existing baseline condition.

Trees

- 6.6.10 Policy G7 (Trees and Woodlands) of the London Plan states that trees should be protected and maintained and new trees and woodlands should be planted in appropriate locations in order to increase the extent of London's urban forest. In section 8.7.2, it states The Mayor wants to increase tree canopy cover in London by 10% by 2050. Trees should be designed into developments from the outset to maximise tree planting opportunities and optimise establishment and vigorous growth.
- 6.6.11 The applicant has not submitted an Arboricultural Impact Assessment (AIA), as there are no existing trees within the application site. However, it is noted that there are opportunities to enhance the local streetscape through the provision of street tree planting in the vicinity of the site, including opposite the site entrance and along nearby roads. The applicant has agreed to contribute towards street tree planting, to be secured via s.106 legal agreement, which would allow for 6 street trees to be planted.

6.7 Flood Risk and drainage

- 6.7.1 London Plan Policy SI12 states that flood risk should be minimised and Policy SI13 states that development proposals should aim to achieve greenfield run-off rates with water managed as close to source as possible. Local Plan Policy SP5 and Policy DM24 of the DM DPD seek to ensure that

new development reduces the risk of flooding and provides suitable measures for drainage.

- 6.7.2 The site is located with Flood Risk Zone 2 (low) as defined by the Environment Agency. As the proposal is for commercial / industrial use, the development is classified as a 'less vulnerable' development by the Flood Risk Vulnerability Classification (Table 2) in the National Planning Policy Framework (NPPF). The applicant has submitted a Flood Risk Assessment and drainage strategy.
- 6.7.3 The DPD Policy DM24 seeks that all proposals for new development within Flood Zones 2 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.
- 6.7.4 The applicant has submitted a Flood Risk Assessment and Drainage Strategy. Officers are satisfied with the methodology and conclusions set out within the submitted reports and consider that the potential impacts of surface water drainage have been appropriately assessed and addressed.
- 6.7.5 Thames Water has also been consulted and raises no objection in relation to water supply and wastewater infrastructure capacity.
- 6.7.6 Accordingly, the proposed development is considered to comply with local drainage policies.

6.8 Air Quality and Contamination

- 6.8.1 Policy SI1 of the London Plan states that development proposals should be air quality neutral. Policy DM23 states that developments should not have a detrimental impact on air quality, noise or light pollution.
- 6.8.2 The applicant has submitted an Air Quality Assessment. The report sets out that the proposed development is considered air quality neutral in relation to the transport and building emissions. Therefore, the air quality impacts of the proposed development scheme are in accordance with the NPPF and are considered to be acceptable, therefore mitigation is not required.
- 6.8.3 Local Plan Policy DM23 requires development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and to carry out investigations to remove or mitigate any risks to local receptors.
- 6.8.4 There is no objection to the proposal on this basis, subject to further investigations being made at the demolition and construction stage and this is to be satisfactorily secured by way of recommended conditions.

6.9 Waste and Recycling

- 6.9.1 London Plan Policy SI5 indicates the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. Local Plan Policy SP6 (Waste and Recycling) and DPD Policy DM4 require development proposals to make adequate provision for waste and recycling storage and collection.
- 6.9.2 There is no objection to the proposed development in this respect, noting that the submitted Waste Management Strategy is generally in accordance with the Council's guidance. The development would comprise 19 units intended for occupation by local businesses, all of which would be required to secure an appropriate commercial waste collection service. It is noted that Veolia, the Council's waste contractor, offers commercial waste services for residual waste, mixed recycling, food waste and glass. In accordance with the Simpler Recycling legislation, which came into effect in April 2025, businesses are required to separate waste streams including residual waste, recycling, food waste and glass.
- 6.9.3 The submitted plans demonstrate adequate provision for residual waste and recycling storage; however, dedicated food waste storage and collection arrangements will need to be incorporated and agreed prior to occupation to ensure compliance with the legislative requirements. The Waste Management Team further advises that access to the refuse storage area is acceptable, with the proposed drop kerb facilitating efficient servicing and collection operations. Any access codes, key fobs or similar arrangements required to access the bin store must be provided to the appointed waste contractor prior to the commencement of collections. Subject to these requirements, the proposal is considered acceptable in waste management terms. A condition would be attached requiring a waste management plan and details of dedicated food waste storage and collection arrangements.

6.10 Employment and Training

- 6.10.1 Local Plan Policies SP8 and SP9 aim to support local employment and facilitate training opportunities. The Planning Obligations SPD also requires the developer (and its contractors and sub-contractors) to notify the Council of job vacancies, and to employ a minimum of 20% of the on-site workforce from local residents (including trainees nominated by the Council). Furthermore, the developer would be required to provide support towards recruitment costs and one full-time apprenticeship per development. All these requirements would be secured by a s. 106 legal agreement.
- 6.10.2 The applicant has advised that the proposed development would deliver approximately 4,938sqm of employment floorspace within flexible Class E use. The redevelopment of the site has the potential to increase employment provision from an estimated 10 jobs to 411 full-time equivalent (FTE) jobs, representing a substantial net gain in employment opportunities.

6.10.3 The Inclusive Economy Team supports the proposal, noting that it would intensify employment use on the site and contribute positively to the ongoing regeneration of Tottenham Hale by supporting business growth, attracting investment and creating new jobs within the area.

6.10.4 Officers sought further clarification regarding the intended occupiers and operation of the employment floorspace. In response, the applicant advised that the proposal is intended to accommodate a range of flexible uses within classes E(c)(i-iii), Ee) and E(g)(i-iii). The development is speculative in nature with end users not yet identified. Officers acknowledge that this is common for developments of this type and consider this approach to be acceptable.

6.10.5 Policy DM38 (c) states that affordable workspace should be provided where viable. The applicant has advised that its provision would not be viable and would present significant viability constraints. Furthermore, while the emerging Draft Local Plan contains policy aspirations relating to affordable workspace, limited weight can be afforded to these provisions at this stage given the early status of the plan-making process.

6.10.6 As set out elsewhere in this report, the proposed development predominantly comprises employment-generating workspace, principally in the form of office accommodation. The floorspace has been designed to meet contemporary workspace requirements, and is considered capable of supporting a range of occupiers. Whilst the scheme does not provide affordable workspace, it would nevertheless result in a significant increase in the quantum of employment floorspace and potential job creation on the site. Accordingly, officers consider that the proposal would make a positive contribution to the local economy and employment objectives and is therefore supported.

6.10.7 An employment skills and training plan, which is recommended to be secured by a s.106 legal obligation, would ensure a target percentage of local labour is utilised during construction and a financial contribution towards apprenticeships. This would benefit priority groups that struggle to access employment. As such, the development is acceptable in terms of employment provision.

6.11 Fire Safety

6.11.1 Policy D12 of the London Plan states that all development proposals must achieve the highest standards of fire safety. To this effect major development proposals must be supported by a fire statement.

6.11.2 The applicant has provided a Fire Strategy in support of this application. This document includes means of warning and escape, internal fire spread considerations, external fire spread considerations and access and facilities for the fire and rescue service. The report outlines that the building is designed in accordance with the recommendations of Approved Document B

Volume 2. Subject to adherence with measures in accordance with Approved Document B Volume 2, it is considered that the development would be acceptable in respect of fire safety. It is considered that the applicant has provided a Fire Statement in accordance with Policy D12.

7.0 CONCLUSION

- The proposed redevelopment of the site at the former Car Wash Centre on Broad Lane is considered acceptable in principle as it would comply with strategic land use and local plan policies on a site which is designated as a Locally Significant Industrial Site (LSIS) and would support and enhance local employment opportunities whilst meeting one of the Council's strategic aspirations of the Tottenham Hale and Fountayne Road wider regeneration area; representing sustainable development. There would be an additional quantity of employment generating floorspace and increase in the potential number of jobs that would be accommodated on-site should planning permission be granted.
- The redevelopment of the site would not have material adverse impact on the existing nearest residential properties on Esin Court located adjacent to the south and the Bramble Close development situated on the western side of Broad Lane, in terms of loss of day/sunlight, enclosure, outlook, overlooking / loss of privacy and significant noise pollution.
- The proposed scale and design of the development is appropriate within the context of the site, and would be of high quality with a positive impact on the visual appearance of the area. The scale of the development would complement the locality, whilst making best use of the available land. Overall, the scheme would improve on the appearance of the site and make a positive visual contribution to the wider locality
- The proposal would not have any material adverse impacts on the local transportation and highways network.
- Officers are also satisfied that the proposal represents sustainable development and complies with policy objectives regarding employment, impact upon amenity, transport and travel, energy and sustainability, landscaping, biodiversity flood risk and air quality. Officers have recommended conditions, and s.106 legal heads of terms, where necessary to make the scheme acceptable in planning terms

8.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

Based on the information given on the plans, the Mayoral CIL charge will be £359,140.74 (4,938 sqm x £72.73) but there will be no Haringey CIL charge as this would not be within the chargeable use classes. The Mayoral CIL will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to

submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

9.0 RECOMMENDATION

GRANT PERMISSION subject to the conditions set out in Appendix 1 and subject to a section 106 Legal Agreement.