

BROAD LANE | TOTTENHAM HALE

NEW OFFICE BUILDING

MARCH 2025



Mark Smith | Architects

DAS ADDENDUM 3 (RESPONSE TO MID-APPLICATION PRE-APP.)

ADDENDUM 3



FIGURE 01 - PROPOSED BUILDING VIEWED FROM BROAD LANE (AFTER PRE-APP)

1.1 SITE LOCATION

Former car wash site, Broad Lane, N15

1.2 BACKGROUND

Mark Smith Architects Ltd were approached by Broad Lane Properties Limited to prepare a planning application to redevelop the above land “the Site” into a new office building.

A planning application (HGY/2023/0464) was submitted to Haringey Council in April 2023 by the applicant’s agent NTA Planning LLP.

1.3 L.B. HARINGEY MEETING

A video meeting was held on the 19th July 2023. Attending the meeting were representatives of the Haringey planning department, the agent and the Architect. To address the matters discussed in the meeting, an addendum to the Design and Access was prepared and issued in September 2023.

1.4 QUALITY REVIEW PANEL

The project was then referred to the Haringey Quality Review Panel and an in-person Formal Review Meeting was held on the 15th November 2023. Attending the meeting were representatives of the Haringey planning department, the agent, the Architect and members of the review panel. The Report of Formal Review Meeting was then issued by the Review Panel and a subsequent Design and Access Statement Addendum 2 in April 2024.

1.5 PRE-APPLICATION

Haringey offered a (mid-application) pre-application to find a way forward and an in-person meeting was held on the 11th of September 2024. Attending the meeting were representatives of the Haringey planning department, the agent and the Architect.

1.6 DESIGN AND ACCESS STATEMENT ADDENDUM 3

The purpose of this document is to respond to the pre-application meeting and where necessary provide further information and amendments to the design and in doing so pro-actively seek a positive resolution to the application.

This document is Design and Access Statement Addendum 3.

A full set of amended drawings is included in the Appendix of this document.

ADDENDUM 3

2.1 FOOTPRINT, HEIGHT AND FLOOR-TO-CEILING

Of high-importance to Haringey is the prospect of a future northward extension of Fountayne Road which would cross the eastern end of the subject site.

To facilitate the above, the design has been altered to move the taller element west by one full bay (5m). During the meeting, it was proposed by Haringey Council that the resultant loss of area could be offset by heightening the taller element which has been implemented in this revised design. The taller element has windows grouped vertically in two, therefore two storeys was deemed a suitable number of storeys to increase by. The proposal height has increased from seven storeys to nine storeys, which is as per the original submitted number of storeys.

The resultant change in G.I.A. is from 5000 sq.m. to 4938 sq.m. i.e. a net reduction in area of 62 sq.m.

The floor-to-ceiling height was deemed insufficient (2.7m) and Haringey Council requested that the design team address this. Therefore, the floor-to-ceiling has been increased from 2.7m to 2.9m. This, in addition to slightly taller windows permitting even more daylight, will improve the internal spatial accommodation.

Due to the change in massing, Right of Light Consulting Ltd were asked to review the alterations from a daylight/sunlight perspective upon the neighbours and concluded that;

Furthermore, we note that there is no material change in the daylight & sunlight impact, compared to the previous design iteration, assessed in our daylight and in our professional opinion, there is no daylight or sunlight related reason why planning permission should not be granted for the current scheme.

Refer to the report by Right of Light Consulting Ltd.

2.2 ARCHITECTURE

Generally, the architecture was well received therefore the detailing remains the same whilst the massing is slightly altered. The floor-to-ceiling has increased leading to slightly taller windows, however the windows broadly maintain their overall proportions. To maintain a proportionally taller ground floor as a visual base to the elevational hierarchy, the floor-to-ceiling of the ground floor has also increased from 3.0m to 3.1m.

Refer to the proposed views on the following pages.



FIGURE 02 - NORTH ELEVATION (BEFORE PRE-APP)



FIGURE 03 - NORTH ELEVATION (AFTER PRE-APP)



FIGURE 04 - PROPOSED BUILDING VIEWED FROM BROAD LANE (BEFORE PRE-APP)



FIGURE 05 - PROPOSED BUILDING VIEWED FROM BROAD LANE (AFTER PRE-APP)



FIGURE 06 - PROPOSED BUILDING VIEWED FROM BROAD LANE SOUTH OF SITE (BEFORE PRE-APP.)



FIGURE 07 - PROPOSED BUILDING VIEWED FROM BROAD LANE SOUTH OF SITE (AFTER PRE-APP.)



FIGURE 08 - PROPOSED BUILDING VIEWED FROM BROAD LANE NORTH OF SITE (BEFORE PRE-APP.)



FIGURE 09 - PROPOSED BUILDING VIEWED FROM BROAD LANE NORTH OF SITE (AFTER PRE-APP.)



FIGURE 10 - PROPOSED BUILDING VIEWED FROM THE ARCHIVES AT HIGH CROSS CENTRE (BEFORE PRE-APP.)



FIGURE 11 - PROPOSED BUILDING VIEWED FROM THE ARCHIVES AT HIGH CROSS CENTRE (AFTER PRE-APP.)

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2.3 GROUND FLOOR PLAN AND INTERNAL LAYOUT

Further to the taller element moving west, the subsequent vacant area at the eastern end of the subject site will become open space. Whilst there is no opportunity to link to Fountayne Road further south at present (due to the car dealership), it is proposed that this open space is landscaped with planting/grass.

To address the relationship between this open space and the proposed building, the internal use of the ground floor at the eastern end is to be Class E. It is envisaged that a cafe could operate from the premise providing activity and passive surveillance. For this reason, large format windows at ground floor create a visual connection between the internal function and open space on this flank. This also serves to further activate the north flank elevation.

As noted in Section 2.1 and 2.2, the internal floor-to-ceiling height has increased for all floors. The taller space will provide more flexibility for the uses of the internal spaces, and in doing so will also suit a wider cross-section of local businesses. In addition, the taller internal spaces will provide more opportunity for future building re-use. Finally, the slightly taller windows allow even more daylight to enter the building meaning bright high-quality internal spaces.

The plans (refer to the Appendix) now show how the building could be sub-divided into 19 separate units, offering a variety of spaces to local businesses. Adjacent units could be leased together and extended to include whole floors or multiple floors offering flexibility to businesses as they grow or shrink. There are two independent cores providing WC facilities and lift access to each floor. A separate goods lift serves the east core up to the fifth floor.

Access has been improved by introducing a large entrance foyer, designated as the 'east entrance' to serve the east core. The relocated cycle store and goods lift is accessed from this location providing a sense of arrival and buffer instead of being accessed directly from street.

The west entrance on the chamfered corner is retained as before and is designated as the 'west entrance'.



FIGURE 12 - PROPOSED GROUND FLOOR PLAN (BEFORE PRE-APP)

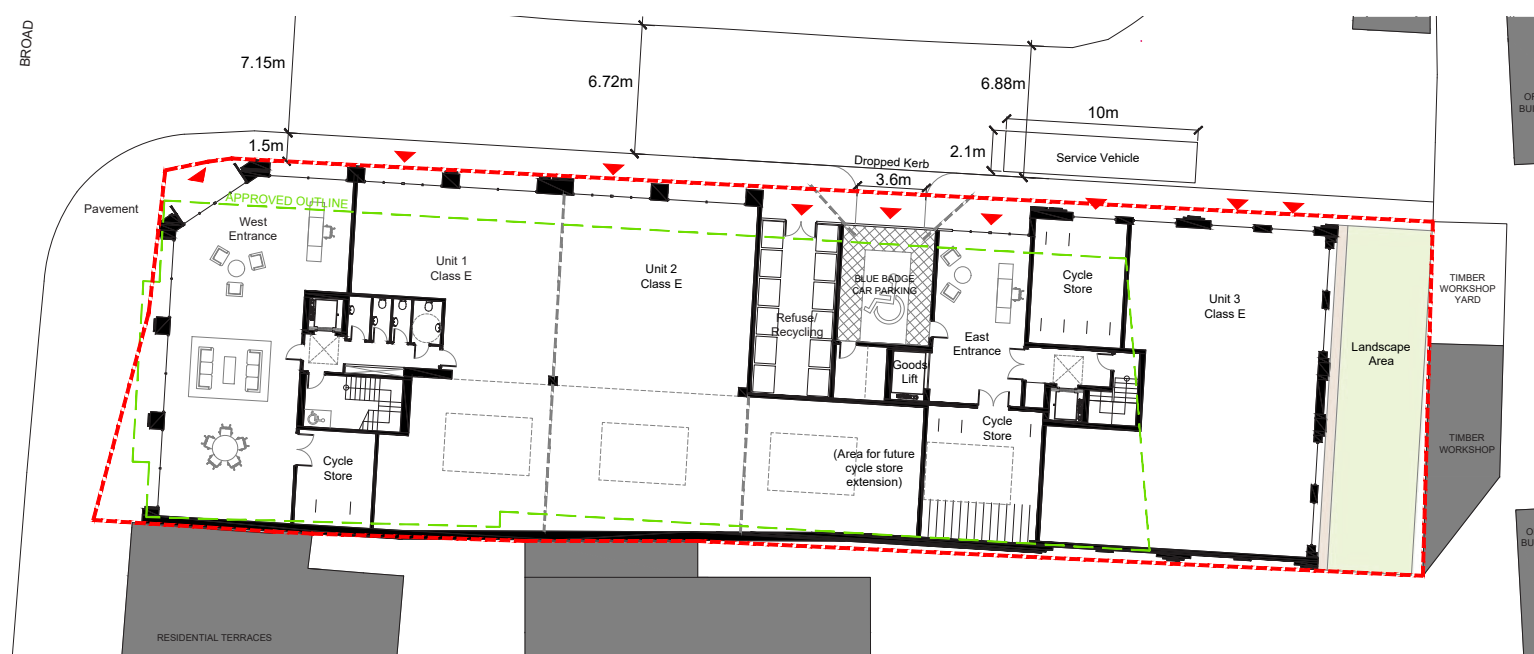


FIGURE 13 - PROPOSED GROUND FLOOR PLAN (AFTER PRE-APP)

ADDENDUM 3

2.4 TRANSPORT AND REFUSE

The blue badge car parking space is now located on the subject site and within the building envelope at ground level. The parking space has direct access to the new 'east entrance' lobby and lifts to all floors. A motorised shutter style door provides access and security to the space.

The large cycle parking store containing Sheffield Stands and double stacked has been relocated and is accessed from the east entrance lobby. An adjacent area has been identified as suitable for expanding the capacity of the cycle store.

Refer to the Transport Note prepared by Ardent Consulting Engineers.

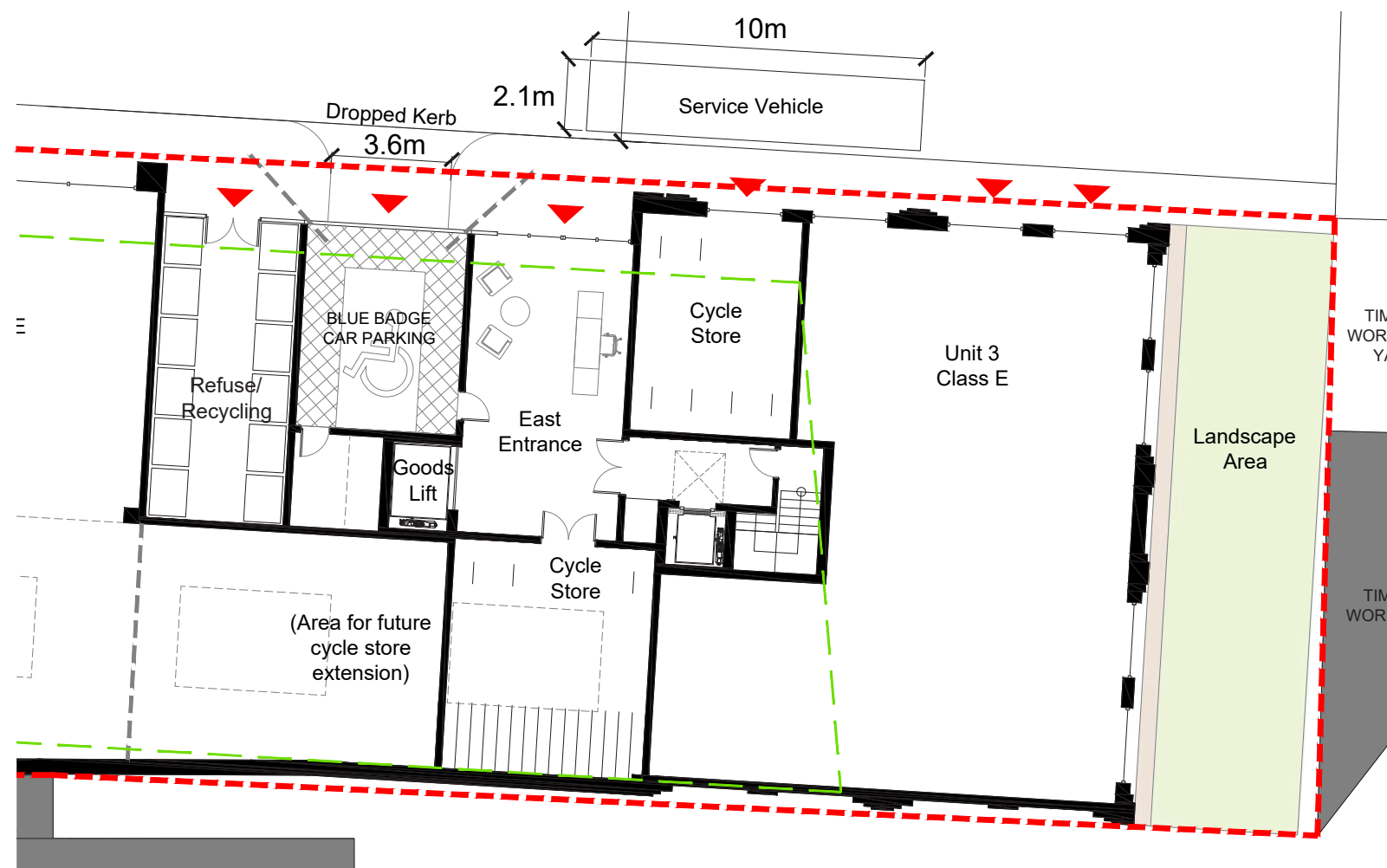


FIGURE 14 - PROPOSED GROUND FLOOR PARTIAL (AFTER PRE-APP)

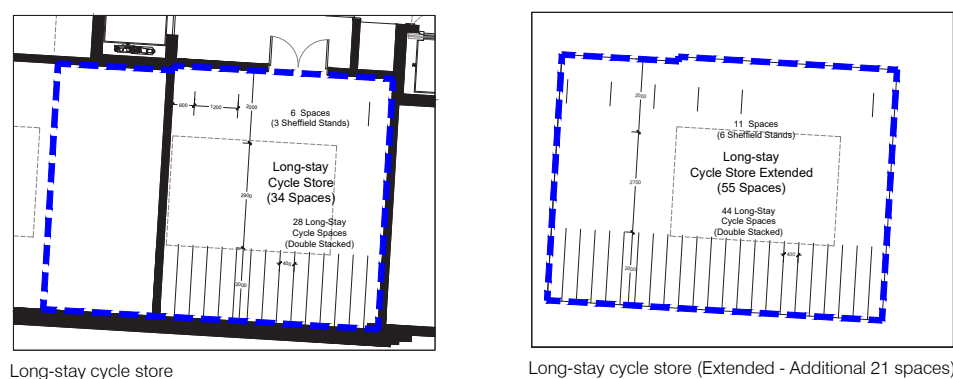


FIGURE 15 - RELOCATED CYCLE STORE AND FUTURE EXTENDABILITY

APPENDIX 01 - DRAWINGS