

BROAD LANE | TOTTENHAM HALE

NEW OFFICE BUILDING

MARCH 2023



Mark Smith | Architects

DESIGN AND ACCESS STATEMENT

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Refer also to all documents and drawings submitted with this application.

BACKGROUND

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 was granted in 2017 (HGY/2016/2232) for the ‘*Demolition of the existing car wash, construction of a new office block including, covered bin, cycle’s store and parking.*’ This 2017 planning permission was subsequently implemented by the previous owner (planning ref: HG/2020/1013).

The approved building is three storeys and has 1,759 sq m (20,914 sq ft) of office space. This new scheme will expand on the extant approval providing 5,694 sq m (61,290 sq ft.) of new flexible office space. This will greatly improve the efficiency of the land and make best use of this previously developed land. It will also support the regeneration of Tottenham towards a highly successful place by attracting new business and job opportunities in a location with excellent public transport connections.

The new building is of high architectural quality with elegant brick detailing and ranges from four storeys to nine storeys, and includes new green roofs. It will be energy efficient, well insulated and will also generate electricity through PV panels. Mark Smith Architects have worked in tandem with Energy Lab sustainability consultants to ensure that the building has been designed to have Carbon emissions lower than current Building Regulations require and to achieve an Excellent BREEAM sustainability rating.



FIGURE 01 - PROPOSED BUILDING VIEWED FROM BROAD LANE

WIDER CONTEXT



FIGURE 02 - SITE LOCATION



2.1 WIDER CONTEXT

The former car wash Site is located in Haringey, north London and is approximately 500 metres south of Tottenham Hale. Tottenham Hale is undergoing intensification and diversification with the creation of a new retail area centred on the station as part of the Tottenham Hale Area Action Plan. The area is undergoing significant growth and seeks to be a leisure destination with new services/facilities, jobs and homes that will complement the current vibrancy of the area. The lower density industrial character is transitioning towards a future that is higher density. In doing so, it will attract higher skilled jobs including those in the creative industries and the knowledge economy.

Tottenham Hale is a key transport hub with an underground station (Victoria Line), rail station and a bus station. Connections are provided to local destinations as well as to/from central London, Stansted Airport and East Anglia. It is also to be a key interchange for the planned Crossrail 2 enhancing connections further afield and to South London.

There are several open spaces nearby including Down Lane Park about 1 km to the north of the Site. Down Park Lane has a sports area, playground and outdoor gym. To the south of the Site, approx. 1 km, is Markfield Park with a cafe, museum and skate park. The Paddock community nature park (1 km to the east of the Site) is a wooded area and connects into the renowned Lee Valley which offers an extensive array of outdoor spaces and sports facilities terminating at Queen Elizabeth Olympic Park to the south. This includes nature parks and gardens, walking/cycle routes, wetlands, wildlife and is a site of considerable ecology and biodiversity. Also on offer are a spectrum of leisure/recreational facilities as well as adventure and camping facilities.

2.2 HERITAGE CONTEXT

The Site is not in a Conservation Area and the nearest Conservation Areas are Tottenham Green and Seven Sisters/Page Green 500 metres to the west of the Site. There are no locally or statutory listed buildings near to the Site.

WIDER CONTEXT



FIGURE 03 - CHARACTER AREAS



2.3 EMERGING CONTEXT/CHARACTER ANALYSIS

The area surrounding the Site is urban in character and has a mix of uses. To the west of the Site is residential. To the east and south of the Site is industrial, and to the north of the Site is a retail park and the emerging commercial Tottenham Hale District Centre. The images on the following page shows the mix of built form in the surrounding area.

North of the Site is the emerging district centre and existing retail park. The retail park is to be comprehensively transformed into the heart of the district centre. This will include new commercial, retail, leisure and residential use. Buildings will be mid-rise and include taller buildings towards Ferry Lane.

To the west and south of the Site are industrial buildings with light industrial and office use. As a result, the application Site is located in a transitional pocket between an industrial area and town centre.

The Site has an extant approval for an office building and would naturally form part of the adjacent business park immediately to the north. Office use in this location is a natural buffer between the two aforementioned areas.

The proposal to which this planning application relates is also for an office building and the Site is within an employment area.

WIDER CONTEXT



SINGLE DWELLING HOUSES WITH PITCHED ROOFS



INDUSTRIAL BUILDINGS



MULTI-STOREY OFFICE BUILDINGS



RETAIL PARK



FLATTED DEVELOPMENTS



TALL BUILDINGS

FIGURE 04 - LOCAL BUILT FORM

WIDER CONTEXT

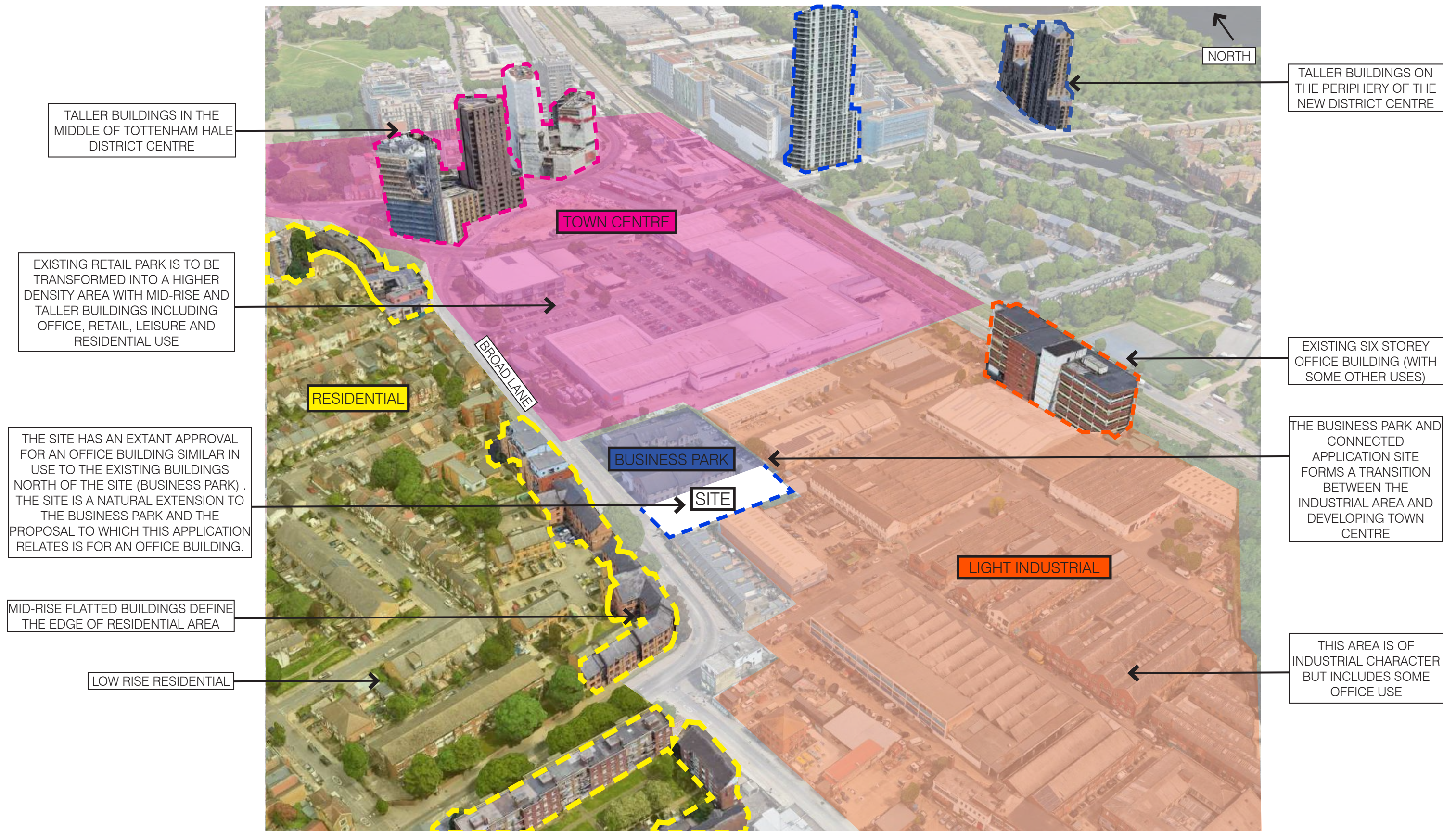


FIGURE 05 - AREA ANALYSIS

SITE ANALYSIS

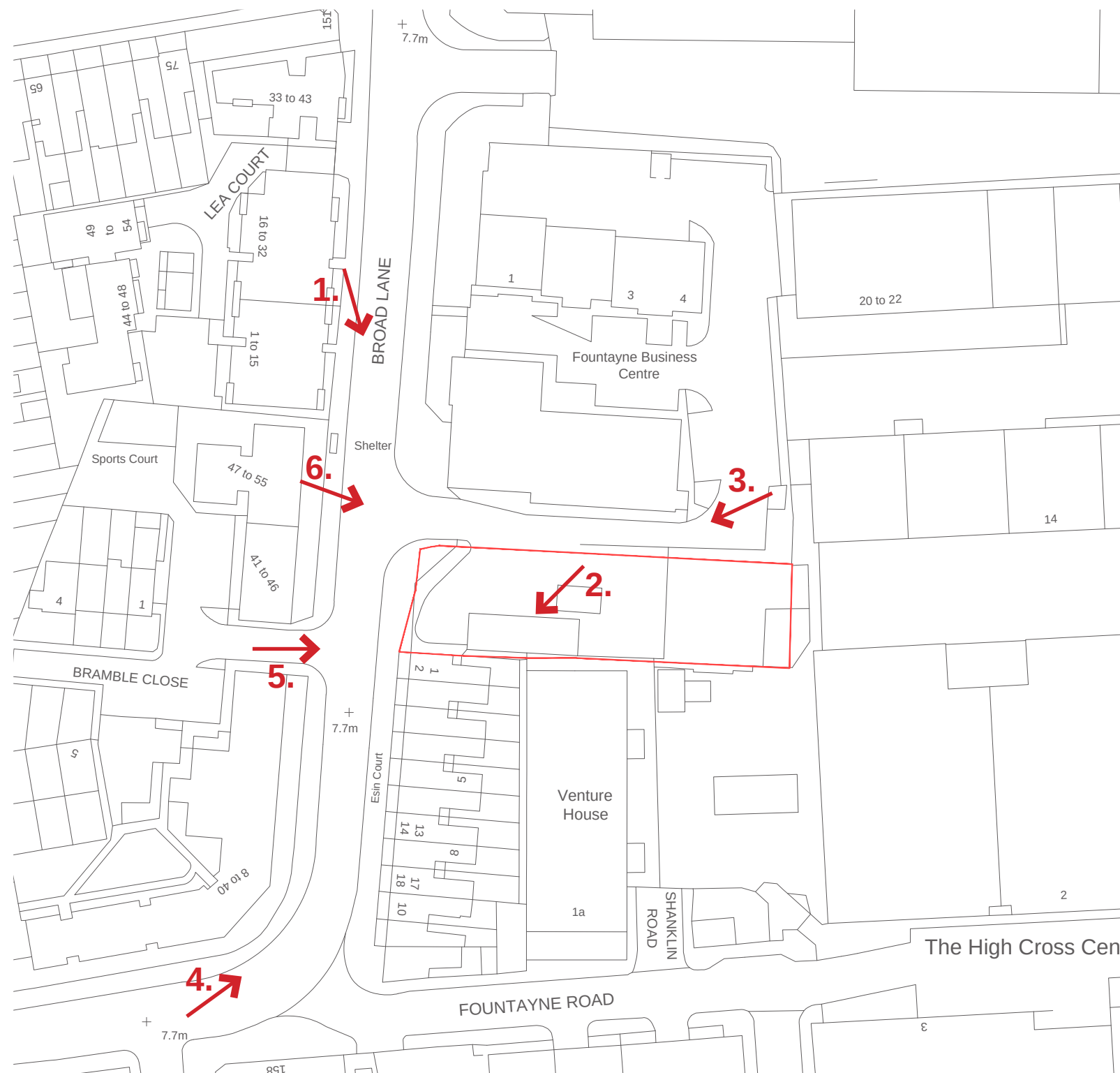


FIGURE 06 - OS MAP AND PHOTOGRAPH LOCATIONS



3.1 SURROUNDING BUILDINGS AND EXISTING SITE

The Site is rectangular in shape and is located on the east side of Broad Lane. To the immediate north of the Site is a side road off Broad Lane. On the opposite side of this road is a two-storey brick building with pitched roof (National College for Digital Skills). This building along with one other similar building to the north forms a business centre with office/administrative use and has surface car parking and soft landscaping.

Immediately adjacent to the south of the Site (on Broad Lane) is Esin Court which is a row of two storey brick terraced residential dwellings with pitched roofs. Towards the middle of the Site (and to the south) is a three-storey metal clad warehouse adjacent to a hand car wash site. To the west of the Site is The High Cross Centre which is an industrial site consisting of warehouse type buildings, typically metal clad but some brick with saw-tooth roofs. Uses range from retail, manufacturing and office/studio. Immediately bounding the Site to the east is a small timber workshop.

On the opposite side of Broad Lane to the west are multiple three-storey brick residential buildings with pitched roofs and surface car parking. These buildings are separated from Broad Lane by a narrow strip of open space lined with trees.

SITE ANALYSIS



1. VIEW OF SITE FROM BROAD LANE FURTHER NORTH



2. VIEW WITHIN SITE TO REAR OF ESIN COURT



3. VIEW OF SITE AND SIDE ROAD OFF BROAD LANE



4. VIEW OF ESIN COURT FROM BROAD LANE FURTHER SOUTH



5. VIEW OF SITE FROM WEST ACROSS BROAD LANE



6. VIEW OF SITE AND SIDE ROAD OFF BROAD LANE FROM WEST (METAL SHED IN BACKGROUND NOT ON SITE)

FIGURE 07 - PHOTOGRAPHS OF SITE AREA

SITE ANALYSIS

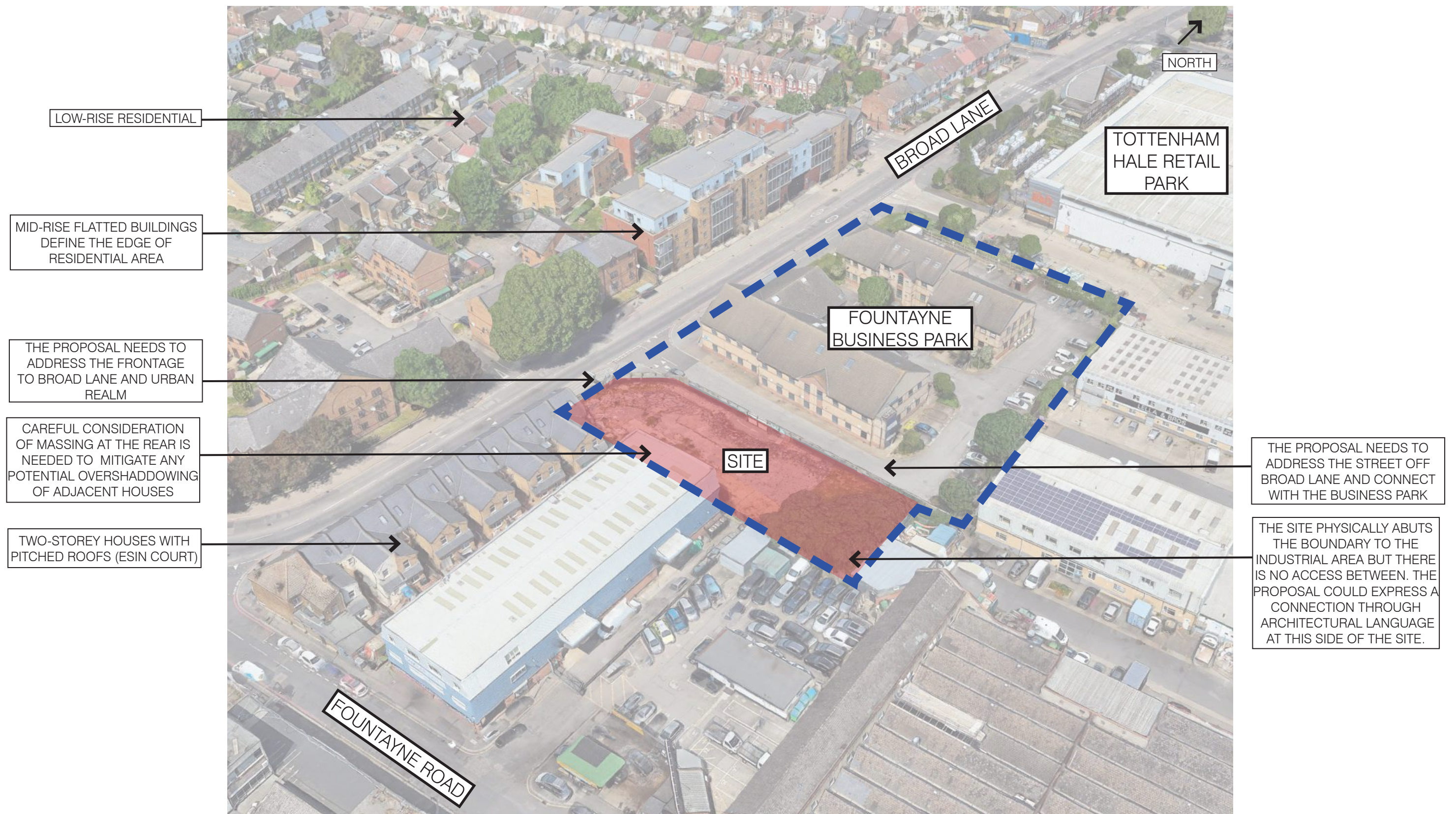


FIGURE 08 - SITE OPPORTUNITIES AND CONSTRAINTS

PLANNING CONTEXT

4.1 PLANNING HISTORY

HGY/2016/2232

Proposal: Demolition of the existing car wash, construction of a new office block including, covered bin, cycle's store and parking.

The Site has an extant permission to build a three storey office building. The approved design reads as a two-storey brick building with traditional windows. A series of side-by-side elevation facing gable ends appear like faux pediments underneath a contemporary set back third floor clad in a glossy finish.

4.2 PLANNING CONTEXT

This planning application will expand on an existing approval and provide 5,694 sq m (61,290 sq ft) of new, much needed, high quality flexible Class E space which goes hand in hand with the intensification of the surrounding area.

The impact of COVID-19 and the pressure of a global economic downturn has affected high streets, local businesses and the ability of residents to access jobs. Early indicators show Haringey is already experiencing the highest rise in unemployment across Central London – and we know that this is likely to compound pre-existing inequalities for local people. In early March 2020, the council made progress in implementing the Borough Plan; 'Economy' and 'Place' priorities, building on the adoption of the Community Wealth Building Strategy in October 2019. Part of the strategy includes supporting the provision of new, flexible employment space.

According to the Haringey Economic Development Strategy, 2015 recent employment growth in the borough has been relatively slow; Haringey is the sixth slowest growing borough in London over the last five years. Employment is projected to continue growing, albeit at a rate of growth below the London level.

Evidence in the Haringey Employment Land Study (which draws on a range of GLA, Atkins and Experian employment projections), expects that between 3,070 and 22,000 new jobs are expected to be created over the next 18 years. Haringey's business base is dominated by SMEs, with the number of businesses employing less than 250 employees accounting for 99% of all businesses in the borough. The development of new businesses within Haringey is important for sustaining the area's economic vitality and supporting the growth of the economy.

Please continue on the following page.



FIGURE 09 - APPROVED DESIGN (DOVETAIL ARCHITECTS)

PLANNING CONTEXT

4.2 PLANNING CONTEXT (Continued)

According to the Haringey Workspace Viability Assessment (2014), since the most suitable workspace types for the borough are of B1 and B8 classification, forecasts of strong growth in office and warehouse sector would justify workspace expansion. The demand projections for B use class floorspace need from the 2015 Haringey Employment Land Review are demonstrated in the below table. In the below scenario, the forecasted increase in total floor space demand between 2011-31 is driven by demand growth in B1a/b and B8 floorspace.

Accordingly, forecasts suggest growing demand for Class E (office) type space, with the trend analysis predicting future decline of light industrial and warehousing space. There is a need to secure affordable, secure and flexible workspace.

The proposed development aligns with the Council's vision and will greatly improve the efficiency of the land and make best use of this previously developed land, which also benefits from very good levels of transport access. Policy D2 of the London Plan notes that the density of development should be proportionate to the site's connectivity and accessibility. It will also support the regeneration of Tottenham towards a highly successful place by attracting new business and job opportunities in a location with excellent public transport connections.

Use Class	2011	2021	2031	Change (2011-31)
B1a/b	226,600	294,000	329,200	102,600
B1c/B2	99,700	93,600	82,800	-16,900
B8	309,500	378,500	421,900	112,400
Total	635,800	766,100	833,900	198,100

FIGURE 10 - B USE CLASS FLOORSPACE NEED (SQM) IN HARINGEY, 2015

[SOURCE: HARINGEY ECONOMIC DEVELOPMENT STRATEGY, HATCH REGENRIS 2015]

PROPOSALS



FIGURE 11 - PROPOSED BUILDING VIEWED FROM BROAD LANE

5.1 PROPOSALS

The proposal will provide 5,694 sq m (61,290 sq ft) of new, high quality and flexible Class E space that will greatly improve the efficiency of the land and make best use of this previously developed land. It will also support the regeneration of Tottenham towards a highly successful place by attracting new business and job opportunities in a location with excellent public transport connections.

The proposed office building is of high architectural quality with elegant brick detailing, green roofs and PV panels. It has been purposefully designed to avoid negatively impacting nearby properties and attention has been given to ensure that it integrates into the surrounding context. At the west of the Site, facing Broad Lane, the proposed building is four storeys with a fifth set-back storey. Towards the middle of the Site, it is six storeys and at the east of the Site, it is eight storeys.

The design addresses the urban context and creates a new active frontage facing Broad Lane and the side street off Broad Lane which will improve the space immediately in front of the building. The corner between the two primary elevations is chamfered to highlight the building entrance. The proposal includes secure cycle storage to promote sustainable travel and an internal refuse/recycling store so that bins do not detract from the new improved streetscene.

Level		G.I.A (m.sq.)	G.I.A (sq.ft.)	N.I.A (m.sq.)	N.I.A (sq.ft.)
0		1130	12163	887	9548
1		877	9440	791	8514
2		877	9440	791	8514
3		873	9397	785	8450
4		763	8213	679	7309
5		478	5145	422	4542
6		232	2497	189	2034
7		232	2497	189	2034
8		232	2497	189	2034

G.I.A. = 5694 sq.m / 61290 sq.ft.

N.I.A. = 4922 sq.m / 52980 sq.ft.

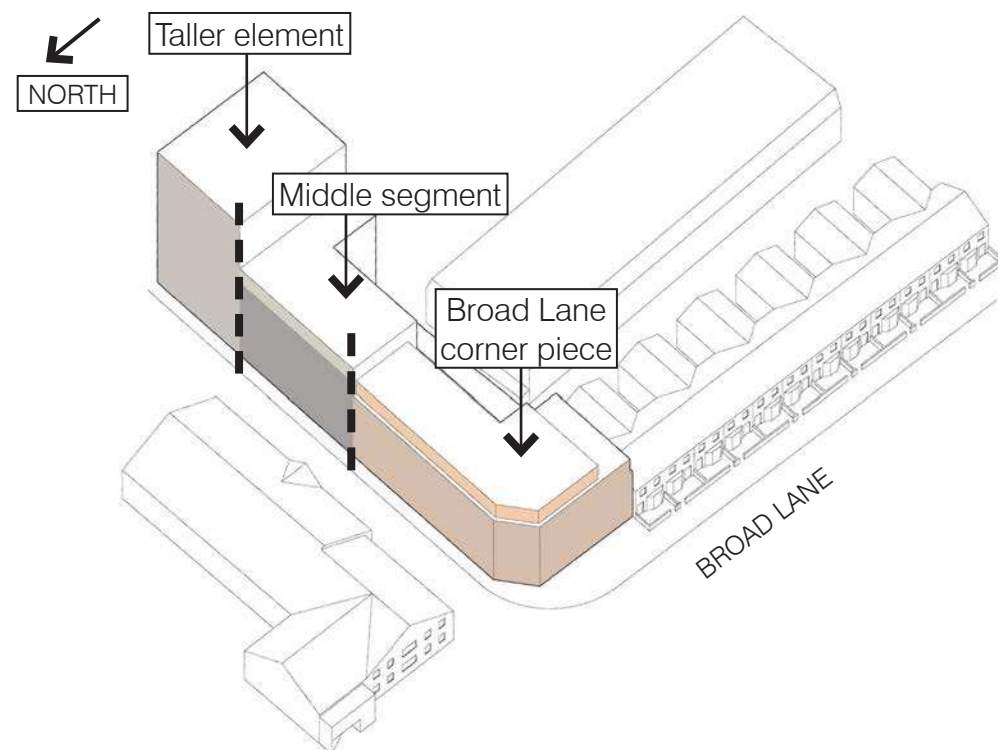
AREA SCHEDULE



FIGURE 12 - PROPOSED BUILDING VIEWED FROM BROAD LANE FURTHER SOUTH



FIGURE 13 - PROPOSED BUILDING VIEWED FROM BROAD LANE FURTHER NORTH



1. THE THREE PARTS OF THE PROPOSAL



2. EXISTING AERIAL VIEW OF SITE

FIGURE 14 - PROPOSED MASSING

5.2 DESIGN DEVELOPMENT

Height and Footprint

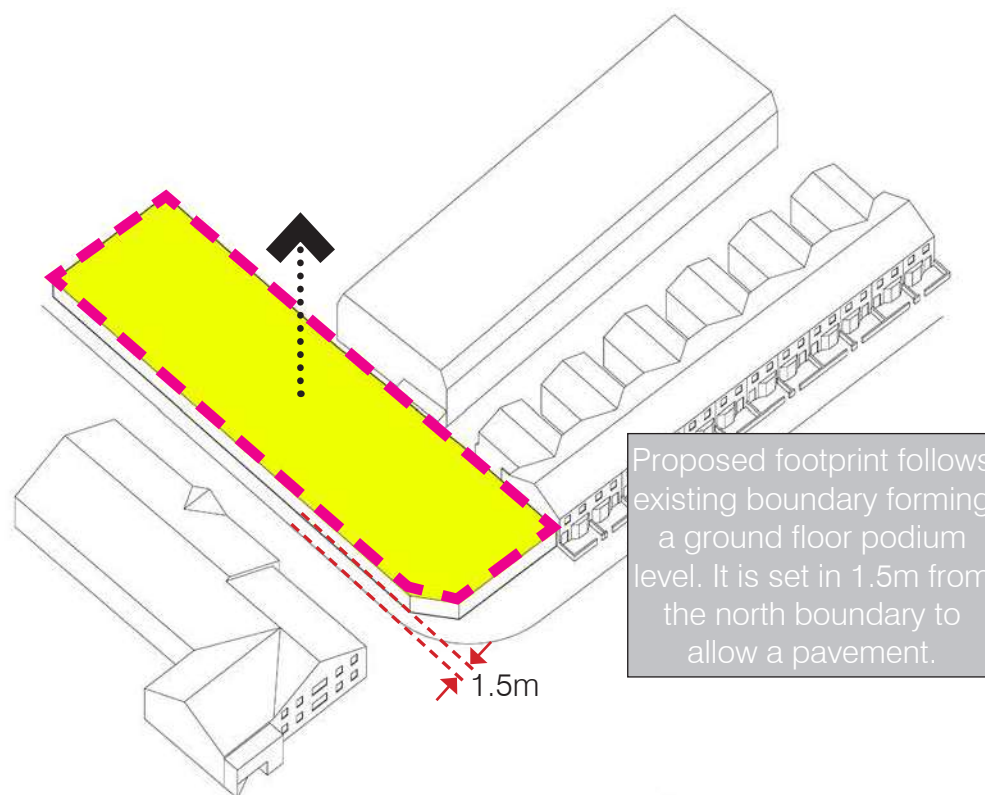
There are three parts to the overall massing. Firstly, one part at the west of the Site facing Broad Lane (Broad Lane corner piece), secondly a middle segment and finally a taller element at the east of the Site.

Refer to the following page for a series of diagrams that illustrate the massing rationale. The footprint follows the existing boundary on all sides (other than being inset 1.5m on the north boundary to form a new pavement) and in doing so defines the public realm through enclosure. It is also through this rationale that leads to the chamfered corner and a natural focal point to the building entrance. The ground floor fully utilises the extent of the footprint established above, and in doing so, forms a podium-like base. Upper storeys step in which is discussed in more detail below.

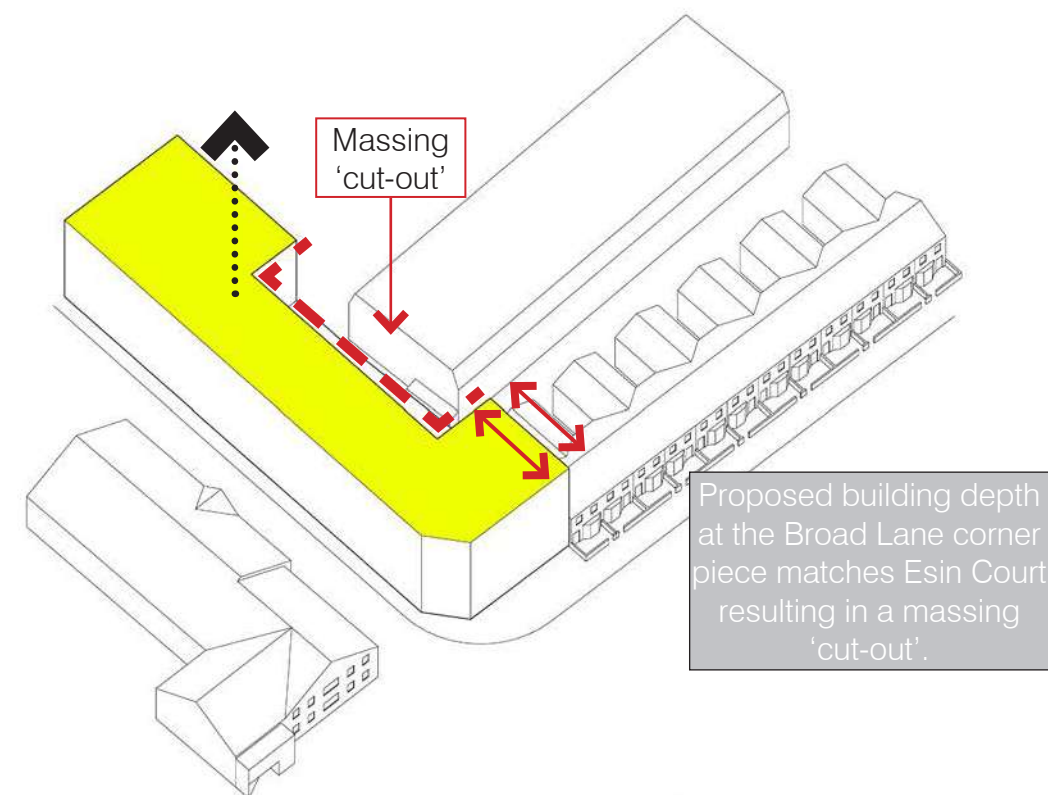
Starting with the corner piece facing Broad Lane. The proposed building depth (at first floor and above) matches the rear building line of the houses on Esin Court. This is so the overall massing is not overbearing when viewed from the rear windows and gardens of Esin Court and results in a massing 'cut-out' at the rear of the proposal. Refer also to section 4.4 of this document.

The height directly abutting the adjacent house (1 Esin Court) is four storeys so that it reads as one full storey above the two-storey house with pitched roof. A final set-back storey (in metal cladding) is 5.4m from the house to present a natural step up in the massing towards the chamfered corner.

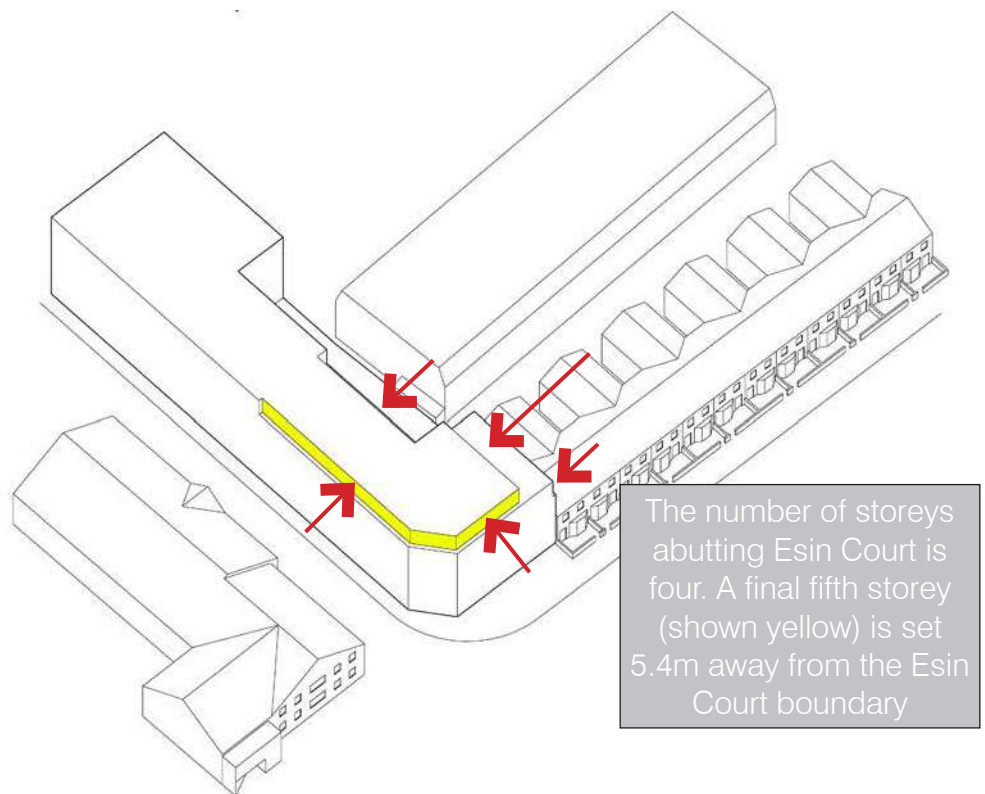
Moving on to the middle segment. The notion of gradual massing steps is continued as this middle segment is one storey higher than the west Broad Lane facing section. And finally, the gradual building up of massing leads to the taller element (28m) at the east of the Site which terminates the view from Broad Lane. This part of the Site has no directly abutting residential buildings and faces an industrial area. The taller element is deliberately positioned next to the industrial area to avoid overshadowing residences and gardens.



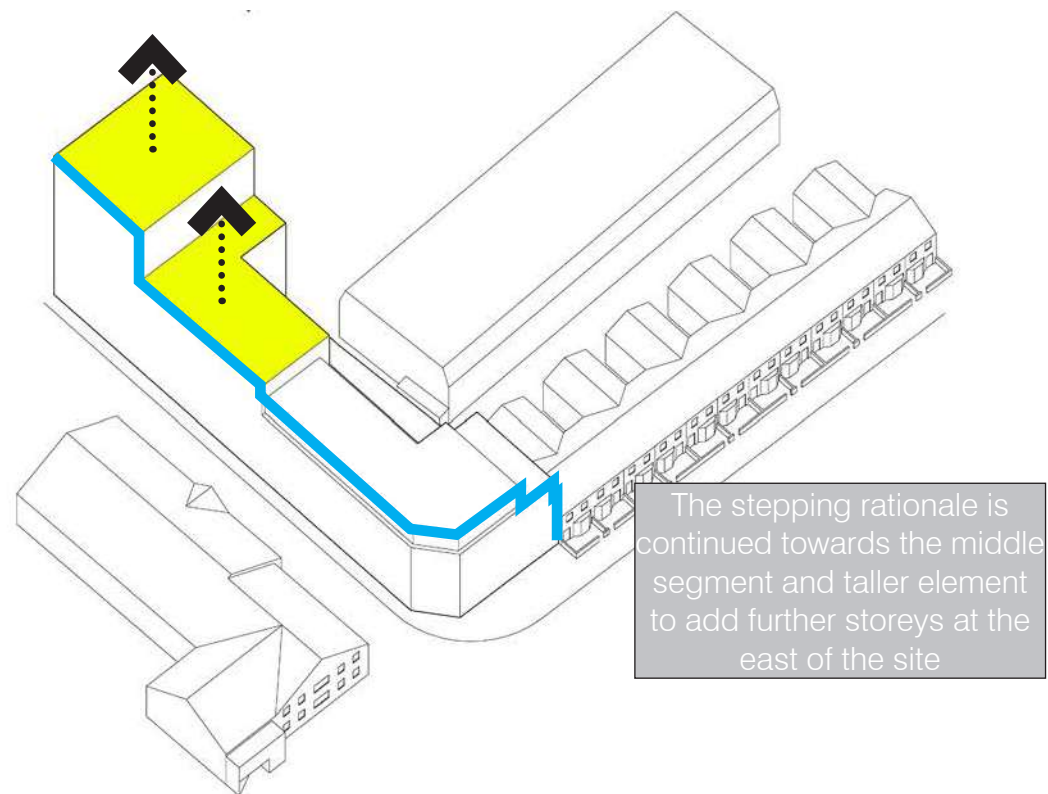
1. FOOTPRINT



2. ADDING STOREYS WITH A MASSING CUT-OUT



3. FORMING STEPS IN THE MASSING AT THE BROAD LANE CORNER PIECE



4. CONTINUING STEPPING UP OF MASSING BY INTRODUCING STOREYS TO THE MIDDLE SEGMENT AND TALLER ELEMENT

FIGURE 15 - PROPOSED MASSING DEVELOPMENT

PROPOSALS

5.2 DESIGN DEVELOPMENT (Continued)

Proportions, Scale and Definition

The above establishes the overall massing having presented the footprint and height rationale. The following will explain the elevational design in terms of proportions, scale and definition, in relation to each of the three parts of the building.

Again, starting with the Broad Lane corner piece adjacent to the Esin Court houses. The elevation has a clear vertical hierarchy. Proportionally, a taller base establishes the ground floor along with large, glazed areas and deep lintels. This is at a similar level to the taller window/door openings of Esin Court. The first and second floors have taller windows beneath a single storey of smaller windows (at third floor). Finally, the top storey is set back, and in a visually lighter material, to form a complete urban composition.

Window openings are no taller than a single storey to form a comprehensible scale. Upper floor windows are in pairs, continuing the rhythm established by the pairs of first floor windows in the row of existing houses adjacent (Esin Court). This repeating format of window pairs is subtle but also results in an established principle of 'void-above-void and solid-above-solid'.

A double stack bonded vertical brickwork band separates the second and third floors at a similar level to the roof line of the Esin Court houses. The third floor is inset at the boundary to 1 Esin Court which serves to provide definition to the flank wall. Additional architectural details introduce further definition along the front/side elevation such as a projecting header course above the ground floor level and projecting vertical brickwork lintels above windows.

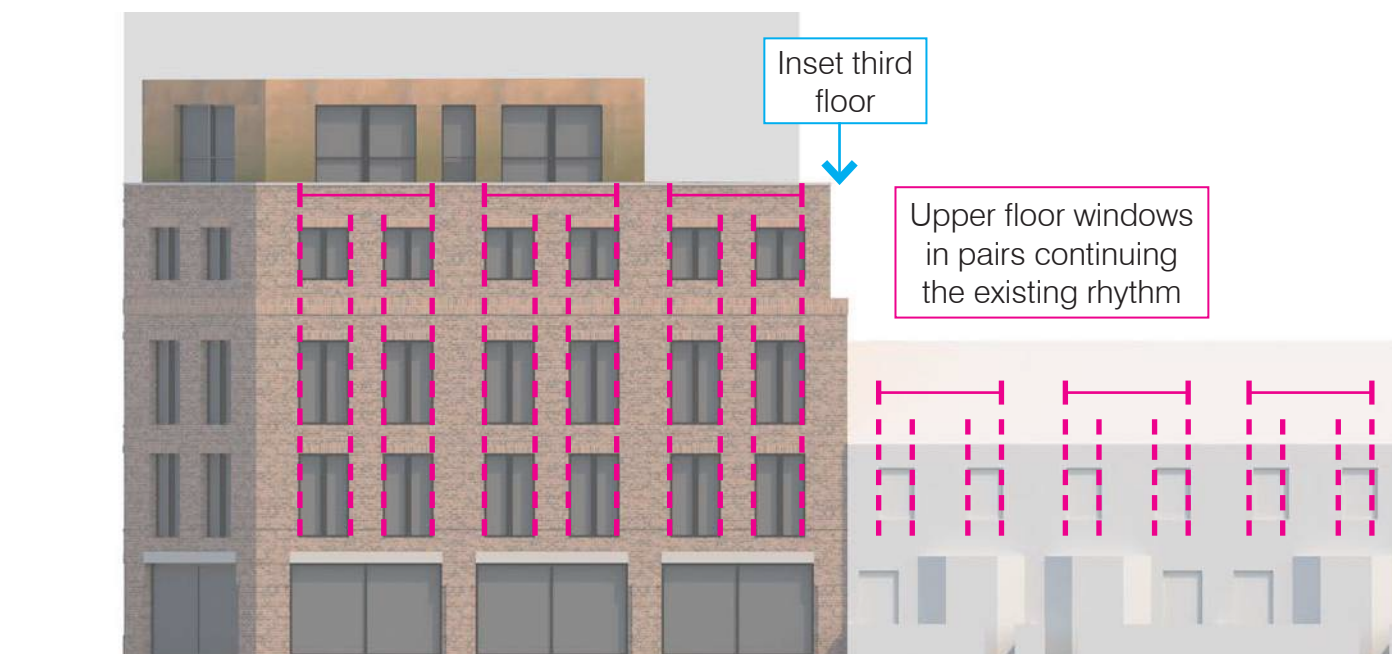


FIGURE 16 - PROPOSED BROAD LANE CORNER PIECE ELEVATION RATIONALE

5.2 DESIGN DEVELOPMENT (Continued)

Moving on to the middle segment of the proposal. The established notion of a taller ground floor, larger ground floor windows and upper floor window pairs is carried through to the middle segment for consistency. The middle segment transitions away from the more traditional hierarchy of the Broad Lane corner piece and does this by continuing the taller window heights into the third and fourth floors. Architectural detail is provided in highlighting the window openings against the darker brick with lighter stone lintels and cills. Lastly, the final storey is in a lighter metal cladding again for a full urban composition except this time without a setback. Larger industrial-appearing windows in the metal clad uppermost storey transitions the architectural language towards the final taller element.

Finally, on to the taller element at the east of the Site. This element is without any vertical hierarchy other than the continuation of the taller ground floor and the addition of a taller fully stone base and projecting band. A sequence of subtle recesses in the brickwork create layers of recessed frames that break up the facade into an elegant taller structure. Windows are grouped into two (vertically) by alternating stack bonded brick. All upper floors have similar large industrial-style windows, subdivided with glazing bars into smaller panes. This window type is characteristic of the industrial area immediately to the south and east of this part of the proposal.

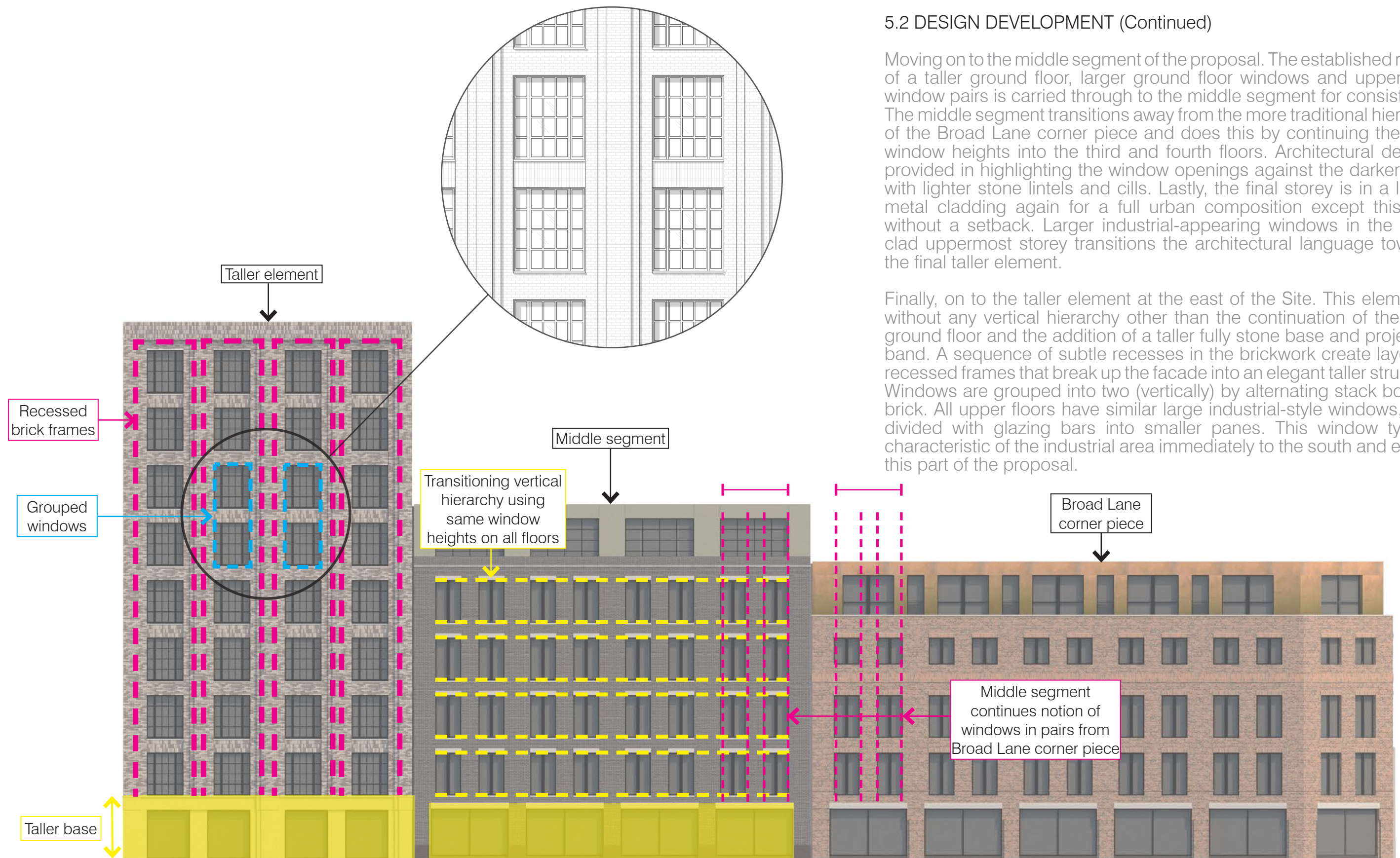


FIGURE 17 - PROPOSED LONG ELEVATION RATIONALE

PROPOSALS

5.3 MATERIALS

The above design development has gone hand in hand with material selection and implementation.

A material study was carried out in the surrounding area that demonstrated that there is a significant variety in the materials that buildings are constructed from. Buildings are most frequently built of bricks in yellow, brown and blue colours. There are many instances of metal cladding in natural or powder coated finishes. There is no typical window material as there are many examples of steel, timber, aluminium and plastic windows. Low-rise residential and some mid-rise residential/commercial have pitched tiled roofs. Older industrial buildings have pitched (often saw-tooth) tiled roofs whereas the more recently built have metal roofs. 20th/21st Century flatted residential buildings and the emerging taller buildings typically have flat green/brown roofs with PV panels.

The proposal includes a variety of high-quality brick tones that reflect the principal material character of the area. Brown brick is on the Broad Lane corner piece facing the residential area to integrate the proposal into the existing Broad Lane streetscape. Lighter bricks are used on the taller element picking up the lighter tones of the industrial area to the east. The set back upper storeys are clad in high-quality metal (in natural metal tones) which adds another layer of variety and interest to the building and streetscape.

The following four pages outline the materials chosen for each part and describe their architectural detailing followed by rendered elevation images.

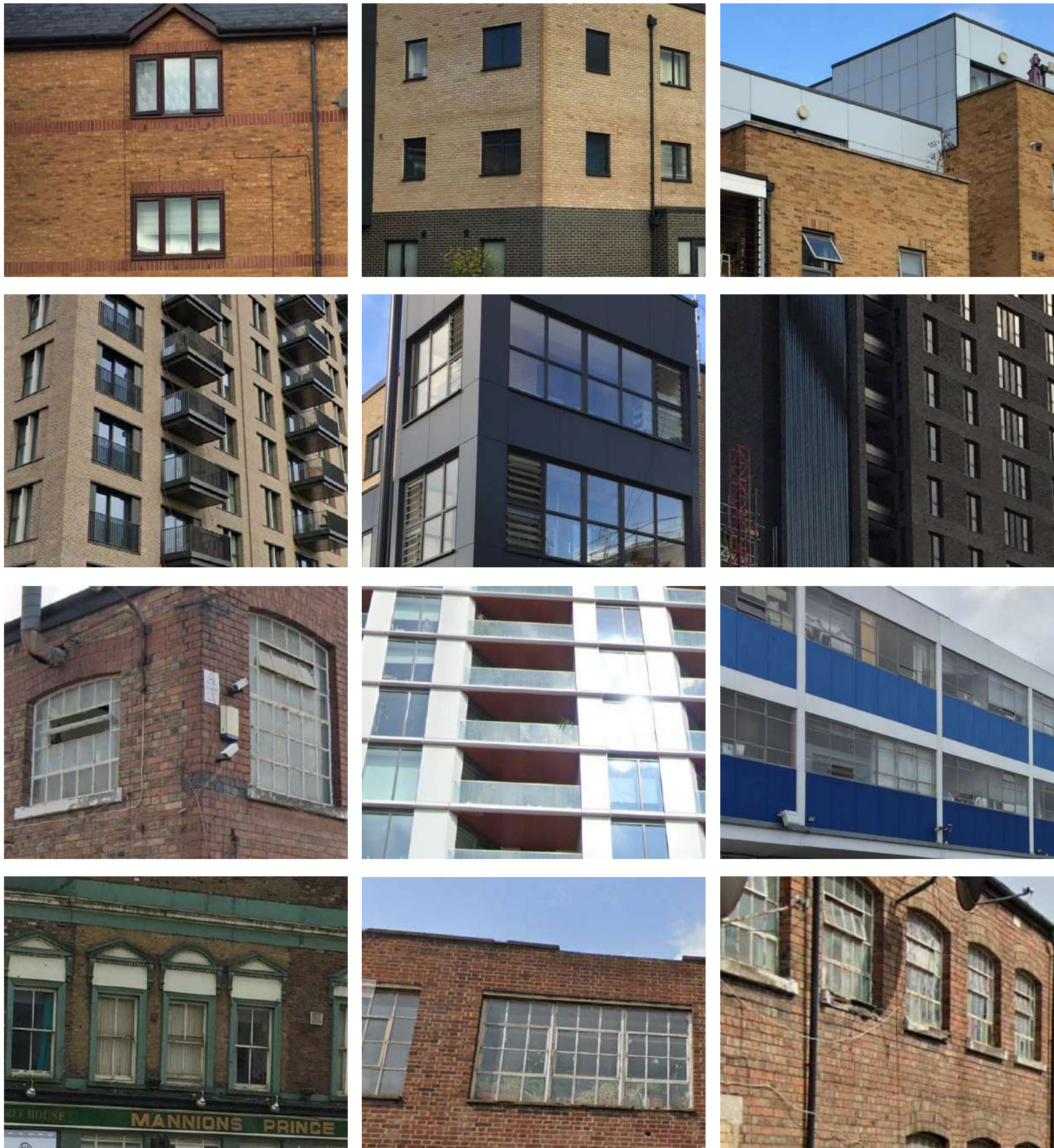


FIGURE 18 - MATERIAL STUDY



FIGURE 19 - PROPOSED BROAD LANE ELEVATION MATERIALS AND DETAILING

PROPOSALS



FIGURE 20 - PROPOSED LONG ELEVATION MATERIALS AND DETAILING (PARTIAL)



FIGURE 21 - PROPOSED BROAD LANE ELEVATION RENDERED



FIGURE 22 - PROPOSED LONG ELEVATION RENDERED

PROPOSALS

5.4 OVERLOOKING/SUNLIGHT/DAYLIGHT IMPACT

The design development has gone through an extensive internal design review process involving close collaboration with the client, planning consultant and daylight and sunlight consultants to mitigate any issues relating to overlooking and the impact the daylight/sunlight received by residential neighbours.

The proposed development is north of the two-storey houses on Esin Court, and therefore is not directly overshadowing these houses from sunlight. Nevertheless, the design process included on-going assessments and reviews to ensure that the massing and design is appropriate in this regard. For example, the depth of the proposal and the large massing 'cut-out' from first floor up is a deliberate move to mitigate (1) the impact in relation to outlook and, (2) the impact on access to daylight, for the immediate neighbour (1 Esin Court) and other houses on Esin Court. Furthermore, eight proposed windows that could overlook parts of the rear gardens of Esin Court are opaque.

The daylight and sunlight consultants for the scheme conclude that 'The results demonstrate that the proposed development will have a low impact on the light receivable by its neighbouring properties...and in our professional opinion, there is no daylight or sunlight related reason why planning permission should not be granted for this scheme.'

Refer also to the Daylight and Sunlight Report submitted with this application prepared by Right of Light Consulting.

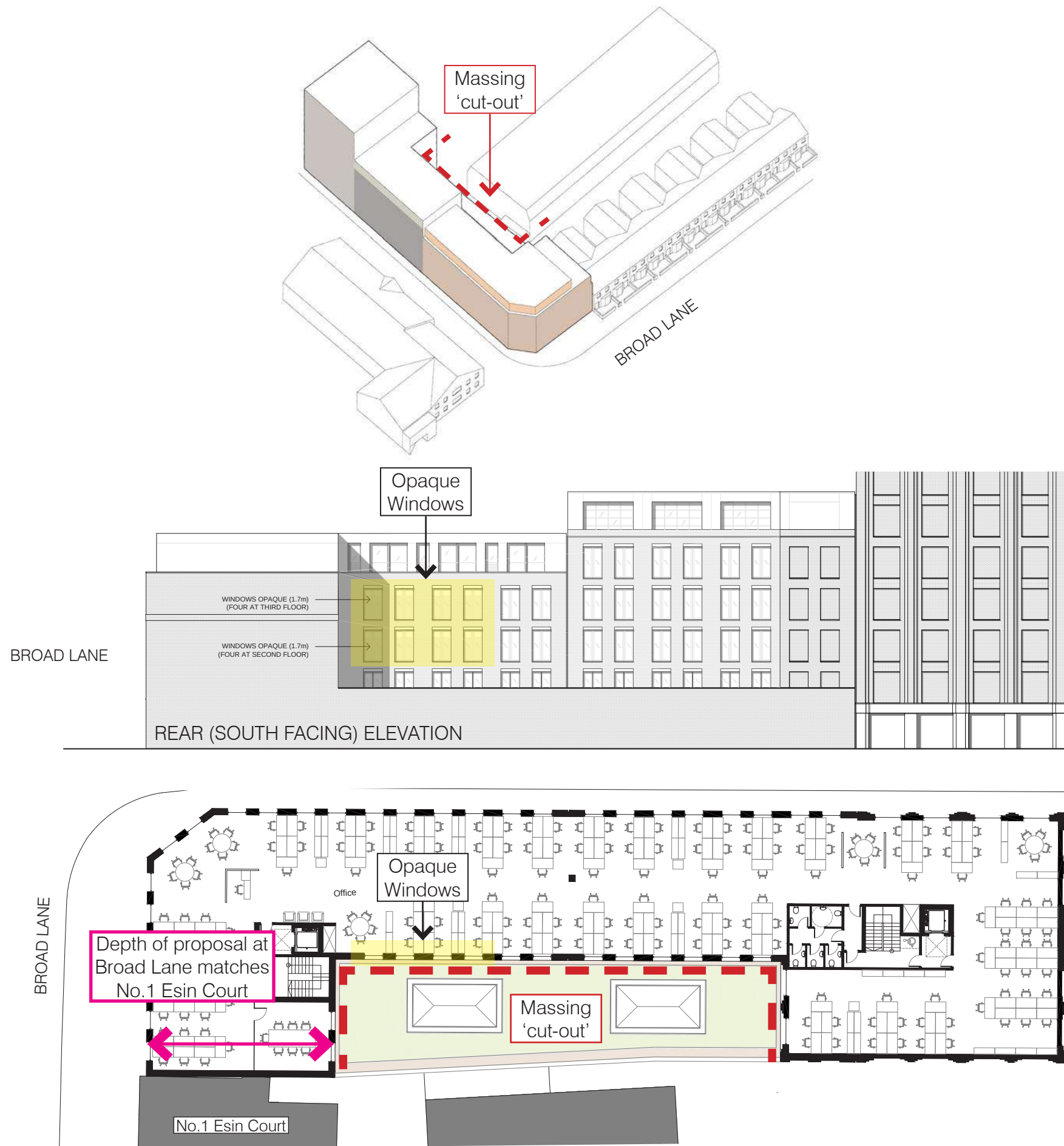
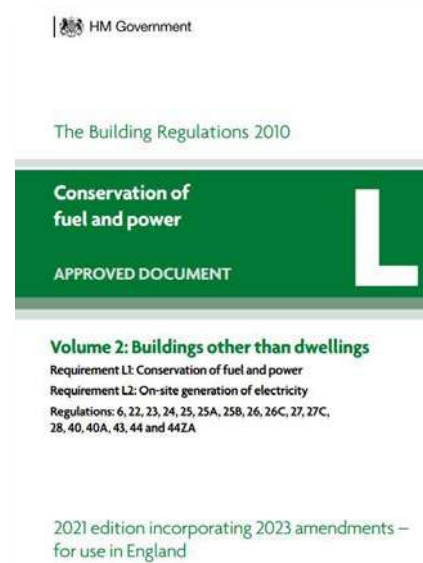


FIGURE 23 - OVERSHADOWING AND OVERLOOKING MITIGATION

PROPOSALS



1. ASSESSMENT AND MONITORING



2. ENERGY USE

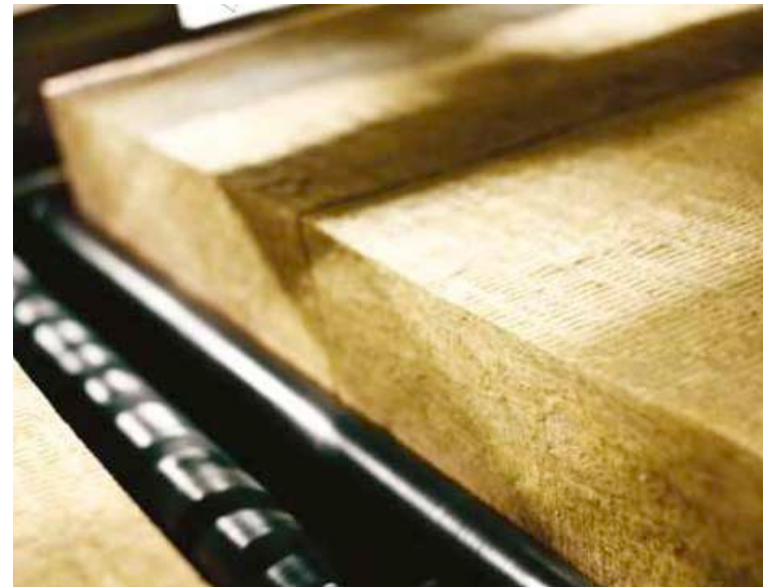
5.5 ENERGY AND SUSTAINABILITY

The proposed building is energy efficient, well insulated, and also generates electricity through PV panels on the roof. The building has been designed to deliver a reduction on carbon emissions that exceeds the requirements under Building Regulations and achieves an Excellent BREEAM sustainability rating. Energy efficient and low water-use fittings will be installed throughout, and recycling and re-use will be encouraged through separate waste storage facilities. The provision of an internal cycle store will support sustainable transport options and reduce road pollution. The development is offered without on-site car parking spaces. A sustainable urban drainage system in the form of a green roof will delay storm water to reduce impact on flooding in the local area. The open plan internal spaces (with excellent daylighting) offers flexibility for future sustainable re-use options.

Refer also to the Energy and Sustainability Statements prepared by Energy Lab Consulting.



3. PV PANELS GENERATING ELECTRICITY



4. HIGHLY INSULATED

FIGURE 24 - ENERGY AND SUSTAINABILITY
SOURCES (CLOCKWISE FROM TOP-LEFT): KINGSPAN,
UK GOVERNMENT, ZINCO GREENROOF, ROCKWOOL

PROPOSALS

5.6 LANDSCAPING

The proposal includes for 952 sq m of new green roof that will promote biodiversity, and create habitat for insects, birds and bats. New greenery will add a significant ecological benefit to a site which was previously mostly impermeable hard surfaces (former car wash). The soft landscaping will include and promote native and pollinator plant species.

In addition, soil and plant shading will protect the roof and evaporate water creating a cooling effect, and in winter providing an insulating effect which reduces heating demand. The green roof will also capture excess rainwater before entering the drainage system and delay permeating rainwater to reduce risk of stormwater flooding.

Urban Greening Factor

Extensive green roof (substrate of 150mm min), value = 0.8.

Area of Green Roof = 952 sq m

Site Area = 1265 sq m

$$0.8 \times 952 \text{ (area of green roof)} / 1265 \text{ (site area)} = \underline{0.6}$$

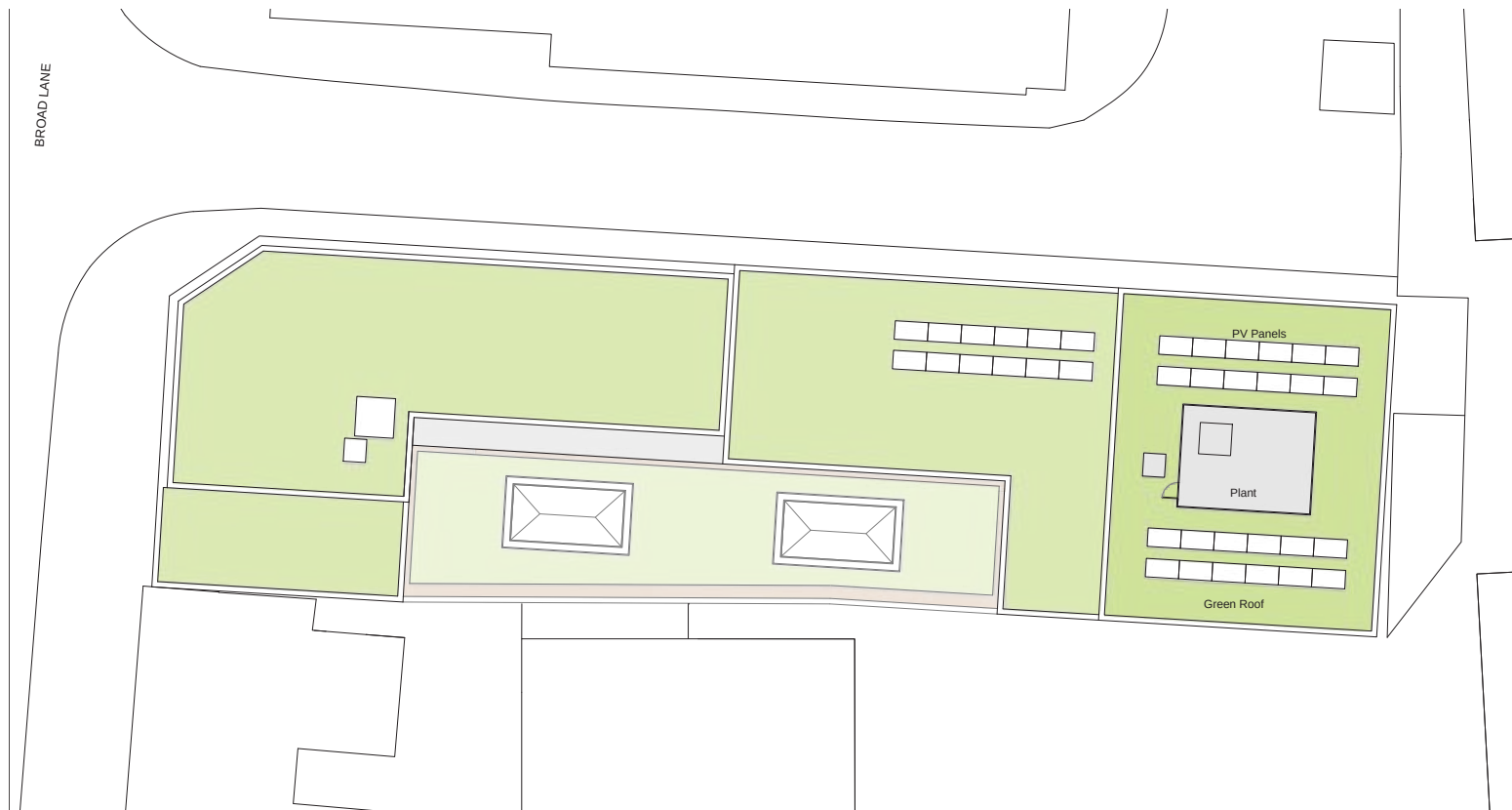


FIGURE 25 - GREEN ROOF AND PV PANELS



FIGURE 26 - EXTENSIVE GREEN ROOF BY ZINCO GREEN ROOF SYSTEMS



FIGURE 27 - BAUDERGREEN WB WILDFLOWER BLANKET SYSTEM

PROPOSALS

5.7 CYCLE PARKING

The design includes for secure internal cycle parking at ground floor level. A total of 58 cycle parking spaces are provided. This includes 15 short-stay spaces (Sheffield stands), of which one is larger for accessible/wider cycles. There are 43 long-stay parking spaces, of which 13 (30%) are Sheffield stands. Three of these spaces are larger for accessible/wider cycles.

Refer also to the Transport Statement prepared by Ardent Consulting Engineers.

5.8 ACCESS

The proposal is fully accessible throughout and includes a level threshold from the street. There are two Part M lifts providing step-free access to all floors and areas of the building. Door widths exceed Part M for wheelchair access throughout the building. There are Part M accessible WCs on all floors plus one additional near the building entrance. A wheelchair refuge space is provided in all protected escape stairs (at all levels) in the event of a fire. Lastly, space is provided for larger or accessible cycles within a dedicated internal secure cycle store located at the building entrance.

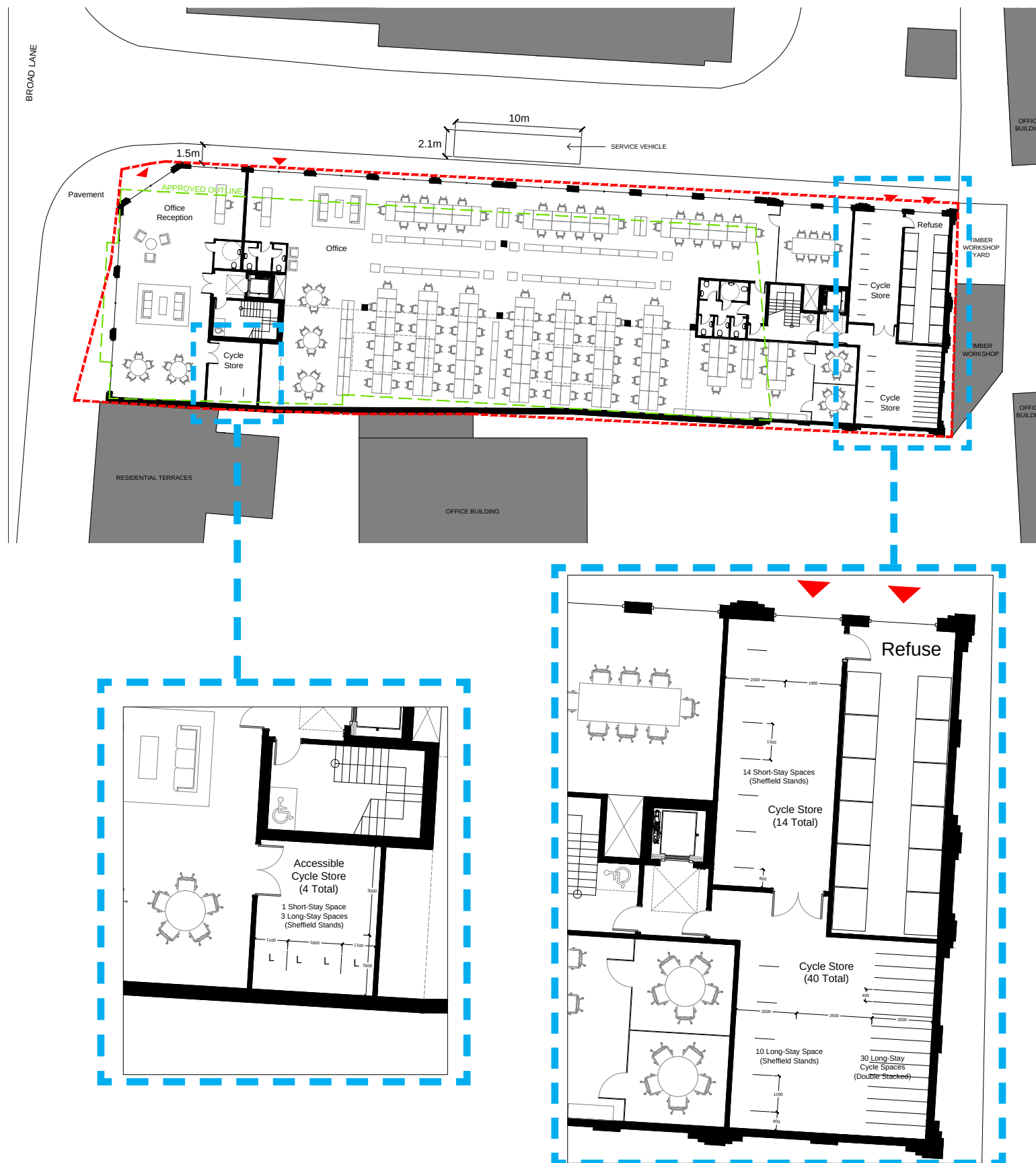


FIGURE 28 - CYCLE PARKING

APPENDIX 01 - EXISTING AND PROPOSED DRAWINGS

BROAD LANE | TOTTENHAM HALE

NEW OFFICE BUILDING

SEPTEMBER 2023



Mark Smith | Architects

DAS ADDENDUM

ADDENDUM



FIGURE 01 - PROPOSED BUILDING VIEWED FROM BROAD LANE

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 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.

The primary purpose of the meeting was to discuss matters relating to design although other matters relating to transport were discussed.

Below is a summary of matters discussed:

- The access road width
- Prospect of cycle parking overcapacity
- Ground floor frontage height
- Broad Lane corner abutting Esin Court
- Broad Lane flank wall height and outlook from adjacent Esin Court at rear
- The taller element adjacent to industrial area

1.4 DESIGN AND ACCESS STATEMENT ADDENDUM

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

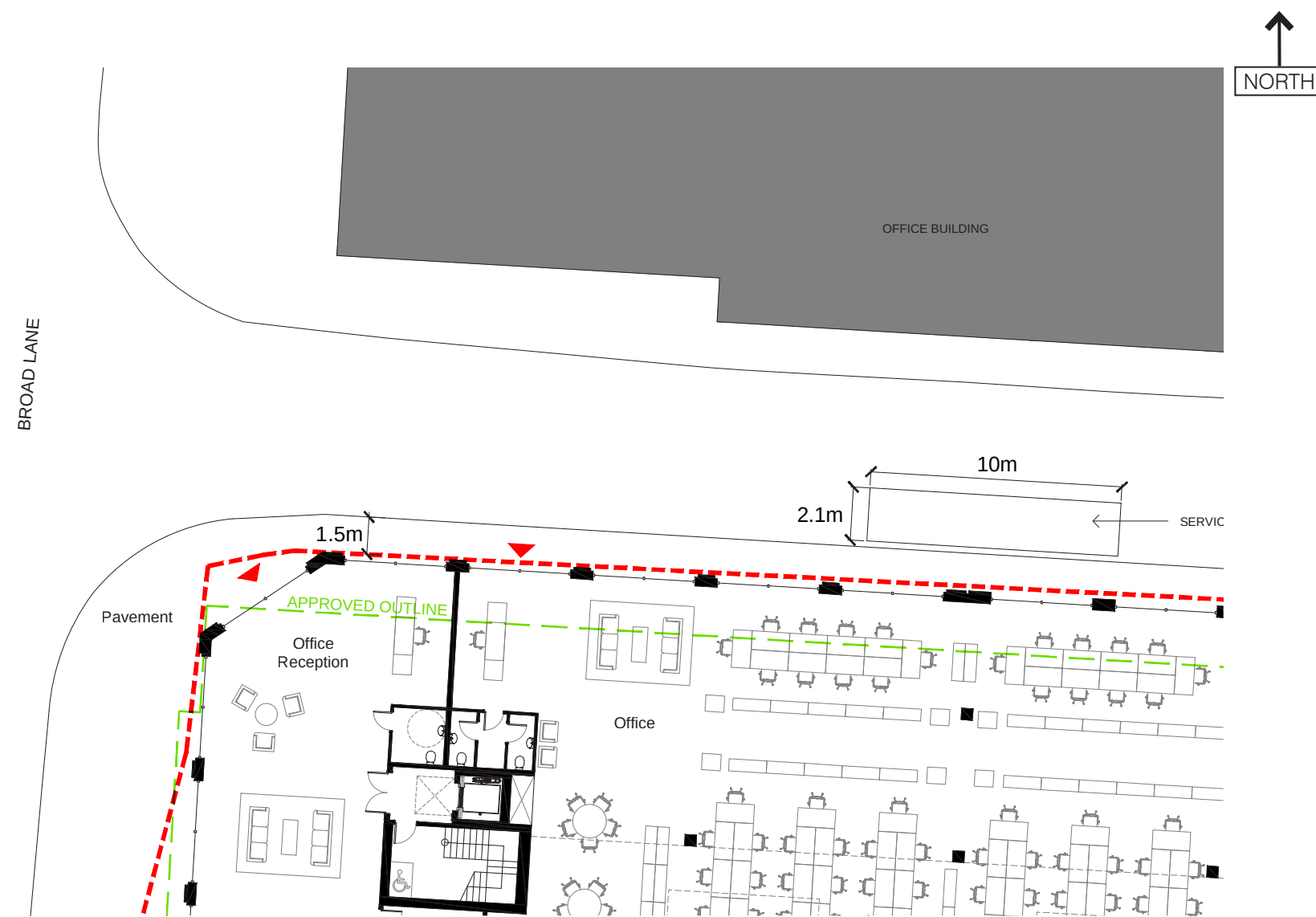


FIGURE 02 - GROUND FLOOR PLAN (FRONT)

2.1 THE ACCESS ROAD WIDTH

There was concern that the pavement immediately in front of the proposed building caused the access road to narrow. This is not the case and the existing 7m road width remains unaltered as a result of these proposals.

There was no pavement between the site and the access road during the former use of the site as a car wash. The proposal introduces a new active frontage facing the access road with pavement for safer pedestrian access.

ADDENDUM



FIGURE 03 - GROUND FLOOR PLAN (REAR)

2.2 PROPOSED OF CYCLE PARKING OVERCAPACITY

The proposal meets the requirement for cycle parking with the provision of 58 short and long term cycle parking spaces. This includes for a variety of cycles including Sheffield Stands and larger cycles.

With the promotion of sustainable transport solutions such as cycling, the design team were asked how further capacity for cycle provision could be achieved.

The design allows flexibility such that the proposed cycle store could be enlarged within the confines of the proposed building. The only alterations required would be to move internal walls. See Figure 03 showing where meeting rooms adjacent to the cycle store could be converted into further cycle parking.

PROPOSALS



5.2 DESIGN DEVELOPMENT (Continued)

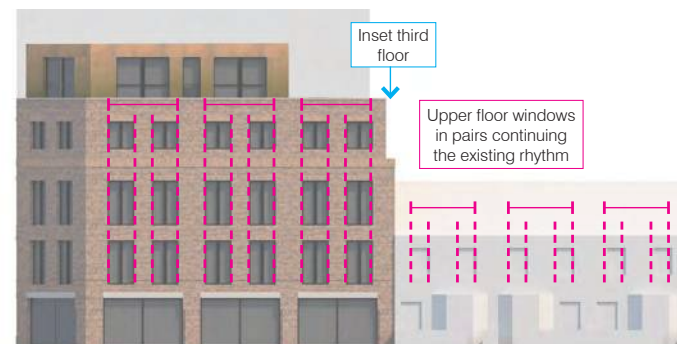
Proportions, Scale and Definition

The above establishes the overall massing having presented the footprint and height rationale. The following will explain the elevational design in terms of proportions, scale and definition, in relation to each of the three parts of the building.

Again, starting with the Broad Lane corner piece adjacent to the Esin Court houses. The elevation has a clear vertical hierarchy. Proportionally, a taller base establishes the ground floor along with large, glazed areas and deep lintels. This is at a similar level to the taller window/door openings of Esin Court. The first and second floors have taller windows beneath a single storey of smaller windows (at third floor). Finally, the top storey is set back, and in a visually lighter material, to form a complete urban composition.

Window openings are no taller than a single storey to form a comprehensible scale. Upper floor windows are in pairs, continuing the rhythm established by the pairs of first floor windows in the row of existing houses adjacent (Esin Court). This repeating format of window pairs is subtle but also results in an established principle of 'void-above-void and solid-above-solid'.

A double stack bonded vertical brickwork band separates the second and third floors at a similar level to the roof line of the Esin Court houses. The third floor is inset at the boundary to 1 Esin Court which serves to provide definition to the flank wall. Additional architectural details introduce further definition along the front/side elevation such as a projecting header course above the ground floor level and projecting vertical brickwork lintels above windows.



PROPOSED BROAD LANE CORNER PIECE ELEVATION RATIONALE

Mark Smith | Architects

BROAD LANE | HARINGEY | DESIGN AND ACCESS STATEMENT 18

FIGURE 04 - DESIGN DEVELOPMENT (ELEVATIONAL RATIONALE)



FIGURE 05 - EXTENDED STEP AWAY FROM ESIN COURT AT THIRD FLOOR APPEARS AWKWARD

Mark Smith | Architects

2.3 GROUND FLOOR FRONTAGE HEIGHT

Overall, the appearance and architectural design of the elevations were well received. The height of the ground frontage was queried in relation to the upper floors by the local authority.

The height of the proposed ground floor frontage must strike a balance between relating to the domestic scale of the adjoining Esin Court and as a base for the overall composition of the proposed building. It is slightly taller than the Esin Court ground floor without being overlay so, and relates to the pitch of the Esin Court window bay roof. Meanwhile, the taller internal floor-to-ceiling height of the proposed ground floor is 2.9m (compared to the 2.6m of the upper floors) which provides the necessary spaciousness for an entrance level.

2.4 BROAD LANE CORNER ABUTTING ESIN COURT

The relationship between the flank wall of the proposal and Esin Court was queried and whether a further step down was required.

Great care was taken in the design of this abutment and numerous massing options were explored along with a series of elevational studies. Figure 04 demonstrate the rationale of this elevational and it's relationship to Esin Court.

To introduce a further step down or taller flank just prior to the abutment would dismantle the successful two-bay repetition (borrowed from the elevational rhythm of Esin Court) that repeats over the lower brick four storeys and extends round the corner element.

In our professional experience, the elevation shown in Figure 04 is aesthetically superior and represents a more complete design. The elevation in Figure 05 is awkward due to what appears to be a missing brick section at third floor.

ADDENDUM

2.5 BROAD LANE FLANK WALL HEIGHT AND OUTLOOK FROM ADJACENT ESIN COURT AT REAR

There was concern that the massing will result in a poor outlook from the rear of the house on Esin Court, immediately adjacent to the proposal. The criticism has been acknowledged by the design team and the massing at this location has been re-worked.

The proposed massing of the first, second and third floors has been pulled away from the neighbouring wall of the existing Esin Court house. This will significantly improve the outlook from the rear of this dwelling, as shown in the *before* and *after* drawings opposite.

The application drawings have been updated to reflect this alteration and appear in full in the appendix of this document.



FIGURE 06 - BEFORE PLAN AND ELEVATION

FIGURE 07 - AFTER PLAN AND ELEVATION



FIGURE 08 - PROPOSALS FITTING INTO A NEW INDICATIVE URBAN FORM



2.6 TALLER ELEMENT ADJACENT TO INDUSTRIAL AREA

The windowless nature of the rear and side elevation of the taller element was discussed as it abutted land that is not public realm. These elevations are not bereft of architectural detail but in fact continue the brickwork framing from the other two sides albeit without glazing. It is not entirely uncommon to have flank and/or rear elevations with fewer or no window openings in order to permit further adjacent development. In fact, the proposed elevations could successfully be built up against or left exposed as a gap (refer to Figure 10/11).

The design team has prepared an indicative masterplan to demonstrate how the proposal could comfortably fit into a new urban form thus not prejudicing future development of the surrounding industrial area. The indicative masterplan retains the existing business park and terraces at Esin Court and develops the industrial area that can seamlessly integrate into a transformed retail park and built form/public realm of the newly constructed parts of Tottenham Hale District Centre.

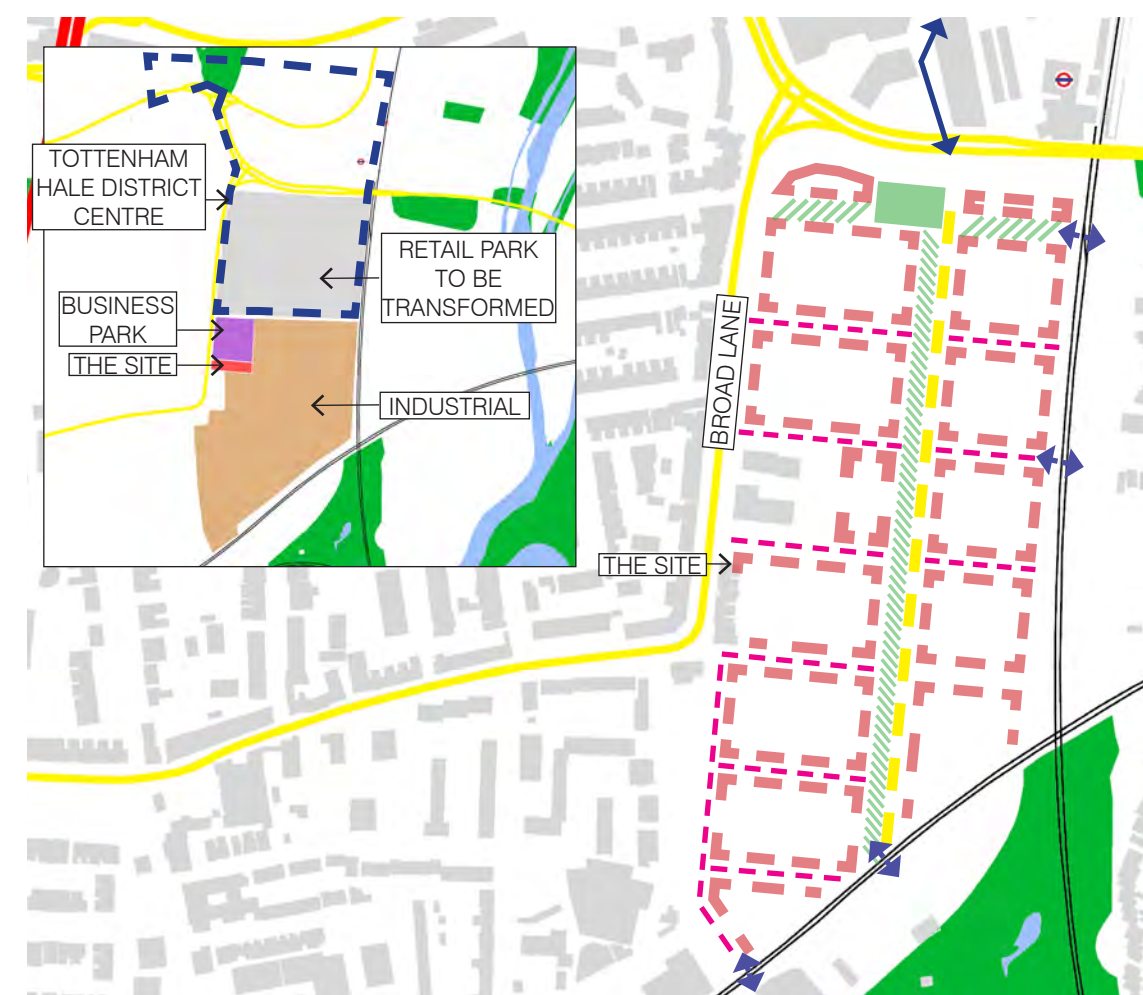


FIGURE 09 - INDICATIVE NEW URBAN PERIMETER BLOCK FORM REPLACING THE EXISTING INDUSTRIAL USE (EXISTING USES INSET)

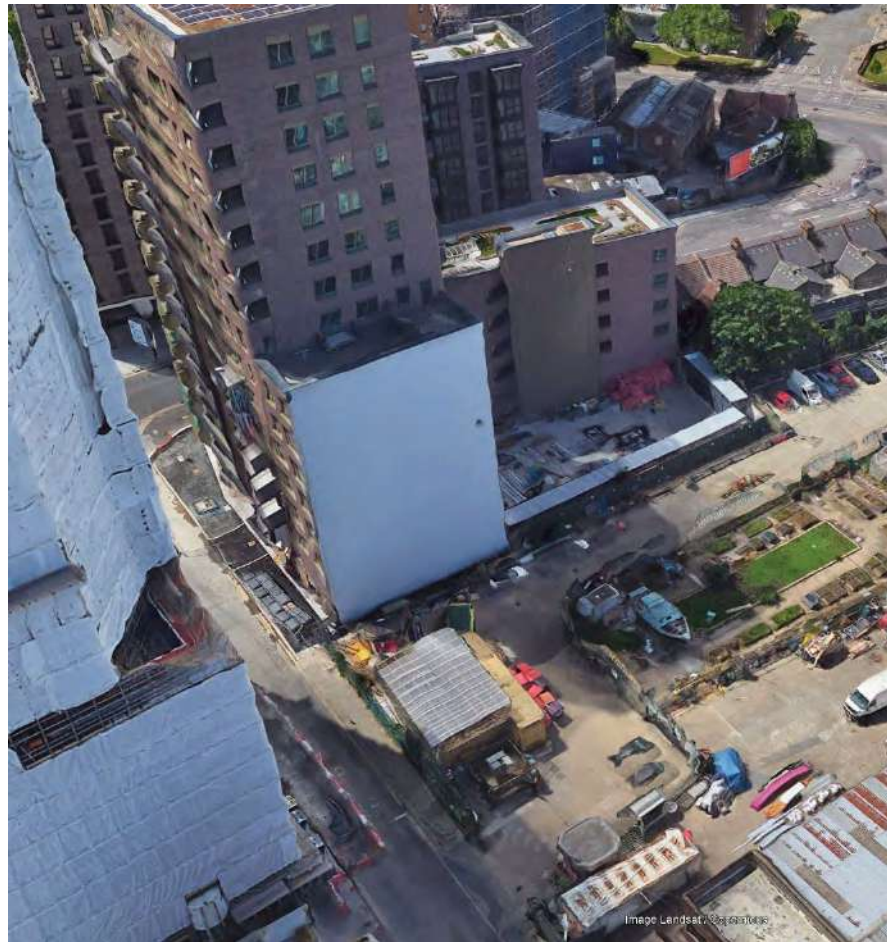


FIGURE 10 - EXAMPLE OF EXPOSED FLANK WALLS IN TOTTENHAM HALE DISTRICT CENTRE ALLOWING FUTURE ADJACENT DEVELOPMENT



FIGURE 11 - EXAMPLE OF EXPOSED FLANK WALLS FORMING A GAP WITH LIMITED WINDOWS



FIGURE 12 - EXAMPLE PERIMETER URBAN BLOCK FORM WITH OPEN GREEN SPACE AND PUBLIC ACCESS THROUGH

APPENDIX 01 - PROPOSED DRAWINGS

BROAD LANE | TOTTENHAM HALE

NEW OFFICE BUILDING

APRIL 2024



Mark Smith | Architects

DAS ADDENDUM 2 (RESPONSE TO QUALITY REVIEW PANEL)

ADDENDUM 2



FIGURE 01 - PROPOSED BUILDING VIEWED FROM BROAD LANE (AFTER Q.R.P.)

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.

1.5 DESIGN AND ACCESS STATEMENT ADDENDUM 2

The purpose of this document is to respond to the Review Panels Report 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 2.

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

ADDENDUM 2

2.1 HEIGHT AND MASSING

Report of Formal Review Meeting: '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 Quality Review Panel (Q.R.P.) felt that the five storey element on the corner was *overbearing next to the two-storey houses* and suggested that *a block of three storeys high with further setback*. The massing has been revised to reflect this recommendation resulting in a more gentle transition in scale from Esin Court.

The Q.R.P. recommended up to six storeys for the taller element to the east of the site. As the windows of this part are vertical grouped in two and the positive response received to the gradual stepping up in height, removing two storeys was deemed suitably appropriate resulting in a total of seven storeys for this taller element.

Refer to the *before* and *after* views on the following pages.



FIGURE 02 - NORTH ELEVATION (BEFORE Q.R.P.)



FIGURE 03 - NORTH ELEVATION (AFTER Q.R.P.)



FIGURE 04 - PROPOSED BUILDING VIEWED FROM BROAD LANE (BEFORE Q.R.P.)



FIGURE 05 - PROPOSED BUILDING VIEWED FROM BROAD LANE (AFTER Q.R.P.)



FIGURE 06 - PROPOSED BUILDING VIEWED FROM BROAD LANE SOUTH OF SITE (BEFORE Q.R.P.)



FIGURE 07 - PROPOSED BUILDING VIEWED FROM BROAD LANE SOUTH OF SITE (AFTER Q.R.P.)



FIGURE 08 - PROPOSED BUILDING VIEWED FROM BROAD LANE NORTH OF SITE (BEFORE Q.R.P.)



FIGURE 09 - PROPOSED BUILDING VIEWED FROM BROAD LANE NORTH OF SITE (AFTER Q.R.P.)



FIGURE 10 - PROPOSED BUILDING VIEWED FROM THE ARCHIVES AT HIGH CROSS CENTRE (AFTER Q.R.P.)

ADDENDUM 2

2.2 ARCHITECTURE, FOOTPRINT, PUBLIC REALM AND ACTIVE FRONTAGES

Report of Formal Review Meeting: 'The architectural language is elegant but makes no attempt to create a dialogue with the public realm. The panel is also concerned about the inward-looking nature of the scheme.'

'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.'

The Q.R.P. asked the project team to create a more positive street-level experience and develop the building's relationship to the street ... through its frontages. The street-level experience has been improved by recessing the large glazed 'shop-front' windows at ground floor and introducing planters and small trees. The legibility of the entrance has been improved with a projecting bronze frame around the main entrance.

The warehouse style window detailing of the taller element was deemed most successful therefore this has been adapted to suit all windows for a broad consistent architectural language.



FIGURE 11 - PROPOSED BUILDING VIEWED FROM BROAD LANE (AFTER Q.R.P.)



FIGURE 12 - PROPOSED GROUND LEVEL FRONTAGE (AFTER Q.R.P.) WITH DEVELOPED RELATIONSHIP TO THE STREET AND STREET-LEVEL EXPERIENCE INCLUDING MORE LEGIBLE ENTRANCE, RECESSED 'SHOP-FRONT' WINDOWS, PLANTERS AND SMALL TREES.

ADDENDUM 2

2.3 QUALITY OF WORKSPACE AND FLEXIBILITY

Report of Formal Review Meeting: '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 floor-to-ceiling height has been increased to 2.7m and building services are to be exposed with a contemporary workspace feel. Large windows with relatively shallow floor plans allowing 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.

Windows have been introduced on the eastern elevation to further increase the internal work environment and improve the internal natural surveillance.

The design of the recessed windows on the long street-facing elevation (North Elevation) affords the flexibility of direct access points to internally sub-divided spaces at ground floor. Refer to the proposed ground floor plan on the following page. This also adds to the previous point (2.2 Architecture, footprint, public realm and active frontages) regarding further active frontage and the relationship between building and street.



FIGURE 13 - EXAMPLE FLEXIBLE INTERNAL SPACE WITH EXPOSED SERVICES

FIGURE

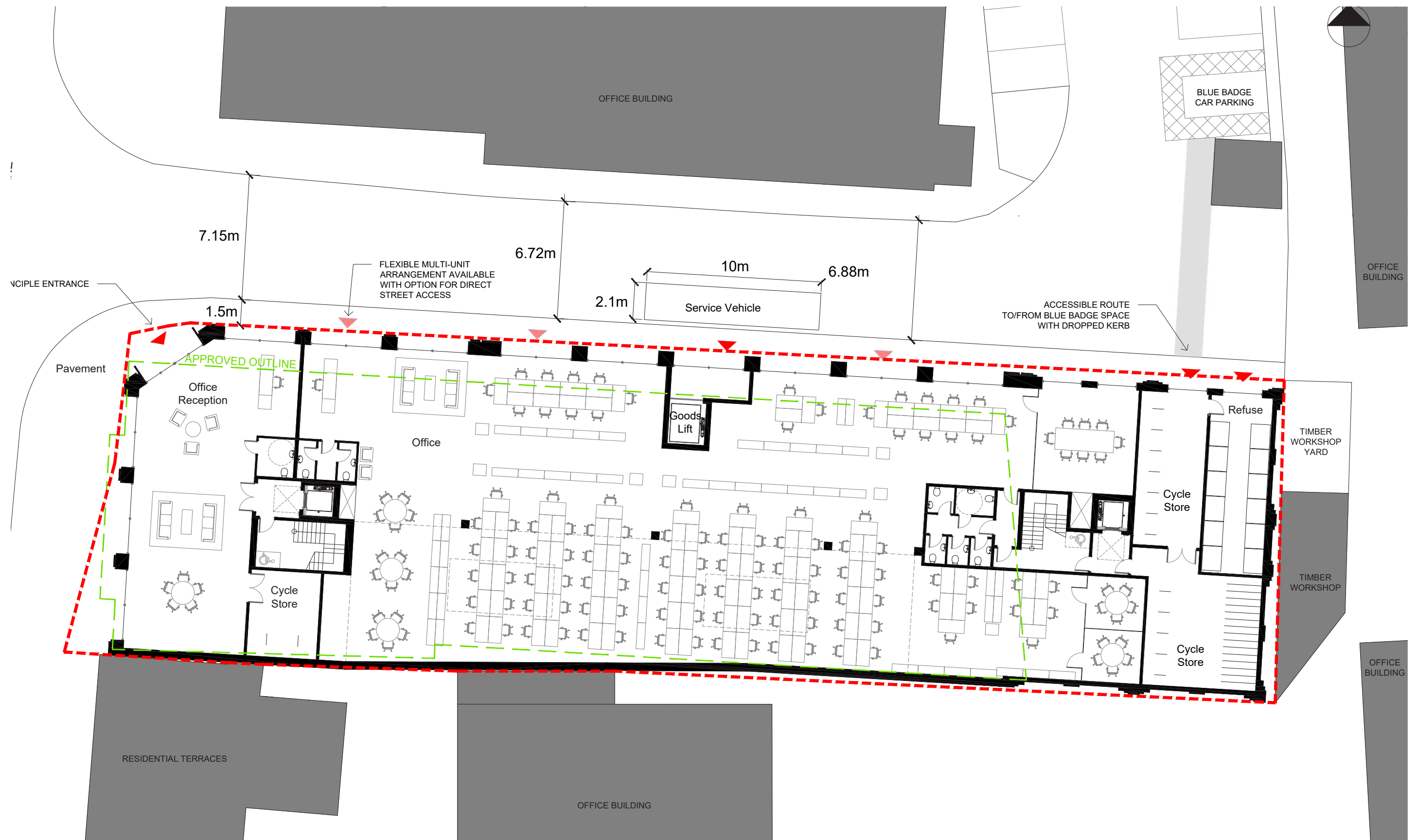


FIGURE 14 - GROUND FLOOR PLAN SHOWING RECESSED 'SHOP-FRONTs', MULTI-UNIT DIRECT ACCESS OPTIONS AND GOODS LIFT

ADDENDUM 2

2.4 AMENITY SPACE

Report of Formal Review Meeting: 'Outdoor amenity space would improve the health and wellbeing of the people working here and is an attractive commercial offer. As well as being social spaces, terraces could also support the ideas around flexible working.'

The revised proposal introduces a 135 sq. m. roof garden for employees on the sixth floor. This high-quality area has a perimeter railing set back from the building edge for safety as well as perimeter planting. This perimeter planting (i.e a green buffer) not only adds to biodiversity and visual amenity, but also prevents overlooking by keeping people 2.6m away from the building edge.



FIGURE 15 - EXAMPLE ROOF GARDEN (WRIGHT'S LANE, KENSINGTON)

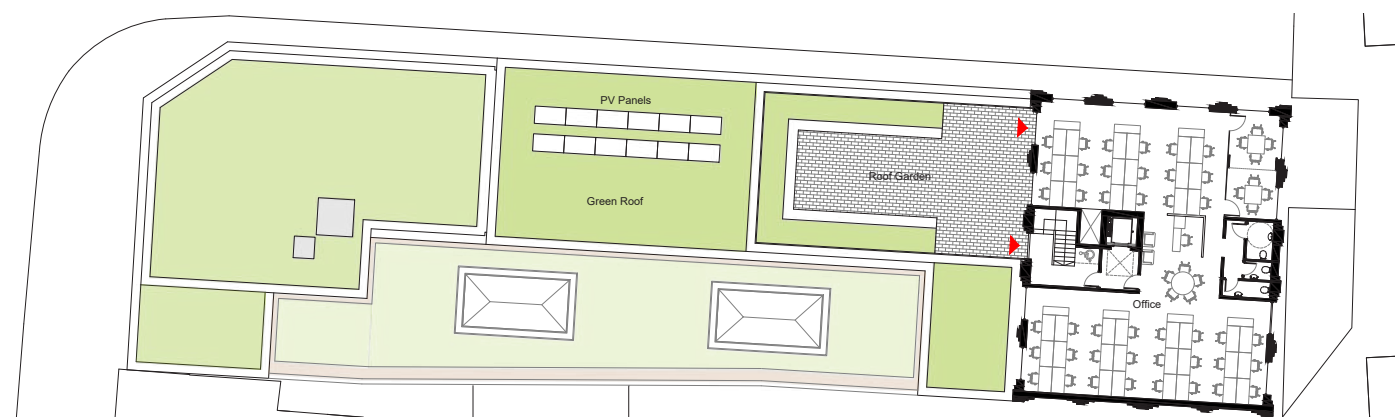


FIGURE 16 - PROPOSED SIXTH FLOOR ROOF GARDEN LOCATION



FIGURE 17 - PROPOSALS FITTING INTO A NEW INDICATIVE URBAN FORM



2.5 MASTERPLAN

The Q.R.P. recognises that there is no masterplan in place and urged some caution to the massing on the site. As a result the proposed massing has been reduced (refer to 2.1 Height and Massing) and windows have been introduced on the east elevation (refer to Figure 10).

Figure 17 and 18 (opposite and below) were prepared for the first Design and Access Statement Addendum. The design team has prepared an indicative masterplan to demonstrate how the proposal could comfortably fit into a new urban form thus not prejudicing future development of the surrounding industrial area. The indicative masterplan retains the existing business park and terraces at Esin Court and develops the industrial area that can seamlessly integrate into a transformed retail park and built form/public realm of the newly constructed parts of Tottenham Hale District Centre.

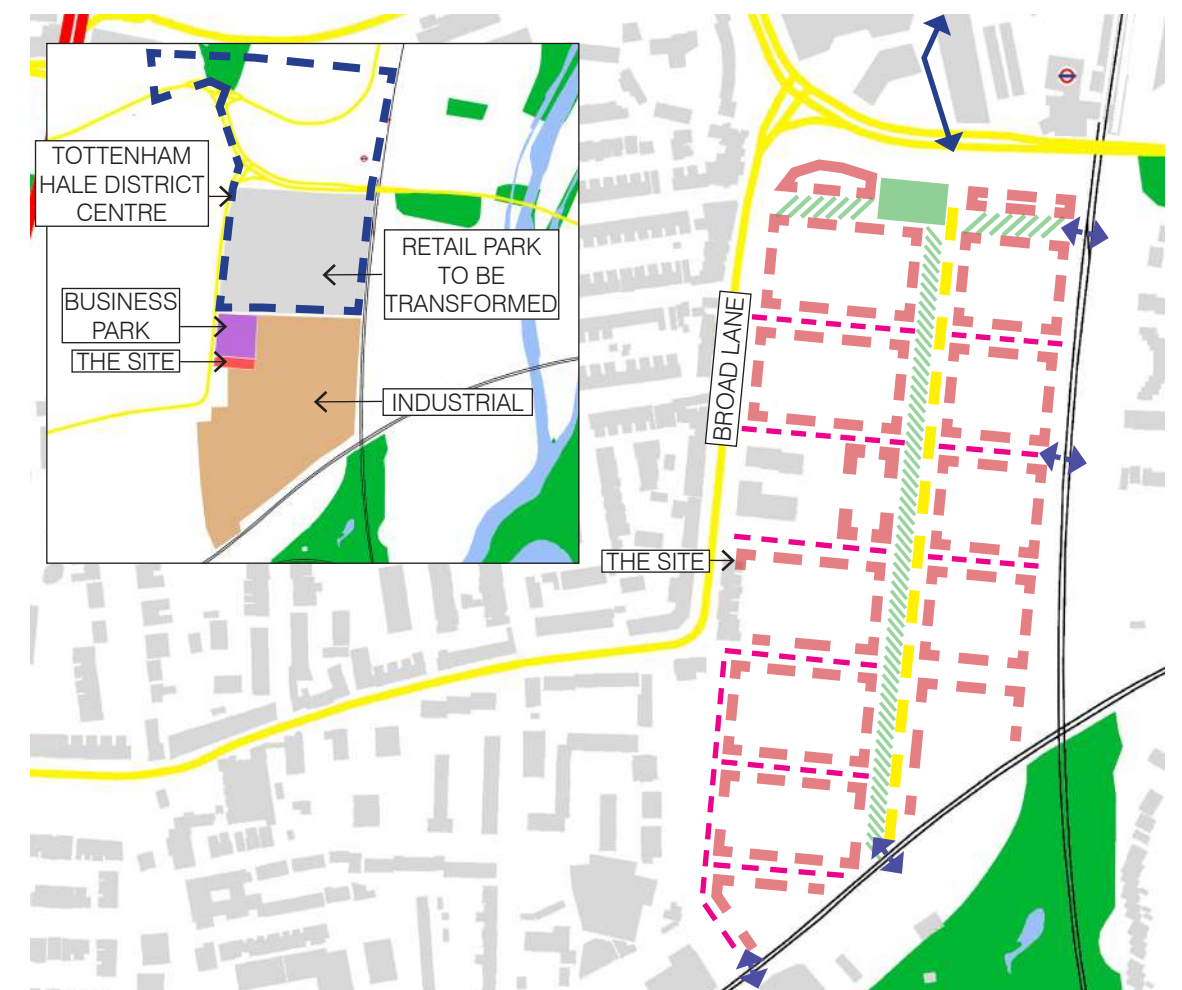


FIGURE 18 - INDICATIVE NEW URBAN PERIMETER BLOCK FORM REPLACING THE EXISTING INDUSTRIAL USE (EXISTING USES INSET)

ADDENDUM 2

2.6 CAR PARKING, SERVICING AND CYCLE PROVISION

Report of Formal Review Meeting: 'The panel is concerned that this scheme is overly reliant on the private road to the north for all its servicing requirements, including Blue Badge parking, refuse and deliveries.'

The proposal includes for a new blue badge space as shown on the plan opposite. The route to the building entrance(s) is level and a dropped kerb permits step-free access via the adjacent pavement.

The proposal maintains the large cycle stores with a range of cycle parking types and an overcapacity of cycle spaces. In line with transport comments since the Q.R.P. a mobility charging point has been added. Drawing 2106_PL_130 also demonstrates how the cycle store can be further expanded (refer to Figure 19).

Please also refer to the Transport Addendum for a detailed response to transport queries within the Formal Review Report and subsequent transport comments received from L.B. Haringey in December 2023.

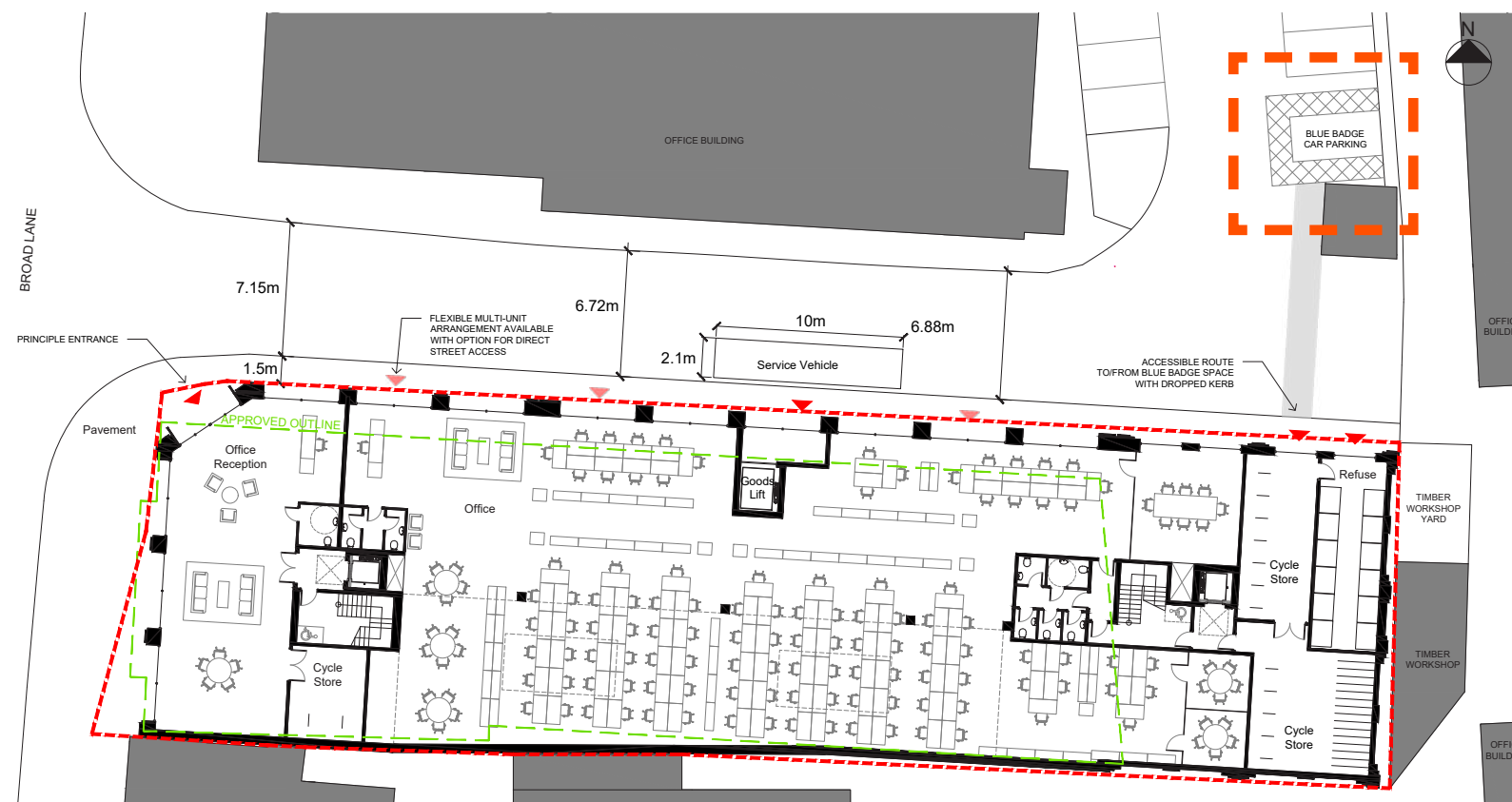


FIGURE 19 - BLUE BADGE CAR PARKING LOCATION (SEE ORANGE DASHED SQUARE)

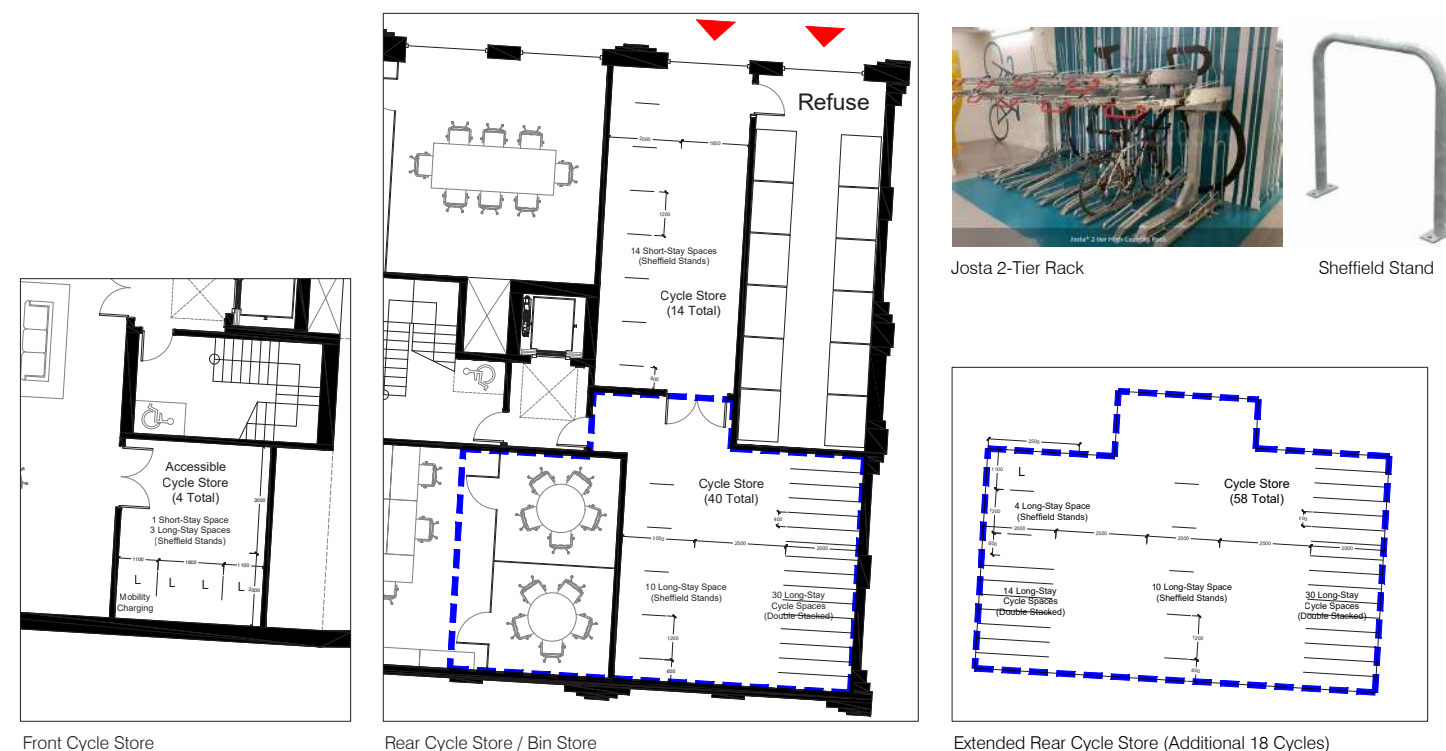
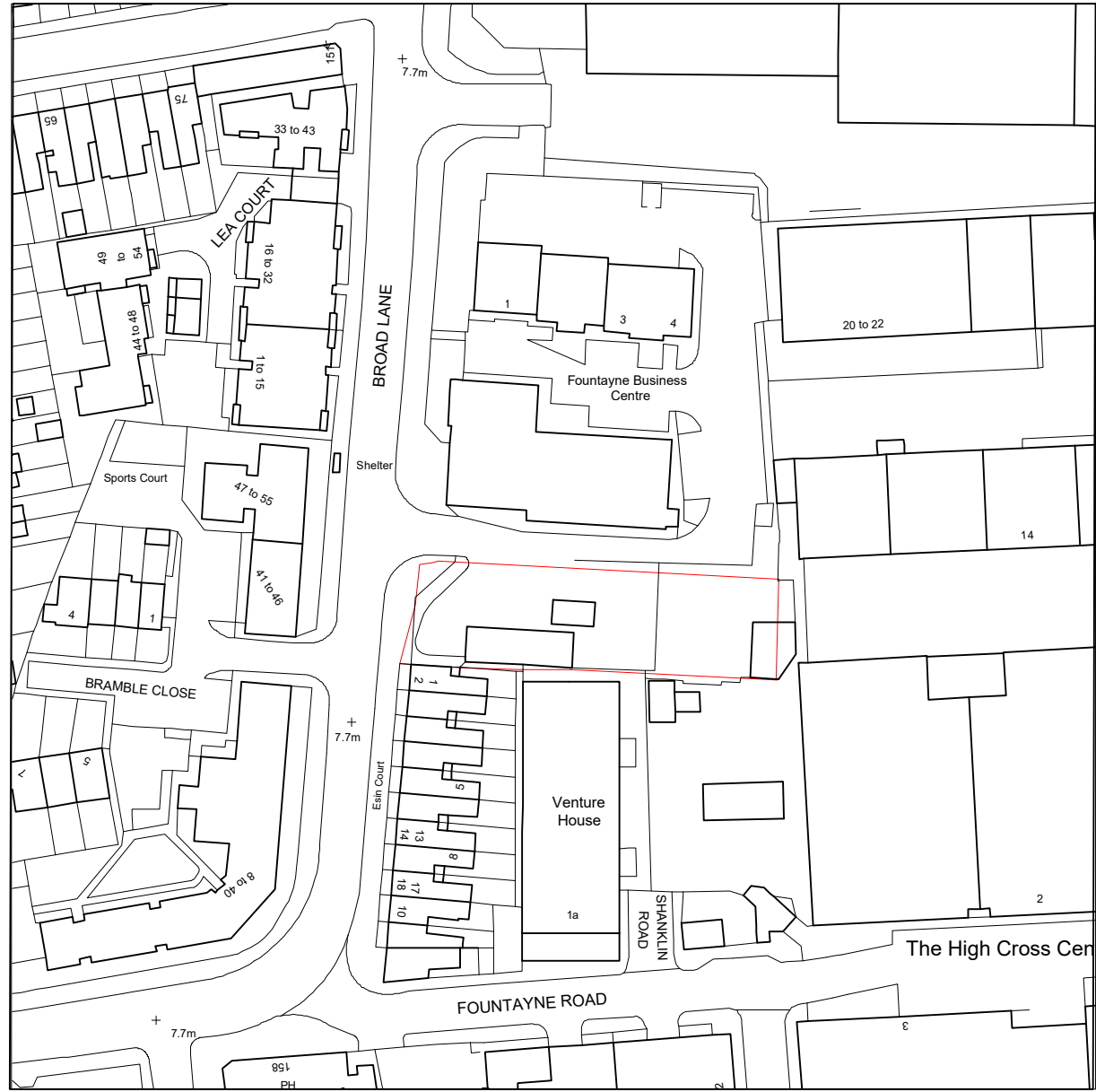


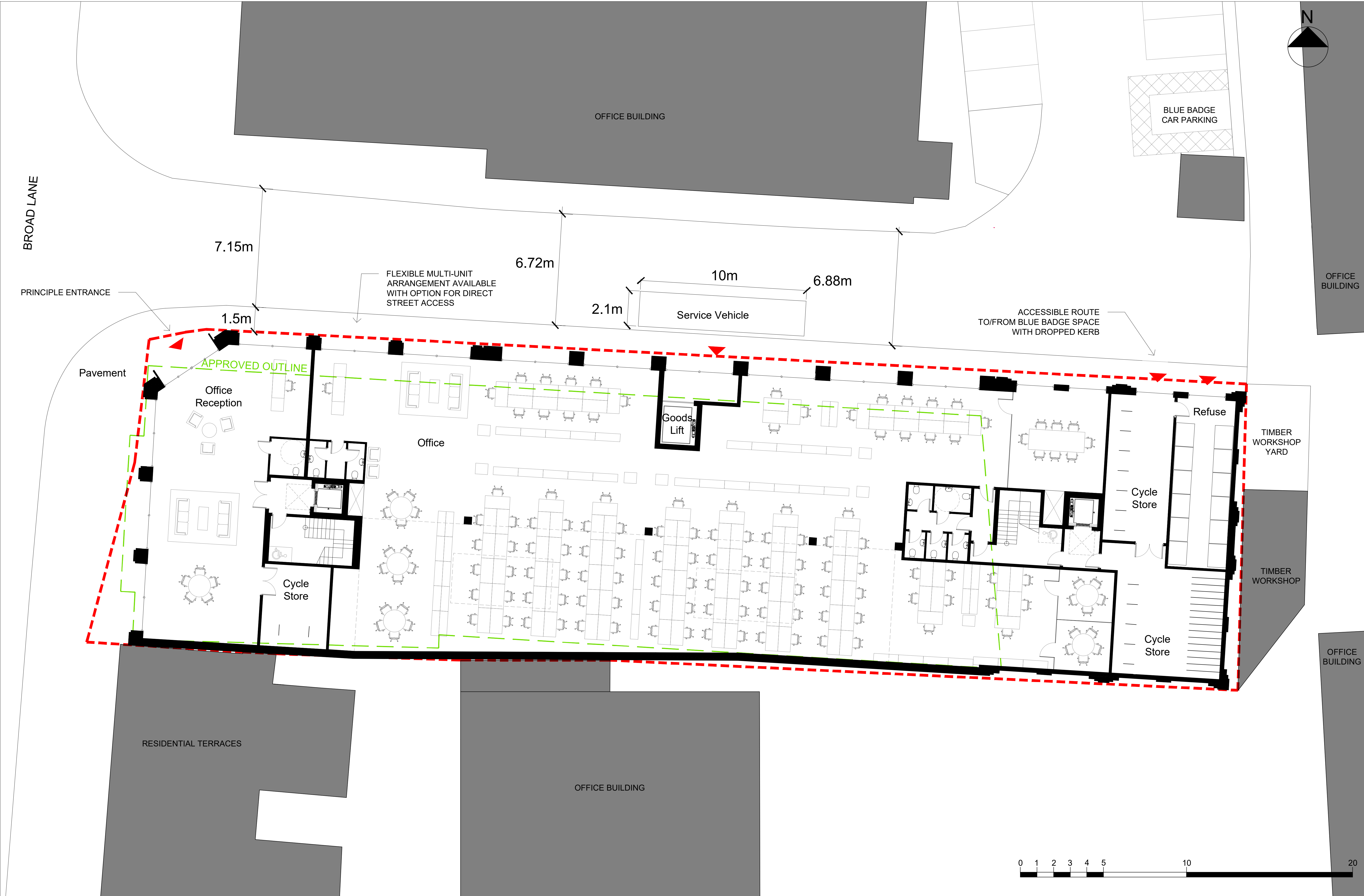
FIGURE 20 - CYCLE PARKING PROVISION AND FLEXIBILITY TO EXTEND CYCLE STORE

APPENDIX 01 - DRAWINGS

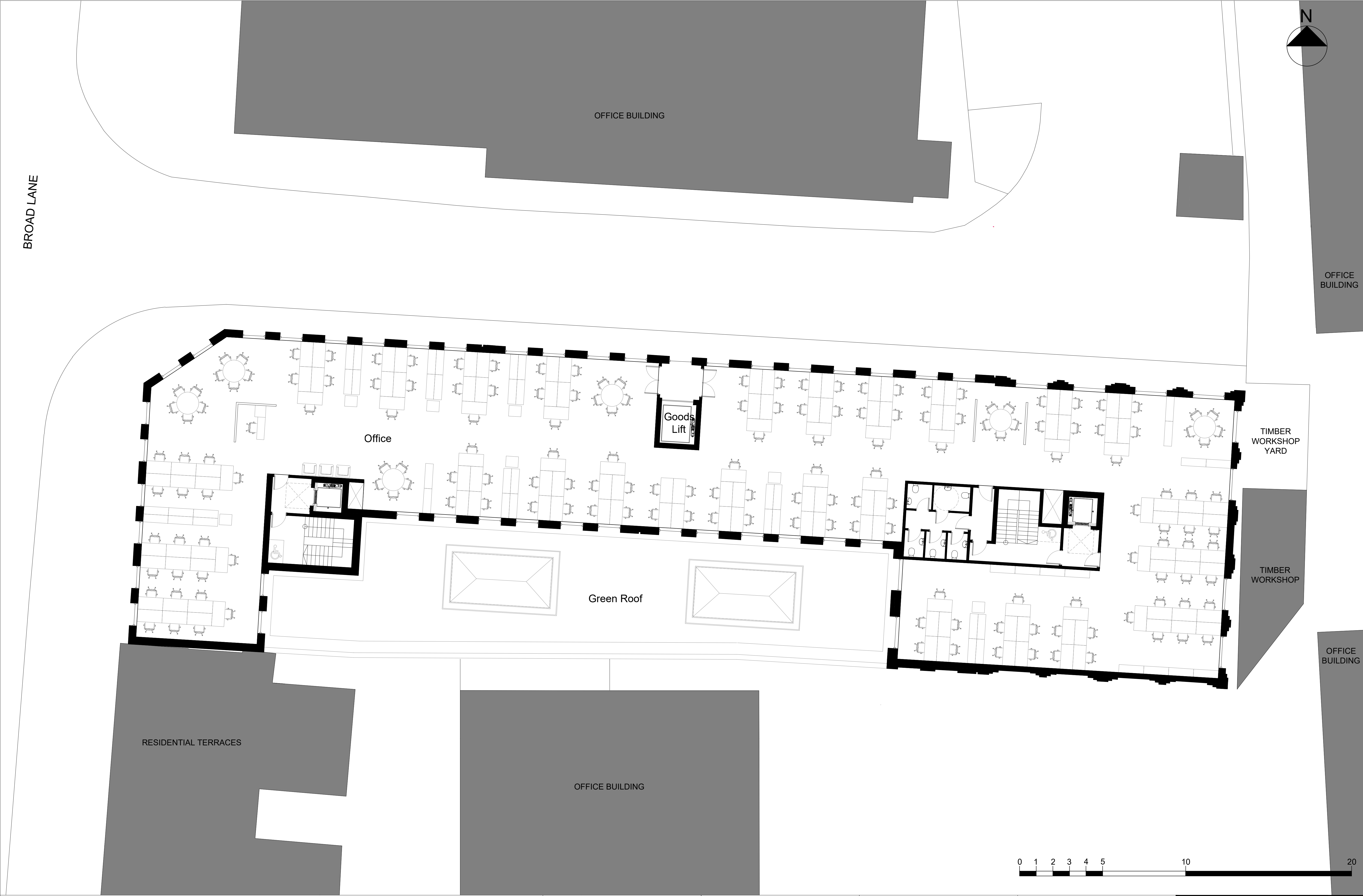
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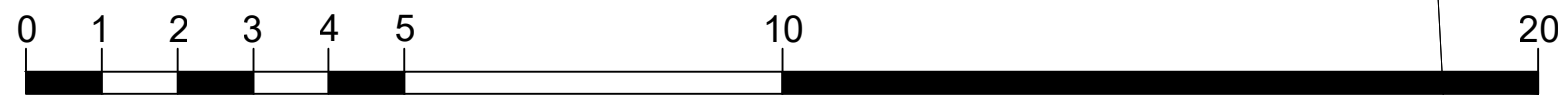
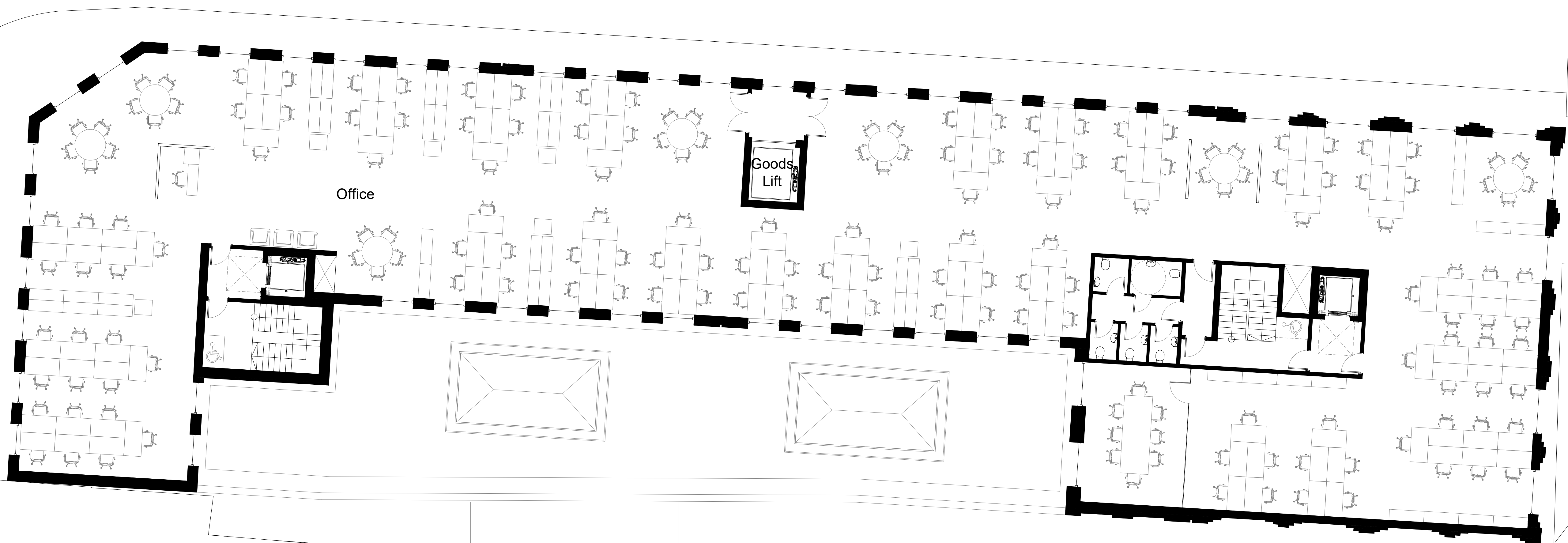
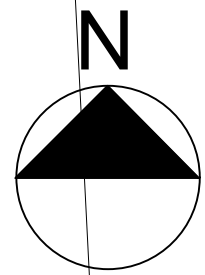


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BROAD LANE



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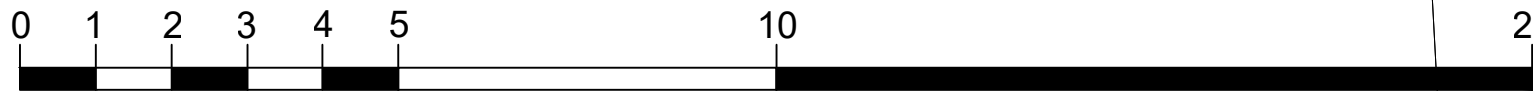
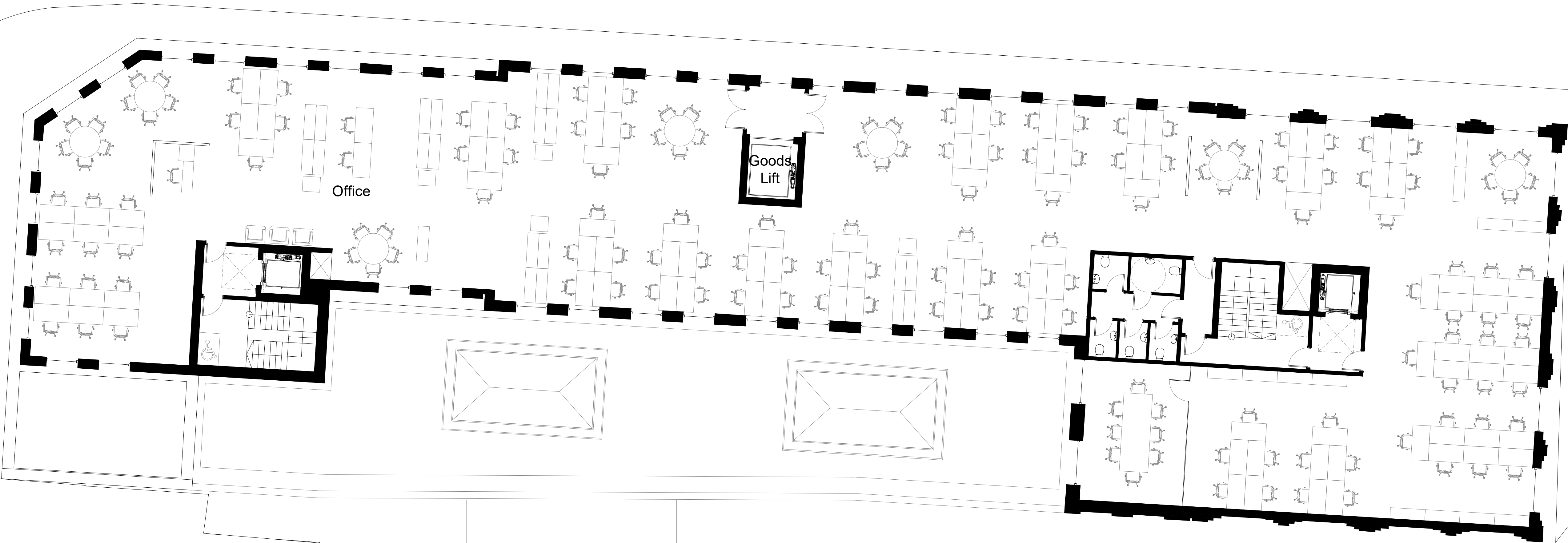
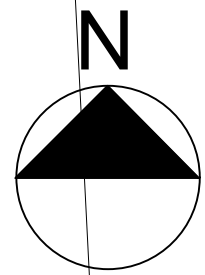
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CLIENT BROAD LANE PROPERTIES LIMITED

DRAWING PROPOSED SECOND FLOOR PLAN
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DATE JULY 2022
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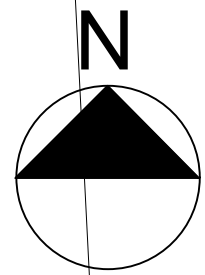


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REV	AMENDMENTS	DATE	CLIENT BROAD LANE PROPERTIES LIMITED		SCALE 1:100 @ A1	DATE JULY 2022	CHECKED MS	DRAWING No. 2106_PL_113		
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BROAD LANE

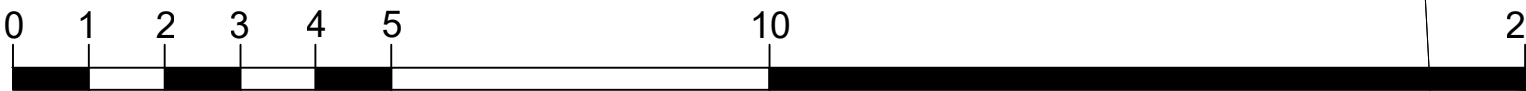


Green Roof

Goods
Lift

Office

Green Roof

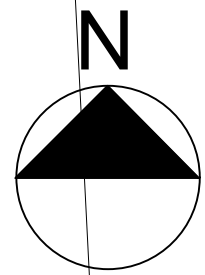


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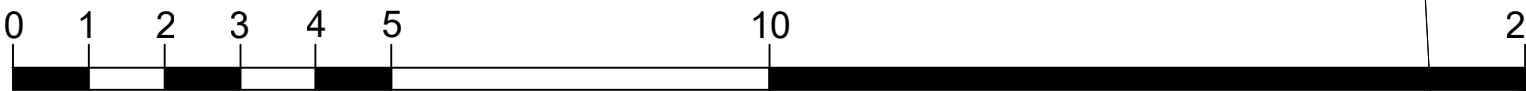
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BROAD LANE



Green Roof

Office

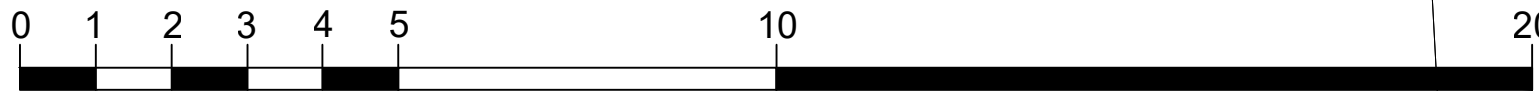
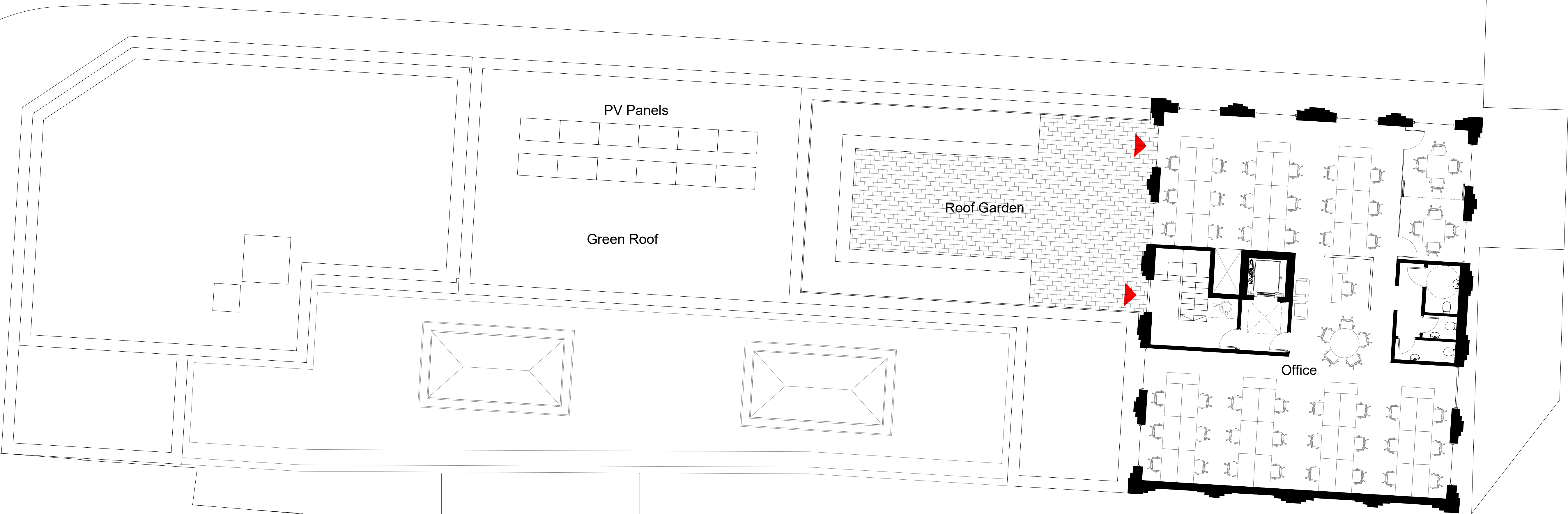
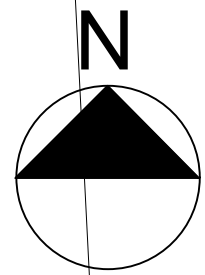


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REV	AMENDMENTS	DATE	CLIENT BROAD LANE PROPERTIES LIMITED		SCALE 1:100 @ A1	DATE JULY 2022	CHECKED MS	DRAWING No. 2106_PL_115		
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REV	AMENDMENTS	DATE

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CLIENT BROAD LANE PROPERTIES LIMITED

DRAWING PROPOSED SIXTH FLOOR PLAN
SCALE 1:100 @ A1

STATUS PLANNING
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REVISION C

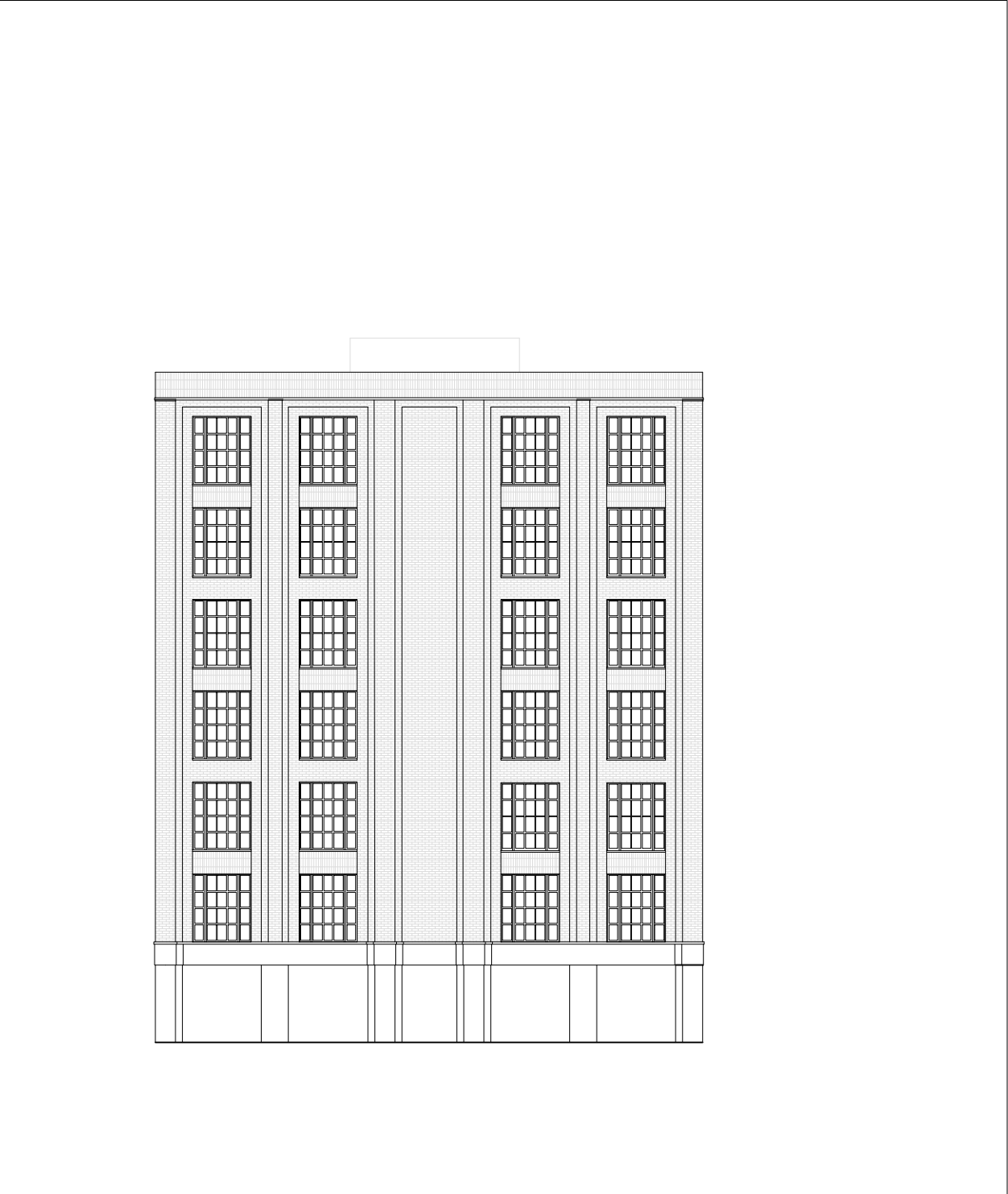
Mark Smith Architects Limited



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Proposed North Elevation



Proposed East Elevation



Proposed West Elevation



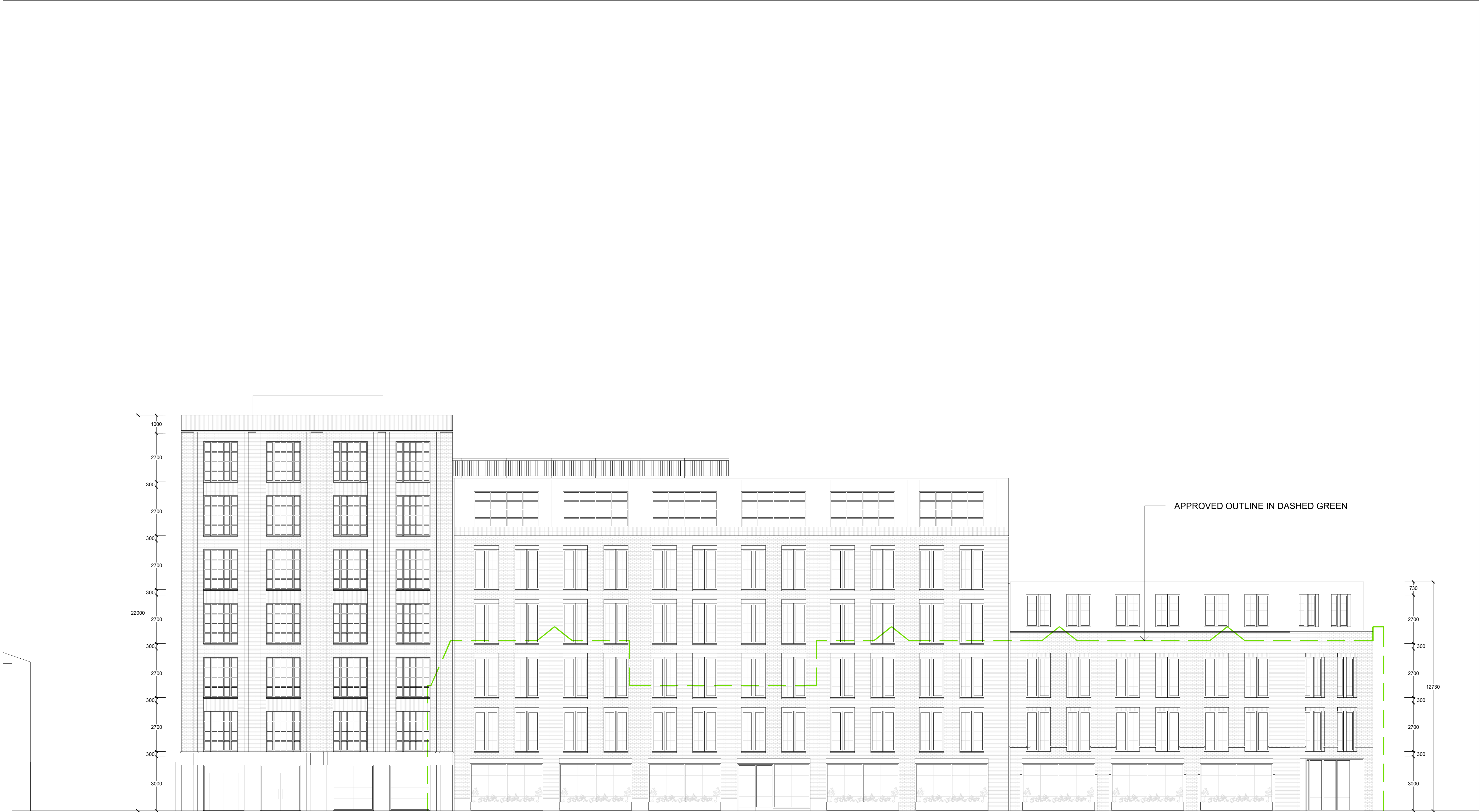
Proposed South Elevation



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			PROJECT FORMER CAR WASH SITE, BROAD LANE, HARINGEY		DRAWING PROPOSED ELEVATIONS		STATUS PLANNING		Mark Smith Architects Limited	
REV	AMENDMENTS	DATE	CLIENT BROAD LANE PROPERTIES LIMITED	SCALE 1:200 @ A1	DATE JULY 2022	CHECKED MS	DRAWING No. 2106_PL_120	REVISION B		

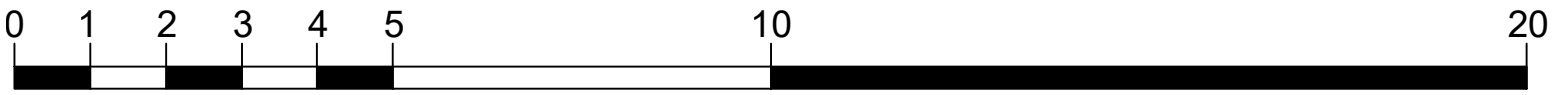


Proposed North Elevation

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			CLIENT BROAD LANE PROPERTIES LIMITED		SCALE 1:100 @ A1	DATE JULY 2022	CHECKED MS	DRAWING No. 2106_PL_121			REVISION A
REV	AMENDMENTS	DATE									



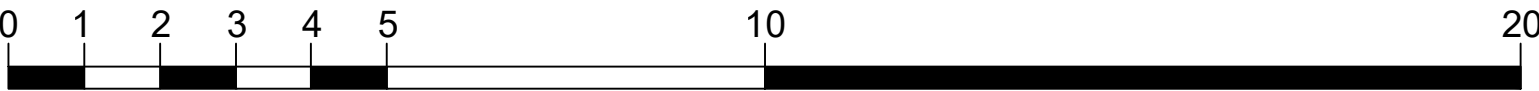
Proposed West Elevation



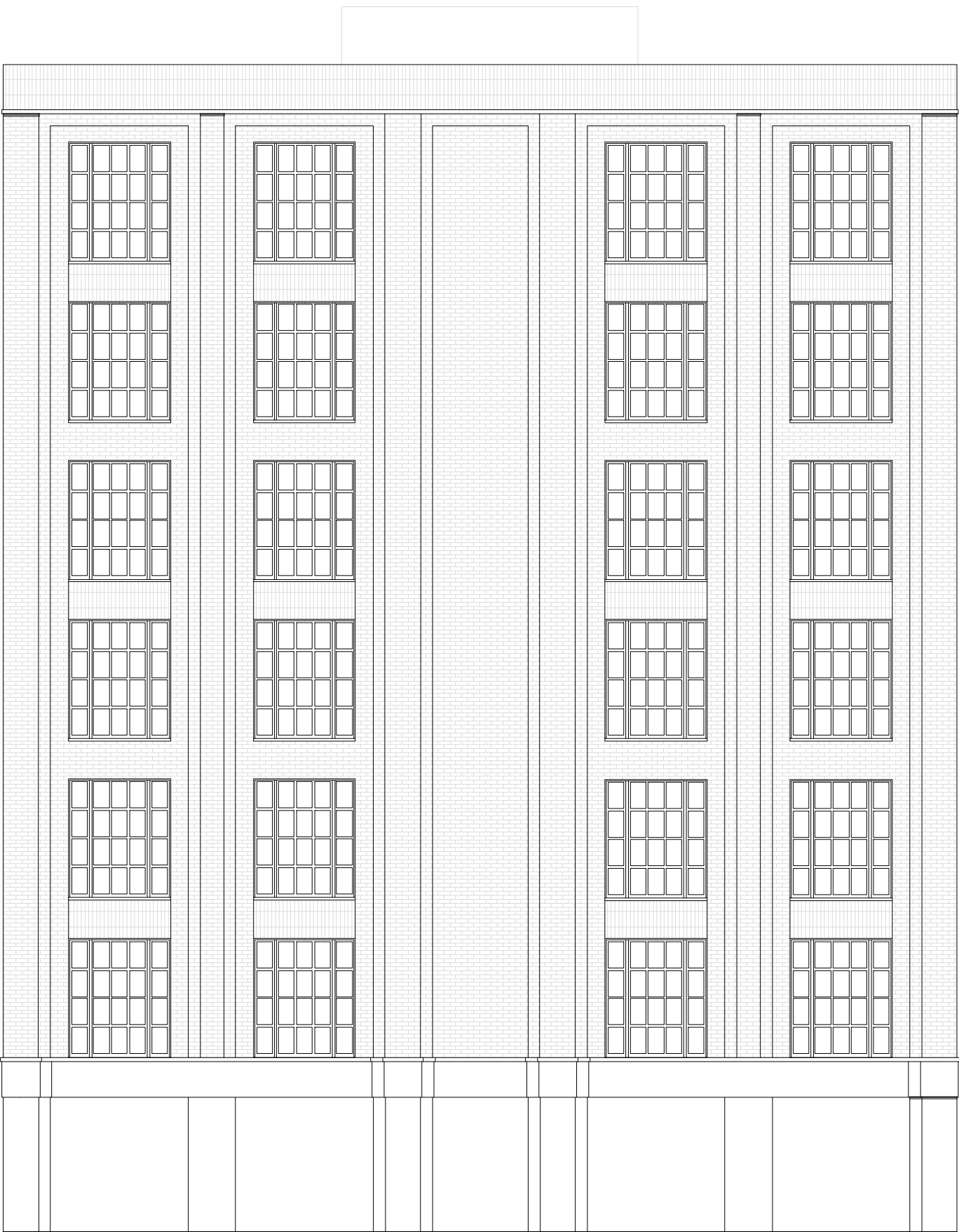
All dimensions to be checked on site prior to construction or manufacture. Refer also to written specification of works where applicable. No dimensions should be scaled from this drawing for construction purposes. Any discrepancies found between this drawing and other drawings should be referred to consultants immediately. This drawing is the property of Mark Smith Architects Limited. Copyright is reserved. This drawing is issued on the condition that it is not retained by any unauthorised person. It may not be reproduced or disclosed or used, either wholly or in part without written consent of Mark Smith Architects Limited.			PROJECT FORMER CAR WASH SITE, BROAD LANE, HARINGEY		DRAWING PROPOSED WEST ELEVATION		STATUS PLANNING		Mark Smith Architects Limited		
			CLIENT BROAD LANE PROPERTIES LIMITED		SCALE 1:100 @ A1	DATE JULY 2022	CHECKED MS	DRAWING No. 2106_PL_122			REVISION A
REV	AMENDMENTS	DATE									



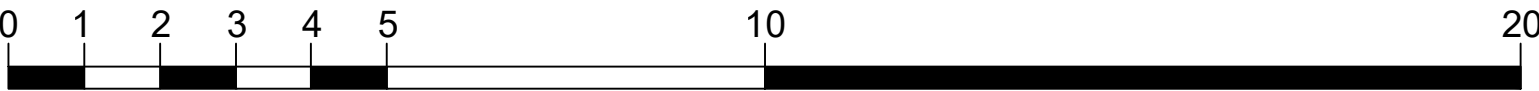
Proposed South Elevation



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			CLIENT BROAD LANE PROPERTIES LIMITED	SCALE 1:100 @ A1	DATE JULY 2022	CHECKED MS	DRAWING No. 2106_PL_123		REVISION B
	REV	AMENDMENTS	DATE						



Proposed East Elevation



BRONZE CLADDING

75mm STONE COPING

BEXHILL DARK
LIGHT GREY MORTAR
STRETCHER BOND

85mm POWDER COATED
MATT BLACK DOUBLE
GLAZED WINDOWS

PROJECTING VERTICAL
BRICKWORK BOND
ABOVE WINDOWS

PROJECTING HEADER

PROJECTING LIGHT GREY STONE LINTEL

BRONZE FRAMED ENTRANCE

65mm POWDER COATED
MATT BLACK DOUBLE GLAZED
WINDOWS AND DOORS

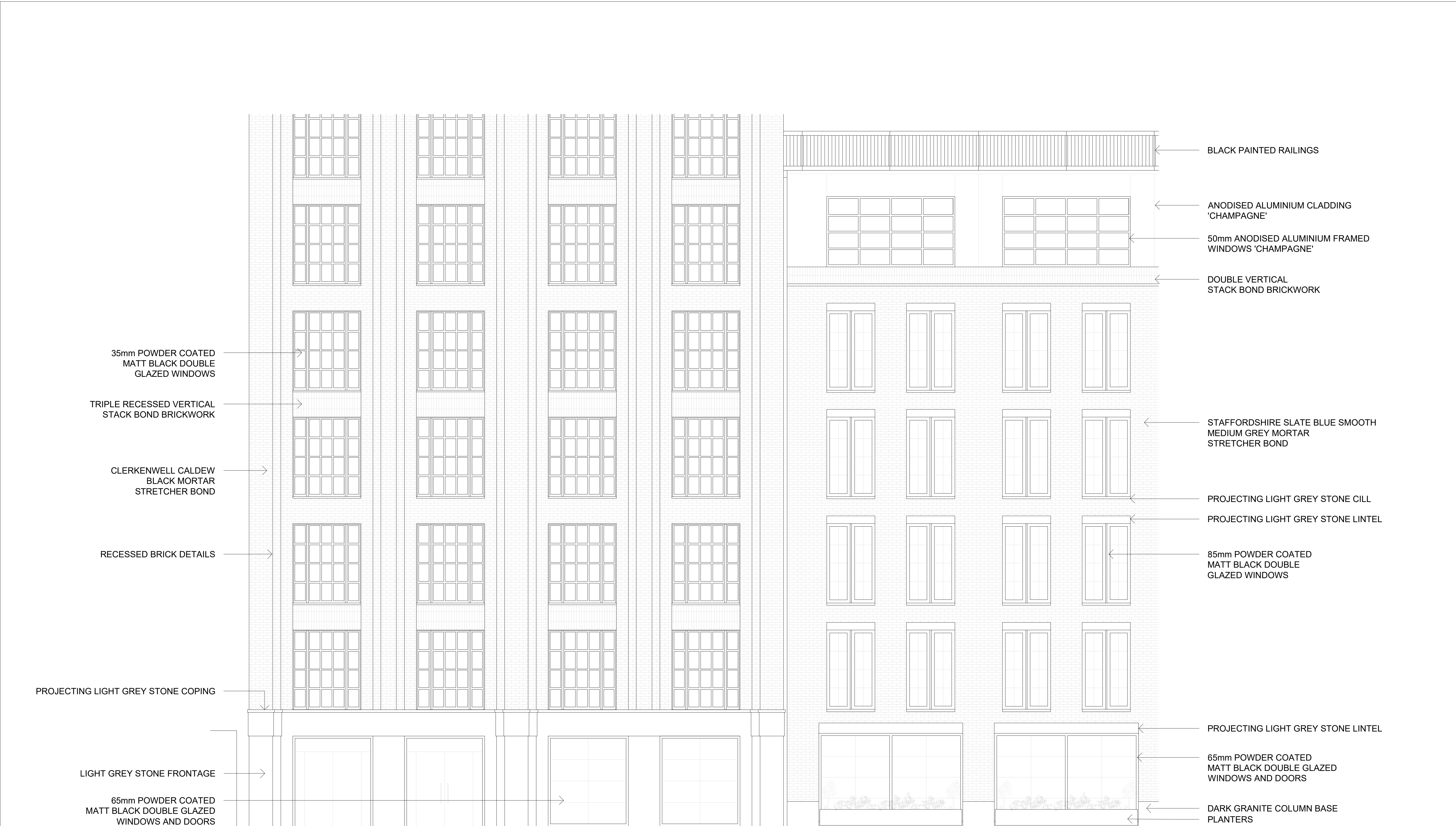
RECESSED BRICK CORNER DETAIL

PLANTERS

Proposed West Elevation



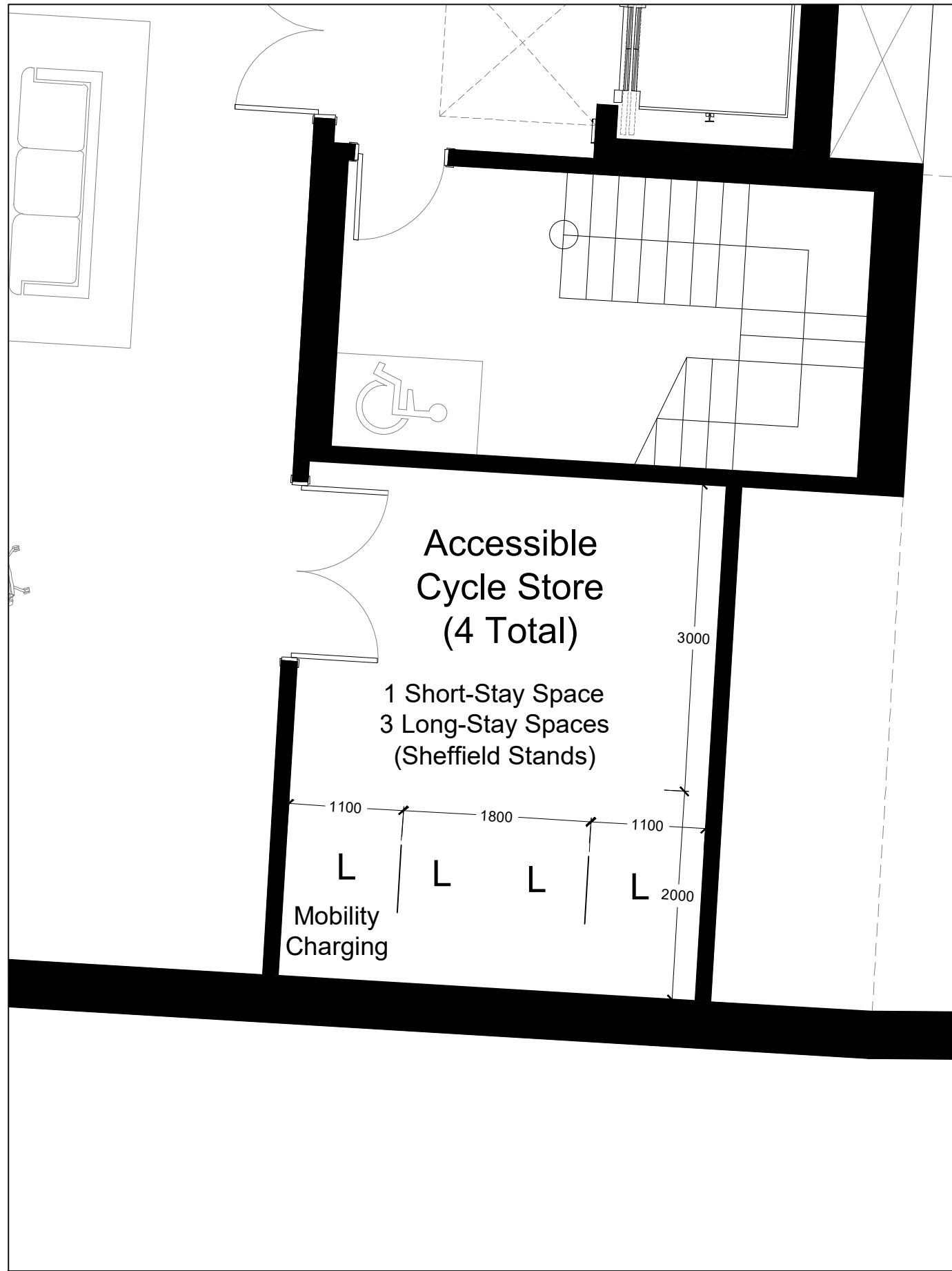
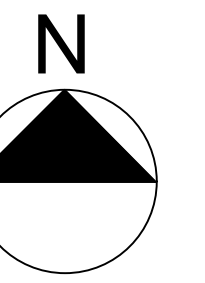
All dimensions to be checked on site prior to construction or manufacture. Refer also to written specification of works where applicable. No dimensions should be scaled from this drawing for construction purposes. Any discrepancies found between this drawing and other drawings should be referred to consultants immediately. This drawing is the property of Mark Smith Architects Limited. Copyright is reserved. This drawing is issued on the condition that it is not retained by any unauthorised person. It may not be reproduced or disclosed or used, either wholly or in part without written consent of Mark Smith Architects Limited.			PROJECT FORMER CAR WASH SITE, BROAD LANE, HARINGEY		DRAWING PROPOSED WEST ELEVATION ANNOTATED DETAILS/MATERIALS		STATUS PLANNING		Mark Smith Architects Limited	
			REV	AMENDMENTS	DATE	CLIENT BROAD LANE PROPERTIES LIMITED	SCALE 1:50 @ A1	DATE JULY 2022		



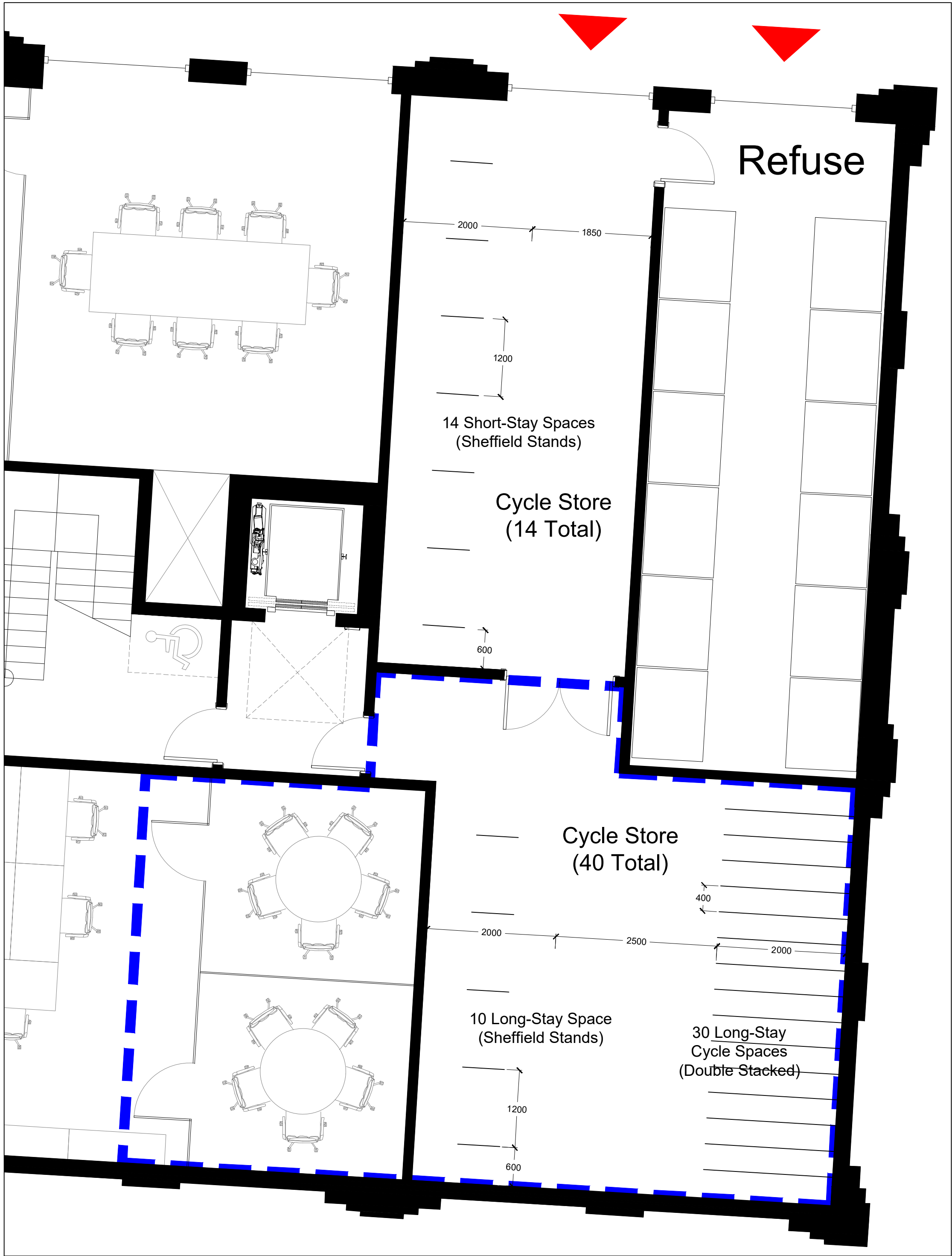
Proposed North Elevation



All dimensions to be checked on site prior to construction or manufacture. Refer also to written specification of works where applicable. No dimensions should be scaled from this drawing for construction purposes. Any discrepancies found between this drawing and other drawings should be referred to consultants immediately. This drawing is the property of Mark Smith Architects Limited. Copyright is reserved. This drawing is issued on the condition that it is not retained by any unauthorised person. It may not be reproduced or disclosed or used, either wholly or in part without written consent of Mark Smith Architects Limited.			PROJECT FORMER CAR WASH SITE, BROAD LANE, HARINGEY		DRAWING PROPOSED (PARTIAL) NORTH ELEVATION ANNOTATED DETAILS/MATERIALS			STATUS PLANNING		Mark Smith Architects Limited	
			REV	AMENDMENTS	DATE	CLIENT BROAD LANE PROPERTIES LIMITED		SCALE 1:50 @ A1	DATE JULY 2022		



Front Cycle Store



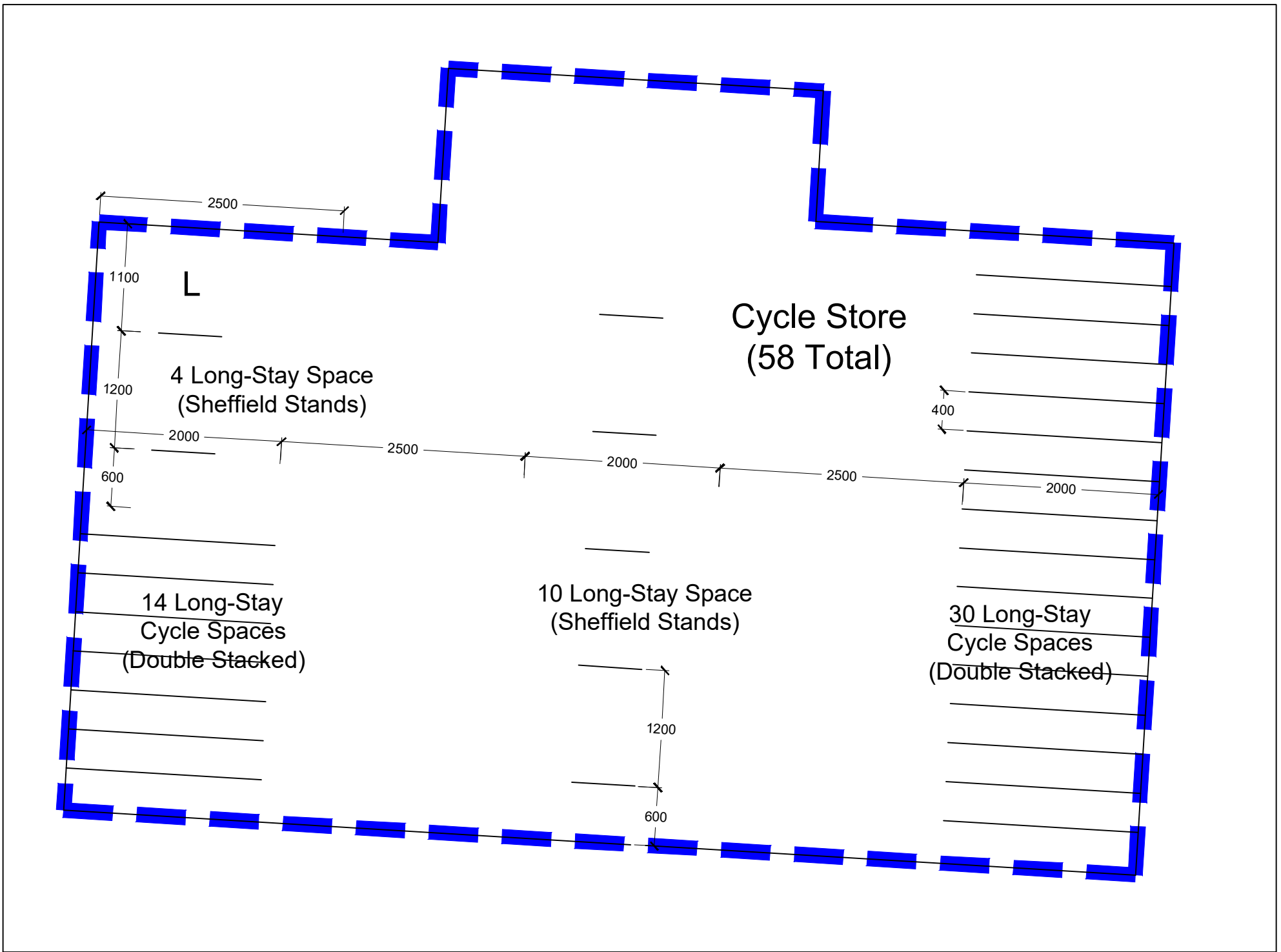
Rear Cycle Store / Bin Store



Josta 2-Tier Rack



Sheffield Stand



Extended Rear Cycle Store (Additional 18 Cycles)



All dimensions to be checked on site prior to construction or manufacture. Refer also to written specification of works where applicable. No dimensions should be scaled from this drawing for construction purposes. Any discrepancies found between this drawing and other drawings should be referred to consultants immediately.

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REV	AMENDMENTS	DATE

PROJECT
FORMER CAR WASH SITE,
BROAD LANE, HARINGEY

CLIENT
BROAD LANE PROPERTIES LIMITED

DRAWING
PROPOSED
CYCLE/BIN STORE

SCALE
1:50 @ A1

DATE
NOV 2022

CHECKED
MS

STATUS
PLANNING

DRAWING No.
2106_PL_130

REVISION
A

Mark Smith Architects Limited

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.)

ADDENDUM 3

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)

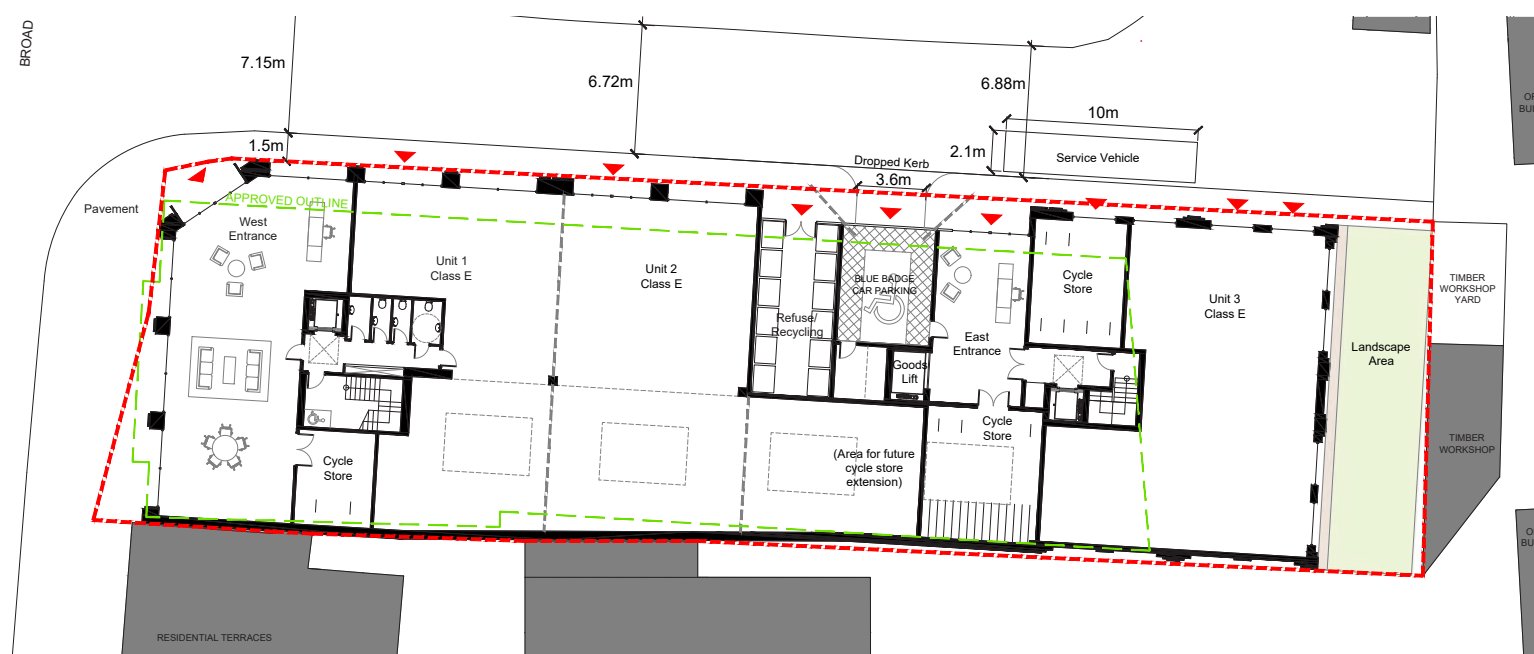


FIGURE 13 - PROPOSED GROUND FLOOR PLAN (AFTER PRE-APP)

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.

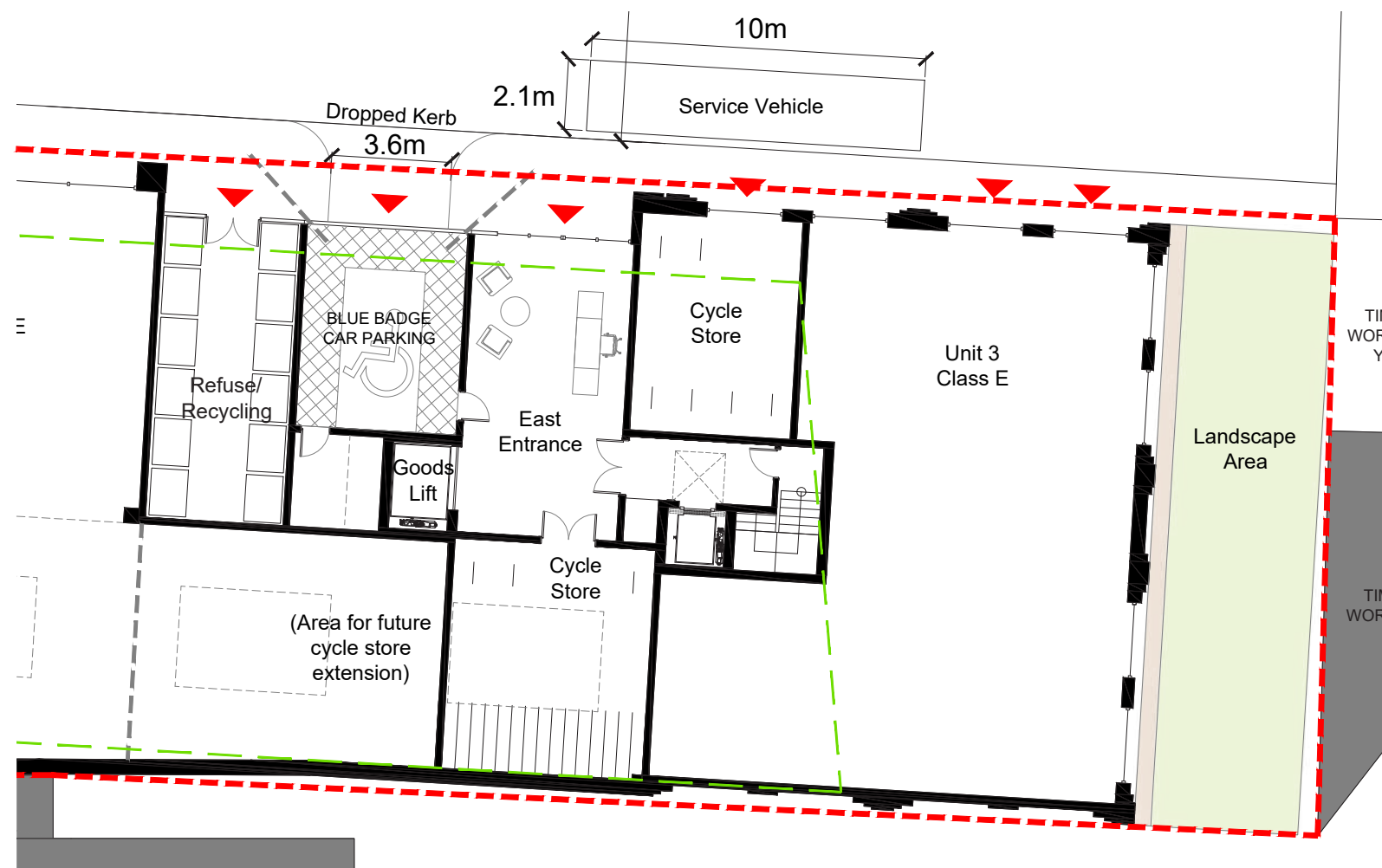


FIGURE 14 - PROPOSED GROUND FLOOR PARTIAL (AFTER PRE-APP)



FIGURE 15 - RELOCATED CYCLE STORE AND FUTURE EXTENDABILITY

APPENDIX 01 - DRAWINGS

BROAD LANE | TOTTENHAM HALE

NEW OFFICE BUILDING

OCTOBER 2025



Mark Smith | Architects

DAS ADDENDUM 4 (RESPONSE TO L.B. HARINGEY QUERIES)

ADDENDUM 4



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

Refer to previous Design and Access Addendums, noting Addendum 3 (Section 1.1 - 1.6) outlines in more detail the on-going consultation process of the application. This included meetings with L.B. Haringey, a Quality Review Panel and a mid-application pre-application.

1.3 DESIGN AND ACCESS STATEMENT ADDENDUM 4

The purpose of this document is to provide additional information further to a request by L.B. Haringey, specifically regarding Urban Greening Factor, Biodiverse Net Gain, Overheating Analysis, Energy and BREEAM.

Please refer also to documents relating to Energy prepared by Beyond Engineering Ltd, submitted with this DAS Addendum 4.

ADDENDUM 4

2.1 URBAN GREENING FACTOR

A Design and Access Statement (March 2023) was submitted with the original application. Section 5.6 related to Landscaping and included an Urban Greening Factor calculation (0.6). During this application process, there have been a number of design changes (refer to DAS Addendum 1, 2 and 3), most notably moving the taller massing slightly westward and forming an open landscaped area at the farthest east of the site.

As a result of the design changes L.B. Haringey requested an updated U.G.F. Please refer to below for a re-calculated Urban Greening Factor:

1. Extensive green roof (substrate of 150mm min), value = 0.8
Area of green roof = 712 sq. M.
 2. Flower rich perennial planting = value 0.7
Area of ground level landscaping: 79 sq. M.
 3. Site Area = 1265 sq m
- $$0.8 \times 712 \text{ (area of green roof)} + 0.7 \times 79 \text{ (area of ground level landscaping)} / 1265 \text{ (site area)} = \underline{0.49}$$

3.2 BIODIVERSITY NET GAIN

Whilst the application pre-dates the requirement for a statutory BNG, L.B. Haringey requested some reference to addressing this policy. Refer to the below.

The proposal includes for 712 sq. m. of new green roof that will promote biodiversity, and create habitat for insects, birds and bats. New greenery will add a significant ecological benefit to a site which was previously mostly impermeable hard surfaces (former car wash). The soft landscaping will include and promote native and pollinator plant species.

The proposal commits to incorporating wild-life boxes to further enhance biodiversity.

To the east of the site, at ground level, is a 79 sq. m. area of open soft landscaping including flower rich perennial planting.

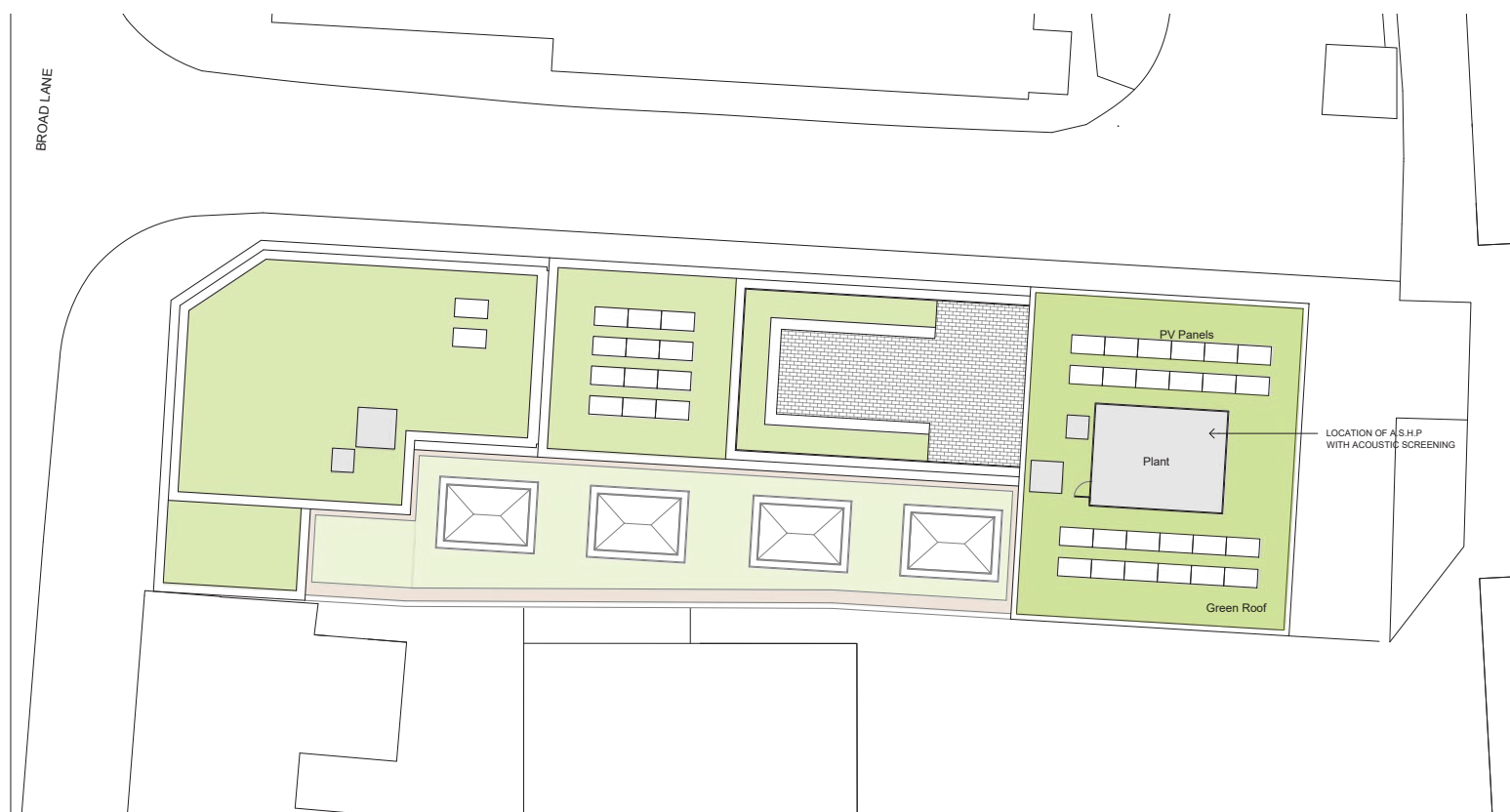


FIGURE 02 - GREEN ROOF AND PV PANELS



FIGURE 03 - EXTENSIVE GREEN ROOF BY ZINCO GREEN ROOF SYSTEMS



FIGURE 04 - BAUDERGREEN WB WILDFLOWER BLANKET SYSTEM

ADDENDUM 4

4.1 OVERHEATING

L.B. Haringey requested further details relating to how the facade design responds to principles by LETI regarding overheating.

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.

A key component of the passive strategy is the careful optimisation of glazing. The façade integrates high-performance solar control glazing with a g-value of 0.4. This allows for generous daylight penetration while significantly limiting solar heat gains, particularly important in reducing cooling loads during warmer months. The glazing strategy supports good internal daylight levels, reduces dependence on artificial lighting, and improves occupant wellbeing, all while maintaining energy efficiency.

To further mitigate summer overheating, external shading has been employed in the form of subtle venetian blinds on the south, east, and west façades. These are thoughtfully integrated within the depth of the brick window reveals to maintain the architectural expression and preserve the integrity of the building’s external appearance. This approach ensures that solar gains are blocked before entering the building envelope, thereby significantly reducing internal heat build-up during peak summer conditions, in line with LETI’s recommendations for limiting summertime overheating.

Natural ventilation also plays a central role in the environmental strategy. Approximately 10% of the window area is openable, allowing for cross-ventilation and passive cooling, particularly in shoulder seasons and during cooler nights. This reduces reliance on mechanical cooling systems, supports lower operational energy use, and contributes to achieving thermal comfort through non-energy-intensive means. The façade’s thermal performance also considers fabric efficiency, airtightness, and thermal bridging minimisation, all of which contribute to meeting LETI’s ultra-low energy standards. The design carefully balances daylight, solar control, ventilation, and aesthetic expression, resulting in a façade that supports both climate-responsive performance and architectural quality.

Refer to the updated Overheating Report prepared by Beyond Engineering Ltd submitted with this Addendum.



FIGURE 05 - PROPOSED ELEVATIONS

ADDENDUM 4

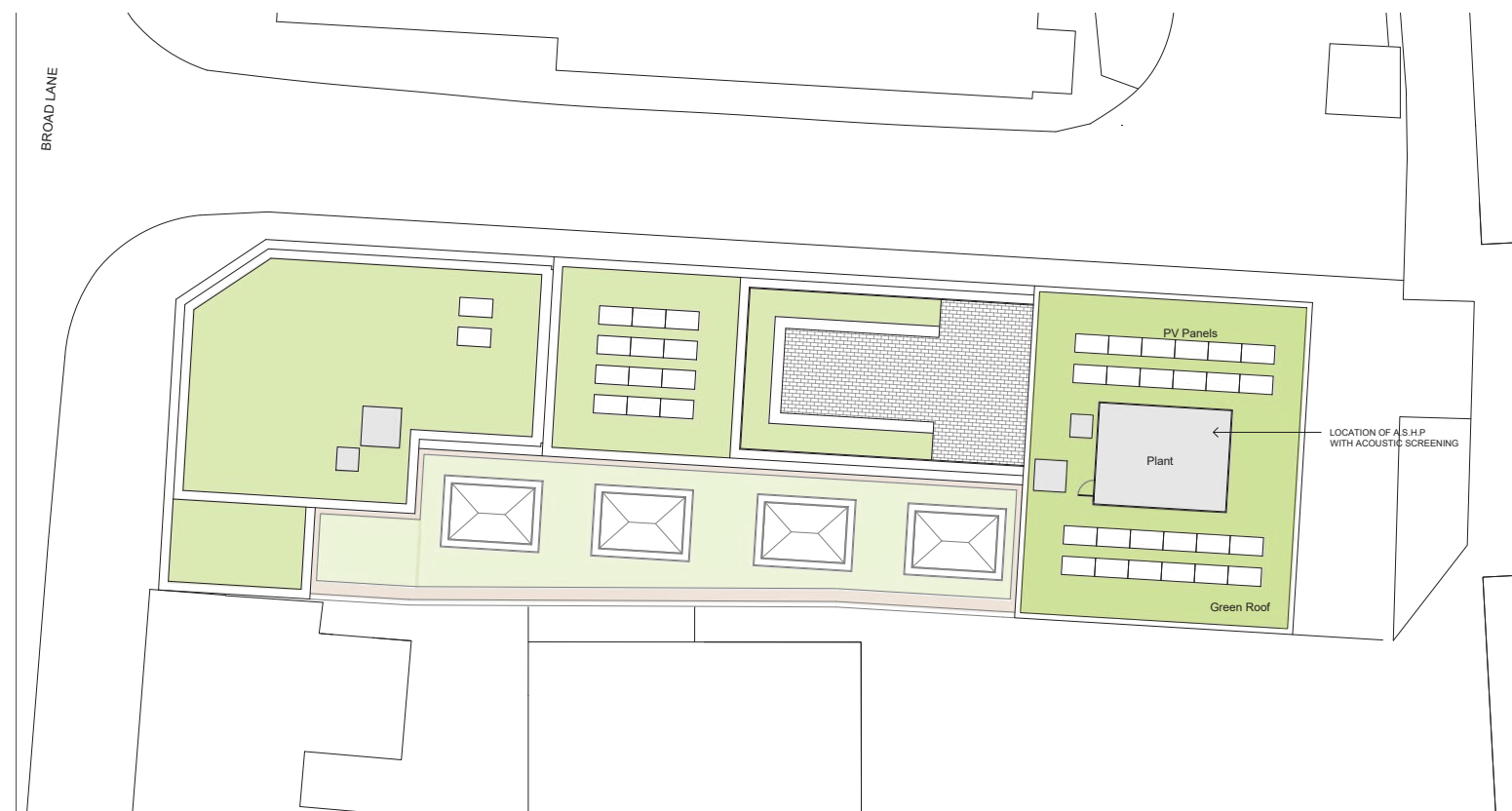


FIGURE 06 - ROOF PLAN SHOWING ASHP LOCATION AND PV QUANTUM/LAYOUT

5.1 ENERGY/RENEWABLES/BREEAM

L.B. Haringey requested that additional PV panels be considered to maximise the potential of the roof space. In coordination with an Energy Consultant, a total of 38 PV panels are proposed. Refer to Figure 06 opposite and revised drawing 2106_PL_118 Rev A in the appendix.

Refer to the updated reports prepared by Beyond Engineering Ltd submitted with this Addendum.

6.1 AIR SOURCE HEAT PUMPS

L.B. Haringey requested the location of the ASHP and measures to mitigate visual/acoustic impact.

The ASHP are located on the roof above the 8th Floor at the east of the site. Sound impact will be mitigated via a continuous surrounding acoustic screening. They are located towards the centre of the floor plate such that the surrounding acoustic screening will be away from the building edge and therefore not visible from nearby street level. Refer to Figure 06 opposite and revised drawing 2106_PL_118 Rev A in the appendix.

Refer to the updated reports prepared by Beyond Engineering Ltd submitted with this Addendum.

APPENDIX 01 - DRAWINGS



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			CLIENT BROAD LANE PROPERTIES LIMITED		SCALE 1:100 @ A1	DATE JULY 2022	CHECKED MS	DRAWING No. 2106_PL_118			REVISION A
REV	AMENDMENTS	DATE									