
Planning Applications Sub-Committee

MONDAY, 26TH FEBRUARY, 2007 at 19:00 HRS - CIVIC CENTRE, HIGH ROAD, WOOD GREEN, N22 8LE.

MEMBERS: Councillors Peacock (Chair), Bevan (Deputy Chair), Adje, Beacham, Demirci, Dodds, Hare, Patel and Weber

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AGENDA

1. APOLOGIES

2. URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 17 below.

3. DECLARATIONS OF INTEREST

A member with a personal interest in a matter who attends a meeting of the authority at which the matter is considered must disclose to that meeting the existence and nature of that interest at the commencement of that consideration, or when the interest becomes apparent.

A member with a personal interest in a matter also has a prejudicial interest in that matter if the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice the member's judgement of the public interest.

4. DEPUTATIONS/PETITIONS

To consider receiving deputations and/or petitions in accordance with Standing Order 37.

5. MINUTES (PAGES 1 - 20)

To confirm and sign the Minutes of the PASC held on 22 January 2007.

6. APPEAL DECISIONS (PAGES 21 - 42)

Appeal decisions determined during December 2006 and January 2007.

7. DELEGATED DECISIONS (PAGES 43 - 72)

Decisions made under delegated powers between 18 December 2006 and 28 January 2007.

8. PERFORMANCE STATISTICS (PAGES 73 - 80)

To advise Members on Performance Statistics for Development Control and Planning Enforcement Action.

9. ADOPTION OF CONSERVATION AREA CHARACTER APPRAISALS (PAGES 81 - 258)

To consider the report in respect of Conservation Area Character Appraisals and to seek approval for their adoption.

10. ARTICLE 4 (2) DIRECTION ~ PEABODY COTTAGES CONSERVATION AREA (PAGES 259 - 264)

To consider the case for increasing Article 4 powers to cover Peabody Cottages Estate.

11. PLANNING APPLICATIONS (PAGES 265 - 266)

In accordance with Sub Committee's protocol for hearing representations; when the recommendation is to grant planning permission, two objectors may be given up to 6 minutes (divided between them) to make representations. Where the recommendation is to refuse planning permission, normally no speakers will be heard. For items considered previously by the sub committee and deferred, where the recommendation is to grant permission, one objector may be given up to 3 minutes to make representations. Where the recommendation is to refuse permission, normally no speakers will be heard.

12. R/O 73 - 79 HORNSEY LANE N6 (PAGES 267 - 278)

Erection of part single / part 2 storey three bedroom dwelling house with garage, study and associated refuse storage and landscaping.
RECOMMENDATION: Grant permission subject to conditions.

13. R/O 62 - 70 COOLHURST ROAD N8 (PAGES 279 - 292)

Erection of 1 x 2 storey three bedroom dwelling house with associated refuse storage and parking.
RECOMMENDATION: Grant permission subject to conditions.

14. GARAGES AT HAROLD ROAD & NEWTON ROAD N15 (PAGES 293 - 306)

Demolition of existing garages and erection of 3 storey block comprising 1 x three bed and 2 x four bed houses and 4 x two bed and 2 x one bed flats. Development includes associated landscaping and parking.
RECOMMENDATION: Grant permission subject to conditions and Section 106 Legal Agreement.

15. 318 - 418 SEVEN SISTERS ROAD N15 (PAGES 307 - 326)

Demolition of existing garages and erection of 3 x 3 storey building comprising 12 x 4 bed houses, 13 x 1 bed flats, 13 x 2 bed flats and 4 x 3 bed flats and associated landscaping (Revised schemed HGY/2005/1592).
RECOMMENDATION: Grant permission subject to conditions and a Section 106 Legal Agreement.

16. TOTTENHAM HALE RETAIL PARK. BROAD LANE N15 (PAGES 327 - 338)

Erection of Management Suite, four small retail (A1) units, 2 small units for retail (A1) or restaurant/cafe (A3) purposes, one unit for restaurant/cafe (A3) purposes (relocation of existing Burger King unit), enlarged garden centre, electricity substation, revised car parking, circulation and hard and soft landscaping layout.
RECOMMENDATION: Grant permission subject to conditions.

17. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 2 above.

18. SITE VISITS

Members, applicants and objectors are requested please to bring their diaries in the event that a site visit needs to be arranged.

19. DATE OF NEXT MEETING

Monday 26 March 2007 ~ scheduled meeting.

Tuesday 17 April 2007 ~ scheduled meeting.

Monday 14 May 2007 ~ scheduled meeting.

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20 February 2007

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MONDAY, 22 JANUARY 2007**

Councillors *Peacock (Chair), *Bevan (Deputy Chair), *Beacham, Demirci, *Dodds, *Hare, *Patel, *Weber and *Lister

Also Present Councillors Dobbie, Engert, Meehan, Newton, & Santry.

* Members present

MINUTE NO.	SUBJECT/DECISION	ACTION BY
PASC142.	<p>APOLOGIES</p> <p>Apologies for absence were received from Cllr Adje for whom Cllr Lister was substituting and for lateness from Cllr Lister.</p>	
PASC143.	<p>URGENT BUSINESS</p> <p>None requested.</p>	
PASC144.	<p>DECLARATIONS OF INTEREST</p> <p>There were no declarations of interest received.</p>	
PASC145.	<p>DEPUTATIONS/PETITIONS</p> <p>None received.</p>	
PASC146.	<p>MINUTES</p> <p>RESOLVED</p> <p>That the minutes of the Planning Application Sub Committee meeting held on 11 December 2006 be approved and signed as a correct record.</p>	
PASC147.	<p>APPEAL DECISIONS</p> <p>The Committee noted there were 21 appeal decisions reported. The council had won 2 cases on developments in conservation areas. The employment policy had been agreed by the Inspector. The overall outcome was satisfactory for November 2006.</p> <p>Members offered their congratulations to officers on the excellent work carried out on Appeal decisions and endorsed by the Chair.</p> <p>Cllr Hare entered the meeting at 7:07pm.</p> <p>RESOLVED</p> <p>That the report be noted.</p>	

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<p>PASC148.</p>	<p>DELEGATED DECISIONS</p> <p>Members were asked to note the decisions taken under delegated powers between 27 November 2006 and 17 December 2006.</p> <p>RESOLVED</p> <p>That the report be noted.</p>	
<p>PASC149.</p>	<p>PERFORMANCE STATISTICS</p> <p>The Committee was asked to note that the performance targets were either met or exceeded. The number of applications refused was outlined on a table on page 42 of the agenda and detailed applications received from April 2006. The number of applications refused hovered between 35 and 40%.</p> <p>The Committee was also asked to note the performance statistics on Development Control and Planning Enforcement Action for December 2006.</p> <p>RESOLVED</p> <p>That the report be noted.</p>	
<p>PASC150.</p>	<p>PLANNING APPLICATIONS</p> <p>RESOLVED</p> <p>That the decisions of the Sub Committee on the planning applications and related matters be approved or refused with the following points noted.</p>	
<p>PASC151.</p>	<p>WESTERN ROAD N22, CLARENDON ROAD N8, GAS HOLDER STATION, SPINE ROAD</p> <p>The Committee was advised that this application site consisted of parts of Western Road, Clarendon Road and part of the site of the old Gas Holder Station. The northern end of Western Road fell within Wood Green Conservation Area. The proposal was to construct a new 7.3 metre wide road with some realignment of Western Road and at the junction of Mayes Road. The road would be funded by the Department for Transport Communities Infrastructure Fund.</p> <p>The road was not intended as a relief road for Hornsey Park Road, however the Council would be putting forward a range of traffic calming measures which would go out to consultation. Noise and Air pollution studies had also been carried out to cope with the road.</p> <p>Members questioned officers on traffic movement and the impact</p>	

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of the road on developing the Heartlands Area. Officers responded that it was difficult to assess what the movements would be and that issues would need to be dealt with as part of individual developments. However, they assured the Committee that the road was fit for development.

The Committee also requested clarification on the number of trees to be removed on Western Road and was informed that they had been inspected by the Council Arboriculturalist who confirmed that some were of a poor condition and had decay. It was agreed that if any of the trees could be saved they would be retained.

Objections to the proposal were received on behalf of Avenue Road Residents Association who raised concern that an environmental impact assessment had not been carried out on the development of the road to enable the Council to mitigate harmful effects on the community. Traffic reduction was required on Hornsey Park Road as it was narrow and residential and an HGV analysis needed. If the current proposal was granted un-amended there would be no traffic relief for residents.

Cllr Meehan entered the meeting 7:30pm.

Cllr Newton spoke on behalf of local residents who did not agree that an environmental impact assessment was not needed for this development and requested that one be carried out before the application was finalised and granted.

Cllr Dobbie voiced concern over the consultation process and that Alexandra Park School had not been consulted. His main concern was with respect to the extra traffic that this development would attract for the school and requested the application be withdrawn and reconsidered.

Cllr Lister entered the proceedings at this point 7:35pm.

The Committee discussed the reasons why an environmental impact assessment was not required for the size of this development and were informed that a number of impact assessments had already been carried out. Members agreed to grant the application subject to conditions and a further condition being imposed that a school travel plan be drawn up before the application is implemented.

INFORMATION RELATING TO APPLICATION REF:
HGY/2006/2062
FOR PLANNING APPLICATIONS SUB COMMITTEE DATED
22/01/2007

Location: Western Road, N22, Clarendon Road, N8, Gas Holder Station, Hornsey Park Road.

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<p>Proposal:</p> <p>Recommendation:</p> <p>Decision:</p> <p>Drawing No.s:</p> <p>Conditions:</p>	<p>Construction of a new 7.3m wide road with 2m wide footways on either side (known as The Heartlands Spine Road) between the north end of Clarendon Road, N8 and the south end of Western Road, N22. Realignment of existing road at northern end of Western Road by Alexandra School; realignment at junction of Western Road and Mayes Road (eastern corner of Wood Green Common); improvements to Penstock footpath.</p> <p>Grant subject to conditions.</p> <p>Grant subject to conditions.</p> <p>SS HI 10026 - PL-02 PLAN 10A, SS HI 10026 - PL- 02 PLAN 10B, SS HI 10026 - PL - 02 PLAN 10C, SS HI 10026 - PL-02 PLAN 10D, and 10026-PL-04(PLAN 9), 07 (PLAN 3),08 (PLAN 5), 09 (PLAN 6), 10 (PLAN 8) & 11(PLAN 7).</p> <p>1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect. Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.</p> <p>2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority. Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.</p> <p>3. No development shall take place until site investigation detailing previous and existing land uses, potential land contamination, risk estimation and remediation work if required have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. Reason: In order for the Local Planning Authority to ensure the site is contamination free.</p> <p>4. No development shall take place until full details of both hard and soft landscaping (specifically to include, inter alia, treatment of Wood Green Common and Penstock Path) have been submitted to and approved by the local planning authority, and these works shall be carried out as approved, and any new planting shall be implemented in the first planting season after completion of the road. Any proposed trees or plants which, within a period of 5 years after completion of the development, are dead, removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. These details shall</p>
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include:

- hard surfacing materials
- street furniture and lighting
- boundary treatments
- existing trees to be removed
- new trees and shrubs to be planted, together with a schedule of species

The landscaping scheme once implemented is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order for the local planning authority to assess the acceptability of any landscaping scheme and to retain control over the materials to be used in the development, in the interests of visual amenity.

5. Vehicle wheel washing facilities shall be provided on site before any works start on site and no work shall take place at any time that such wheel washing facilities are not operating.

Reason: To ensure that the implementation of this permission does not prejudice conditions of safety on the adjacent highways.

6. Within 6 months of the completion of the road hereby approved, a School Travel Plan for Alexandra School shall be submitted to the Local Planning Authority to include measures for traffic calming and road safety in the vicinity of the school.

Reason: In order to ensure that the development makes adequate provision for the safe movement of pedestrians and vehicles in the vicinity of the school.

7. The construction works of the development hereby granted shall not be carried out before 0700 or after 2000 hours Monday to Friday or before 0800 or after 1400 hours on Saturday, and not at all on Sunday or Bank Holidays unless the prior approval is obtained in writing from the Local Planning Authority.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

INFORMATIVE: You are advised that the Committee wishes to be assured that proposals for traffic calming and traffic management and improvements to pedestrian facilities on Hornsey Park Road/Mayes Road (including arrangements at the Western Road/Mayes Road and the Clarendon Road/Hornsey Park Road junctions) shall be prepared for public consultation.

REASONS FOR APPROVAL

The proposal is essential to the redevelopment of the Heartlands site and the regeneration of this area. Although there are traffic issues that will arise when the redevelopment itself takes place, these will have to be dealt with in the Master Plan for the area, and the road proposal itself is unlikely to produce any significant issues for the local environment and will provide some relief to Hornsey Park Road. The scheme largely

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	<p>complies with Policies AC1 "The Heartlands/Wood Green", M1 "Improvements", and Schedule 7 "Road Proposals", M7 "Road Schemes", the Haringey Heartlands Framework Supplementary Planning Guidance" and OS3 "Significant Local Open Land", and is considered acceptable.</p> <p>Section 106 - No</p>	
<p>PASC152.</p>	<p>COLERIDGE PRIMARY SCHOOL & FORMER TUC CENTRE SITE CROUCH END HILL N8</p> <p>The Committee was informed that Coleridge Primary School and Former TUC Centre fall within the Crouch End Conservation Area. The proposal was to demolish the 3 storey wings on either side of the existing main building and replace with single and 2 storey teaching wings. These would blend in with the existing buildings and associated landscaping would enable the expansion of Coleridge Primary School.</p> <p>Officers advised that since the publication of the report the Authority had received:</p> <ol style="list-style-type: none"> 1. Three additional objections from residents 2. A letter from the Chair of the PTA of Ashmount School stating that a new school was not needed. 3. A tabled email from Cllr Winskill raising concerns about traffic. <p>Several local residents spoke and raised objections to the traffic plans which were believed to be fatally flawed as there would be a further two hundred car journeys to and from the school. The surrounding roads were already to capacity in terms of available parking spaces and would make safety a major issue. Objectors questioned how consistently the Council applied decision making to applications within the area. There had been two previous smaller applications for nurseries which had been refused due the increased level of traffic that would have been caused.</p> <p>The Chair of Governors, Coleridge Primary School spoken in favour of the application, of the school's excellent ofsted report and ethos would not be lost in a bigger school. There were many benefits about the expansion which would bring improvements. The school's original concerns had now been allayed by the report from Tucker Morgan and the recommendation for a school travel plan.</p> <p>Cllr Engert entered the meeting 8:10pm</p> <p>The Committee discussed the proposal in detail and questioned all parties on the issues raised:</p> <ul style="list-style-type: none"> • Increased traffic and calming measures • Design of the new buildings and materials to be used – 	

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retention of the Victorian house.

- The use of the buildings and layout of nursery, classrooms, library and staff rooms.
- Parking for teachers
- The possible widening of pavement in front of the TUC site by moving the front wall and rebuilding it further back from the road.

Cllr Santry entered the meeting 9:00pm

The Chair moved to a vote to grant the application. Members voted 6 in favour, 1 against and 1 abstention. The application was granted subject to conditions and a further condition to implement a school travel plan prior to the school being opened. Members voted not to impose a condition restricting evening use of the building.

INFORMATION RELATING TO APPLICATION REF:
HGY/2006/2234
FOR PLANNING APPLICATIONS SUB COMMITTEE DATED
22/01/2007

Location: Former TUC Centre Site, Crouch End Hill And Coleridge Primary School, Crescent Road Crouch End Hill N8

Proposal: 1. Demolition of 3 storey wings on either side of existing main buildings and replacement with new part single/part 2 storey teaching wings; retention of and alterations to main building, associated landscaping to enable expansion of Coleridge Primary School, and

Proposal: 2. Demolition of existing nursery block, and minor extensions, and provision of additional parking on existing Coleridge School site.

Recommendation: Grant subject to conditions

Decision: Grant subject to conditions

Drawing Numbers: 444.04, 444.05, 444.06, 444.07, 444.100 Rev A; 542-PL-001, 542-PL-010, 542-PL-011, 542-PL-012, 542-0-013, 542-PL-015, 542-PL-050, 542-PL-051, 542-PL-100, 542-PL-110, 542-PL-111, 542-PL-112, 542-PL-113 rev 03, 542-0-114 rev 01, 542-PL-115, 542-PL-150 Rev 02, 542-PL-151 Rev 02, 542-PL-152 Rev 00 & 542-PL-155.

Conditions:

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the

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permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. Samples of all materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

4. Notwithstanding the details of landscaping referred to in the application, a scheme for the landscaping and treatment of the surroundings of the proposed development to include detailed drawings of:

- a. those existing trees to be retained.
- b. those existing trees to be removed.
- c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be agreed with the Council's Arboriculturalist.
- d. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order for the Local Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual

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amenity of the area.

5. Details of a scheme depicting those areas to be treated by means of hard landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme to include a detailed drawing of those areas of the development to be so treated, a schedule of proposed materials and samples to be submitted for written approval on request from the Local Planning Authority.

Reason: In order to ensure the development has satisfactory landscaped areas in the interests of the visual amenity of the area.

6. Before any works herein permitted are commenced, all those trees to be retained, as indicated on the approved drawings, shall be protected by secure, stout, exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS 5837:2005 and to a suitable height. Any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No storage of materials, supplies or plant machinery shall be stored, parked, or allowed access beneath the branch spread of the trees or within the exclusion fencing.

Reason: In order to ensure the safety and well being of the trees on the site during constructional works that are to remain after building works are completed.

7. Details of the proposed foundations in connection with the development hereby approved and any excavation for services shall be agreed with the Local Planning Authority prior to the commencement of the building works.

Reason: In order to safeguard the root systems of those trees on the site which are to remain after building works are completed in the interests of visual amenity.

8. That the levels of all thresholds and details of boundary treatment be submitted to and approved by the Local Planning Authority.

Reason: In order to safeguard the visual amenity of the area and to ensure adequate means of enclosure for the proposed development.

9. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

10. That the accommodation for car parking and/or loading and unloading facilities be specifically submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority before the occupation of the building and commencement of the use; that accommodation to be permanently retained for the accommodation of vehicles of the occupiers, users of, or persons calling at the premises and shall not be used for any other purposes.

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	<p>Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.</p> <p>11. Prior to the development hereby approved being occupied, the applicant shall submit a School Travel Plan incorporating the road safety measures to be taken to address the need to reduce and manage vehicle activity associated with the site, these measures to include those identified within the Coleridge School Road Safety report produced in association with the road safety consultant.</p> <p>Reason: to ensure the proper management of vehicle activity associated with the school.</p> <p>REASONS FOR APPROVAL</p> <p>The proposal to expand the existing 2-form entry Coleridge Primary School to 4-form entry by redevelopment of the former TUC Centre site and buildings and alterations to the existing school is considered to be acceptable in terms of i) demonstration of educational need, ii) appropriate design which fits in with the local area and the conservation area, iii) traffic, parking and road safety, coupled with the package of highway works identified, and iv) other issues relevant to the scheme. It is considered that the proposed school expansion meets the appropriate planning policy requirements as set out in Policies CW1: New Community Facilities, CSV1: Development In Conservation Areas, CSV5: Alterations & Extensions In Conservation Areas, UD2: Sustainable Design and Construction, UD3: General Principles, UD4: Quality Design, ENV9: Energy Efficiency, ENV10: Renewable Energy and M10: Parking For Development of the Unitary Development Plan 2006 and other relevant guidance.</p> <p>Section 106: No</p>	
<p>PASC153.</p>	<p>COLERIDGE PRIMARY SCHOOL & FORMER TUC CENTRE SITE CROUCH END HILL N8 ~ CONSERVATION AREA CONSENT</p> <p>The Committee was asked to consider Conservation Area Consent for the above demolition. The Committee agreed to grant conservation area consent subject to conditions as planning permission for the above application was granted.</p> <p>INFORMATION RELATING TO APPLICATION REF: HGY/2006/2235 FOR PLANNING APPLICATIONS SUB COMMITTEE DATED 22/01/2007</p> <p>Location: Former TUC Centre Site, Crouch End Hill And Coleridge Primary School, Crescent Road, Crouch End Hill N8</p> <p>Proposal: Conservation Area Consent for:</p>	

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	<p>(1) Demolition of 3 storey wings on either side of existing main buildings and replacement with new part-single/part 2 storey teaching wings; retention of and alterations to main building, associated landscaping to enable expansion of Coleridge Primary School, and</p> <p>(2) Demolition of existing nursery block, and minor extensions, and provision of additional parking on existing Coleridge School site.</p> <p>Recommendation: Grant subject to conditions</p> <p>Decision: Grant subject to conditions</p> <p>Drawing Numbers: 444.04, 444.05, 444.06, 444.07, 444.100 rev A; 524-PL-001, 524-PL-010, 524-PL-011, 524-PL-012, 524-0-013, 524-PL-015, 524-PL-050, 524-PL-051, 524-PL-100, 524-PL-110, 524-PL-111, 524-PL-112, 524-PL-113 rev 03, 524-0-114 rev 01, 524-PL-115, 524-PL-150 rev 02, 524-PL-151 rev 02, 524-PL-152 rev00 & 524-PL-155.</p> <p>Condition:</p> <p>1. The demolition hereby permitted shall not be undertaken before a contract for the carrying out of the works for redevelopment of the site has been made and planning permission granted for the redevelopment for which the contract provides. Reason: In order to ensure that the site is not left open and vacant to the detriment of the character and visual amenities of the locality</p> <p>Section 106: No</p>	
<p>PASC154.</p>	<p>COLERIDGE PRIMARY SCHOOL, CRESCENT ROAD N8.</p> <p>The Committee was asked to consider the erection of a single storey portakabin to be used as two temporary classrooms in support of the above application to expand Coleridge Primary School. The Committee agreed to grant permission subject to conditions as the above application and conservation area consent were both granted.</p> <p>INFORMATION RELATING TO APPLICATION REF: HGY/2006/2347 FOR PLANNING APPLICATIONS SUB COMMITTEE DATED 22/01/2007</p> <p>Location: Coleridge Primary School, Crescent Road N8</p> <p>Proposal: Erection of 1 x single storey portakabin to be used as two x temporary classrooms in support of Coleridge Primary School expansion project application reference HGY/2006/2234.</p> <p>Recommendation: Grant subject to conditions</p>	

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	<p>Decision: Grant subject to conditions</p> <p>Drawing Numbers: 542-PL-001, 542-PL-015, 542-PL-115, portakabin attachment, site photographs A, B & C.</p> <p>Conditions:</p> <ol style="list-style-type: none"> 1. That this permission shall be for a limited period expiring on 31 December 2008 when the building hereby approved shall be removed and the land reinstated to the satisfaction of the Local Planning Authority. Reason: The building, because of its design and siting, is not considered suitable for permanent retention. 2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority. Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity. <p>REASONS FOR APPROVAL</p> <p>The proposed structure will not harm the appearance of the school site generally and will have little impact in terms of loss of sunlight or aspect or overlooking or loss of privacy. Also no additional noise will be caused by the development. The proposal therefore complies with policy CSV1 Development in Conservation Areas and policy UD3 General Principles of the Unitary Development Plan 2006.</p> <p>Section 106: No</p>	
<p>PASC155.</p>	<p>120 - 128 MAYES ROAD N22</p> <p>The Committee was informed that this site was formerly occupied by the Job Centre and contained an existing 1950's two storey building stepped back from Mayes Road. There was one tree at the rear of the property which was not worthy of a Tree Preservation Order.</p> <p>The Committee discussed the previous application refused due to the number of dwelling units proposed and thought to be excessive. Members further discussed the bulk, height and footprint of the proposal.</p> <p>Members discussed the scheme and agreed to grant the application subject to conditions and a S106 Legal agreement and the following extra conditions:</p> <ol style="list-style-type: none"> 1. That a combined satellite dish system be installed for all of the flats. 2. That there be a ten bicycle storage area within the scheme. 	

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The following informatives were also requested:

1. That the scheme is marketed as a car free development.
2. That mail boxes be sited on an internal wall within the development.
3. That Juliette balconies are installed.

INFORMATION RELATING TO APPLICATION REF:
HGY/2006/2276
FOR PLANNING APPLICATIONS SUB COMMITTEE DATED
22/01/2007

Location: 120 - 128 Mayes Road N22

Proposal: Outline planning application for demolition of existing 2 storey job centre and erection of 1 x 3 storey block comprising 1 x one bed, 5 x two bed and 3 x three bed self contained flats.

Recommendation: Grant subject to conditions and S106 Legal Agreement.

Decision: Grant subject to conditions and S106 Legal Agreement.

Drawing No.s: PL(03)001, 002 rev 01, 003 rev 01, 010 rev 03, 011 rev 03, 012 rev 03; PL(04)010 rev 02; PL(05)001 rev 01, 002, 010 rev 02, 011 rev 02, 014 rev 02, 015 rev 02, 021 rev 02, 030

Conditions:

RECOMMENDATION 1

The Sub-Committee is recommended to RESOLVE as follows:(1) That OUTLINE planning permission be granted in accordance with planning application no. HGY/2006/2276, subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town & Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

(1.1) A contribution of £48,600.00 towards educational facilities within the Borough (£22,906.00 for primary and £25,694.00 for secondary) according to the formula set out in Policy UD10 and Supplementary Planning Guidance 10c of the Haringey Unitary Development Plan July 2006.

(1.2) A contribution of £10,000.00 towards enhancing the cycle routes in the vicinity of this site.

(1.3) A contribution of £10,000.00 towards environmental improvements within the vicinity of the site.

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(1.4) A sum of £200.00 shall be made towards the amendment of the relevant Traffic Management Order(s) (TMO) controlling on-street parking in the vicinity of the site to reflect that the residential units hereby approved shall be designated 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of this Traffic Management Order(s) (TMO).

(1.5) Plus 5% of this amount as recovery costs / administration / monitoring which equates to £3,440.00. This gives a total amount for the contribution of £72,240.00.

RECOMMENDATION 2

That in the absence of the Agreement referred to in resolution (1) above being completed within two months of the date of approval, planning application reference number HGY/2006/2276 be refused for the following reason:

In the absence of a formal undertaking to secure a Section 106 Agreement for appropriate contribution towards education, cycle route improvements and environmental improvements the proposal is contrary to Policy UD10 'Planning Obligations' of the adopted Haringey Unitary Development Plan (2006) and Supplementary Planning Guidance SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations' and SPG10c 'Educational Needs Generated by New Housing Development'.

RECOMMENDATION 3

That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2006/1975 and Applicant's drawing No.(s) PL(03)001, 002 rev 01, 003 rev 01, 010 rev 03, 011 rev 03, 012 rev 03; PL(04)010 rev 02; PL(05)001 rev 01, 002, 010 rev 02, 011 rev 02, 014 rev 02, 015 rev 02, 021 rev 02, 030 including subject to the following conditions:

1. Application must be made to the Local Planning Authority for approval of any matters reserved in this OUTLINE planning permission, not later than the expiration of 3 years from the date of this permission, and the development hereby authorised must be begun not later than whichever is the later of the following dates, failing which the permission shall be of no effect:
 - a) The expiration of 3 years from the date of this permission.
 - or
 - b) The expiration of 2 years from the final date of the approval of any of the reserved matters.

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

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2. This permission is granted in OUTLINE, in accordance with the provisions of Regulations 3 & 4 of the Town & Country Planning (General Development Procedure) 1995 and before any development is commenced, the approval of the Local Planning Authority shall be obtained to the following reserved matters, namely:

- a) external appearance
- b) landscaping.

Full particulars of these reserved matters, including plans, sections and elevations, all to an appropriate scale, and any other supporting documents indicating details of

- B1) the materials to be used on all external surfaces
- B2) details of boundary walls, fencing and other means of enclosure

shall be submitted to the Local Planning Authority for the purpose of obtaining their approval, in writing. The development shall then be carried out in complete accordance with those particulars.

Reason: In order to comply with Article 2 of the Town & Country Planning (Applications) Regulations 1988, which requires the submission to, and approval by, the Local Planning Authority of reserved matters.

3. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

4. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

5. That details of all levels on the site in relation to the surrounding area be submitted and approved by the Local Planning Authority.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

6. That a detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the

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commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality.

7. No development shall commence until 2) and 3) below are carried out to the approval of London Borough of Haringey.

1. The Applicant will submit a site-wide energy strategy for the proposed development. This strategy must meet the following criteria:

(a) Inclusion of a site-wide energy use assessment showing projected annual demands for thermal (including heating and cooling) and electrical energy, based on contemporaneous building regulations minimum standards. The assessment must show the carbon emissions resulting from the projected energy consumption.

(b) The assessment should demonstrate that the proposed heating and cooling systems have been selected in accordance with the following order of preference: passive design; solar water heating; combined heat and power for heating and cooling, preferably fuelled by renewables; community heating for heating and cooling; heat pumps; gas condensing boilers and gas central heating. The strategy should examine the potential use of CHP to supply thermal and electrical energy to the site. Resulting carbon savings to be calculated.

(c) Inclusion of onsite renewable energy generation to reduce the remaining carbon emissions (i.e. after (a) is accounted for) by 10% subject to feasibility studies carried out to the approval of LB Haringey.

3. All reserved matters applications must contain an energy statement demonstrating consistency with the site wide energy strategy developed in 2). Consistency to be approved by LB Haringey prior to the commencement of development.

Reason: To ensure the development incorporates energy efficiency measures including on-site renewable energy generation, in order to contribute to a reduction in Carbon Dioxide Emissions generated by the development in line with national and local policy guidance.

8. No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm pm on other days unless previously approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties.

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9. Provisions shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

Reason: To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

10. No development shall take place until site investigation detailing previous and existing land uses, potential land contamination, risk estimation and remediation work if required have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.

Reason: In order for the Local Planning Authority to ensure the site is contamination free.

11. Notwithstanding the Provisions of Article 4(1) and part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, no satellite antenna shall be erected or installed on any building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order to prevent the proliferation of satellite dishes on the development.

12. A detailed scheme for the provision of covered cycle storage shall be submitted to and approved by the Local Planning Authority prior to the commencement of works. Such scheme shall be implemented and permanently retained thereafter.

Reason: In order to provide satisfactory facilities for the benefit of residents using cycles as a means of transport.

INFORMATIVE: No residents will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order controlling on-street parking in the vicinity of the development.

INFORMATIVE: The new development will require naming/numbering. The applicant should contact the Transportation Group at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE: The proposed development requires a redundant crossover to be removed. The necessary works will be carried out by the Council at the applicant's expense once all the necessary internal site works have been completed. The applicant should telephone 020-8489 1316 to obtain a cost estimate and to arrange for the works to be carried out.

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INFORMATIVE: - In regards to surface water drainage Thames Water point out that it is the responsibility of the developer to make proper provision for drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer as this is the major contributor to sewer flooding. Thames Water recognises the environmental and economic benefits of surface water source control and encourages its appropriate application where it is to the overall benefit of our customers. Hence, in the disposal of surface water, Thames Water will recommend that the Applicant a) Looks to ensure that new connections to the public sewerage system do not pose an unacceptable threat of surcharge, flooding or pollution b) check the proposals are in line with advice from the DETR which encourages, wherever practicable, disposal on site without recourse to the public sewerage system - for example in the form of soakaways or infiltration areas on free draining soils c) looks to ensure the separation of foul and surface water sewerage on all new developments.

INFORMATIVE:- Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

INFORMATIVE: Pursuant to Condition 2(a) above, in considering detailed drawings of the proposed development, the Council will wish to see (1) only small "Juliette" type balconies on the front (south west) elevation, rather than large balconies, and (2) provision for post or mail boxes to be inside the building rather than located on the external wall.

REASONS FOR APPROVAL

The current application follows the refusal of previous schemes for the site. The height, mass, scale and position of the proposed building on site is now considered to be acceptable and has incorporated appropriate changes in response to the planning issues identified in the previous refusal. The proposed development will not give rise to a significant loss of privacy or result in a significant degree of overlooking to neighbouring properties and in fact the reduction of the building footprint when compared to the existing building will improve the daylight/ sunlight levels received to the front gardens and windows along the front elevation of these nearest properties in Jack Barnet Estate. The proposed development is considered consistent with Policies UD3 'General Principles', UD4 'Quality Design', HSG1 'New Housing Developments', HSG2 'Change of use to Residential', HSG9 'Density Standards', HSG10 'Dwelling Mix', M3 'New Development Location and Accessibility', M9 'Car Free Residential Development' and UD10 'Planning Obligations' of the Haringey Unitary Development Plan (2006) plan and SPG1a 'Design Guidance and Design Statements', SPG3b 'Privacy / Overlooking, Aspect / Outlook and Daylight / Sunlight', SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations' and SPG10c 'Educational Needs Generated by New Housing Development'.

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	Section 106 - Yes	
PASC156.	NEW ITEMS OF URGENT BUSINESS There were no items of urgent business submitted.	
PASC157.	SITE VISITS None requested.	
PASC158.	DATE OF NEXT MEETING Monday 26 Ferbruary 2007 ~ scheduled meeting. Monday 26 March 2007 ~ scheduled meeting. Tuesday 17 April 2007 ~ scheduled meeting. Monday 14 May 2007 ~ scheduled meeting.	

COUNCILLOR SHEILA PEACOCK
Chair

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HARINGEY COUNCIL

Agenda Item No.

Committee: Planning Applications Sub Committee
Date: 26 February 2007

Report of: Interim Director of Urban Environment

Contact Officer: Amanda Jacobs
Designation: Senior Administrative Officer **Tel:** 020 8489 5173

Report Title:
 Appeal decisions determined during December 2006 and January 2007

1. PURPOSE:

To advise the Sub-Committee of appeal decisions determined by the Department for Communities and Local Government during December 2006 and January 2007.

2. SUMMARY:

Reports the outcome of appeal decisions determined by the Department for Communities and Local Government during:

- i) December 2006 when 15 appeal decisions were determined of which 4 (27%) were allowed and 10 (67%) were dismissed and 1 (6%) was quashed and
- ii) January 2007 when 23 appeal decisions were determined of which 5 (22%) were allowed and 18 (78%) were dismissed.

3. RECOMMENDATIONS:

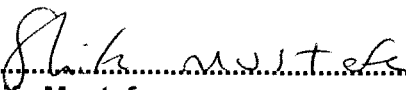
That the report be noted.

4. LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

With reference to the above Act the background papers in respect of the following reports summaries comprise the planning application case file.

The planning staff and case files are located at 639 High Road N17. Anyone wishing to inspect the background papers in respect of any of the following reports should contact Development Control Support Team on 020 849 5570.

Report Authorised by:



Shifa Mustafa

Assistant Director Planning Policy & Development.

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APPEAL DECISIONS DECEMBER 2006

Ward:	Bounds Green
Reference Number:	HGY/2006/0295
Decision Level:	Delegated

25 Durnsford Road N11 2EP**Proposal:**

Creation of a vehicular crossover to a classified road

Type of Appeal:

Written Representation

Issue:

The effect of the proposal on highway safety

Result:

Appeal **Allowed 20** December 2006

Ward:	Bounds Green
Reference Number:	N/A
Decision Level:	Enforcement

29 Truro Road N22 8EH 6EU**Proposal:**

Conversion of the property into 8 bed-sits.

Type of Appeal:

Written Representation

Issue:

The effect of the use of the property as 8 self-contained units on the amenity and character of the area including the implications for parking and the amenities of neighbouring residents.

Result:

Appeal **Allowed 19** December 2006

Ward:	Bruce Grove
Reference Number:	HGY/2004/2024 & 1122
Decision Level:	Delegated

57 Mount Pleasant Road N17 6TR**Proposal:**

Appeal A – HGY/2004/2024 – Change of use of the premises from residential to a children’s home

Appeal B – HGY/2004/1122 – Retention of a rear dormer window erected without planning permission

Type of Appeal:

Written Representation

Issue:

The effect of the change of use in relation to planning policies

The effect of the proposed extension upon the appearance of the locality

Result:

Appeal A – **Allowed** 6 December 2007

Appeal B – **Dismissed** 6 December 2006

Ward:	Crouch End
Reference Number:	HGY/2006/0876
Decision Level:	Delegated

75 Crouch Hall Road N8 8HE**Proposal:**

Conversion of a ground floor office to a residential flat.

Type of Appeal:

Written Representation

Issue:

The effect upon parking and residential amenity and standard of allocation to be provided

Result:

Appeal **Allowed** 19 December 2006

Ward:	Fortis Green
Reference Number:	HGY/2005/1827
Decision Level:	Delegated

14-16 Creighton Avenue N10 1NU**Proposal:**

Demolition of the existing two houses and construction of six family houses with 12 parking spaces

Type of Appeal:

Written Representation

Issue:

The unacceptable loss of outlook for the occupiers of 13-15 Pages Hill and a perceived loss of privacy.

Result:

Appeal **Dismissed** 11 December 2006

Ward:	Fortis Green
Reference Number:	HGY/2005/2122
Decision Level:	Delegated

299 Muswell Hill Broadway N10 1BY**Proposal:**

Erection of extensions to rear at second floor and roof level, alterations to Flat A to create common entrance and creation of new two bed-room flat at second floor/roof level and alterations to rear façade.

Type of Appeal:

Written Representation

Issue:

The effect of the proposal upon on-street car parking in the area

Result:

Appeal **Dismissed** 21 December 2006

Ward:	Highgate
Reference Number:	HGY/2005/1873
Decision Level:	Delegated

30 Cholmeley Crescent N6 5HA

Proposal:

Certificate of Lawfulness for the retention of projecting eaves to rear property

Type of Appeal:

Written Representation

Issue:

Whether or not the projecting canopy and flank wall have resulted in an enlargement of the appeal premises for the purpose of the GPDO

Result:

Appeal **Dismissed** 11 December 2006

Ward:	Muswell Hill
Reference Number:	HGY/2006/0556
Decision Level:	Delegated

17D Church Crescent N10 3NA

Proposal:

Creation of roof terrace at rear first-floor level with balustrade and privacy screen. Insertion of French doors to replace existing window.

Type of Appeal:

Written Representation

Issue:

The effect upon visual amenity and the character and appearance of the conservation area

Result:

Appeal **Dismissed** 14 December 2006

Ward:	Noel Park
Reference Number:	N/A
Decision Level:	Enforcement

23 Alexandra Road N8 0PL

Proposal:

Erection of a rear extension exceeding 70m³ to a semi-detached family dwelling

Type of Appeal:

Written Representation

Issue:

The effect of the conservatory upon the amenity of neighbouring properties

Result:

Appeal **Dismissed** 12 December 2006

Ward:	Seven Sisters
Reference Number:	N/A
Decision Level:	Enforcement

29 Elm Park Avenue N15 6AR

Proposal:

Erection of a loft extension not built in accordance with planning permission

Type of Appeal:

Written Representation

Issue:

The effect of the development on the street scene

Result:

Appeal **Dismissed** 5 December 2006

Ward:	Seven Sisters
Reference Number:	N/A
Decision Level:	Enforcement

27 Hillside Road N15 6LU

Proposal:

Erection of a rear extension being a wooden structure with a Perplex roof of 52 cubic metres.

Type of Appeal:

Written Representation

Issue:

The effect of the rear extension on the outlook of the neighbouring residents at no25 Hillside Road

Result:

Appeal **Dismissed** 19 December 2006

Ward:	Tottenham Green
Reference Number:	HGY/2005/1585
Decision Level:	Delegated

125-127 West Green Road N15 5DE

Proposal:

Appeal A – HGY/2005/1585 –Conservation area Consent for the demolition of the existing buildings

Appeal B – HGY/2005/1584 – Demolition of the existing buildings and erection of a 3 storey block comprising 3 no. three bedroom housed and a four storey block comprising 4 no. one bedroom flats with associated landscaping, car parking and cycle storage

Type of Appeal:

Informal Hearing

Issue:

The effect on the character and appearance of the Clyde Circus Conservation Area Conservation Area

Result:

Both Appeals **Dismissed** 12 December 2006

Ward:	Tottenham Green
Reference Number:	N/A
Decision Level:	Enforcement

436 West Green Road N15 3PT**Proposal:**

Change of use to a social club

Type of Appeal:

Written Representation

Issue:

The inspector considered that there was a lack of clarity as to where the social club use was located within the premises in the enforcement notice

Result:

Enforcement Notice **Quashed** 12 December 2006
(The council will reserve the notice in the future)

Ward:	Tottenham Hall
Reference Number:	HGY/2005/2009
Decision Level:	Delegated

Rear of 372 High Road N17 9HY**Proposal:**

Retrospective planning permission for the development at ground and first floor levels to the rear of 372 High Road to provide two self contained flats (1x1 bedroom and 1 x 3 bedroom)

Type of Appeal:

Written Representation

Issue:

The effect upon the character and appearance of the Tottenham Green Conservation Area

The effect on the living conditions of those in neighbouring residential accommodation

Whether the development meets the standards required for new residential development

Result:

Appeal **Dismissed** 11 December 2006

APPEAL DECISION JANUARY 2007

Ward:	Bounds Green
Reference Number:	HGY/2006/0705
Decision Level:	PASC

Land to the rear of Palm Court, Lionel House, Maxwell House and Lawrence House, Palmerston Road N22**Proposal:**

Demolish 35 garage lock-ups and build 2 no. detached houses and two blocks consisting of one house and 2 flats (8 no. units total), together with associated landscaping.

Type of Appeal:

Written Representation

Issues:

The effects of the proposed development on the character and appearance of the area, including the setting of the conservation area and the Green Chain

Whether the proposal would result in harm to the safety of highway users in the area

The effect of the proposed development on the living conditions of occupiers of nearby properties in relation to noise and disturbance.

Result:

Appeal **Dismissed** 16 January 2007

Ward:	Bruce Grove
Reference Number:	N/A
Decision Level:	Enforcement

21 Steele Road N17 6YJ**Proposal:**

Unauthorised conversion of the premises from a single family dwelling into 2 x 1 bedroom flats

Type of Appeal:

Informal Hearing

Issues:

The effect of the development on the supply of housing accommodation in the area, looking both at the demand for different forms of accommodation and the question of whether the

development would provide satisfactory living conditions for occupiers of the two flats created

The effect of the development on living conditions in the area, with particular reference to on-street parking

Result:

Appeal on Ground A - **Dismissed** 29 January 2007 (Planning Permission refused)
Appeal on Grounds F & G **Allowed** 29 January 2007 (Enforcement Notice varied but upheld)

Ward:	Crouch End
Reference Number:	HGY/2006/0115
Decision Level:	Delegated

5 Sandringham Gardens N8 9HU

Proposal:

Conversion of loft space

Type of Appeal:

Written Representation

Issues:

Whether the proposal preserves or enhances the character or appearance of the conservation area

The impact of the proposal on the living conditions of occupiers of nearby property, particularly in relation to visual dominance

Result:

Appeal **Allowed** 16 January 2007

Ward:	Harringay
Reference Number:	HGY/2005/2363
Decision Level:	Delegated

Land Adjacent to 1 Conisgsby Road N4 1EG

Proposal:

Proposed four bedroom house with rooms at basement and roof levels

Type of Appeal:

Written Representation

Issues:

The effect on the character and appearance of the surrounding area

The effect on the living conditions of neighbouring occupiers

Result:

Appeal Dismissed 4 January 2007

Ward:	Harringay
Reference Number:	HGY/2006/0744
Decision Level:	Delegated

24 Raleigh Road N8

Proposal:

Proposed single storey side and rear

Type of Appeal:

Written Representation

Issue:

The effect on the character and appearance of the existing house and surrounding area

Result:

Appeal **Allowed** 2 January 2007

Ward:	Highgate
Reference Number:	HGY/2006/1252 & 1250
Decision Level:	Delegated

32 Courcy Road N8 0WH**Proposal:**

Appeal A – HGY/2006/1252 – Demolition proposed is the existing detached house and front boundary wall. To be replaced with a new dwelling and front boundary wall

Appeal B – HGY/2006/1250 – Demolition of the existing house and erection of new detached three storey (plus basement) dwelling.

Type of Appeal:

Written Representation

Issue:

The effect on the character and appearance of the surrounding area, including the Highgate Conservation Area and the Highgate Ridge Area of Special Character

The effect on living conditions of neighbouring occupiers in respect of visual impact

Result:

Both Appeals **Dismissed** 3 January 2007

Ward:	Highgate
Reference Number:	HGY/2005/2059
Decision Level:	Delegated

33 Kinglsey Place N6 5EA**Proposal:**

Proposed internal alterations

Type of Appeal:

Written Representation

Issue:

The effect on the special architectural and historic interest of the listed building

Result:

Appeal **Dismissed** 15 January 2007

Ward:	Highgate
Reference Number:	HGY/2006/0611
Decision Level:	Delegated

2 North Hill N6 4PU**Proposal:**

Display of internally-illuminated letter sign and an internally-illuminated projection sign

Type of Appeal:

Written Representation

Issue:

The visual impact of the appeal signs on the premises and within the surroundings

Result:

Appeal **Dismissed** 4 January 2007

Ward:	Hornsey
Reference Number:	HGY/2005/2275
Decision Level:	Delegated

19 Priory Avenue N8 7RP**Proposal:**

Retention of a 1 x 1 bedroom basement flat

Type of Appeal:

Written Representation

Issue:

The living conditions of future occupier's

Result:

Appeal **Dismissed** 26 January 2007

Ward:	Muswell Hill
Reference Number:	HGY/2006/0521
Decision Level:	Delegated

Rear of 10 Muswell Hill N10 3TA

Proposal:

Erection of two 3 bed houses with associated landscaping

Type of Appeal:

Written Representation

Issue:

The effect of the proposal on the living conditions of neighbours in terms of outlook, sunlight and privacy

The effect on the living conditions of future occupiers in terms of private amenity space

The effect on the character of the area

Result:

Appeal **Dismissed** 30 January 2007

Ward:	Noel Park
Reference Number:	HGY/2006/139
Decision Level:	Delegated

32 Hornsey Park Road N8 0JP

Proposal:

Creation of vehicle crossover to a classified road

Type of Appeal:

Written Representation

Issue:

The effect that the use of the proposed crossing would have on highway safety

Result:

Appeal **Allowed** 22 January 2007

Ward:	Northumberland Park
Reference Number:	HGY/2006/0583
Decision Level:	Delegated

29 Penshurst Road N17 8BT**Proposal:**

Loft conversion including erection of rear dormer window, side dormer window, raising roofline and alterations to elevations

Type of Appeal:

Written Representation

Issue:

The effect of the proposed development on the street scene

Result:

Appeal **Dismissed** 17 January 2007

Ward:	Northumberland Park
Reference Number:	HGY/2006/0585
Decision Level:	Delegated

31 Penshurst Road N17 8BT**Proposal:**

Loft conversion including erection of rear dormer window, side dormer window, raising roofline and alterations to elevation

Type of Appeal:

Written Representation

Issue:

The effect of the proposed development on the street scene

Result:

Appeal **Dismissed** 17 January 2007

Ward:	Seven Sisters
Reference Number:	HGY/2006/0881
Decision Level:	Delegated

141 Fairview Road N15 6TS

Proposal:

Erection of front and rear dormer windows

Type of Appeal:

Written Representation

Issue:

The effect of the character and appearance of the existing building and surrounding area

Result:

Appeal **Dismissed** 3 January 2007

Ward:	Seven Sisters
Reference Number:	HGY/2006/0323 & 0322
Decision Level:	PASC

16-52 High Road N15

Proposal:

Appeal A - HGY/2006/0322 – Conservation Area Consent for the demolition of existing buildings and construction of a 4/5 storey building comprising 18 residential flats with below ground parking and commercial space at ground floor level

Appeal B – HGY/2006/0322 – Construction of 18 self contained residential flats above two ground floor retail shop units and basement car parking for the residents

Type of Appeal:

Written Representation

Issue:

The character and historic interest of the existing building

The effect upon the character and appearance of the street scene and the Conservation Area and the setting of the nearby listed building

The detrimental effect of the amenities of occupants on No.1 or other nearby properties

Result:

Both Appeals **Dismissed** 12 January 2007

Ward:	Stroud Green
Reference Number:	HGY/2006/1290
Decision Level:	Delegated

Land at Mount View Road opposite Womersley Road N4 4SR

Proposal:

Telecommunications base station comprising a replica telegraph pole (13.5 metres high) enclosing three panel antennas, equipment cabinet, and ancillary development

Type of Appeal:

Written Representation

Issue:

The detrimental effect on the character and appearance of the conservation area

Result:

Appeal **Allowed** 25 January 2007

Ward:	Tottenham Green
Reference Number:	N/A
Decision Level:	Enforcement

8 Bedford Road N15 4HA

Proposal:

Conversion of the property from three flats to five flats

Type of Appeal:

Written Representation

Issue:

The effect on the host residential environment and the over-intensified use of the building to the detriment of its occupiers and neighbouring residents and parking pressures

Result:

Appeal **Dismissed** 30 January 2007

Ward:	West Green
Reference Number:	HGY/2006/0442
Decision Level:	Delegated

25 Frome Road N22 6BP

Proposal:

Alteration to the existing planning consent HGY/2004/2219 that occurred during the course of construction, enlarging the rear dormer to flat five

Type of Appeal:

Written Representation

Issue:

The effect on the building and character and appearance of the surrounding area

Result:

Appeal **Dismissed** 3 January 2007

Ward:	West Green
Reference Number:	HGY/2006/1016
Decision Level:	Delegated

15 Walpole Road N17 6BE

Proposal:

Proposed loft conversion with rear dormer

Type of Appeal:

Written Representation

Issue:

The effect on the character and appearance of the surrounding area

Result:

Appeal **Dismissed** 26 January 2007

Ward:	White Hart Lane
Reference Number:	N/A
Decision Level:	Enforcement

87 Creighton Road N17 8JS

Proposal:

Conversion of the property into two self contained flats.

Type of Appeal:

Written Representation

Issue:

The loss of a property suitable for family housing

Result:

Appeal **Dismissed** 30 January 2007

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Committee: Planning Applications Sub Committee
Date: 26 February 2007

Report of: Interim Director of Urban Environment

Contact Officer: Amanda Jacobs
Designation: Senior Administrative Officer **Tel:** 020 8489 5173

Report Title:
 Decisions made under delegated powers between 18 December 2006 to 28 January 2007.

1. PURPOSE:

To inform Members of the above Sub Committee of decisions made under delegated powers by the Heads Of Development Control (North & South) and the Chair of the above Committee.

2. SUMMARY:

The applications listed were determined between 18 December 2006 to 28 January 2007.

3. RECOMMENDATIONS:

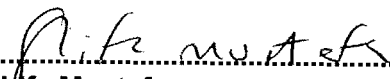
That the report be noted.

4. LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

With reference to the above Act the background papers in respect of the following reports summaries comprise the planning application case file.

The planning staff and case files are located at 639 High Road N17. Anyone wishing to inspect the background papers in respect of any of the following reports should contact Development Control Support Team on 020 8489 5173.

Report Authorised by:



Shifa Mustafa

Assistant Director Planning, Policy & Development

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PLANNING APPLICATIONS SUB-COMMITTEE

**APPLICATIONS DECIDED UNDER DELEGATED POWERS BETWEEN
18/12/2006 AND 28/01/2007**

BACKGROUND PAPERS

For the purpose of the Local Government (Access to Information) Act 1985, the background papers in respect of the following items comprise the planning application case file.

The Planning staff and case files are located at 639 High Road, Tottenham, London N17 8BD.
Anyone wishing to inspect the background papers in respect of any of these cases should contact Development Control Customer Care Team on (020) 8489 5508 between the hours of 8.45am and 5.00pm.

WARD: **Alexandra**

Application No:	HGY/2006/2377	Officer:	Valerie Okeiyi	Decision Date:	26/01/2007
Decision:	PERM REQ				
Location:	287 Alexandra Park Road N22 7BP				
Proposal:	Replacement of existing garage with single storey structure comprising therapy room.				
Application No:	HGY/2006/2281	Officer:	Tara Jane Fisher	Decision Date:	26/01/2007
Decision:	GTD				
Location:	33 Coniston Road N10				
Proposal:	Erection of single storey rear extension and erection of rear dormer window with insertion of 1 x rooflight to front elevation and 1 x rooflight to rear. Alterations to elevations.				
Application No:	HGY/2006/2433	Officer:	Ruma Nowaz	Decision Date:	25/01/2007
Decision:	REF				
Location:	Land Adjacent Wroxham Gardens on Durnsford Road N11				
Proposal:	Installation of one (1) new ten (10) metre freestanding telegraph pole, which will hold one (1) omni-directional antenna. In conjunction, one (1) equipment cabinet will be located close to the pole with dimensions no greater than two point five (2.5) cubic metres.				
Application No:	HGY/2006/2342	Officer:	Tara Jane Fisher	Decision Date:	23/01/2007
Decision:	GTD				
Location:	Flat 13 Rowan Muswell Road N10 2BX				
Proposal:	Conversion of existing three bedroom flat into 1 x two bedroom and 1 x one bedroom self contained flats.				
Application No:	HGY/2006/2353	Officer:	Ruma Nowaz	Decision Date:	24/01/2007
Decision:	PERM DEV				
Location:	55 Alexandra Park Road N10 2DG				
Proposal:	Erection of single storey rear conservatory extension.				
Application No:	HGY/2006/2393	Officer:	Valerie Okeiyi	Decision Date:	24/01/2007
Decision:	REF				
Location:	178 Alexandra Park Road N22				
Proposal:	Erection of part single/part 2 storey rear extension.				
Application No:	HGY/2006/2315	Officer:	Joyce Wong	Decision Date:	16/01/2007
Decision:	PERM DEV				
Location:	99 The Avenue N10				
Proposal:	Roof extension to side and rear to provide additional accommodation within the roof.				
Application No:	HGY/2006/2231	Officer:	Ruma Nowaz	Decision Date:	02/01/2007
Decision:	REF				
Location:	Lower & Ground Floor Flat, 223 Alexandra Park Road N22				
Proposal:	Erection of 2 storey rear extension at lower ground and ground floor level to allow creation of additional bedroom. Alterations to rear elevation.				

Application No: **HGY/2006/2206** Officer: Luke McSoriley
Decision: GTD Decision Date: 19/12/2006
Location: 6 Curzon Road N10
Proposal: Excavation of basement to rear of property to allow rear extension with mezzanine level.

Application No: **HGY/2006/2116** Officer: David Paton
Decision: GTD Decision Date: 19/12/2006
Location: 15 Rhodes Avenue N22 7UR
Proposal: Conversion of garage to habitable living space and erection of single storey extension to front of property to accommodate bicycles. Alterations to elevation.

Application No: **HGY/2006/2211** Officer: Luke McSoriley
Decision: GTD Decision Date: 22/12/2006
Location: 3 Barnard Hill N10 2HB
Proposal: Erection of rear dormer window and insertion of 2 x rooflights to front elevation, and the addition of a pitched gable roof above the existing first floor front bay window (AMENDED DESCRIPTION).

Application No: **HGY/2006/2282** Officer: David Paton
Decision: REF Decision Date: 15/01/2007
Location: 147 Crescent Road N22 7RU
Proposal: Use of property as two self contained flats.

WARD: **Bounds Green**

Application No: **HGY/2006/2401** Officer: Valerie Okeiyi
Decision: GTD Decision Date: 25/01/2007
Location: 8 Churston Gardens N11 2NL
Proposal: Use of property as 5 self contained residential units.

Application No: **HGY/2006/2397** Officer: Ruma Nowaz
Decision: REF Decision Date: 25/01/2007
Location: 5-11 Green Lanes N13 4TN
Proposal: Retention of existing shopfront and open canopy with security shutter box.

Application No: **HGY/2006/2260** Officer: Frixos Kyriacou
Decision: REF Decision Date: 09/01/2007
Location: 5-11 Green Lanes N13 4TN
Proposal: Retrospective planning application for retention of fridge and air-conditioning ventilation units to rear of property

Application No: **HGY/2006/2233** Officer: Tara Jane Fisher
Decision: GTD Decision Date: 08/01/2007
Location: 30 Lascotts Road N22 8JN
Proposal: Erection of single storey rear extension.

Application No: **HGY/2006/2293** Officer: Tara Jane Fisher
 Decision: REF Decision Date: 02/01/2007
 Location: 421-451 High Road N22 8JD
 Proposal: Display of 2 x illuminated single-sided free-standing display units.

Application No: **HGY/2006/2099** Officer: Luke McSoriley
 Decision: PERM REQ Decision Date: 18/12/2006
 Location: 25 Cornwall Avenue N22
 Proposal: Erection of single storey rear extension and erection of rear dormer window with balustrade.

Application No: **HGY/2006/2074** Officer: Stuart Cooke
 Decision: GTD Decision Date: 20/12/2006
 Location: Former Middlesex University Campus, Bounds Green Road N11
 Proposal: Approval Of Details pursuant to Condition 11 (parking provision relating to the residential element) attached to planning permission reference HGY/2004/1465.

Application No: **HGY/2006/2232** Officer: Tara Jane Fisher
 Decision: GTD Decision Date: 20/12/2006
 Location: 30 Lascotts Road N22
 Proposal: Use of property as 3 self contained flats.

Application No: **HGY/2006/2190** Officer: Joyce Wong
 Decision: GTD Decision Date: 29/12/2006
 Location: 40 Bounds Green Road N11 2EU
 Proposal: Re-siting of Display of 1272mm x 2613mm advertising panel.

Application No: **HGY/2006/2242** Officer: Matthew Gunning
 Decision: REF Decision Date: 02/01/2007
 Location: Units B, C, D, E + F, 107 Myddleton Road N22
 Proposal: Retrospective planning application for continuation of use of rear ground floor level as 5 x studio flats.

Application No: **HGY/2006/2227** Officer: Ruma Nowaz
 Decision: REF Decision Date: 05/01/2007
 Location: 31 Lascotts Road N22 8JG
 Proposal: Erection of a single storey rear extension.

Application No: **HGY/2006/2277** Officer: Joyce Wong
 Decision: REF Decision Date: 09/01/2007
 Location: 66 Blake Road N11 2AH
 Proposal: Erection of single storey rear extension and conversion of roof including erection of rear dormer window and alterations to form hip to gable end.

WARD: **Bruce Grove**

Application No: **HGY/2006/2371** Officer: Tara Jane Fisher
 Decision: GTD Decision Date: 24/01/2007
 Location: 297A Mount Pleasant Road N17 6HD
 Proposal: Erection of single storey replacement side / rear infill extension.

Application No: **HGY/2006/2132** Officer: Ruma Nowaz
 Decision: PERM DEV Decision Date: 19/12/2006
 Location: 85 Arnold Road N15 4JQ
 Proposal: Erection of 2 x rear dormer windows, one of rear roof and 1 to top of rear addition (Certificate of Lawfulness)

Application No: **HGY/2006/2226** Officer: Valerie Okeiyi
 Decision: REF Decision Date: 21/12/2006
 Location: 17 Whitley Road N17 6RJ
 Proposal: Erection of two storey rear extension.

Application No: **HGY/2006/2139** Officer: David Paton
 Decision: GTD Decision Date: 02/01/2007
 Location: 14 Lordsmead Road N17 6EY
 Proposal: Erection of single storey rear extension.

Application No: **HGY/2006/2270** Officer: Valerie Okeiyi
 Decision: REF Decision Date: 02/01/2007
 Location: Rear Of 42 Philip Lane N15 4JB
 Proposal: Creation of a vehicle crossover to Arnold Road.

Application No: **HGY/2006/2268** Officer: Tara Jane Fisher
 Decision: REF Decision Date: 02/01/2007
 Location: 25 Bruce Grove N17
 Proposal: Erection of 1 x 2 storey four bedroom dwellinghouse with rear dormer window with balustrade.

WARD: Crouch End

Application No: **HGY/2006/2359** Officer: Frixos Kyriacou
 Decision: GTD Decision Date: 24/01/2007
 Location: 2 - 4 The Broadway N8
 Proposal: Amendment to planning permission HGY/2005/1060 and 2257 (to create 15 self contained flats) including demolition of existing projections at rear and re-building with extensions and alteration to fenestration and terrace areas.

Application No: **HGY/2007/0051** Officer: Stuart Cooke
 Decision: GTD Decision Date: 16/01/2007
 Location: 41 Coolhurst Road N8 8ET
 Proposal: Approval Of Details pursuant to Condition 3 (Materials - Fenestration) attached to Planning Permission references HGY/2004/2186 and HGY/2006/0400.

Application No:	HGY/2006/2337	Officer:	Brett Henderson
Decision:	GTD	Decision Date:	09/01/2007
Location:	Highview, 49 Shepherds Hill N6 5QW		
Proposal:	Tree works to include crown reduction by 20%, shaping of crown, thinning by 15%, crown lifting to 5m, removal of trunk growth and removal of deadwood to 1 x Chestnut tree at front of property.		
Application No:	HGY/2006/2218	Officer:	Brett Henderson
Decision:	REF	Decision Date:	28/12/2006
Location:	35 Coolhurst Road N8 8ET		
Proposal:	Tree works to include removal of 1 x Oak tree, 1 x Plane tree and 1 x False Acacia tree.		
Application No:	HGY/2006/2201	Officer:	Kristy Plant
Decision:	PERM DEV	Decision Date:	02/01/2007
Location:	1 Drylands Road N8 9HN		
Proposal:	Erection of single storey rear extension.		
Application No:	HGY/2006/2345	Officer:	John Ogenga P'Lakop
Decision:	GTD	Decision Date:	02/01/2007
Location:	4 Avenue Road N6 5DW		
Proposal:	Creation of new window to match existing on east elevation at ground floor level.		
Application No:	HGY/2006/2257	Officer:	Elizabeth Ennin-Gyasi
Decision:	GTD	Decision Date:	02/01/2007
Location:	Flat B, 9 Dashwood Road N8 9AD		
Proposal:	Retention of patio to rear of property.		
Application No:	HGY/2006/2264	Officer:	Elizabeth Ennin-Gyasi
Decision:	REF	Decision Date:	02/01/2007
Location:	155 Tottenham Lane N8 9BT		
Proposal:	Erection of extension at rear 2nd floor level and conversion of existing flat at 1st and 2nd floor level into 2 x one bedroom flats. Alterations to elevations.		
Application No:	HGY/2006/2265	Officer:	Joyce Wong
Decision:	GTD	Decision Date:	04/01/2007
Location:	20 Topsfield Parade, Tottenham Lane N8 8PT		
Proposal:	Change of use from amusement centre to betting office (A2).		
Application No:	HGY/2006/2262	Officer:	Oliver Christian
Decision:	GTD	Decision Date:	09/01/2007
Location:	36 Weston Park N8 9TJ		
Proposal:	Works to property including erection of 2 storey rear extension and renovation to front elevation including reinstatement of original bay window at 1st floor level, removal of front porch and removal of stone cladding.		
Application No:	HGY/2006/2333	Officer:	Kristy Plant
Decision:	GTD	Decision Date:	09/01/2007
Location:	41 Coolhurst Road N8 8ET		
Proposal:	Tree works to include crown reduction by 30 - 40% and thinning by 20% to 1 x Lime tree at front of property.		

Application No: **HGY/2006/2335** Officer: John Ogenga P'Lakop
Decision: GTD Decision Date: 09/01/2007
Location: 3 Fairfield Road N8 9HG
Proposal: Tree works to include felling to ground level of 1 x Sycamore tree to rear of property.

Application No: **HGY/2006/2107** Officer: John Ogenga P'Lakop
Decision: REF Decision Date: 19/12/2006
Location: 114 Priory Gardens N6 5QT
Proposal: Erection of side dormer window.

Application No: **HGY/2006/1952** Officer: Kristy Plant
Decision: GTD Decision Date: 20/12/2006
Location: 41 Coolhurst Road N8
Proposal: Approval Of Details pursuant to Condition 3 (materials - bricks & roof tiles) attached to planning permissions references HGY/2006/0400 and HGY/2004/2186.

Application No: **HGY/2006/2111** Officer: John Ogenga P'Lakop
Decision: GTD Decision Date: 20/12/2006
Location: 114 Priory Gardens N6
Proposal: Erection of rear dormer window.

Application No: **HGY/2006/2137** Officer: Kristy Plant
Decision: PERM DEV Decision Date: 21/12/2006
Location: 44 Tregaron Avenue N8 9EY
Proposal: Certificate of Lawfulness for the erection of rear dormer window.

Application No: **HGY/2006/2181** Officer: John Ogenga P'Lakop
Decision: REF Decision Date: 28/12/2006
Location: 49 Landrock Road N8 9HR
Proposal: Erection of rear dormer window and insertion of 2 x rooflights to front elevation.

Application No: **HGY/2006/2288** Officer: Oliver Christian
Decision: GTD Decision Date: 16/01/2007
Location: 50 The Broadway N8 9TP
Proposal: Erection of single storey rear extension and provision of new access stairs to residential flats.

Application No: **HGY/2006/2356** Officer: Brett Henderson
Decision: GTD Decision Date: 17/01/2007
Location: Flat 3, 19 Stanhope Road N6
Proposal: Tree works to include crown lift to 7m, thinning crown by 20% and removal of deadwood and stubs to 1 x Sycamore tree in rear garden.

Application No:	HGY/2006/2374	Officer:	Tara Jane Fisher
Decision:	GTD	Decision Date:	24/01/2007
Location:	70 Twyford Avenue N2 9NL		
Proposal:	Erection of single storey rear extension.		
Application No:	HGY/2006/2171	Officer:	Frixos Kyriacou
Decision:	GTD	Decision Date:	20/12/2006
Location:	46 Woodside Avenue N6		
Proposal:	Demolition of existing store to rear, erection of single storey side and rear extension and alterations to first floor rear bedroom window.		
Application No:	HGY/2006/2219	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	21/12/2006
Location:	7 Firemans Cottages, Fortis Green N10 3PB		
Proposal:	Replacement of existing single storey rear extension with new single storey rear extension. Loft conversion to include insertion of 3 x rooflights. Alterations to elevations.		
Application No:	HGY/2006/2161	Officer:	Tara Jane Fisher
Decision:	GTD	Decision Date:	28/12/2006
Location:	95 Fortis Green N2 9HU		
Proposal:	Demolition of single storey structure to rear, erection of glazed canopy to side and rear, erection of external boiler house to side and associated internal alterations (Listed Building Consent).		
Application No:	HGY/2006/2166	Officer:	Tara Jane Fisher
Decision:	GTD	Decision Date:	28/12/2006
Location:	95 Fortis Green N2 9HU		
Proposal:	Demolition of single storey structure to rear, erection of glazed canopy to side and rear, erection of external boiler house to side and associated internal alterations.		
Application No:	HGY/2006/2195	Officer:	Ruma Nowaz
Decision:	PERM DEV	Decision Date:	29/12/2006
Location:	25 Ringwood Avenue N2 9NT		
Proposal:	Erection of single storey rear extension, conversion of garage to habitable living space and alterations to elevations including insertion of new doors and windows.		
Application No:	HGY/2006/2225	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	02/01/2007
Location:	310 Muswell Hill Broadway N10		
Proposal:	Change of use from print copy shop (basement and ground floor) to Metropolitan Police Safer Neighbourhood Unit (B1) and change of use from residential (1st and 2nd floors) to Metropolitan Police Safer Neighbourhood Unit (B1).		
Application No:	HGY/2006/2240	Officer:	Tara Jane Fisher
Decision:	PERM DEV	Decision Date:	02/01/2007
Location:	24 Twyford Avenue N2 9NJ		
Proposal:	Erection of side dormer window and erection of rear window with balustrade.		
Application No:	HGY/2006/2278	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	02/01/2007
Location:	189 Creighton Avenue N2 9BN		
Proposal:	Erection of single storey side / rear extension.		

Application No:	HGY/2006/2328	Officer:	Tara Jane Fisher
Decision:	REF	Decision Date:	02/01/2007
Location:	14 Shakespeare Gardens N2 9LJ		
Proposal:	Erection of single storey rear extension and conversion of loft to include erection of rear dormer window and creation of gable end.		
Application No:	HGY/2006/2143	Officer:	Tara Jane Fisher
Decision:	REF	Decision Date:	19/12/2006
Location:	35 Creighton Avenue N10 1NX		
Proposal:	Erection of rear dormer window with balustrade		
Application No:	HGY/2006/2146	Officer:	Joyce Wong
Decision:	GTD	Decision Date:	19/12/2006
Location:	13 Western Road N2 9JB		
Proposal:	Tree works to include crown reduction by 20% to 1 x Thorn tree and 1 x Sycamore tree.		
Application No:	HGY/2006/2200	Officer:	Joyce Wong
Decision:	GTD	Decision Date:	19/12/2006
Location:	65b Lanchester Road N6 4SX		
Proposal:	Tree works to include crown reduction by 15% & lift to 4m to 1 x Beech tree and crown thin by 20% & reduce by up to 10% to 1 x Hornbeam tree to front of property.		
Application No:	HGY/2006/2304	Officer:	Tara Jane Fisher
Decision:	GTD	Decision Date:	05/01/2007
Location:	29 Church Vale N2 9PB		
Proposal:	Erection of single storey rear extension.		
Application No:	HGY/2006/2284	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	11/01/2007
Location:	43 & 43a Colney Hatch Lane N10 1LJ		
Proposal:	Redevelopment of site to include a ground and first floor rear extension, the creation of a first and second floor roof terrace, the erection of an additional 2nd floor and alterations to the create 1 x retail unit, 2 x one bedroom flats and 4 x two bedroom flats. Alterations to the front elevations including a new shopfront and facade to building.		
Application No:	HGY/2006/2280	Officer:	Ruma Nowaz
Decision:	GTD	Decision Date:	15/01/2007
Location:	43 Kings Avenue N10		
Proposal:	Erection of single storey rear extension and rear dormer window.		
Application No:	HGY/2006/2318	Officer:	Valerie Okeiyi
Decision:	PERM DEV	Decision Date:	16/01/2007
Location:	30 Leaside Avenue N10		
Proposal:	Use of garage as hobby room/potting shed involving raising of roof line and insertion of new door.		
Application No:	HGY/2006/2086	Officer:	Luke McSoriley
Decision:	GTD	Decision Date:	16/01/2007
Location:	Land Between 72 - 74 Twyford Avenue N2		
Proposal:	Approval Of Details pursuant to Conditions 3, 7 and 13 (materials, surrounds and plantings and levels) attached to planning permission reference HGY/2004/0178.		

Application No: **HGY/2006/2113** Officer: Valerie Okeiyi
Decision: GTD Decision Date: 16/01/2007
Location: 32 Beech Drive N2
Proposal: Approval Of Details pursuant to Condition 1 (boundary fencing) attached to planning permission reference HGY/2006/1443.

Application No: **HGY/2006/2339** Officer: Valerie Okeiyi
Decision: GTD Decision Date: 16/01/2007
Location: 16 Coppetts Road N10
Proposal: Erection of rear and side dormer windows and insertion of 2 x rooflights to front elevation.

Application No: **HGY/2006/2294** Officer: Luke McSoriley
Decision: REF Decision Date: 17/01/2007
Location: 32 Kings Avenue N10
Proposal: Creation of a vehicle crossover and demolition of garden wall.

Application No: **HGY/2006/2372** Officer: Luke McSoriley
Decision: GTD Decision Date: 24/01/2007
Location: 1 Beech Drive N2 9NX
Proposal: Erection of single storey side / rear extension and erection of rear and side dormer windows. Insertion of 2 x rooflights to front elevation.

Application No: **HGY/2006/2369** Officer: Luke McSoriley
Decision: GTD Decision Date: 24/01/2007
Location: 20A Wellfield Avenue N10 2EA
Proposal: Erection of single storey rear conservatory extension.

WARD: **Harringay**

Application No: **HGY/2006/2295** Officer: Oliver Christian
Decision: GTD Decision Date: 17/01/2007
Location: Rear Of 113 Turnpike Lane N8 0NA
Proposal: Demolition of existing storeroom and erection of 2 x 2 storey one bedroom live / work units.

Application No: **HGY/2006/2343** Officer: Brett Henderson
Decision: REF Decision Date: 16/01/2007
Location: 106 Mattison Road N4
Proposal: Erection of extension at rear second floor level.

Application No: **HGY/2006/2341** Officer: Brett Henderson
Decision: REF Decision Date: 16/01/2007
Location: 106 Mattison Road N4
Proposal: Erection of extension at rear ground floor level.

Application No:	HGY/2006/2279	Officer:	John Ogenga P'Lakop
Decision:	GTD	Decision Date:	15/01/2007
Location:	First Floor Flat 67A Seymour Road N8 0BJ		
Proposal:	Erection of rear dormer window.		
Application No:	HGY/2006/2224	Officer:	Elizabeth Ennin-Gyasi
Decision:	REF	Decision Date:	05/01/2007
Location:	16 Mattison Road N4 1BD		
Proposal:	Erection of single storey rear extension.		
Application No:	HGY/2006/2221	Officer:	John Ogenga P'Lakop
Decision:	GTD	Decision Date:	02/01/2007
Location:	18 Beresford Road N8		
Proposal:	Replacement of existing windows with PVCU double glazed windows to Flats A & B.		
Application No:	HGY/2006/2084	Officer:	Oliver Christian
Decision:	GTD	Decision Date:	18/12/2006
Location:	659-661 Green Lanes N8 0QY		
Proposal:	Conversion of first floor to form 2 x two bed self contained flats.		
Application No:	HGY/2006/2108	Officer:	Elizabeth Ennin-Gyasi
Decision:	REF	Decision Date:	19/12/2006
Location:	Flat A, 575 Green Lanes N8 0RL		
Proposal:	Erection of extension at rear first floor level.		
Application No:	HGY/2006/2112	Officer:	Elizabeth Ennin-Gyasi
Decision:	REF	Decision Date:	20/12/2006
Location:	R/O 329 Green Lanes N4		
Proposal:	Demolition of existing garage and erection of new building comprising 1 x one bed and 1 x two bed flats.		
Application No:	HGY/2006/2138	Officer:	Brett Henderson
Decision:	REF	Decision Date:	21/12/2006
Location:	61 Grand Parade N4 1AF		
Proposal:	Change of use of premises from retail (A1) to cafe/restaurant (A3)		
Application No:	HGY/2006/2160	Officer:	Oliver Christian
Decision:	REF	Decision Date:	21/12/2006
Location:	359 Green Lanes N4 1DZ		
Proposal:	Erection of dormer window to rear roof slope to create 6 additional bedrooms and 2 bathrooms.		
Application No:	HGY/2006/2155	Officer:	John Ogenga P'Lakop
Decision:	GTD	Decision Date:	27/12/2006
Location:	88A + 88B Frobisher Road N8 0QX		
Proposal:	Replacement of existing windows with UPVC windows.		

Application No: **HGY/2006/2157** Officer: John Ogenga P'Lakop
Decision: GTD Decision Date: 27/12/2006
Location: 47A + 47B Sydney Road N8 0ET
Proposal: Replacement of existing windows with UPVC windows.

Application No: **HGY/2006/2158** Officer: John Ogenga P'Lakop
Decision: GTD Decision Date: 27/12/2006
Location: 45A + 45B Sydney Road N8 0ET
Proposal: Replacement of existing windows with UPVC windows.

Application No: **HGY/2006/2173** Officer: John Ogenga P'Lakop
Decision: GTD Decision Date: 29/12/2006
Location: 81A + 81B Frobisher Road N8 0QU
Proposal: Replacement of existing windows with UPVC double glazed windows.

Application No: **HGY/2006/2176** Officer: John Ogenga P'Lakop
Decision: GTD Decision Date: 29/12/2006
Location: 77A + 77B Frobisher Road N8 0QU
Proposal: Replacement of existing windows with UPVC double glazed windows.

Application No: **HGY/2006/2212** Officer: John Ogenga P'Lakop
Decision: GTD Decision Date: 29/12/2006
Location: 74A + 74B Seymour Road N8 0BE
Proposal: Replacement of existing windows with UPVC double glazed windows.

Application No: **HGY/2006/2220** Officer: John Ogenga P'Lakop
Decision: GTD Decision Date: 02/01/2007
Location: 75 Wightman Road N4
Proposal: Replacement of existing windows with PVCU double glazed windows to both Flats A and B.

Application No: **HGY/2006/2208** Officer: Brett Henderson
Decision: REF Decision Date: 03/01/2007
Location: Land Adjacent 1 Coningsby Road N4 1EG
Proposal: Erection of 1 x 2 storey three bedroom house with rooms at basement and roof levels.

Application No: **HGY/2006/2228** Officer: Elizabeth Ennin-Gyasi
Decision: REF Decision Date: 05/01/2007
Location: 145 Lothair Road North N4 1ER
Proposal: Erection of single storey rear extension.

WARD: **Highgate**

Application No:	HGY/2006/2411	Officer:	Frixos Kyriacou
Decision:	GTD	Decision Date:	26/01/2007
Location:	Heathways, Courtenay Avenue N6		
Proposal:	Demolition of existing building and erection of 1 x 2 storey six bedroom dwellinhouse with habitable rooms, gym and pool at basement level, rooms at 2nd floor / roof level and integral garage at ground (amended scheme HGY/2006/1682).		
Application No:	HGY/2006/2380	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	26/01/2007
Location:	Roundhill, Compton Avenue N6 4LB		
Proposal:	Demolition of existing property, garage and pool house and erection of replacement 3 storey property comprising 9 bedrooms, rooms at basement level, 1 x 2 storey garage and pool house in rear garden.		
Application No:	HGY/2006/2379	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	26/01/2007
Location:	Roundhill, Compton Avenue N6 4LB		
Proposal:	Conservation Area Consent for demolition of existing property, garage and pool house and erection of replacement 3 storey property comprising 9 bedrooms, rooms at basement level, 1 x 2 storey garage and pool house in rear garden.		
Application No:	HGY/2006/2350	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	23/01/2007
Location:	1 Castle Yard N6 5DZ		
Proposal:	Erection of part single / part two storey rear extension with roof over.		
Application No:	HGY/2006/2340	Officer:	Ruma Nowaz
Decision:	REF	Decision Date:	23/01/2007
Location:	41 Stormont Road N6 4NR		
Proposal:	Demolition of existing single storey entrance lobby and erection of replacement single storey entrance lobby.		
Application No:	HGY/2006/2298	Officer:	Frixos Kyriacou
Decision:	REF	Decision Date:	17/01/2007
Location:	431 Archway Road N6		
Proposal:	Retention of terrace situated on the ground floor extension to the rear of the property.		
Application No:	HGY/2006/2245	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	02/01/2007
Location:	67 North Road N6 4BJ		
Proposal:	Installation of 3 x solar panels to roof.		
Application No:	HGY/2006/2238	Officer:	Valerie Okeiyi
Decision:	REF	Decision Date:	05/01/2007
Location:	2 View Road N6 4DA		
Proposal:	Erection of rear / side 1st floor extension with roof over and erection of 3 x rear dormer windows. Alterations to elevations including creation of patio doors with balustrade at rear first floor level.		
Application No:	HGY/2006/2243	Officer:	David Paton
Decision:	REF	Decision Date:	05/01/2007
Location:	100 North Hill N6 4RL		
Proposal:	Provision of glass roof over existing terrace at front second floor level..		

Application No:	HGY/2006/2283	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	09/01/2007
Location:	Rear Of 62-64 Highgate High Street N6 5HX		
Proposal:	Retrospective planning application for the retention of a single storey structure to rear of property.		
Application No:	HGY/2006/2334	Officer:	Joyce Wong
Decision:	GTD	Decision Date:	10/01/2007
Location:	43 Wood Lane N6 5UD		
Proposal:	Tree works to include reduction of crown by 25%, pruning and shaping, and removal of excess ivy from trunk of 1 x Holly tree at front of property.		
Application No:	HGY/2006/2285	Officer:	Joyce Wong
Decision:	REF	Decision Date:	11/01/2007
Location:	411 Archway Road N6 4HT		
Proposal:	Demolition of existing side and rear projections and erection of 3 storey side extension and single storey rear extension to provide 1 x three bed maisonette and 1 x one bed flat at 2nd floor level.		
Application No:	HGY/2006/2344	Officer:	Joyce Wong
Decision:	GTD	Decision Date:	11/01/2007
Location:	20 Stormont Road N6 4NL		
Proposal:	Tree works to include removal of one stem overhanging boundary with 18 Stormont Road N6 to 1 x Goat Willow tree to rear of property.		
Application No:	HGY/2006/2327	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	16/01/2007
Location:	43 Cromwell Avenue N6 5HP		
Proposal:	Erection of extension at rear / side first floor level.		
Application No:	HGY/2006/2296	Officer:	Joyce Wong
Decision:	GTD	Decision Date:	17/01/2007
Location:	Flat 1, 9 Langdon Park Road N6 5PS		
Proposal:	Replacement of existing 2 x front windows with vertical sliding sash windows.		
Application No:	HGY/2006/2095	Officer:	Luke McSoriley
Decision:	GTD	Decision Date:	18/12/2006
Location:	4 The Park N6		
Proposal:	Tree works to fell to ground level 1 Horse Chestnut tree to rear of property.		
Application No:	HGY/2006/2120	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	19/12/2006
Location:	12 Bloomfield Road N6		
Proposal:	Erection of single storey rear extension and erection of 3 x rear dormer windows.		
Application No:	HGY/2006/2140	Officer:	Joyce Wong
Decision:	GTD	Decision Date:	19/12/2006
Location:	10 Grange Road N6 4AP		
Proposal:	Construction of single storey summer house in rear garden.		

Application No: **HGY/2006/2188** Officer: Joyce Wong
Decision: GTD Decision Date: 28/12/2006
Location: 82 North Road N6 4AA
Proposal: Extension of existing basement and alterations to the fenestration of the property.

Application No: **HGY/2006/2194** Officer: Luke McSoriley
Decision: REF Decision Date: 28/12/2006
Location: Land Adjacent 2 Church Road N6 4QT
Proposal: Demolition of existing garages and erection of new 3 bed house at ground and basement levels with 1 off-street car space.

Application No: **HGY/2006/2196** Officer: Luke McSoriley
Decision: REF Decision Date: 28/12/2006
Location: Land adjacent 2 Church Road N6 4QT
Proposal: Conservation Area Consent for demolition of existing garages and erection of new 3 bed house at ground and basement levels with 1 off-street car space.

Application No: **HGY/2006/2205** Officer: Ruma Nowaz
Decision: REF Decision Date: 29/12/2006
Location: 180 Archway Road N6 5BB
Proposal: Change of use of shop at ground floor level and space to rear to form 1 x live / work unit.

Application No: **HGY/2007/0142** Officer: Reg Jupp
Decision: GTD Decision Date: 17/01/2007
Location: 431 Archway Road N6
Proposal: Retention of upper terrace to rear of property.

Application No: **HGY/2006/2349** Officer: Valerie Okeiyi
Decision: REF Decision Date: 23/01/2007
Location: 76 North Hill N6
Proposal: Creation of bay window and balcony on first floor level at rear.

WARD: **Hornsey**

Application No: **HGY/2006/2272** Officer: Frixos Kyriacou
Decision: GTD Decision Date: 25/01/2007
Location: Hornsey Water Treatment Works, High Street N8 7QB
Proposal: Approval Of Details pursuant to Condition seven (drainage) attached to Planning Permission reference HGY/2006/1298.

Application No: **HGY/2006/2237** Officer: Brett Henderson
Decision: PERM DEV Decision Date: 02/01/2007
Location: 19 Hawthorn Road N8 7LY
Proposal: Erection of single storey rear extension.

Application No: **HGY/2006/2313** Officer: Oliver Christian
Decision: REF Decision Date: 16/01/2007
Location: 44 Hermiston Avenue N8 8NP
Proposal: Demolition of existing garage to rear of property and erection of 1 x 1 storey one bedroom bungalow.

Application No: **HGY/2006/2370** Officer: Elizabeth Ennin-Gyasi
Decision: GTD Decision Date: 25/01/2007
Location: 123 Tottenham Lane N8
Proposal: Display of internally illuminated fascia sign.

Application No: **HGY/2006/2355** Officer: Oliver Christian
Decision: PERM DEV Decision Date: 21/12/2006
Location: 81 Middle Lane N8 8NX
Proposal: Erection of rear dormer window with balustrade (Certificate of Lawful development)

WARD: **Muswell Hill**

Application No: **HGY/2006/2352** Officer: Tara Jane Fisher
Decision: GTD Decision Date: 23/01/2007
Location: 73 Park Avenue North N8 7RS
Proposal: Erection of single storey rear extension.

Application No: **HGY/2006/2312** Officer: Joyce Wong
Decision: GTD Decision Date: 16/01/2007
Location: 22 - 24 Muswell Hill Broadway N10
Proposal: Display of externally illuminated fascia sign.

Application No: **HGY/2006/2142** Officer: David Paton
Decision: GTD Decision Date: 19/12/2006
Location: 81 Muswell Hill Place N10 3RP
Proposal: Erection of single storey rear extension.

Application No: **HGY/2006/2100** Officer: Joyce Wong
Decision: REF Decision Date: 19/12/2006
Location: 27A Muswell Hill N10
Proposal: Retrospective planning application for retention of fence and hardstanding.

Application No: **HGY/2006/2115** Officer: Joyce Wong
Decision: REF Decision Date: 19/12/2006
Location: 82 Fortis Green Road N10
Proposal: Retrospective application for display of 2 x internally illuminated menu box signs and 2 x internally illuminated projecting box signs.

Application No:	HGY/2006/2179	Officer:	David Paton	Decision Date:	19/12/2006
Decision:	PERM DEV				
Location:	11 Alexandra Gardens N10 3RN				
Proposal:	Erection of rear dormer window (Certificate of Lawfulness proposed).				
Application No:	HGY/2006/2222	Officer:	Valerie Okeiyi	Decision Date:	20/12/2006
Decision:	GTD				
Location:	48 Cascade Avenue N10				
Proposal:	Tree works to include crown reduce/ thin by 20% and lift to 6 m to 1 x Silver Birch tree to front of property.				
Application No:	HGY/2006/2292	Officer:	Valerie Okeiyi	Decision Date:	02/01/2007
Decision:	REF				
Location:	68 Priory Road N8 7EX				
Proposal:	Excavation and conversion of existing basement into 1 x two bedroom flat with external patio and terraced garden. Erection of single storey garage in rear garden.				
Application No:	HGY/2006/2301	Officer:	Valerie Okeiyi	Decision Date:	02/01/2007
Decision:	PERM DEV				
Location:	41 Redston Road N8 7HL				
Proposal:	Erection of single storey rear / side extension.				
Application No:	HGY/2006/2324	Officer:	Tara Jane Fisher	Decision Date:	02/01/2007
Decision:	REF				
Location:	11-13 Muswell Hill Broadway N10 3HA				
Proposal:	Alterations to rear access staircase to existing self contained flats at second and third floor levels.				
Application No:	HGY/2006/2241	Officer:	Valerie Okeiyi	Decision Date:	05/01/2007
Decision:	GTD				
Location:	142 Muswell Hill Broadway N10 3RY				
Proposal:	Display of 2 x internally illuminated fascia signs and 1 x projecting box sign.				
Application No:	HGY/2006/2256	Officer:	Luke McSoriley	Decision Date:	10/01/2007
Decision:	GTD				
Location:	15 Rookfield Close N10 3TR				
Proposal:	Demolition and rebuilding of existing detached garage in rear garden.				
Application No:	HGY/2006/2269	Officer:	David Paton	Decision Date:	17/01/2007
Decision:	GTD				
Location:	37B Park Avenue South N8				
Proposal:	Erection of rear dormer window with access onto roof terrace. Provision of new balustrade to side of roof terrace.				
Application No:	HGY/2006/2314	Officer:	Valerie Okeiyi	Decision Date:	19/01/2007
Decision:	REF				
Location:	67 Hillfield Park N10 3QU				
Proposal:	Erection of conservatory extension at rear 1st floor level and relocation of staircase from 1st floor leading to garden.				

WARD: Not Applicable - Outside Borough

Application No: **HGY/2007/0070** Officer: Matthew Gunning
 Decision: RNO Decision Date: 24/01/2007
 Location: 37 Hampstead Lane N6 4RT
 Proposal: Conversion of two maisonettes to create a single family dwellinghouse and the erection of a single storey rear extension, extension to existing side entrance, changes to the rear terrace and replacement of windows (observations to London Borough of Camden).

Application No: **HGY/2007/0033** Officer: Frixos Kyriacou
 Decision: RNO Decision Date: 16/01/2007
 Location: 77 Halliwick Road N10 1AA
 Proposal: Part single, part two storey side extension. Single storey rear conservatory. Alterations to roof including rear roof extension, rear dormer window and separate Juliette balcony to facilitate loft conversion (observations to L.B. Barnet).

Application No: **HGY/2006/2413** Officer: Stuart Cooke
 Decision: ROB Decision Date: 16/01/2007
 Location: 200 Aldergate Street EC1A
 Proposal: Installation of louvred plant enclosures at roof level of the fifth, sixth, seventh, ninth, twelfth and sixteenth floors and other associated minor alterations (Observations to Corporation Of London).

Application No: **HGY/2006/2351** Officer: Frixos Kyriacou
 Decision: RNO Decision Date: 11/01/2007
 Location: North Middlesex Hospital Sterling Way N18 1QX
 Proposal: Variation of reserved matters in respect of external appearance, siting, design, means of access and landscaping, submitted pursuant to Conditions 05, 06, 07, 08, and 09 (hospital) of outline approval under Ref: TP/02/0785 for demolition, redevelopment, refurbishment, alteration and extension of existing buildings involving erection of a primary health care facility up to 5-storeys in height to include outpatients services, imaging, theatres, accident and emergency, wards and ancillary works, together with 698 surface parking spaces to serve hospital, accessed via existing entrance to Bull Lane and creation of new access points including those to serve accident and emergency on Bridport Road; variation to reflect alteration to height and appearance of proposed hospital building together with reorganisation of access and parking arrangements and minor external alterations to building.

Application No: **HGY/2006/2319** Officer: Luke McSoriley
 Decision: RNO Decision Date: 19/12/2006
 Location: The Badgers, White Lodge Close N2
 Proposal: The replacement of the existing single family house with a new single family house is proposed, i.e., complete demolition (Observations to L.B. Barnet).

WARD: Noel Park

Application No: **HGY/2006/2378** Officer: Matthew Gunning
 Decision: GTD Decision Date: 24/01/2007
 Location: 36 High Road N22 6BX
 Proposal: Display of 1 x internally illuminated fascia sign and 1 x projecting box sign.

Application No: **HGY/2006/2365** Officer: Matthew Gunning
 Decision: GTD Decision Date: 24/01/2007
 Location: 25a Alexandra Road N8 0PL
 Proposal: Erection of single storey rear extension.

Application No:	HGY/2006/2152	Officer:	Frixos Kyriacou
Decision:	GTD	Decision Date:	17/01/2007
Location:	157 - 159 Hornsey Park Road N8		
Proposal:	Approval Of Details pursuant to Conditions 1, 2, 3, 6, 7, 8, 10 & 11 and Informatives 12, 13 and 14 attached to planning permission reference HGY/053940 in relation to the residential element of the development.		
Application No:	HGY/2006/2254	Officer:	David Paton
Decision:	GTD	Decision Date:	10/01/2007
Location:	19 High Road N22 6BH		
Proposal:	Display of internally illuminated projecting box sign.		
Application No:	HGY/2006/2258	Officer:	Tara Jane Fisher
Decision:	GTD	Decision Date:	02/01/2007
Location:	33 Station Road N22 6UX		
Proposal:	Installation of double glazed lobby extension and steps to the rear and installation of retractable canopy to the side elevation.		
Application No:	HGY/2006/2229	Officer:	Joyce Wong
Decision:	REF	Decision Date:	02/01/2007
Location:	2 The Avenue N8		
Proposal:	Retrospective planning application for the retention of additional flat (No.6) at roof level.		
Application No:	HGY/2006/2316	Officer:	Tara Jane Fisher
Decision:	GTD	Decision Date:	02/01/2007
Location:	Unit 14, 112 High Road N22 6HE		
Proposal:	Display of illuminated fascia sign.		
Application No:	HGY/2006/2305	Officer:	Tara Jane Fisher
Decision:	GTD	Decision Date:	02/01/2007
Location:	Unit 14, 112 High Road N22 6HE		
Proposal:	Installation of new shopfront.		
Application No:	HGY/2006/2216	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	02/01/2007
Location:	105 Mayes Road N22		
Proposal:	Replacement of existing gate and brick wall with new steel gates and fencing.		
Application No:	HGY/2006/2027	Officer:	Luke McSoriley
Decision:	GTD	Decision Date:	02/01/2007
Location:	Wetherspoons Unit 5, Spouters Corner High Road N22 6EJ		

Proposal: The application proposes a variation to Condition 4 (hours of opening) of the original planning permission (HGY/1996/0542) to allow the premises to open from:

1. Sunday to Thursday 0700 hours to 0130 hours of the following day (with alcohol sales able to commence after 0900 hours and to cease at 0100 hours).
2. Friday to Saturday 0730 hours to 0230 hours of the following day (with alcohol sales able to commence after 0900 hours and to cease at 0200 hours).
3. Christmas Eve, Boxing Day and New Years Eve (regardless of what day of the week they fall on) 0730 hours to 0230 hours of the following day (with alcohol sales able to commence after 0900 hours and to cease at 0200 hours).
4. Thursday preceding Good Friday and Sunday's preceding Bank Holiday Mondays: 0730 hours to 0230 hours of the following day (with alcohol sales able to commence after 0900 hours and to cease at 0200 hours).
5. Burns Night (25th January); Australia Day (26th January); St David's Day (1st March); St Patrick's Day 17th (March); St George's Day (23rd April); and St Andrew's Day (30th November) 0700 to 0230 (with alcohol sales able to commence at 0900 hours and ceasing at 0200 hours).

Application No: **HGY/2006/1957** Officer: Tara Jane Fisher
 Decision: GTD Decision Date: 29/12/2006
 Location: 81 - 83 High Road N22 6BE
 Proposal: Display of internally illuminated fascia sign and projecting box sign.

WARD: **Northumberland Park**

Application No: **HGY/2006/2368** Officer: Tara Jane Fisher
 Decision: REF Decision Date: 26/01/2007
 Location: 72 Park Lane N17 0JR
 Proposal: Demolition of existing extension and erection of single storey rear and side extension. Conversion of property into 3 x one bed and 1 x two bed self contained flats.

Application No: **HGY/2006/2332** Officer: Matthew Gunning
 Decision: REF Decision Date: 22/01/2007
 Location: Unit 1, 700 - 702 High Road N17
 Proposal: Use of property as a cafe.

Application No: **HGY/2006/2191** Officer: Ruma Nowaz
 Decision: REF Decision Date: 29/12/2006
 Location: 785 High Road N17 8AH
 Proposal: Installation of 2 x anti-ram raid bollards in front of cash machine.

Application No: **HGY/2006/2182** Officer: Matthew Gunning
 Decision: GTD Decision Date: 29/12/2006
 Location: 807 High Road N17 8ER
 Proposal: Conversion of property including erection of 2 storey rear extension at 1st and 2nd floor level and creation of additional floor at roof level to allow conversion of 1st, 2nd and 3rd floors into 1 x one bed and 2 x two bed and 1 x three bed self contained flats and change of use of ground floor from nightclub to 1 x A1 unit, and 1 x A2 unit. Alterations to elevations including installation of new shop fronts and fenestration.

Application No: **HGY/2006/2165** Officer: Joyce Wong
 Decision: REF Decision Date: 28/12/2006
 Location: 3 Prospect Place N17 8AT
 Proposal: Listed Building Consent for the erection of single storey rear extension and porch to front of property.

Application No: **HGY/2006/2164** Officer: Joyce Wong
 Decision: REF Decision Date: 28/12/2006
 Location: 3 Prospect Place N17 8AT
 Proposal: Erection of single storey rear extension and porch to front of property.

WARD: St. Ann's

Application No: **HGY/2006/2373** Officer: Kristy Plant
 Decision: GTD Decision Date: 24/01/2007
 Location: 323A West Green Road N15
 Proposal: Erection of rear dormer window and alterations to elevations to allow conversion of 1st and 2nd floors and roof level into 1 x one bed and 1 x two bed self contained flats.

Application No: **HGY/2006/2320** Officer: Elizabeth Ennin-Gyasi
 Decision: REF Decision Date: 16/01/2007
 Location: 2A Roseberry Gardens N4
 Proposal: Conversion of roof from hip to gable end. Insertion of 5 x rooflights.

Application No: **HGY/2006/2184** Officer: Brett Henderson
 Decision: REF Decision Date: 28/12/2006
 Location: 50 Grand Parade N4 1AG
 Proposal: Change of use of premises from A1 (retail) to A2 (estate agency).

WARD: Seven Sisters

Application No: **HGY/2006/2375** Officer: Joyce Wong
 Decision: GTD Decision Date: 24/01/2007
 Location: 52 Norfolk Avenue N15
 Proposal: Erection of front and rear dormer windows and conversion of roof from hip to gable end.

Application No: **HGY/2006/2346** Officer: Elizabeth Ennin-Gyasi
 Decision: REF Decision Date: 23/01/2007
 Location: 70 Fairview Road N15 6LJ
 Proposal: Erection of front and rear dormer windows, creation of infill extension at ground floor level and erection of extension at rear first floor level. Alteration to elevation including changes to fenestration.

Application No: **HGY/2006/2338** Officer: Elizabeth Ennin-Gyasi
 Decision: GTD Decision Date: 23/01/2007
 Location: 115 Leadale Road N15 6BJ
 Proposal: Erection of front and rear dormer windows and erection of single storey rear extension

Application No:	HGY/2006/2367	Officer:	Brett Henderson
Decision:	GTD	Decision Date:	16/01/2007
Location:	25 Clifton Gardens N15 6AP		
Proposal:	Erection of single storey rear extension.		
Application No:	HGY/2006/2273	Officer:	Brett Henderson
Decision:	GTD	Decision Date:	10/01/2007
Location:	141 Gladesmore Road N15 6TJ		
Proposal:	Erection of single storey rear extension.		
Application No:	HGY/2006/2236	Officer:	John Ogenga P'Lakop
Decision:	GTD	Decision Date:	05/01/2007
Location:	76 High Road N15 6JU		
Proposal:	Erection of single storey rear extension to retail unit.		
Application No:	HGY/2006/2141	Officer:	Kristy Plant
Decision:	GTD	Decision Date:	22/12/2006
Location:	93 Vale Road N4 1TF		
Proposal:	Alterations to factory including partial demolition at rear of building and alterations to elevations. Conversion of premises into four B1 units and one workshop.		
Application No:	HGY/2006/2133	Officer:	John Ogenga P'Lakop
Decision:	REF	Decision Date:	21/12/2006
Location:	3 Wargrave Avenue N15 6UH		
Proposal:	Retrospective planning application for erection of single storey rear extension.		
Application No:	HGY/2006/2128	Officer:	Elizabeth Ennin-Gyasi
Decision:	GTD	Decision Date:	21/12/2006
Location:	49 Ferndale Road N15 6UG		
Proposal:	Erection of front and rear dormer windows		
Application No:	HGY/2006/2127	Officer:	Brett Henderson
Decision:	REF	Decision Date:	21/12/2006
Location:	Site adjoining 33 Moreton Road N15 6ER		
Proposal:	Change of use of land from storage to residential and erection of 1 x 2 storey building with habitable living space at basement level comprising 3 x two bedroom self contained flats.		
Application No:	HGY/2006/2121	Officer:	Brett Henderson
Decision:	GTD	Decision Date:	21/12/2006
Location:	Bowling Pavilion, Markfield Recreation Ground, Crowland Road N15		
Proposal:	Refurbishment of existing bowls pavilion including erection of single storey infill extensions to front and side, provision of ramp access and alterations to elevations including changes to fenestration and doors.		

WARD: **Stroud Green**

Application No:	HGY/2006/2421	Officer:	Amanda Jacobs
Decision:	PERM DEV	Decision Date:	25/01/2007
Location:	95 Nelson Road N8 9RS		
Proposal:	Erection of single storey rear extension to replace existing.		
Application No:	HGY/2006/2376	Officer:	Kristy Plant
Decision:	REF	Decision Date:	24/01/2007
Location:	53 Mount Pleasant Villas N4 4HB		
Proposal:	Construction of new floor to create 1 x one bed flat and 2 x studio flats.		
Application No:	HGY/2006/2357	Officer:	Elizabeth Ennin-Gyasi
Decision:	REF	Decision Date:	24/01/2007
Location:	103C Florence Road N4 4DL		
Proposal:	Erection of rear dormer window with balcony and insertion of 1 x rooflight to front elevation.		
Application No:	HGY/2006/2360	Officer:	Elizabeth Ennin-Gyasi
Decision:	REF	Decision Date:	24/01/2007
Location:	105 Weston Park N8 9PR		
Proposal:	Erection of 2 storey side extension comprising 1 x one bedroom dwelling unit.		
Application No:	HGY/2006/2348	Officer:	Elizabeth Ennin-Gyasi
Decision:	GTD	Decision Date:	23/01/2007
Location:	6 Albany Road N4		
Proposal:	Erection of single storey rear extension.		
Application No:	HGY/2006/2302	Officer:	Brett Henderson
Decision:	GTD	Decision Date:	16/01/2007
Location:	26 Lancaster Road N4 4PR		
Proposal:	Use of property as 3 self contained flats.		
Application No:	HGY/2006/2244	Officer:	John Ogenga P'Lakop
Decision:	GTD	Decision Date:	04/01/2007
Location:	2A Beatrice Road N4 4PD		
Proposal:	Variation of Condition no.3 to provide rooflights to front and rear elevation to allow for the creation of additional bedrooms in the roof space to 2 x 2 bedroom houses approved 05/04/2005 Planning Permission reference no. HGY/2005/0231.		
Application No:	HGY/2006/2168	Officer:	Elizabeth Ennin-Gyasi
Decision:	REF	Decision Date:	29/12/2006
Location:	32 Inderwick Road N8 9LD		
Proposal:	Erection of rear dormer window and insertion of 3 x rooflights to front elevation.		
Application No:	HGY/2006/1927	Officer:	John Ogenga P'Lakop
Decision:	GTD	Decision Date:	29/12/2006
Location:	72 Stroud Green Road N4 3ER		
Proposal:	Erection of extension to rear at basement, ground, first and second floor level to allow conversion of property to form 5 x one bed flats.		

Application No: **HGY/2006/2170** Officer: Brett Henderson
Decision: REF Decision Date: 28/12/2006
Location: 48 Woodstock Road N4 3EX
Proposal: Use of entire property as four separate units.

Application No: **HGY/2006/2163** Officer: Kristy Plant
Decision: NOT DEV Decision Date: 21/12/2006
Location: 58 Stroud Green Road N4 3ER
Proposal: Provision of additional bedroom to existing 2 bed flat on 1st and 2nd floors.

WARD: **Tottenham Green**

Application No: **HGY/2006/2358** Officer: Oliver Christian
Decision: REF Decision Date: 24/01/2007
Location: 7 Beaconsfield Road N15 4SH
Proposal: Conversion of property into 2 x two bed self contained flats.

Application No: **HGY/2006/2366** Officer: Stuart Cooke
Decision: GTD Decision Date: 16/01/2007
Location: Car Park, Tottenham Hale Retail Park, Broad Lane N15 4QD
Proposal: Display of 5 x internally illuminated 6 sheet poster display panels.

Application No: **HGY/2006/2299** Officer: Brett Henderson
Decision: GTD Decision Date: 10/01/2007
Location: 77 West Green Road N15 5DA
Proposal: Erection of single storey rear extension and change of use of property from retail (A1) to cafe / restaurant (A3). Provision of extract flue to rear.

Application No: **HGY/2006/2253** Officer: John Ogenga P'Lakop
Decision: NOT DEV Decision Date: 03/01/2007
Location: Flat 18 Esin Court, Broad Lane N15 4QR
Proposal: Conversion of loft space to habitable living space.

Application No: **HGY/2006/2252** Officer: John Ogenga P'Lakop
Decision: NOT DEV Decision Date: 03/01/2007
Location: Flat 6 Esin Court, Broad Lane N15 4QR
Proposal: Conversion of loft space to habitable living space.

Application No: **HGY/2006/2251** Officer: John Ogenga P'Lakop
Decision: NOT DEV Decision Date: 03/01/2007
Location: Flat 8 Esin Court, Broad Lane N15 4QR
Proposal: Conversion of loft space to habitable living space.

Application No: **HGY/2006/2250** Officer: John Ogenga P'Lakop
Decision: NOT DEV Decision Date: 03/01/2007
Location: Flat 10 Esin Court, Broad Lane N15 4QR
Proposal: Conversion of loft space to habitable living space.

Application No: **HGY/2006/2249** Officer: John Ogenga P'Lakop
Decision: NOT DEV Decision Date: 03/01/2007
Location: Flat 12 Esin Court, Broad Lane N15 4QR
Proposal: Conversion of loft space to habitable living space.

Application No: **HGY/2006/2248** Officer: John Ogenga P'Lakop
Decision: NOT DEV Decision Date: 03/01/2007
Location: Flat 14 Esin Court, Broad Lane N15 4QR
Proposal: Conversion of loft space to habitable living space.

Application No: **HGY/2006/2247** Officer: John Ogenga P'Lakop
Decision: NOT DEV Decision Date: 03/01/2007
Location: Flat 16 Esin Court, Broad Lane N15 4QR
Proposal: Conversion of loft space to habitable living space.

Application No: **HGY/2006/2246** Officer: John Ogenga P'Lakop
Decision: NOT DEV Decision Date: 03/01/2007
Location: Flat 4 Esin Court, Broad Lane N15 4QR
Proposal: Conversion of loft space to habitable living space.

Application No: **HGY/2006/2199** Officer: Elizabeth Ennin-Gyasi
Decision: REF Decision Date: 29/12/2006
Location: 178 High Road N15 4NS
Proposal: Retrospective planning application for installation of UPVC windows.

WARD: Tottenham Hale

Application No: **HGY/2006/2207** Officer: Brett Henderson
Decision: GTD Decision Date: 02/01/2007
Location: Tottenham Hale Station, Station Road N17 9LR
Proposal: Retention of existing public telephone kiosk and change of use to form combined payphone and ATM.

Application No: **HGY/2006/2193** Officer: John Ogenga P'Lakop
Decision: GTD Decision Date: 29/12/2006
Location: 402 High Road N17 9JB
Proposal: Erection of rear extension at first floor level creating additional storage room and staff room.

Application No: **HGY/2006/2119** Officer: Brett Henderson
Decision: REF Decision Date: 21/12/2006
Location: 209 Lansdowne Road N17 0NU
Proposal: Erection of rear dormer window.

Application No: **HGY/2006/2105** Officer: Stuart Cooke
Decision: GTD Decision Date: 19/12/2006
Location: Tottenham Marshes, Marsh Lane N17
Proposal: Construction of new footpath and upgrading of existing footpath. Provision of new pond.

Application No: **HGY/2006/2103** Officer: Brett Henderson
Decision: REF Decision Date: 19/12/2006
Location: 46 Holcombe Road N17 9AS
Proposal: Loft conversion including erection of rear dormer window and creation of gable end. Insertion of rooflight to front elevation.

Application No: **HGY/2006/2101** Officer: Kristy Plant
Decision: REF Decision Date: 19/12/2006
Location: Land Adj To Tottenham Hale BR Depot Advertising right opposite Techno Park Watermead Way N17
Proposal: Retention of two 6m x 3m (48 sheet) advertising panels.

WARD: **West Green**

Application No: **HGY/2006/2388** Officer: Joyce Wong
Decision: GTD Decision Date: 26/01/2007
Location: 429 Lordship Lane N22 5DH
Proposal: Display of internally illuminated ATM fascia signage.

Application No: **HGY/2006/2362** Officer: Luke McSoriley
Decision: GTD Decision Date: 25/01/2007
Location: 157 Higham Road N17 6NX
Proposal: Erection of single storey rear extension and erection of extension at first floor side level.

Application No: **HGY/2006/2384** Officer: Joyce Wong
Decision: GTD Decision Date: 24/01/2007
Location: 429 Lordship Lane N22 5DH
Proposal: Installation of ATM.

Application No: **HGY/2006/2325** Officer: Matthew Gunning
Decision: REF Decision Date: 16/01/2007
Location: 195 & 197 Downhills Way N17 6AH
Proposal: Outline planning application for erection of dwelling house.

Application No: **HGY/2006/2275** Officer: David Paton
Decision: REF Decision Date: 09/01/2007
Location: 9 & 9A Turnpike Parade, Green Lanes N15 3EA
Proposal: Installation of rollershutters to first floor front elevation windows.

Application No: **HGY/2006/2261** Officer: Matthew Gunning
Decision: REF Decision Date: 09/01/2007
Location: 19A Mannock Road N22 6AB
Proposal: Erection of extension at rear first floor level.

Application No: **HGY/2006/2271** Officer: Valerie Okeiyi
Decision: GTD Decision Date: 02/01/2007
Location: 36-38 Westbury Avenue N22 6RS
Proposal: Erection of single storey rear extension to numbers 36 and 38 Westbury Avenue, N22, to replace existing extension at 36 Westbury Avenue, N22.

Application No: **HGY/2006/2153** Officer: Joyce Wong
Decision: REF Decision Date: 19/12/2006
Location: 29B Langham Road N15 3QX
Proposal: Erection of rear dormer window.

WARD: **White Hart Lane**

Application No: **HGY/2006/2239** Officer: Luke McSoriley
Decision: GTD Decision Date: 09/01/2007
Location: 342 Lordship Lane N17 7QX
Proposal: Erection of single storey rear extension.

Application No: **HGY/2006/2213** Officer: Valerie Okeiyi
Decision: REF Decision Date: 02/01/2007
Location: 87 Creighton Road N17
Proposal: Retrospective planning application for erection of single storey rear extension and rear dormer window and conversion of property to form 1 x one bed and 1 x two bed self contained flats.

Application No: **HGY/2006/2154** Officer: Matthew Gunning
Decision: GTD Decision Date: 27/12/2006
Location: 2 Allington Avenue N17 8JE
Proposal: Erection of single storey rear conservatory extension.

WARD: **Woodside**

Application No: **HGY/2006/2395** Officer: Ruma Nowaz
Decision: REF Decision Date: 24/01/2007
Location: 1 Ellenborough Road N22 5EX
Proposal: Erection of shed in rear garden of flats 1 - 11 Ellenborough Road.

Application No: **HGY/2006/2364** Officer: Matthew Gunning
Decision: REF Decision Date: 24/01/2007
Location: 17 Canning Crescent N22 5SR
Proposal: Demolition of existing property and erection of 1 x 4 storey building comprising 1 x one bed and 3 x two bed self contained flats.

Application No: **HGY/2006/2286** Officer: Valerie Okeiyi
Decision: REF Decision Date: 02/01/2007
Location: 14 Tintern Road N22 5LU
Proposal: Conversion of property into 2 x 1 bedroom self contained flats

Application No: **HGY/2006/2217** Officer: Ruma Nowaz
Decision: REF Decision Date: 02/01/2007
Location: 109 Granville Road N22
Proposal: The retention of a single storey rear extension.

Application No: **HGY/2006/2189** Officer: Joyce Wong
Decision: GTD Decision Date: 28/12/2006
Location: 53 Cranbrook Park N22 5NA
Proposal: Erection of single storey rear extension

Application No: **HGY/2006/2186** Officer: Joyce Wong
Decision: PERM DEV Decision Date: 28/12/2006
Location: 53 Cranbrook Park N22 5NA
Proposal: Erection of rear dormer window and extension over rear addition.

Application No: **HGY/2006/2145** Officer: Ruma Nowaz
Decision: PERM DEV Decision Date: 19/12/2006
Location: 25 Stirling Road N22
Proposal: Erection of single storey rear extension.

Committee: Planning Applications Sub Committee
Date: 26 February 2007

Report of: Interim Director of Urban Environment

Contact Officer: Amanda Jacobs
Designation: Senior Administrative Officer **Tel:** 020 8489 5173

Report Title:
Development Control and Planning Enforcement Work Report.

1. PURPOSE:

To advise Members of performance statistics on Development Control and Planning Enforcement.

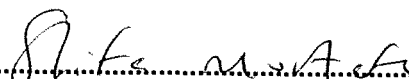
2. SUMMARY:

Summarises decisions taken within set time targets by Development Control and Planning Enforcement work since the 22nd January 2007 Committee meeting.

3. RECOMMENDATIONS:

That the report be noted.

Report Authorised by:


.....

Shifa Mustafa

Assistant Director Planning, Policy & Development.

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Planning Applications Sub-Committee 26 February 2007

DEVELOPMENT CONTROL PERFORMANCE STATISTICS

**BEST VALUE INDICATOR BV109 -
DETERMINING PLANNING APPLICATIONS**

December 2006 Performance

In December 2006 there were 165 planning applications determined, with performance in each category as follows -

100% of major applications were determined within 13 weeks (2 out of 2)

93% of minor applications were determined within 8 weeks (43 out of 46 cases)

98% of other applications were determined within 8 weeks (115 out of 117 cases)

For an explanation of the categories see Appendix I

Year Performance – 2006/07

In 2006/07 up to the end of December there were 1536 planning applications determined, with performance in each category as follows -

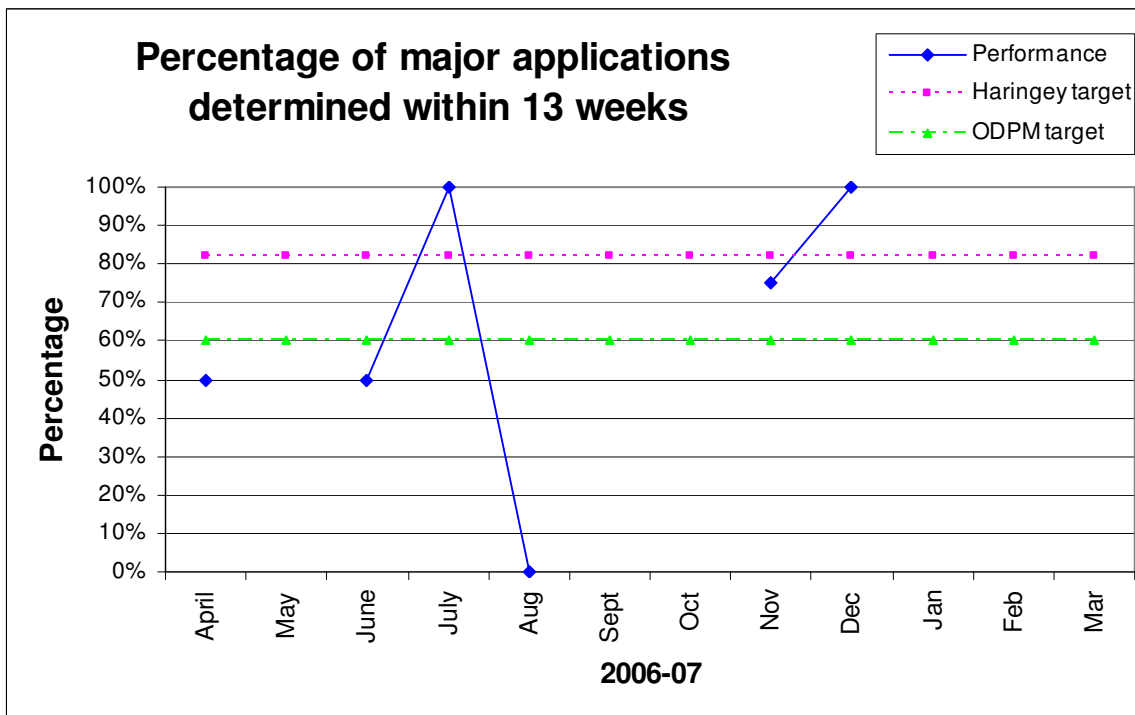
69% of major applications were determined within 13 weeks (9 out of 13 cases)

88% of minor applications were determined within 8 weeks (356 out of 403 cases)

91% of other applications were determined within 8 weeks (1014 out of 1120 cases)

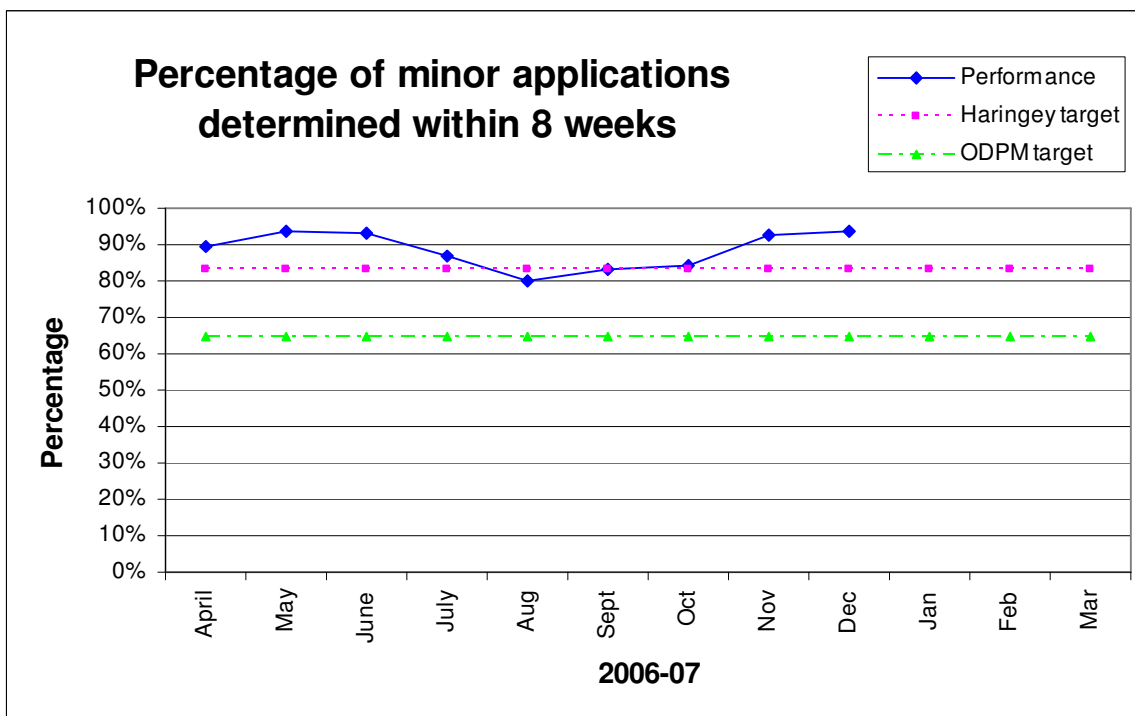
The monthly performance for each of the categories is shown in the following graphs:

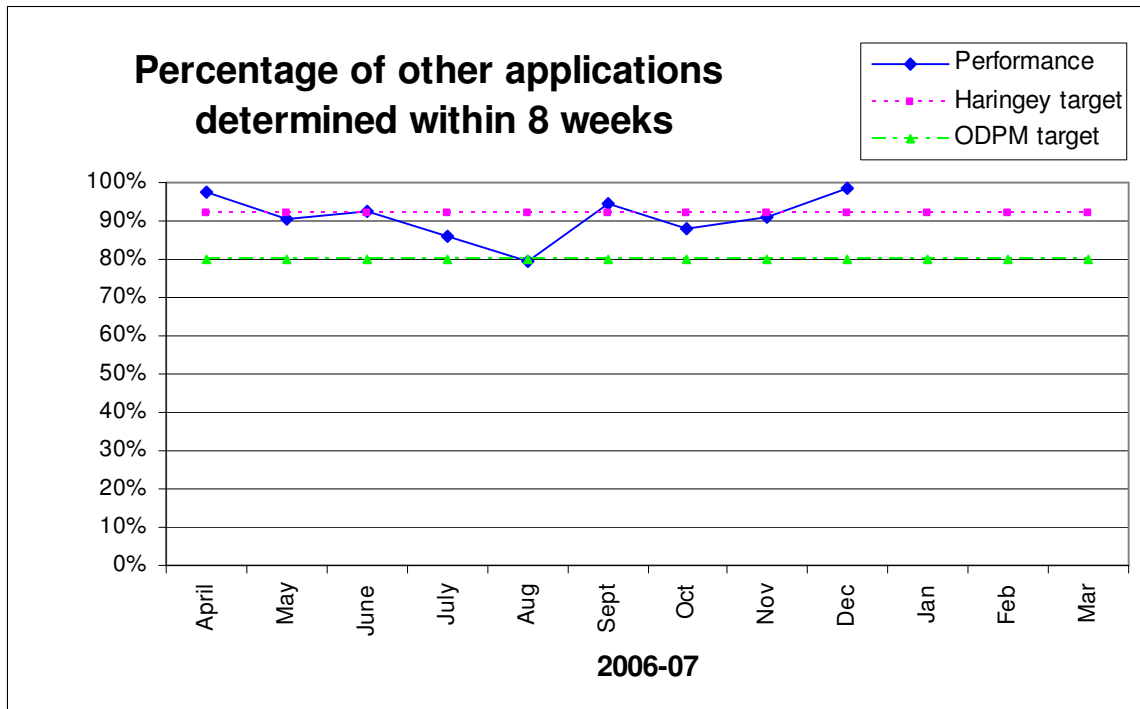
Major Applications 2006/07



N.B. There were no major decisions in May, September or October 2006

Minor Applications 2006/07



Other applications 2006/07**Background/Targets**

BV109 is one of the Department for Communities and Local Government (DCLG) Best Value indicators for 2006/07.

It sets the following targets for determining planning applications:

- a. 60% of major applications within 13 weeks
- b. 65% of minor applications within 8 weeks
- c. 80% of other applications within 8 weeks

Haringey has set it's own challenging targets for 2006/07 in relation to BV109. These are set out in PEPP Business Plan 2006-09 and are to determine:

- a. 82% of major applications within 13 weeks
- b. 83% of minor applications within 8 weeks
- c. 92% of other applications within 8 weeks

Appendix I

Explanation of categories

The BV109 indicator covers planning applications included in the DCLG PS1/2 statutory return.

It *excludes* the following types of applications - TPO's, Telecommunications, Reserve Matters and Observations.

The definition for each of the category of applications is as follows:

Major applications -

For dwellings, where the number of dwellings to be constructed is 10 or more
For all other uses, where the floorspace to be built is 1,000 sq.m. or more, or where the site area is 1 hectare or more.

Minor application -

Where the development does not meet the requirement for a major application nor the definitions of Change of Use or Householder Development.

Other applications -

All other applications, *excluding* TPO's, Telecommunications, Reserve Matters and Observations.

DEVELOPMENT CONTROL PERFORMANCE STATISTICS

GRANTED / REFUSAL RATES FOR DECISIONS

December 2006 Performance

In December 2006, excluding Certificate of Lawfulness applications, there were 131 applications determined of which:

69% were granted (90 out of 131)

31% were refused (41 out of 131)

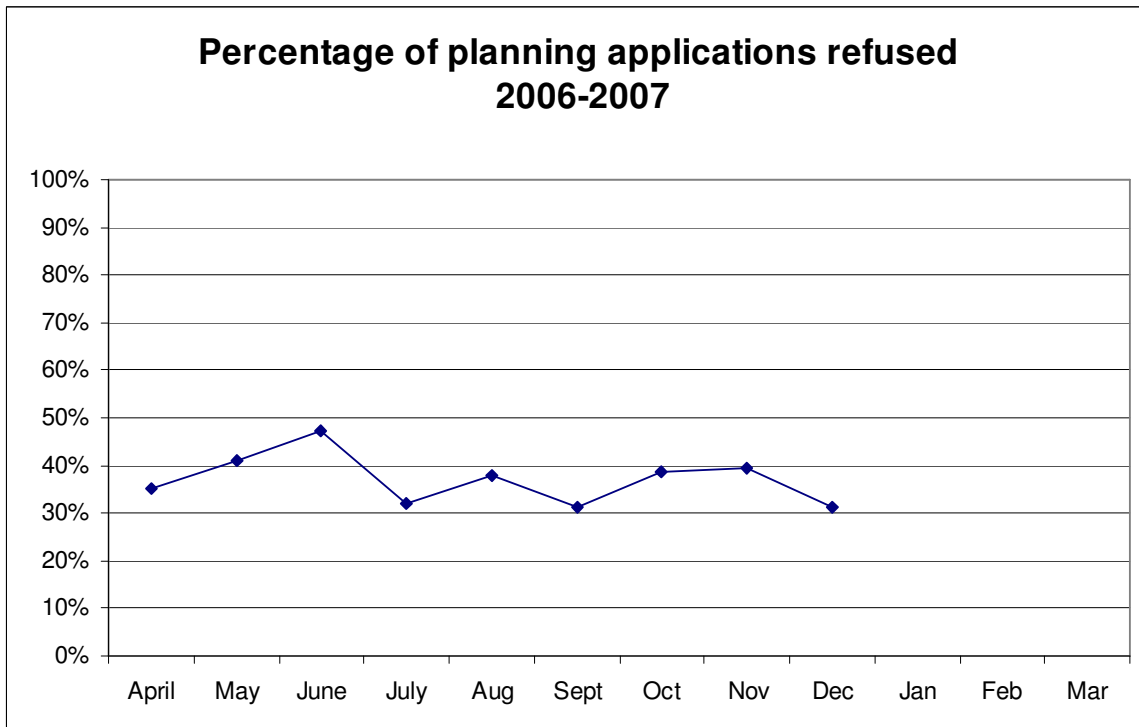
Year Performance – 2006/07

In 2006/07 up to the end of December 2006, excluding Certificate of Lawfulness applications, there were 1,211 applications determined of which:

63% were granted (765 out of 1,211)

37% were refused (446 out of 1,211)

The monthly refusal rate is shown on the following graph:



DEVELOPMENT CONTROL PERFORMANCE STATISTICS

BEST VALUE INDICATOR BV204 - APPEALS AGAINST REFUSAL OF PLANNING PERMISSION

December 2006 Performance

In December 2006 there were 9 planning appeals determined against Haringey's decision to refuse planning permission, with performance being as follows -

33% of appeals allowed on refusals (3 out of 9 cases)

67% of appeals dismissed on refusals (6 out of 9 cases)

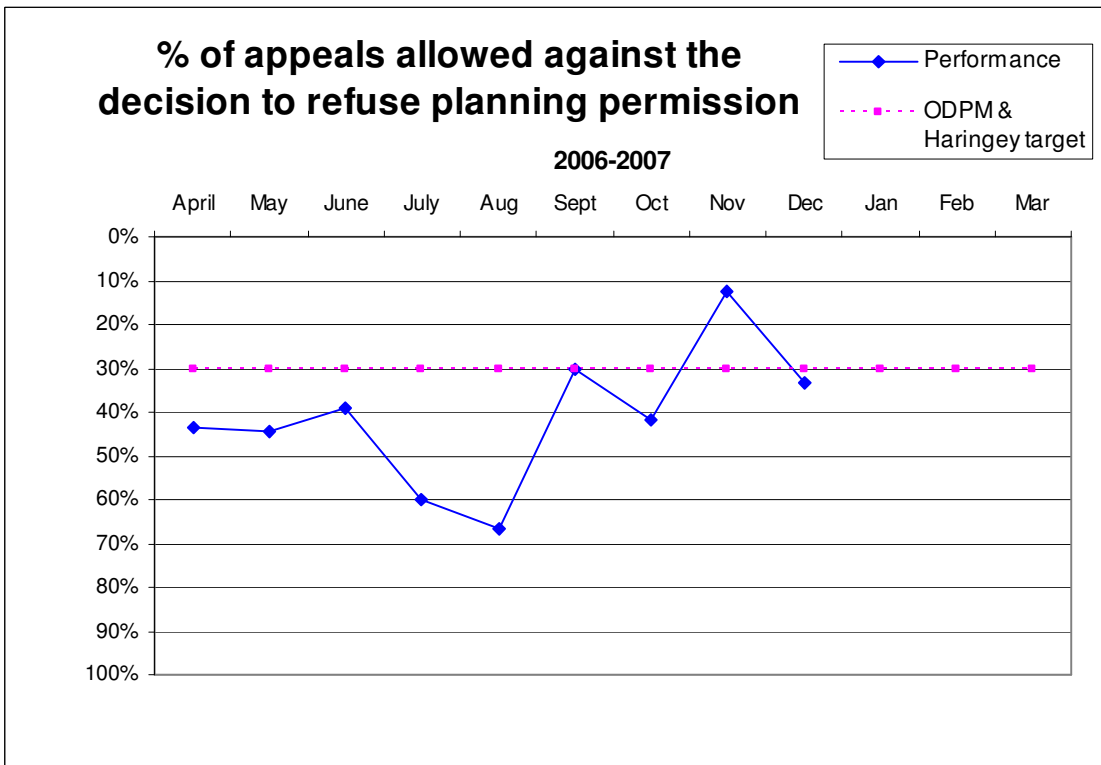
Year Performance – 2006/07

In 2006/07 up to the end of December there were 108 planning appeals determined against Haringey's decision to refuse planning permission, with performance being as follows -

39% of appeals allowed on refusals (42 out of 108 cases)

61% of appeals dismissed on refusals (66 out of 108 cases)

The monthly performance is shown in the following graph:



Background/Targets

BV204 is one of the Department of Communities and Local Government (DCLG) Best Value indicators for 2006/07.

It sets a target for the percentage of appeals allowed against the authority's decision to refuse planning permission.

The target set by DCLG for 2006/07 is 30%^

Haringey has set it's own target for 2006/07 in relation to BV204. This is set out in PEPP Business Plan 2006-09.

The target set by Haringey for 2006/07 is 30%

(^ The lower the percentage of appeals allowed the better the performance)

Agenda item:

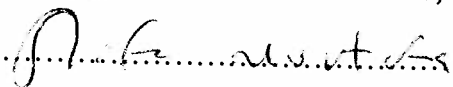
Planning Applications Sub-Committee
On 26th February 2007
Report Title: Adoption of Conservation Area Character Appraisals
Forward Plan reference number: Not applicable
Report of: Interim Director of Urban Environment
**Wards(s) affected: Bruce Grove,
Northumberland Park, Seven Sisters,
Tottenham Green, Tottenham Hale,
White Hart Lane.**
Report for: Non-key decision
1. Purpose

1.1 To report on the recent public consultation exercise in respect of Character Appraisals for the following Conservation Areas, and to seek approval for their adoption: -

- CA 2 North Tottenham Conservation Area
- CA 18 Scotland Green Conservation Area
- CA 9 Tottenham Green Conservation Area
- CA 22 Bruce Grove Conservation Area
- CA 26 Seven Sisters / Page Green Conservation Area
- CA 27 South Tottenham High Road Conservation Area
- CA 17 St Ann's Conservation Area
- CA 19 Clyde Circus Conservation Area
- CA 6 Bruce Castle Conservation Area

2. Recommendations

2.1 That the Planning Applications Sub Committee approves and adopts the Character Appraisals for the above Conservation Areas.

Report Authorised by: Assistant Director, Planning Policy and Development.
Signature:  **Date:** 13/2/07

Contact Officer: Sue Cooke, Team Leader, Design and Conservation Team
Telephone: 020 8489 5511
e-mail: sue.cooke@haringey.gov.uk

3. Executive Summary

3.1 On the 2nd October 2006 the Council published Character Appraisals for 9 Tottenham Conservation Areas for public consultation purposes, for a 2 month period until 1st December. The appraisals were made available on the Council's website, at local libraries and the Council's Planning Offices. The consultation was publicised in local and national press and local residents and amenity groups were notified of their publication in writing, and invited to comment.

3.2 In preparing the Appraisals for adoption the Council has taken into account all comments received and has updated the Appraisals where appropriate. Each Appraisal sets out the character, appearance and historical interest of the conservation area and suggests broad guidelines for its preservation and enhancement. Adoption of the Character Appraisals will provide a sound basis for development plan policies and development control decisions, and for the guidance of residents and developers.

4. Reasons for any change in policy or for new policy development (if applicable)

4.1 Not applicable.

5. Local Government (Access to Information) Act 1985

5.1 The following documents were used in the preparation of this report; -

- Haringey Unitary Development Plan, Proposed Modifications (April 2006)
- Haringey Draft Supplementary Planning Guidance 2: Conservation and Archaeology (September 2003)
- Planning Policy Guidance 15: Planning and the Historic Environment (1994)
- Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990
- English Heritage Guidance on Conservation Area Appraisals (February 2006)
- English Heritage Guidance on the Management of Conservation Areas (February 2006)
- ODPM Best Value Performance Indicators 2005/06

5.2 The Design and Conservation team and documents are located at 639 High Road, London N17 8BD. Anyone wishing to inspect the background papers in respect of the following report can contact Sue Cooke on 020 8489 5511.

6. Background

6.1 A report was presented to the Planning Applications Sub Committee on the 28th September 2006 seeking approval to commence a programme of publishing character appraisals for the Borough's conservation areas for the purposes of public and stakeholder consultation, with a view to future adoption.

6.2 Following Committee approval, the Council's Design and Conservation team commenced the programme with the publication of draft Character Appraisals for consultation for the following 9 Tottenham conservation areas: -

- North Tottenham Conservation Area
- Scotland Green Conservation Area
- Tottenham Green Conservation Area
- Bruce Grove Conservation Area
- Seven Sisters / Page Green Conservation Area
- South Tottenham High Road Conservation Area
- Clyde Circus Conservation Area
- St. Ann's Conservation Area
- Bruce Castle Conservation Area

7. Description

7.1 The Tottenham Character Appraisals were published as 4 separate documents, with the following 6 conservation areas amalgamated together as the Tottenham High Road Historic Corridor Conservation Areas Character Appraisal: North Tottenham, Tottenham Green, Scotland Green, Bruce Grove, Seven Sisters / Page Green, and South Tottenham High Road.

7.2 Each published character appraisal is based around a uniform structure and: -

- Sets out the special architectural and historic interest of the conservation area and describes the special character and appearance that it is desirable to preserve or enhance;
- Identifies through an audit of the built heritage of the area: - buildings and other elements that positively contribute to the character; that detract from the character of the area; and sites where an opportunity to enhance the character of an area may exist;
- Examines the appropriateness of the existing boundaries of the conservation area, the potential for extensions or deletions; and
- Identifies areas subject to pressure for change where the character and appearance of the conservation area would be adversely affected as a result of permitted development and where the removal of permitted development rights would safeguard the essential character and appearance of the area.

7.3 Adoption of the Character Appraisals will provide a sound basis, defensible on appeal, for development plan policies and development control decisions, and for the guidance of residents and developers.

8. Consultation

8.1 The Appraisals were published for public consultation purposes between the 2nd October 2006 and the 1st December 2006. The Appraisals were made available on the Council's website; and copies were available for inspection at local libraries and the Council's Planning Offices at 639 High Road, Tottenham. The following organisations were notified of the publication of the appraisals, and invited to comment on them: -

- The Tottenham Conservation Area Advisory Committee;
- Local residents' associations within N15 and N17 postcodes.
- The Tottenham Civic Society;
- The North London Chamber of Commerce;
- Bruce Castle Museum; and
- The Council's Tottenham High Road Regeneration Team (including the Town Centre Manager).

8.2 The public consultation was advertised in the October edition of the Council's 'Haringey People' magazine, and in the Royal Town Planning Institute's "Planning" magazine of the 29th September 2006.

8.3 A planning and conservation training session was arranged for local residents with a specific interest in conservation and planning, in conjunction with the consultation. The training was funded by English Heritage and was held at Bruce Castle Museum on Saturday 18th November. Planning Aid for London delivered the training, which was attended by 15 members of the public. The training briefed residents on the new planning system, conservation issues, and included workshops on conservation area character appraisals and how to set up a new local Conservation Area Advisory Committee for Tottenham.

8.4 Consultation comments were received from Bruce Castle Museum, the Tottenham Civic Society, the Council's Tottenham High Road Regeneration Team, and local residents from within the St Ann's, Clyde Circus, Bruce Castle Park and Tottenham High Road Conservation Areas. In summary, the main issues raised were as follows: Firstly, an additional volume of entries for Statutory and Local Listing. With regard to Local Listing a separate report is being prepared for the Committee in May with an updated local list which includes a number of proposals brought up in the Appraisal process. Officers are working through the proposals for Statutory Listing and making applications to English Heritage, where appropriate. As a result of a request from the Clyde Circus Residents Association, officers have submitted an application to list the Botany Bay Public House on Phillip Lane. Unfortunately, this application has been refused by English Heritage and the property will therefore be put forward for Local Listing in May

8.5 The second major issue that has emerged in the Consultation process relates to proposals for increasing the size and scope of a number of the Conservation Areas. This came up particularly, but not exclusively in the St Ann's and Clyde Circus Conservation Areas. In Clyde Circus the requests also included proposals for increasing Article 4 powers within the Conservation Area. The responses received for the St Ann's included proposals for extending the conservation area further along St Ann's Road and widening its extent on the Hospital Site. However, the Council has committed itself to adopting character appraisals for all the Boroughs 28 conservation areas as a matter of priority. For this reason it is considered expedient to adopt all the conservation area boundaries as currently shown in the adopted UDP and not to de-designate or designate extensions to any of the conservation areas, but to consider any proposals for boundary changes at a later date.

8.6 The third issue that has been highlighted by the consultation is the need for the designation of Article 4 Directions within parts of the conservation areas. All of the draft appraisals explore this issue and conclude that increasing Article 4 powers would not be an appropriate course of action for the 9 Conservation areas currently under review. However, there is an urgent need for consideration of Article 4 powers in other parts of Tottenham and a separate report has therefore been prepared seeking an extension to the current Article 4 area covering Tower Gardens to include the adjacent Peabody Cottages Conservation Area. In the case of Peabody Cottages the area has a uniform and consistent character which is well preserved and warrants Article 4 protection. The Council will need to seek confirmation from the Secretary of State for any Article 4 proposal. Officers are of the view that such a confirmation will be forthcoming for the Peabody Cottages Estate but will not be likely to be agreed for the other 9 areas.

8.7 In preparing the Appraisals for adoption the Council's conservation officers have taken into account all of the comments received and have updated the Appraisals where appropriate. Some of the comments received were not within the scope of the appraisals and have been passed onto the relevant department. All comments received have been kept on file.

9. Summary and Conclusions

9.1 On the 2nd October 2006 the Council published Character Appraisals for 9 Tottenham Conservation Areas for public consultation purposes for a 2 month period until 1st December. The appraisals were made available on the Council's website, at local libraries and the Council's Planning Offices. The consultation was publicised in local and national press and local residents and amenity groups were notified of their publication in writing, and invited to comment.

9.2 In preparing the Appraisals for adoption the Council has taken into account all comments received and has updated the Appraisals where appropriate. Each Appraisal sets out the character, appearance and historical interest of the conservation area and suggests broad guidelines for its preservation and enhancement. Adoption of the Character Appraisals will provide a sound basis for development plan policies and development control decisions, and for the guidance of residents and developers.

10. Recommendations

10.1 That the Planning Applications Sub Committee approves and adopts the character appraisals for the above conservation areas.

11. Comments of the Director of Finance

11.1 Any costs associated with the publication of the adopted conservation area character appraisals will need to be contained within existing approved budgets for the Planning, Policy and Development business unit.

12. Comments of the Head of Legal Services

12.1 The Head of Legal Services has been consulted and they have no specific comments to add.

13. Equalities Implications

13.1 Parts of the Borough suffer from high unemployment levels and a relatively high crime rate, and a number of the borough's wards are within the top-ten most deprived in the country. There is a need to protect and enhance the local historic environment to help stimulate regeneration in the borough. The adoption of character appraisals for the borough's conservation areas will assist in this regard.

14. Use of Appendices

14.1 The following Conservation Area Character Appraisals are appended to this report: -

- Bruce Castle Conservation Area Character Appraisal;
- Clyde Circus Conservation Area Character Appraisal;
- St Ann's Conservation Area Character Appraisal; and
- Tottenham High Road Historic Corridor Conservation Areas Character Appraisal.

London Borough of Haringey



**Conservation Area No. 17
St Ann's**

Conservation Area Appraisal

February 2007

**LONDON BOROUGH OF HARINGEY
CONSERVATION AREA No. 17
ST ANN'S
CONSERVATION AREA APPRAISAL**

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1.0 INTRODUCTION

Background to the Study

- 1.1 Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states:-
- "Every local planning authority shall from time to time determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance, and shall designate those areas as conservation areas."*
- 1.2 The Borough has 28 such areas designated over 36 years, of which St Ann's Conservation Area is one.
- 1.3 Under Section 71 of the Act, once an area has been designated:-
- "It shall be the duty of a local planning authority from time to time to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas."*
- 1.4 The Planning and Compulsory Purchase Act 2004 has reformed the planning system by introducing Local Development Frameworks (LDF) which will replace Unitary Development Plans (UDPs). As part of the transition the UDP policies are automatically saved for three years or more while the new LDF system is being completed.
- 1.5 To meet Government requirements the Council is producing documents to protect its conservation areas in stages. The first stage is this Appraisal, which aims to give a clear assessment of the special interest, character, and appearance that justified the designation of the area as a Conservation Area. It is intended that each Appraisal will provide a sound basis, defensible on appeal, for development plan policies and development control decisions, and for the guidance of residents and developers. The second stage will be the production and adoption of a Supplementary Planning Document (SPD) on Conservation Area Design Guidance as part of the Council's evolving Local Development Framework (LDF). This will be supported by the adopted and published Appraisals. The third stage will be the production and adoption of Proposed Management Strategies for the conservation areas that will also support the SPD.
- 1.6 The designation of an area as a Conservation Area has other benefits beyond the protection of buildings and the design of the area. It enables other policies such as biodiversity and smarter streets to be developed for the conservation area, and acts as a focus for the formation and development of Residents Associations and Neighbourhood Watch.
- 1.7 So, in line with the guidance given by both the Government and English Heritage, this Appraisal will aim to define the character of the conservation area on the basis of an analysis of all or some of the following criteria: -
- current and past land use;

- social and economic background;
- orientation;
- archaeological and historic sites;
- geological and topographical mapping;
- density and types of building;
- place names and earliest references;
- communication types and patterns;
- comprehensive and selective historic mapping;
- aerial photographs;
- documentary sources;
- historic environment record (HER) data;
- characterisation and extensive urban studies (EUS);
- statutory and non-statutory designations.

Purpose of the Statement

- 1.8 Government policy guidance, provided in 'PPG15: Planning and the Historic Environment' (PPG15, 1994) expresses the need for local authorities to assess the special interest, character and appearance of conservation areas to assist in setting out planning policy and to inform development control. English Heritage has published guidance on undertaking such assessments and this appraisal of the St Ann's Conservation Area has been undertaken in accordance with their advocated approach.
- 1.9 PPG15 sets out a presumption in favour of preserving buildings that make a positive contribution to the character and appearance of conservation areas. In addition the guidance recognises the contribution of traditional surfacing and street furniture to the character of an area.
- 1.10 The aims of this appraisal are therefore to:-
- set out the special architectural and historic interest of the St Ann's Conservation Area and to describe the special character and appearance that it is desirable to preserve or enhance;
 - identify through an audit of the built heritage of the area, buildings and other elements that positively contribute to the character;
 - identify elements and buildings that detract from the character of the area and any sites where an opportunity to enhance the character of an area may exist;
 - examine the existing boundaries of the Conservation Area and consider the potential for other areas to be included and, if appropriate, where existing areas should be excluded; and
 - identify areas subject to pressure for change that would be adverse to the character and appearance of the area as a result of permitted development and identify any areas where the removal of permitted development rights would safeguard the essential character and appearance of the area.
- 1.11 It should be noted that the appraisal does not represent an exhaustive record of every building, feature or space within the Conservation Area and an omission should not be taken to imply that an element is of no interest.

The Conservation Area

- 1.12 The St Ann's Conservation Area is approximately 12.7ha in extent. It is located approximately 7.5km north of the City of London between Green Lanes and Tottenham High Road, in the vicinity of West Green (see Plan 1). The Conservation Area is centred on the Chestnuts Recreation Ground (now Chestnuts Park), a large open space that is surrounded by mature London Plane trees, which form a notable feature of the Conservation Area. The area to the south of Chestnuts Park is occupied by St Ann's Hospital, the northernmost section of which contains a series of Victorian buildings and is included within the Conservation Area's southern boundary. The area to the east of Chestnuts Park is characterised by the cluster of large institutional and religious buildings surrounding the St Ann's Church, which forms the area's principal landmark. At the western end of the Conservation Area, St Ann's Road is lined with residential properties and is characterised by a greater sense of consistency and by its domestic scale.

2.0 PLANNING HISTORY

Designation and Extensions

- 2.1 The initial designation of St Ann's as a Conservation Area was made on 2nd April 1987. This sought to protect the entire area currently covered by conservation area status and there have been no subsequent extensions.

3.0 HISTORY

- 3.1 This section provides an overview of the social and historical development of the area and is based on historic plans and the sources acknowledged within the Bibliography. An understanding of how and why the area has evolved provides an essential tool in understanding its present day character and appearance.

Before 1800

- 3.2 The area covered by the St Ann's Conservation Area is situated between Green Lanes and Tottenham High Road, to the south of West Green. A track broadly corresponding to contemporary Green Lanes was first recorded in the 14th century. The route, which connected Central London with Wood Green, passed through a series of greens and commons. The southernmost common, Beans Green, was situated immediately to the west of the area now comprising the Conservation Area, at the junction with Hangers Lane. The Lane (now St Ann's Road) was an ancient route connecting Green Lanes and Tottenham High Road.
- 3.3 By the 13th Century much of the Parish of Tottenham, including the St Ann's area, was occupied by farmland following the deforestation of areas of the Middlesex Forest. Most of the area covered by the St Ann's Conservation Area was covered by open farmland, owned by a few large estates. During the 13th Century the area is also thought to have been occupied by the Hospital of St Lawrence at Clayhanger, which was recorded between 1229 and 1264 at a site on Hangers Lane.
- 3.4 By the late 18th Century, Hanger's Green (now Chestnuts Park) had been laid out and was connected to West Green to the north by Black Boy Lane. A cluster of houses were also developed during the 18th Century in the area surrounding Hanger's Green including St John's Lodge, on the southern side of Hanger's Lane. In 1798, the first

clay workings in Wood Green were also established by Nathaniel V. Lee at the south western edge of the area now covered by the St Ann's Conservation Area.

1800-1850

- 3.5 By the turn of the 19th Century, most of the woodland within the Parish of Tottenham had been cleared and replaced by pasture and arable farmland, as is illustrated in Thomas Wyburd's plan of 1798. The population of Wood Green grew steadily during this period as city merchants and traders began to colonise the area and by 1841 Wood Green was inhabited by approximately 400 people. Several lodges and villas were constructed in the area surrounding Hanger's Green during this period, including Oak Lodge, York Lodge and Oak Villas on the northern side of Hanger's Lane and Suffolk Lodge to the south. New roads were also laid out in the area during the early 19th Century including North Grove, South Grove and the southern section of Avenue Road. Elsewhere in the area, St Ann's School for Boys, the Hermitage School for Girls and St Ann's Church (consecrated 1861) were established during this period. A brick works was established to the north of the area covered by the Conservation Area during this period, whilst a row of 13 cottages was constructed in 1843 for workers employed in Lee's Clay Workings to the south of Hanger's Lane.

1850-1900

- 3.6 The introduction of the railways to Haringey had a considerable impact on the development of the surrounding area during the mid to late-19th Century. The Great Northern Railway line opened in 1850 and the establishment of the Tottenham and Hampstead junction railway line opened up further stations to include West Green Station (opened 1876 and closed 1963) by Downhills Park, Harringay Park Station (completed in 1880), which is located approximately half a mile to the west of the Conservation Area, and St Ann's Station in 1882. The new GNR line enabled the rapid mass transportation of workers into Kings Cross Station and had a marked impact on the subsequent development of the Wood Green area. The introduction of a tramline to Seven Sisters Road in the 1880s further stimulated the spread of development. The majority of streets within the area now covered by the Conservation Area were therefore laid out and developed for workers housing during this period, including Cornwall Road, Suffolk Road and Grove Road. A police station was developed on St Ann's Road during this period, whilst a large fever hospital (now St Ann's General Hospital) was established on the open land immediately to the south of Hanger's Lane in 1892.

1900-1945

- 3.7 By the turn of the century most of the residential streets within the area now covered by the St Ann's Conservation Area status were in place and subsequent developments were limited to isolated sites. The Chestnuts Recreation Ground (now Chestnuts Park) was however landscaped during the early 20th century and tennis courts and a bowling green were established. Elsewhere, a new school (formerly the Woodlands Park Primary School and now called Chestnuts Primary and Junior School) was constructed to the west of the (now Chestnuts Park), whilst the large Oceana Laundry was established between Cornwall Road and North Grove on St Ann's Road.

1945 to present day

3.8 Post war developments within the area covered by conservation area status have been relatively isolated in nature, or have involved minor alterations to existing buildings or changes of use. In the immediate post war period, the fever hospital was redeveloped and a new police station was erected on the site of the former burial ground on St Ann's Road. Additional notable examples of development during this period include the construction of an ambulance station at the Conservation Area's western boundary and the erection of a pavilion, a community centre and associated buildings within the Chestnuts Recreation Ground (now Chestnuts Park). A row of prefabricated bungalows was also constructed within St Ann's Hospital during this period, whilst a new block of flats was built on the former Oceana Laundry site.

4.0 CHARACTER AND APPEARANCE OF THE AREA

4.1 The character and appearance of an area depends on a variety of factors. Whilst the appearance of an area derives from its physical and visual characteristics (i.e. materials, heights of buildings, types and relationship of built form) character includes other less tangible effects relating to the experience of an area. This may include levels and types of activity, patterns of prevailing land uses, noise and even smells. The character of an area may also differ according to the day of the week or time of day.

4.2 The assessment of the character and appearance of the area is based on the present day situation. Interest in an area may consequently derive from the combined effect of subsequent developments that replaced the earlier fabric as well from the original remaining buildings and street pattern and open spaces.

4.3 The St Ann's Conservation Area is a relatively small area of mixed character which forms an isolated area of diversity and interest within a largely uniform residential district that consisting of long straight roads lined with uniform terraces of mostly Edwardian properties. The Conservation Area surrounds St Ann's Road, which connects Green Lanes to the west, with south Tottenham to the east. The area is focussed on the Chestnuts Recreation Ground (now Chestnuts Park); a large, open green space, which provides the area with a sense of spaciousness. The Park demarcates the ancient junction between St Ann's Road and Black Boy Lane and is surrounded by a series of large institutional and religious buildings, including St Ann's Church which forms the areas principal landmark. St Ann's Hospital, occupies the area within and beyond the Conservation Area's southern boundary and also has an important influence on its character. The hospital buildings, which are mostly of Victorian origin, are set behind a tall, largely impenetrable wall which lines much of the southern side of St Ann's Road and creates a sense of impermeability.

4.4 The conservation area is therefore essentially characterised by the openness afforded by the Chestnuts Recreation Ground (now Chestnuts Park) and the large surrounding institutional and religious buildings, most of which are of distinct architectural and/or historic interest. The eastern end of the Conservation Area is primarily occupied by residential properties, which vary in terms of their origin, design and condition, but do have an overall degree of consistency and a domestic scale. Several of the properties, however, have been subject to unsympathetic alterations and are of limited merit.

4.5 Vegetation is relatively abundant throughout parts of the Conservation Area and also forms an important element of its character and appearance. Of particular importance are the mature London Plane trees that surround the recreation ground (now Chestnuts Park) and the mixed deciduous trees situated within the hospital grounds.

4.6 The Conservation Area is focussed upon a relatively small area, which is heterogeneous in character and cannot be organised into distinct areas of consistent character. For the purposes of this assessment, therefore, the area is not divided into distinct sub areas and each building or consistent group of buildings are discussed in turn below. The assessment begins on the northern side of St Ann's Road at the Conservation Area's western boundary and continues east along the road. Adjoining roads and spaces within the Conservation Area are addressed in turn. Where appropriate, neighbouring streets, buildings and features that are situated beyond the Conservation Area boundary and influence the setting of buildings, spaces or features within the area, are also discussed.

St Ann's Road/ Black Boy Lane

4.7 St Ann's Road and Black Boy Lane are busy local distributor roads and their junction is situated at the Conservation Area's western limits. The junction is defined on its western side by the buildings comprising the Chestnuts Primary and Junior School and to the east by Chestnuts Park. To the north and west, both roads are lined on one side by consistent terraces of Edwardian properties. The majority of these properties are situated beyond the Conservation Area boundary, however a terrace of three-dwellings, which fronts St Ann's Road to the west of the school, is situated within the area.

4.8 At the western boundary of the Conservation Area, the northern side of St Ann's Road is fronted by a short terrace of two-storey Edwardian dwellings, Nos. 312-316 St Ann's Road. The properties were originally constructed of red brick though all have terracotta colour painted façades. Their St Ann's Road elevations incorporate canted bay window which include white-painted motifs and decorative hood mouldings and are surmounted at roof level by hipped gables. Given the dwellings' unsympathetically painted facades, as well as their modern windows and poorly maintained front gardens, they are of moderate architectural merit.

4.9 A large detached Victorian property, which formerly comprised the caretaker's house associated with the adjacent, Chestnuts Primary and Junior School has been demolished and is no longer present on the site.

4.10 On the eastern side of the junction between St Ann's Road and Black Boy Lane, the Chestnuts Primary and Junior School consists of two main buildings, erected in 1897-1899 to designs by G. E. T. Lawrence. The smaller of the buildings, which fronts St Ann's Road, is an attractive single-storey plus attic property, which is constructed of London stock brick with red brick dressings [1]. The building's low, elongated St Ann's Road elevation includes decorative arched entrance (*now Chestnuts Park*) surrounds and a series of recessed, white painted entrances. Prominent Venetian-style windows and triangular gables are set within the building's clay tiled roofscape, which is crowned by a tall, white painted cupola. The building is set behind a small schoolyard which is surrounded by black cast-iron railings and dense vegetation.

- 4.11 To the north, the main building of the school is an imposing four-storey building, which fronts Black Boy Lane and overlooks the Chestnuts Recreation Ground (now Chestnuts Park) on its eastern side. Like the smaller school building, it is constructed of London stock brick with red brick dressings and has a red tiled roof. It also has prominent triangular gables and white painted Venetian-style dormer windows and is surmounted by a tall white cupola. The building's roof also incorporates domical vaults and tall chimneys, whilst the building is flanked on its southern side by a subordinate two-storey side bay. It is again set behind a schoolyard which is surrounded by decorative cast iron railings. The school buildings and the associated former caretakers house form a cluster of attractive, late 19th Century buildings which make a positive contribution to the streetscene.

Chestnuts Recreation Ground (now Chestnuts Park)

- 4.12 Chestnuts Recreation Ground (*now Chestnuts Park*) comprises a large open space, which is surrounded to the north, south and west by mature London Plane trees, and to the east by a range of community buildings and recreational facilities. The space is overlooked to the north and east by the rear of properties fronting Clarence Road, Falmer Road and Cornwall Road and to the west by the Chestnuts Primary and Junior School and properties fronting the western side of Black Boy Lane. The southern boundary is defined by St Ann's Road.
- 4.13 Whilst the main body of the space is characterised by its openness and mature vegetation, the eastern part of the Chestnuts Recreation Ground (now Chestnuts Park) has a more varied appearance. The north eastern corner of the space is occupied by a hard surfaced area containing a basketball court, which is adjoined to the south by an unattractive single-storey pavilion building with an unadorned, dark red façade and flat roof. Two childrens play areas and a twostorey 'Community and Arts Centre' building are situated to the south of the Pavilion. The community centre has a white painted façade with a projecting, green corrugated metal roof, which is supported by red metal columns. The building's southern and eastern elevations are decorated with childrens' murals. The community centre is of no architectural merit, and is largely obscured by vegetation in views from St Ann's Road and across the recreation ground (now Chestnuts Park). Conversely, the red pavilion buildings and the brightly coloured southern play area are prominent in easterly views across the recreation ground (now Chestnuts Park) and have an adverse impact on the character of the space. To the east of the 'Community and Arts Centre' building, a small, landscaped public garden occupies the south eastern corner of the Chestnuts Recreation Ground (now Chestnuts Park).
- 4.14 On the southern side of the recreation ground (now Chestnuts Park), St Ann's Road is fronted by two single-storey buildings occupied by a café and public conveniences. The westernmost building, No. 300 St Ann's Road, has a visually unattractive, white-painted roughcast façade, poorly integrated signage and a flat roof. It relates poorly to the character and appearance of both St Ann's Road and the Chestnuts Recreation Ground (now Chestnuts Park). A small, single-storey block containing public conveniences is situated to the east of the café. It is constructed of yellow brick with red brick dressings and has a hipped tiled roof. The block makes a negligible contribution to the character of the road and green space.

- 4.15 Despite the poorly integrated, visually unattractive buildings and playground/recreational facilities situated at its eastern and southern sides, the Chestnuts Recreation Ground (*now Chestnuts Park*) essentially forms an attractive public green space. It is characterised by its sense of openness and by the mature trees defining its boundary.

St Ann's Hospital

- 4.16 To the southern side of St Ann's Road, opposite *Chestnuts Park*, a narrow corridor of the northernmost section of St Ann's Hospital falls within the Conservation Area. The majority of these buildings represent the remnants of the former Victorian hospital which was redeveloped in the mid-20th Century. Most of the buildings are orientated towards, and accessed from, the main body of the hospital. In addition, the hospital's northern boundary is defined by a tall stock brick wall with red brick dressings, and is only accessed from two points on St Ann's Road. Accordingly, the hospital buildings appear somewhat dissociated from Chestnuts Park and the surrounding buildings are essentially detached from the remainder of the Conservation Area. The hospital's northern boundary is also lined with mixed vegetation, which complements the mature trees bounding Chestnuts Park, but adds to the hospital's sense of isolation. Even so, the wall and the buildings immediately beyond the wall can be seen from the Conservation Area and contribute to its appearance.
- 4.17 At the Conservation Area's western boundary, the southern side of St Ann's Road is fronted by the St Ann's General Hospital Ambulance Station, a functional single-storey building with a part white tiled façade and a prominent blue vehicle entrance. To the east of the ambulance station, St Ann's Road is fronted, almost continuously, by the tall London stock brick wall surrounding the hospital and, as outlined above, most of the adjacent buildings are orientated towards the internal hospital road.
- 4.18 Further east, the continuous frontage provided by the boundary wall is broken by the main entrance to the hospital, which is defined on its eastern and western sides by a pair of prominent Victorian buildings. Both buildings are constructed of London stock brick with red brick dressings and have slate roofs and white-painted, timber sash windows. The building to the west of the entrance is two-storeys in height and is flanked by a single-storey bay and a glazed conservatory structure, whilst a relatively unadorned single storey building is situated to the east of the entrance. The elevations to both buildings also incorporate a plethora of hospital related signage and closed circuit television cameras. Both also have brightly painted blue doors and are surrounded by blue-painted railings and bollards. Nonetheless, the buildings successfully define the entrance to the hospital and make a positive contribution to the St Ann's Road streetscene. The narrow area situated to the south of the boundary wall, between the building flanking the hospital entrance and the ambulance station, is occupied by a car park.
- 4.19 On the southern side of the internal hospital road, a large two-storey Victorian hospital building and a connected two-storey building of recent origin are situated in the vicinity of the hospital entrance. The Victorian building is constructed of London stock brick with red brick dressings and has timber sash windows and a slate roof with prominent

hipped gables. It also has a decorative glazed porch which is surmounted by a white-painted timber balcony. The new addition is also two-storeys in height, yet, although similar in form, is subordinate to the adjoining building. The buildings are connected by enclosed glazed corridor.

- 4.20 To the east of hospital entrance, a further two-storey Victorian building is situated on the northern side of the internal hospital road. The building is similar in scale and appearance to the properties defining the hospital entrance. It is constructed of London stock brick with red brick banding and lintels and has a slate roof. The building's main southern elevation is dominated by a large projecting hexagonal bay with a hipped gable, which is surmounted by a ball finial. The gables, which dominate its rear elevation, are also apparent above the hospital's boundary wall. The rear elevation also includes a cast iron fire escape and a single storey conservatory, which can also be glimpsed above the wall. The cluster of Victorian buildings surrounding the main hospital entrance comprises an attractive group and makes a positive contribution to the area's streetscape. They are adjoined to the east by a row of single storey prefabricated buildings, with white-painted facades, which also front the internal hospital road. These buildings however are of limited architectural interest.
- 4.21 An additional two-storey Victorian building is situated to the east of these prefabricated buildings. Unlike the aforementioned hospital buildings, it is orientated towards St Ann's Road and is accessed via a bright blue painted door set within the hospital boundary wall. The building is constructed of London stock brick with red brick banding and lintels and has a slate roof. Its rear elevation however, which fronts the internal hospital road, has a whitepainted ground floor level and pebble dashed upper sections, which contrast with the building's unaltered main, northern, elevation.
- 4.22 At the north eastern corner of St Ann's General Hospital, a pedestrian gate provides access to a cluster of three hospital buildings, of varying origin, appearance and architectural interest. The north western of the three buildings, which is situated adjacent to the pedestrian entrance to the hospital is a tall Victorian building, of two-storeys in height, plus an attic level. It is constructed of red brick and has prominent gables to its hospital and St Ann's Road frontages, and a slate roof. The building's northern elevation, which appears tall above the hospital boundary wall, includes a cast iron staircase and cast iron railings at roof level. The adjacent buildings are single storey properties, of late 20th century origin and are of limited architectural interest. The building adjacent to the aforementioned Victorian property is constructed of red brick with a white rendered façade and a slate roof, whilst the building to the south is constructed of pale red brick and has a pantiled roof. The cluster of buildings is surrounded by mature trees and dense vegetation, as is the open grassed space, which occupies the elongated area to the west.

St Ann's Road: In the Vicinity of North Grove and Hermitage Road

- 4.23 This area of St Ann's Road is dominated by a large development site which fronts the northern side of the road between Cornwall Road and North Grove and is currently being developed as a large apartment block. The area to the north and east of the

development site is occupied by residential streets lined with properties of Edwardian and late 20th Century origin, whilst the St Ann's Church of England School is situated to the north east of the junction between St Ann's Road and North Grove. The school is set within large, densely vegetated grounds, which have a formative influence on the character of this section of the Conservation Area. The terraced residential properties and the single-storey school building are however somewhat overwhelmed by the new apartment block. On the southern side of St Ann's Road, the junction with Hermitage Road is successfully defined by St Ann's Police Station, whilst a sprawling network of interconnected apartment buildings occupies the area to the south east of the junction. As with many parts of the Conservation Area, glimpsed views of the tall spire to St Ann's Church are experienced from North Grove and Hermitage Road and also have an influence on the character of this part of the Conservation Area.

- 4.24 On the western side of North Grove, Nos. 1-5 form a short, relatively consistent terrace of two-storey Edwardian dwellings, which are of moderate architectural merit. The properties are constructed of red brick and have white painted lintels and timber sash windows as well as tiled roofs. All however are set within poorly maintained gardens with inconsistent, poor quality surrounds. To the rear of this terrace, at the eastern end of Ascot Road, Nos. 1-5 form a group of inconsistent terraced properties all of which have suffered from a series of poorly integrated cosmetic alterations. The dwellings were originally constructed of London stock brick with red brick dressings and slate roofs. All of the properties, however, have inconsistently painted facades, unsympathetically altered fenestration and poor quality front boundaries, whilst Nos. 1 and 3 also have modern tiled roofs.
- 4.25 The area on the eastern side of Ascot Road is occupied by St Ann's Primary School, which consists of a two-storey building of early 1960s origin. The school building is constructed of red brick with large areas of glazing and has a shallow barrel vault roof, which surmounts the main hall. It is set behind a large playground which is surrounded by dense vegetation, including mature London Plane trees and, on its southern side, a tall wire fence. The school building is therefore largely obscured by vegetation in views from St Ann's Road.
- 4.26 To the south of St Ann's Road, the junction with Hermitage Road is defined by St Ann's Police Station, an attractive, robust, three-storey building, which is locally listed and has a prominent role in the streetscene. The building, which is constructed of red brick and has a slate roof, is dominated by a two¹⁷ storey square bay which projects diagonally from the building's north eastern corner towards the road junction. Its façade also incorporates arched sash windows, a terracotta police sign and an arched entrance, which is set within a square bay. The police station is set behind a small garden, which is surrounded by black painted railings and includes an ornate, cast-iron police lamp standard. The building's long Hermitage Road frontage is relatively unadorned and incorporates a subordinate single-storey bay to the south. A simple two-storey red brick building with a flat roof is also situated to the south of the Police Station.
- 4.27 To the south east of the junction between St Ann's Road and Hermitage Road, No. 350 Hermitage Road comprises a connected series of two storey apartment buildings of late 20th Century origin. The buildings, which surround a small car park, are constructed of pale brick and have a red tiled roof, which descends to ground floor

level above the buildings main, western, entrance. Square dormer windows are also set above the main entrance, whilst rooflights are incorporated elsewhere in the roofscape. The buildings, however, are of limited architectural interest and relate poorly to the surrounding streetscene.

St Ann's Road/Avenue Road

- 4.28 The junction between St Ann's Road and Avenue Road is dominated by St Ann's Church, which forms a focal point. The spire can be seen from points throughout the Conservation Area. The dense vegetation that occupies the grounds of St Ann's Primary School and the tall wire fence surrounding the school also have a prominent impact on the character of this section of the street. Further north, the remainder of Avenue Road is lined with a range of residential properties and church/community halls of varying scale and appearance. Whilst the buildings fronting the western side of the southernmost section of Avenue Road form an attractive group, the dwellings further north are more varied and several are of limited architectural and historical interest.
- 4.29 The area to the north west of the junction between St Ann's Road and Avenue Road is occupied by the densely vegetated grounds of the St Ann's Primary School, through which the southern elevation to the Fowler Newsham Hall - the former St Ann's Mixed Junior School - No. 1A Avenue Road, is discernible. The Hall is a grade II listed two-storey mid-Victorian building, which is constructed of London stock brick and has a slate roof. The building's southern elevation - visible from St Ann's Road - consists of three stepped gables, which are of varying width, becoming increasingly diminutive to the west. These include pale brick window surrounds and quoins. A subordinate, recessed entrance bay adjoins the building's main bay to the east and is surmounted by a narrow bell tower. The former school building makes an attractive contribution to the St Ann's Road streetscene and compliments the densely vegetated schoolyard, though is set behind a tall wire fence, which detracts from the character and appearance of this part of the Conservation Area. The building's eastern elevation, which fronts directly onto Avenue Road, is also dominated by a tall gable and includes casement windows and an arched entrance with pale brick surrounds. The Avenue Road frontage is surrounded by attractive cast iron railings.
- 4.30 To the north of the former school building, Nos. 1-5 Avenue Road comprise a uniform terrace of Grade II listed cottages, which are constructed of London stock brick with red brick dressings and have a steeply pitched slate roof with eaves broken by six gabled dormers with windows predominately below eaves level. The terrace includes a central gabled porch and porches situated on the building's flank elevations, all of which incorporate doors set within Tudor arches and decorative Tudor portraits. The southern flank elevation also includes a large inset stone bearing the legend '*1858 Model Cottages*'.
- 4.31 To the north of the vehicle entrance and car park serving the St Ann's Primary School, which occupy the area adjacent to the model cottages, Nos. 11-25 Avenue Road form a mixed terrace of dwellings of varying origin, condition and architectural merit. At the southern end of the group, No. 11 Avenue Road is a large property of two-storeys in height, plus an attic level, which is constructed of London stock brick and has a slate roof. It has a visually attractive white-rendered entrance surround and shallow, rendered hexagonal bays at ground floor level. The building has suffered from a

detrimental roof level extension, which also resulted in alterations to its gables, and the introduction of poorly integrated modern windows, particularly at first floor level. The property includes a recessed side bay that is also surmounted by the building's roof level extension.

- 4.32 To the north, No. 13 Avenue Road is a two-storey property with a mansard attic storey, and is constructed of red brick with white-rendered quoins and banding. The adjoining properties, Nos. 15-19 Avenue Road, form a group of three-storey dwellings, which were originally constructed of London stock brick with white rendered surrounds and arched entrances. However, whilst No. 15 remains largely intact, No. 17 Avenue Road has a pebble dashed façade, a prominent red brick parapet and unsympathetic aluminium windows. Similarly, No. 19 Avenue Road has a pebble dashed ground floor level and modern windows.
- 4.33 At the northern boundary of the section of Avenue Road situated within the Conservation Area, Nos. 21-25 Avenue Road form a group of Victorian dwellings, which have suffered from a series of alterations and consequently have an inconsistent appearance. The two-storey properties were originally constructed of London stock brick however No. 21 Avenue Road has a poorly integrated stone-clad façade, whilst No. 23 has a cream-painted front elevation. The dwellings have rendered canted bay windows at ground floor level, arched windows with white-painted surrounds at first floor level and arched recessed entrances. Whilst the dwellings are likely to have originally formed a group of streetscape merit, their altered facades and modern windows are such that they are currently of limited interest. As with Nos. 17 and 19 Avenue Road, the former front gardens to Nos. 21 and 25 are used for car parking, which also has an adverse impact on the streetscape of Avenue Road.
- 4.34 The buildings lining the eastern side of Avenue Road are also varied in origin and appearance and contribute to the inconsistent streetscape that characterises this road. At the northern boundary of the Conservation Area, Windsor Court, Nos. 24-26 Avenue Road, is a two-storey apartment building with an attic level, and is of late 20th century origin. It is constructed of orange brick and has a steeply sloping tiled roof. An identical building is situated to the rear of Nos. 24-26 Avenue Road within the Conservation Area boundary and both make a negligible contribution to the streetscene.
- 4.35 To the south of Windsor Court, Nos. 20-22 Avenue Road are semi detached properties of two stories plus attic levels, and have poorly rendered, unadorned grey facades and dark blue-painted windows, front doors and bargeboards. Although the original decorative entrance surround to No. 22 Avenue Road remains largely intact and is of some interest, the properties are generally of no architectural merit and have a detrimental impact on the Avenue Road streetscene.
- 4.36 The adjacent dwelling, No. 18 Avenue Road is a single-storey inter-war bungalow with a white rendered façade, timber casement windows and a red tiled hipped roof. The building contrasts starkly with the adjacent semidetached dwellings in terms of scale and proportion and adds to Avenue Road's sense of inconsistency. To the south, Nos. 12-16 Avenue Road form a relatively consistent terrace of two-storey Victorian dwellings, which are constructed of London stock brick and have white-rendered entrance surrounds and canted bay windows. All of the dwellings retain their traditional

timber sash windows and slate roofs, although No. 12 Avenue Road has a relatively sympathetic white-painted façade. Accordingly, unlike the many of aforementioned properties on Avenue Road, Nos. 12-16 Avenue Road remain largely intact and retain a degree of consistency. St Ann's Hall, an unattractive two-storey building, which is constructed of pale orange brick and has large horizontal panels of windows and bright red doors, is situated to the south of the terrace.

- 4.37 As outlined previously, the junction between St Ann's Road and Avenue Road is dominated by the grade II* listed St Ann's Church, which is constructed of limestone and has a slate roof with a tall octagonal spire. Its main elevations include arched leaded windows and a circular window, all with geometrical tracery. The brightly painted entrance to the church is set within a small porch and is surrounded by highly decorative arched stonework. The church is situated within a small churchyard, which includes a tall, ornately carved monument (a war memorial). The churchyard is surrounded by a grade II listed stone wall, with sloped copings and two-pairs of gate piers.
- 4.38 To the east of St Ann's Church, South Grove is fronted by 'The Vicarage', a two-storey property, which is of late 20th Century origin. The property is constructed of pale red brick with red brick dressings and has a large curved bay set within its southern elevation. It is situated within a large well-planted garden that is surrounded by a low stone wall. The garden previously formed part of the St Ann's Churchyard.
- 4.39 The southern side of St Ann's Road, opposite the junction with Avenue Road is dominated by the former St Mary's Priory building. This forms a large two-storey building, which is constructed of London stock brick and has a slate roof. The building's highly decorated façade includes arched windows with tracery and sandstone banding and quoins. The roofscape is dominated by a series of triangular gables, which are surmounted by Latin Crosses. The large easternmost gable includes a statuette set within a recess and Latin text set within the sandstone banding. The building is surrounded by a tall London stock brick wall, in which a central arched entrance is set within a triangular gable. The building fronts almost directly onto St Ann's Road and has a powerful impact on the streetscene. To the east of the former St Mary's priory building, however, the streetscape of Suffolk Road is of considerably less merit. The character of the street is defined primarily by the tall wall which surrounds the former priory to the east and by the unattractive buildings of the low rise Suffolk Road Estate.
- 4.40 To the west of the former Priory, No. 277 St Ann's Road is a large three-storey Victorian villa which adjoins the former St Mary's Priory building to the west. The building is constructed of grey brick with red brick dressings and has a shallow slate roof and white rendered hexagonal bays at ground floor level. The façade is however dominated by prominent green signage, which indicates the building's current use as an Islamic Education Centre. Nonetheless, the property, which is set back from St Ann's Road behind a tall hedgerow, makes a positive contribution to the streetscene.
- 4.41 To the south of the former Priory is 'St Mary's Convent', No. 90 Suffolk Road. The large detached property, which is of late 20th Century origin, is constructed of red brick and has uniform fenestration and a hipped tiled roof. It is set back from the road behind

a tall red brick wall and large cast iron gate and makes a negligible contribution to the otherwise unattractive streetscape of Suffolk Road.

St Ann's Road: east of South Grove

- 4.42 Within the easternmost section of the Conservation Area, beyond South Grove, the northern side of St Ann's Road is lined with terraces of residential dwellings, which are mostly of Victorian and early Edwardian origin. Accordingly, in contrast to the area to the west, this part of the Conservation Area is characterised by its domestic scale and affords a greater degree of consistency. Nonetheless, whilst the properties are of a uniform scale, several have suffered from a series of unattractive cosmetic and structural alterations, resulting in an inconsistent streetscape.
- 4.43 The southern side of St Ann's Road is lined with the visually unattractive two storey properties that comprise the Suffolk Road Estate. Although beyond the Conservation Area boundary, the monolithic frontage formed by these dwellings has an adverse impact on the setting of the dwellings situated on the opposite side of the road and on the streetscape of this section of St Ann's Road.
- 4.44 Between the junctions with South Grove and Cissbury Road, St Ann's Road is fronted by Nos. 224-234, which comprise a relatively uniform terrace of two storey early Edwardian dwellings. The properties are constructed of London stock brick with red brick dressings and have canted bay windows with decorative, white rendered detailing, which are surmounted by hipped gables. Although No. 234 St Ann's Road has a white-painted façade and several of the dwellings have unsympathetic modern windows, the group is relatively consistent and make a positive contribution to the streetscene.
- 4.45 The adjacent group, Nos. 186-202 St Ann's Road, although architecturally analogous to Nos. 224-234, is more varied in appearance owing to the poorly integrated stone cladding and painted facades of the dwellings towards the western end of the terrace. Like the aforementioned group, the two-storey, early-Edwardian properties are constructed of London stock brick and have canted bay windows, most of which are surmounted by hipped gables. At the western end of the terrace however, the property situated at Nos. 200-202 St Ann's Road has suffered from a series of unsympathetic alterations and has a prominent and harmful impact on the St Ann's Road streetscape. The building's façade has been disrupted by poorly integrated stone cladding and the introduction of a bungalow retail unit with detrimental fascia signage, whilst its flank elevation, which is prominent in easterly views along St Ann's Road, is painted bright blue. The adjacent dwellings, Nos. 194-198 St Ann's Road, also have painted facades, whilst the majority of properties in the group have unsympathetic modern windows. However, the bulk of the terrace remains essentially intact and makes a positive contribution to the streetscene.
- 4.46 Further east, Nos. 182-184 St Ann's Road comprise an attractive pair of two storey flat fronted Victorian villas, which are constructed of London stock brick and have white rendered window and entrance surrounds and an unadorned rendered parapet. Both properties are well maintained and retain their traditional features. They are flanked by subordinate wings that incorporate blue-painted vehicle entrances, which provide access to a works depot to the rear. There is prominent signage on both wings. The

adjoining properties at Nos. 178-180 St Ann's Road are two-storey Victorian properties with basements, and are of a comparable scale to Nos. 182-184 St Ann's Road. The dwellings have cream painted facades and a hipped slate roof. However, whilst No. 184 St Ann's Road remains essentially intact - retaining its traditional timber sash windows and projecting, white-painted window and entrance surrounds - No. 182 St Ann's Road has poorly integrated windows and an unsympathetic modern entrance. In addition, a single storey addition has been introduced to the side entrance bay flanking No. 182, which has an overly prominent impact on the St Ann's Road streetscape.

- 4.47 To the east of the junction with Grove Road, Nos. 176 St Ann's Road is a two storey property, plus a basement storey, which is of late 20th Century origin. It is constructed of London stock brick and has white rendered square bays and a slate roof and respects the character and appearance of this part of the Conservation Area. To the east, Nos. 172-174 St Ann's Road are constructed of pale red brick with London stock brick dressings and have a hipped slate roof. The dwellings are of an identical scale to No. 176 and, like the adjacent property, make a positive contribution to the streetscene.
- 4.48 The Conservation Area is terminated at its eastern end by the Victorian former public house building, situated at No. 170 St Ann's Road. The three-storey property has a white painted façade, which includes a projecting cornice and decorative hood mouldings. It is surrounded by a low London stock brick wall, which is surmounted by iron railings. Unlike many of the adjacent properties fronting the northern side of this section of St Ann's Road, the prominent former public house building, which is currently in residential use, makes a positive contribution to the surrounding streetscene.

5.0 AUDIT

Introduction

- 5.1 The following audit of the fabric of the St Ann's Conservation Area details the statutory listed buildings and local listed buildings of merit that contribute to the area's character and appearance, identifies elements of streetscape interest and also identifies buildings and other elements that detract from its character and appearance.

STATUTORY LISTED BUILDINGS

Address	Date First Listed	Grade
Avenue Road (west side)		
St Ann's Church School	10.05.74	II
Nos.1 to 5 (odd)	10.05.74	II
St Ann's Road (north side)		
Parish Church of St Ann	10.05.74	II*
Walls around St Ann's Churchyard	10.05.74	II

LOCAL LISTED BUILDINGS OF MERIT

Address	Date First Listed
St Ann's Road (north side)	
Nos. 182 & 184	11.06.73
St Ann's Road (south side)	
St Mary's Priory	27.01.97
No. 289 (St Ann's Police Station)	27.01.97

POSITIVE CONTRIBUTION BUILDINGS

- 5.2 In addition to the buildings that are on the statutory list and those that are on the Council's local list of buildings of merit, there are a large number of individual buildings and groups of buildings that contribute to the character of their immediate surroundings and the conservation area as a whole. Whilst some of these buildings may have experienced minor alterations over the years, they contribute as part of a group. The assessment of whether a building makes a positive contribution to the special architectural and historic interest of a conservation area is based on guidance provided in English Heritage's publication '*Conservation Area Appraisals*'.

Black Boy Lane

Woodlands Park Junior School main building & smaller building;

St Ann's Road

No. 170 to 180 (even);

Nos. 186 to 196 (even)

Nos. 224 to 234 (even);

No. 277;

Six Victorian St Ann's Hospital buildings.

Avenue Road

No. 11 to 17 (odd);
Nos. 12 to 16 (even).

South Grove

St Ann's Church Vicarage.

SHOPFRONTS OF MERIT

- 5.3 The only shopfront within the St Ann's Conservation Area is located at Nos. 200/202 St Ann's Road. Unfortunately, it is not of any historic or architectural merit.

ELEMENTS OF STREETScape INTEREST

- 5.4 The character and the appearance of the conservation area are not solely a function of its buildings. Elements within the public realm, such as original pavement materials, boundary walls, signage and trees and planting contribute greatly to the area's quality, character and appearance. The following elements of the area's streetscape are considered to be of interest:

St Ann's Road

London stock brick wall defining the northern boundary of St Ann's Hospital;
Kerb stones;
Cast iron boundary railings surrounding Woodlands School & former caretakers house;
London Plane trees lining Chestnuts Recreation Ground (now Chestnuts Park);
St Ann's Church wall;
Memorial within St Ann's Churchyard;
Police lamp standard outside No. 289;
Mature deciduous trees within St Ann's Primary School yard;
Boundary wall surrounding the former St Mary's Priory.

Black Boy Lane

Cast iron boundary railings surrounding Woodlands School;
Kerbstones;
London Plane trees lining Chestnuts Recreation Ground (now Chestnuts Park);
Red pillar box.

Chestnuts Recreation Ground

London Plane trees & landscaped space at the eastern end of the recreation ground (now Chestnuts Park).

Avenue Road

Cast iron boundary railings surrounding the former St Ann's Church School building;
Kerbstones;
St Ann's Church wall;
Mature deciduous trees within St Ann's Primary School yard.

DETRACTORS

- 5.5 Inevitably there are buildings that detract from the character and appearance of the conservation area. This may be due to a building's scale, materials, relationship to the street, or due to the impact of alterations and extensions. There are also structures

and elements of streetscape (e.g. visual clutter from excessive signage or advertisements) that impinge on the character and quality of the conservation area.

St Ann's Road

Nos. 200 & 202;

No. 300;

St Ann's Ambulance Station;

Wire fencing surrounding St Ann's Primary School.

Chestnuts Recreation Ground

Pavilion;

Community and Arts Centre.

Avenue Road

Nos. 18 to 22 (even);

Windsor Court.

OPPORTUNITY SITES

- 5.6 There is significant scope for improvements to, or redevelopment of, those buildings to the east and south of the Chestnuts Recreation Ground (now Chestnuts Park). In particular, the existing pavilion is a significant detractor.

DEVELOPMENT CONTROL ISSUES

- 5.7 Pressure for development can diminish the character and appearance of conservation areas. The following identifies, in general terms, the pressures that are evident within the St Ann's Conservation Area, highlights potential future pressures that could harm its character and appearance and identifies where enhancement of the character and appearance of the area could be achieved.
- 5.8 The majority of the properties within the St Ann's Conservation Area are in educational, health, leisure, religious and community use. The retention of such uses is important to the character of the area and has largely been retained.
- 5.9 The limited areas of residential development, namely on Avenue Road and St Ann's Road to the east of South Grove, have been subject to alterations and extension in a number of instances. In particular, the main changes are:
- the introduction of hard-standing;
 - the loss of original features, such as windows, front doors, porches etc.;
 - painting and rendering of main frontages; and,
 - the introduction of roof extensions and/or dormer windows.

6.0 CONSERVATION AREA BOUNDARY REVIEW

Introduction

- 6.1 The boundary of the St Ann's Conservation Area has been reviewed as part of this study. The principal issue to consider in undertaking such a review is whether any area under consideration has the same '*demonstrably special architectural and historic interest*'¹ as the adjoining part of the conservation area, thereby indicating that the character and appearance should be preserved or enhanced.

¹ Conservation Area Practice – English Heritage

- 6.2 PPG 15, para. 4.3 notes that "*it is important that conservation areas are seen to justify their status and that the concept is not devalued by the designation of areas lacking any special interest*". This guidance further advises (para. 4.14) where development adjacent to a conservation area would affect the setting or views into or out of the conservation area, the preservation and enhancement of that conservation area should be a material consideration. Accordingly, areas currently within the Conservation Area of little or no intrinsic quality have also been reviewed. These have the potential for removal on the basis that the redevelopment within those areas must pay regard to the conservation area. In addition, it enables the removal of areas that may diminish the overall value of the area.
- 6.3 PPG15 notes that conservation area legislation should not be used to solely protect landscape features except where they form an integral part of the historic environment.
- 6.4 The following tests have been applied in reviewing the boundary of the St Ann's Conservation Area.

Test 1: Boundary

- Is there a clearly defined edge to the existing boundary (i.e. a definite change in character and quality between the two areas)?
- Is the area part of the setting of the Conservation Area?
- Is the area clearly beyond the defined edge of the Conservation Area?

Test 2: Architectural Quality and Historic Relevance

- Is area of similarly, 'demonstrable special architectural or historic interest' as the rest of the Conservation Area. The following have been considered:
 - i) Whether the area reflects the architectural style and details present within substantial parts of the Conservation Area;
 - ii) Whether the development within the area dates from a similar period to substantial parts of the Conservation Area;
 - iii) Whether the uses within the area reflect prevailing or former uses of substantial parts of the Conservation Area;
 - iv) Whether the development is the work of the same architect/developer active elsewhere within significant parts of the Conservation Area;
 - v) Whether the development is of similar massing, bulk, height and scale to a significant proportion of the development within the Conservation Area;

- vi) Whether the development within the area is of notable architectural and historic interest in its own right;

Test 3: Townscape Quality

6.5 Consideration is also given to the quality of the area and whether there is the justification for the introduction of additional controls. In particular;

- What proportion of the buildings within the area would be defined as positive contributors if located within the Conservation Area;
- Whether there is evidence of significant alteration to the street/area as a result of:
 - i) loss of front gardens to parking spaces;
 - ii) removal of frontage walling;
 - iii) alterations to the roofs;
 - iv) loss of original details (doors/windows/ porches/ decorative panelling/ chimneys) or re-facing of brickwork;
 - v) alterations and extensions (introduction of alien dormers/ infilling between properties/ prominent rear extensions).

6.6 In general, the boundary of the St Ann's Conservation Area has been found to be clearly defined on the ground.

Review

6.7 The essential elements of the St Ann's Conservation Area are:

- Chestnuts Recreation Ground (now Chestnuts Park);
- the remaining parts of the Victorian St Ann's Hospital;
- the cluster of buildings surrounding St Ann's Church; and,
- the residential terraces on the north side of St Ann's Road to the east of South Grove.

Recommendations

6.8 The potential boundary changes to the St. Ann's Conservation Area have been considered. However, there are no suggested alterations to the boundary.

7.0 POTENTIAL FOR ARTICLE 4 DIRECTIONS

Introduction

- 7.1 Minor development that can be undertaken without obtaining planning permission is set out in the Town and Country Planning (General Permitted Development) Order 1995 (GDO). Under the Town and Country Planning General Development Order 1988, Local Authorities have the power to remove permitted development rights in conservation areas where change would be harmful to the character and appearance of an area. As noted in the Introduction, Local Authorities have a statutory duty to preserve and enhance the character and appearance of their conservation areas.
- 7.2 There are currently no Article 4 Directions within the St Ann's Conservation Area.

Current Permitted Development Issues

- 7.3 In residential areas some of the main causes of change that is having an impact on the character and appearance of the St Ann's Conservation Area are not currently subject of planning control. Consideration of the relevance of Article 4 Directions to the preservation and enhancement of the Conservation Area has therefore focussed upon the potential for harmful change. To summarise, the types of permitted development that have occurred include:

- i) changes to the appearance of properties as a result of the loss of original features (especially windows, doors, porches and brackets, decorative plasterwork (pargetting), terracotta (finials, hip and ridge tiles), tile hanging and chimney stacks and pots.
- ii) the painting and rendering of frontages within consistent brick fronted street elevations;
- iii) re-roofing in inappropriate materials and colours; and
- iv) the loss and replacement of original front boundaries.

- 7.4 These changes are permitted under Schedule 2; Parts 1 and 2 of the 1995 GDO.

Impacts on the Character and Appearance

- 7.5 PPG15 (para. 4.23) advises that the value of the features to be protected needs to be established and that any proposals to remove permitted development rights require clear justification.
- 7.6 The study has identified that where the loss or alteration of original features has occurred there has been a diminution in the character and quality of the frontages. The painting and rendering of elevations and the re-covering of roofs in different materials within consistent groups of buildings has also been seen to undermine the integrity of the street scene.
- 7.7 Much of the special architectural and historic interest of the residential areas that dates from the mid to late 19th Century derives from the richness of the detailed treatment of the properties, the consistency of that treatment and the sense of visual cohesion that results from the use of consistent materials and repeated details and forms. An essential component of the historical character and appearance of the frontages is also

the relationship of the properties to the street – set back from the pavement by small front gardens and with, in general, consistent low boundary walls.

- 7.8 The elements that contribute to the special and, to a degree unaltered, character of parts of the St Ann's Common Conservation Area are vulnerable to change arising from home 'improvements' or inadequate maintenance that are allowed by permitted development rights. Once these alterations have occurred they are unlikely to be reversed.
- 7.9 We conclude that there is the potential for the further erosion of parts of the Conservation Area as a result of permitted development rights. In particular, alterations to the elevations and roofs of properties which are visible from the street. The streets or frontages considered to be most susceptible to their character and appearance being most seriously undermined by incremental changes are those in which the appearance of the elevations fronting the roads is substantially intact and there is a richness and cohesion in the detailed treatment that warrants its additional protection.

Recommendations

- 7.10 Where it is appropriate, the removal of permitted development rights may be used to preserve the character and appearance of an area. The blanket removal of permitted development rights over the whole of a conservation area is not appropriate.
- 7.11 Residential properties within the Conservation Area are confined to Avenue Road and St Ann's Road. These properties have either suffered past erosion of their architectural quality and integrity and / or are of moderate architectural or historic interest. On that basis it would not be appropriate to introduce Article 4 directions in this area.

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London Borough of Haringey



**Conservation Area No. 6
Bruce Castle**

Conservation Area Appraisal

February 2007

**LONDON BOROUGH OF HARINGEY
CONSERVATION AREA No. 6
BRUCE CASTLE
CONSERVATION AREA APPRAISAL**

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1.0 INTRODUCTION

Statutory Obligations

1.1 The London Borough of Haringey has a duty under the Planning (Listed Building and Conservation Areas) Act 1990 (The Act) to designate as conservation areas any “*areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.*” The designation of a conservation area brings additional protection of trees, control over demolition and development as well as a requirement for a decision maker, in exercising planning powers, to pay “*special attention to the desirability of preserving and enhancing the character and appearance of the conservation area*”.

1.2 The Council is additionally required by The Act to keep conservation areas under review and to formulate and publish from time to time proposals for their preservation and enhancement.

Purpose of the Statement

1.3 Government policy guidance, provided in ‘PPG15: Planning and the Historic Environment’ (PPG15, 1994) expresses the need for local authorities to assess the special interest, character and appearance of conservation areas to assist in setting out planning policy and to inform development control. English Heritage has published guidance on undertaking such assessments and this appraisal of the Bruce Castle Conservation Area has been undertaken in accordance with their advocated approach.

1.4 PPG15 sets out a presumption in favour of preserving buildings that make a positive contribution to the character and appearance of conservation areas. In addition the guidance recognises the contribution of traditional surfacing and street furniture to the character of an area.

1.5 The aims of this appraisal are therefore to:

- set out the special architectural and historic interest of the Bruce Castle Conservation Area and to describe the special character and appearance that it is desirable to preserve or enhance;
- identify through an audit of the built heritage of the area, buildings and other elements that positively contribute to the character;
- identify elements and buildings that detract from the character of the area and any sites where an opportunity to enhance the character of an area may exist;
- examine the existing boundaries of the Conservation Area and consider the potential for other areas to be included and, if appropriate, where existing areas should be excluded; and

- identify areas subject to pressure for change that would be adverse to the character and appearance of the area as a result of permitted development and identify any areas where the removal of permitted development rights would safeguard the essential character and appearance of the area.

1.6 It should be noted that the appraisal does not represent an exhaustive record of every building, feature or space within the Conservation Area and an omission should not be taken to imply that an element is of no interest.

2.0 AREA OF ARCHAEOLOGICAL IMPORTANCE

2.1 Lordship Lane, Bruce Castle and Park, All Hallows' Church and Churchyard, and the area of 19th Century development to the north of the Park all lie within a designated Area of Archaeological importance.

2.2 Although the present building on the site dates to the 16th Century, Bruce Castle also is the site of an earlier manor house, dating from before 1254, at which time it was described as having a hall, rooms, granges, fishponds and a garden, which would have extended throughout the park. At one point the manor was surrounded by ditches and ramparts.

2.3 The AAI also includes the grounds of All Hallows' Church, which dates from the 14th Century, but is likely to have an earlier foundation as a priest for Tottenham is recorded in the Domesday Book. The present vicarage is on the site of a 16th Century tenement house, known as Awfield Farm.

3.0 PLANNING HISTORY

Designation and Extensions

3.1 The designation of the Bruce Castle Conservation Area was made on 26th March 1976. This sought to protect the majority of the area currently covered by conservation area status. The Conservation Area initially consisted of two sections, which were connected by the extension dated 13th July 1998.

4.0 HISTORY

4.1 This section provides an overview of the social and historical development of the area and is based on historic plans and the sources acknowledged within the Bibliography. An understanding of how and why the area has evolved provides an essential tool in understanding its present day character and appearance.

Before 1800

4.2 The area covered by the Bruce Castle Conservation Area is situated immediately to the west of Tottenham High Road. The High Road, which has its origins in the Roman period, represents the successor to Ermine Street, which connected Roman London to

Lincoln and York. The earliest written evidence of Tottenham's existence is in the Domesday Book of 1086 and it is likely that the Manor of Tottenham, which formerly occupied the area now covered by the Conservation Area, was also established during the 11th Century.

4.3 The original Manor of Tottenham was owned by Waltheof, Earl of Huntingdon who, following the Norman Conquest, married William the Conqueror's niece Judith. In 1075 Waltheof was executed for treason and the title 'Earl of Huntingdon' was acquired by his son-in-law David, who later became King David I of Scotland. The Manor subsequently remained in the ownership of the Scottish Royal family until the end of the 13th Century. In 1254 a third of the manor passed to the Bruce (or Bruis) family, from whom the name Bruce Castle originates. In 1301 the family's English landholdings were sequestered by Edward I following the rebellion led by Robert the Bruce, and when he became king of Scotland. It is likely that the medieval manor house once stood on or near the present building of Bruce Castle.

4.4 The present Bruce Castle is a mansion house, which was constructed by Sir William Compton in c.1514. Later in the 16th Century, Henry VIII and Elizabeth I are both thought to have stayed at the house. During the early years the rebuilt manor house was known as Lordship House. In the late 17th Century Henry Hare Coleraine, the 2nd Lord Coleraine and Lord of the manor, renamed the Elizabethan mansion 'Bruce Castle' to reflect the area's Scottish heritage.

4.5 All Hallows' Church, which is situated to the north west of Bruce Castle, is also thought to have been established during the Norman period by David, Earl of Huntingdon (later King David I of Scotland). All Hallows' which replaced an earlier church on the same site (known as All Saints') was constructed during the mid 13th Century. However, the tower and most of the current fabric of the nave date from the 14th and 15th Centuries. Nonetheless, the main structure of the Church remains essentially intact, despite a series of subsequent alterations and restoration, particularly during the 19th Century. Elsewhere within the area now covered by the conservation area, The Priory was built for Joseph Fenton, a Barber Surgeon, in the 1620s. The Priory, which is situated to the south of All Hallows' Church, later became All Hallows' Vicarage.

4.6 Other than Bruce Castle, All Hallows' Church and the adjacent Priory, few buildings were developed within the area now covered by the Conservation Area prior to 1800 as Tottenham comprised a sparsely populated farming community. An exception to this is Bruce Grove, which was laid out and developed with large villas on its western side during the last decades of the 18th Century.

1800-1850

4.7 Prospect Place was laid out in 1822 to the north of the junction of Church Lane and Church Road before Tottenham Cemetery was established to the north of the churchyard. The population of Tottenham increased gradually during the first half of the 19th Century as

new roads were laid out and transportation to Central London improved and became more accessible.

4.8 More large villas were erected on the western side of the newly laid out Bruce Grove (now Nos.1 to 16) during the 1820s and the properties were occupied by wealthy Quaker families. Many of the villas included extensive gardens. Two large villas, Elmslea and Elmshurst, were also constructed in the area during the early 19th Century on Lordship Lane and Bruce Grove. In 1827 Bruce Castle was acquired by the Hill family who established the building as a school, which became highly regarded for its progressive teaching methods. Rowland Hill, the school's first headmaster, was also renowned as a pioneer of the postage stamp. The majority of the Conservation Area remained unchanged during this period and development in Tottenham remained modest until the subsequent arrival of the railways in 1872.

1850-1900

4.9 The population of Tottenham continued to grow steadily during the 1850s and 1860s by approximately 4,000 and 10,000 persons respectively. During the 1860s the Drapers' Almshouses were developed by the Drapers' Company around a green on the eastern side of Bruce Grove. The two storey almshouses were originally erected in 1869 to accommodate sail-makers and became known as the Sailmakers' Almshouses. The Drapers' Company also acquired Elmslea on Lordship Lane and established a school for orphaned girls. The Alderman Staines Almshouses were also constructed by Sir William Staines, a former Lord Mayor of London, in 1868 on Beaufoy Road. The philanthropic properties replaced the Old Almshouses in Jacob's Passage in the Parish of St Giles without Cripplegate, which were sold to enable the development of the Metropolitan Railway in 1868.

4.10 Following the introduction of the Great Eastern Railway in 1872 Tottenham's population grew rapidly and by 1891 it had reached almost 100,000. The Great Eastern Railway line, which included a station at Bruce Grove immediately to the south east of the Conservation Area, connected Tottenham directly with Liverpool Street in the City of London. Furthermore, the introduction of affordable early morning tickets encouraged workers to commute to the City. Accordingly, artisans and clerks began to move to Tottenham during this period and the area's streets became lined with terraced housing to accommodate the growing population of lower middle and skilled working class residents. During the latter half of the 19th Century Cemetery Road and Evelyn Place were all laid out and lined with such properties within the area now covered by the Bruce Castle Conservation Area.

4.11 The school which was established within Bruce Castle by the Hill family in 1827 was closed in 1891 and the building was acquired by Tottenham Urban District Council (TUDC). The expansive grounds were subsequently landscaped and the building was developed initially as office space.

4.12 Despite the area's population growth Tottenham remained in a state of transition from a rural settlement to suburbia throughout the 19th Century. Consequently, much of the area to the west of the High Road remained undeveloped until the 20th Century.

1900-1945

4.13 By the turn of the 20th Century much of what is now Bruce Castle Conservation Area was laid out and subsequent development has been somewhat limited. In 1904 an electric tram route was introduced to connect Tottenham High Road and Wood Green via Bruce Grove and Lordship Lane. The new tram line acted as a catalyst for development of the area west of Tottenham High Road and Linley Road, Radley Road and Elmhurst Road were laid out and the western side of the northern part of Bruce Grove developed during the early decades of the 20th Century. In 1905, the 17th Century Priory, situated on Church Lane, was converted into the All Hallows' Vicarage. In addition, tennis courts, a bowling green and a golf putting green were introduced to Bruce Castle Park during this period, whilst Bruce Castle itself was opened as a Museum in 1906.

4.14 On the west side of Church Lane within Tottenham Cemetery enclosure The Lodge, a brickwork cottage in Victorian Gothic style, was built close to the entrance to the Cemetery.

1945 to present day

4.15 The area surrounding Bruce Castle suffered little from bomb damage during the Second World War. Subsequent development has, therefore, been limited in extent and most has involved minor alterations to existing buildings. For example, Elmslea on Lordship Lane was demolished to provide a magistrates court in the decade following the war, whilst between 1977 and 1979 the Drapers' Almshouses were modernised and extended to provide sheltered housing. Bruce Castle Court was also constructed during the mid 20th Century. On Beaufoy Road, William Atkinson House and William Rainbird House, were built with much opposition at the time in the 1970s. During this period John Betjeman successfully helped to stop a major road being built along Church Road, pulling down everything in its path.

5.0 CHARACTER AND APPEARANCE OF THE AREA

5.1 The character and appearance of an area depends on a variety of factors. Whilst the appearance of an area derives from its physical and visual characteristics (i.e. materials, heights of buildings, types and relationship of built form) character includes other less tangible effects relating to the experience of an area. This may include levels and types of activity, patterns of prevailing land uses, noise and even smells. The character of an area may also differ according to the day of the week or time of day.

5.2 The assessment of the character and appearance of the area is based on the present day situation. Interest in an area may consequently derive from the combined effect of subsequent developments that replaced the earlier fabric as well from the original remaining buildings and street pattern and open spaces.

5.3 There is a presumption to retain buildings that make a positive contribution to the character of the area. Buildings considered to be examples of high quality modern or distinctive design may also be judged as making a positive contribution to the character of the area. Detractors are elements of the townscape that are considered to be so significantly out of scale or character with their surroundings that their replacement, with something of a more appropriate scale and massing or detailed architectural treatment would benefit the character and appearance of the area. Detractors may also include gaps in frontages that disrupt the prevailing street pattern. Elements that are neutral broadly conform with the overriding scale, form, materials and elevation characteristics of their context. The integrity and nature of the context are consequently influential in making this judgment.

Topography

5.4 Bruce Castle and Park and its immediate surrounding area are relatively flat. However, there is a shallow slope down Bruce Grove towards Bruce Grove Station and Tottenham High Road.

Urban Grain

5.5 The Conservation Area is characterised by the juxtaposition between Bruce Castle Park and the surrounding area. The large park, which forms the centre of the Conservation Area and is dominated by its most distinguishing landmark, Bruce Castle, is characterised by its sense of openness. The streets to the north of the park are primarily lined with buildings of a domestic scale, whilst the area to the west comprises a mix of religious and educational buildings and smaller residential properties. Immediately to the south of the park, Bruce Grove is lined with a range of residential properties, including the Drapers' Almshouses, which surround an open green space. The southernmost section of the Conservation Area, which extends down Bruce Grove towards Tottenham High Road, is characterised by larger villas and commercial premises.

Sub-Areas

5.6 Bruce Castle Conservation Area is focused upon a comparatively small geographical area, but it is relatively diverse in character and appearance. It can be divided into reasonably distinct component parts and for the purposes of this assessment four sub-areas have been defined reflecting areas that exhibit a distinctive and definable character and appearance. The common characteristics of the sub-areas are broadly a function of the relationship between the following factors: land use; density of development; scale and style of buildings; construction materials; period of development and the influence of trees, planting and open spaces.

5.7 The townscape and character of the Conservation Area is relatively complex owing to the range of formative factors that have influenced its development. Consequently, there are isolated exceptions to the overall character of each sub-area and examples of buildings and spaces that differ from the overriding character of the area. Similarly, there are instances where buildings of a similar style, scale and period are located within different

sub-areas. Therefore, within each sub-area, each building or consistent group of buildings are discussed in turn.

5.8 The following sub-areas have been identified and are shown on Plan 1: Their character and appearance are defined in detail in the subsequent text. The sub-areas are:

1. Bruce Castle and Park

(The open green space surrounding Bruce Castle);

2. Prospect Place, Church Road, Cemetery Road & Beaufoy Road

(The residential area to the north of Bruce Castle Park);

3. All Hallows and Environs

(The area to the west of Bruce Castle Park surrounding All Hallows Church);

4. Lordship Lane and Bruce Grove

(The area to the south of Bruce Castle Park towards Tottenham High Road).

Sub-Area 1. Bruce Castle and Park

5.9 Bruce Castle is Haringey's Museum and archives services, containing the Borough's official records and exhibits of historical artifacts. It is a grand three-storey Grade I listed mansion, which forms the Conservation Area's primary landmark. Architecturally it is a composite building, which dates from the early 16th Century but was subsequently remodeled during the late 17th and 18th Centuries. The building's principal southern elevation is constructed of red brick, with prominent stone quoins. The façade is dominated by an ornate central porch, with stone quoins, pink-painted pilasters and a balustrade at second floor level. The porch is surmounted by a tower which includes a large clock and a prominent white cupola. The porch is flanked by hexagonal bays which rise to second floor level. The building's symmetry is disrupted by an 18th Century addition, which adjoins the Castle to the east. This eastern wing is constructed of darker brick than the main façade and has the appearance of an unadorned Georgian house. The east wing is designed as though it is a free standing building with its own principal façade (facing east) instead of an extension to the main/original building. The eastern elevation is not symmetrical due to its off-centre doorway and arched window at first floor level. However, the regular fenestration and horizontal brick banding/ stringcourses create a relative uniformity which adds balance to the elevation. The flank and rear elevations are also constructed of dark stock brick and include red brick lintels and arched window surrounds. The Castle also includes a three-storey north western extension which was added in the late 19th Century.

5.10 Immediately to south west of the Castle is a circular red brick tower (also listed Grade I), which is approximately 8m in height and is believed to date from the early 16th Century. The tower incorporates blank pointed arches, single brick corbels and a castellated parapet. Its original purpose is uncertain, but the tower is of architectural and archaeological interest and complements the appearance of the Castle.

5.11 The surrounding park forms an attractive landscaped space, which provides the area with a sense of openness. It is designated in the Council's UDP both as Metropolitan Open Land and as a Local Listed Historic Park. Mature deciduous trees dominate the park and line the pedestrian pathways, which traverse the green space. The park's main east-west axis, which appears to have previously formed a processional route leading from King's Road to All Hallows' Church, is flanked by mature London Plane trees. The entrances to the park on Church Lane, King's Road and Lordship Lane are defined by brick and stone gate piers with decorative cast iron gates. The park is enclosed by brick walls, cast iron railings and granite sets. The southern boundary to the park which lines the northern side of Lordship Lane is defined by a tall red brick wall in Flemish bond (listed Grade II), which formerly bounded the kitchen garden serving the Castle. The brick wall facing onto Church Lane that forms the western boundary to the park appears to be 17th Century and is also listed Grade II.

5.12 The Holocaust Memorial Garden is situated to the south east of Bruce Castle. The circular memorial garden, which is attractively landscaped and surrounded by cast iron railings, makes a positive contribution to the area's appearance. It is adjoined to the east by a single-storey park keeper's cottage, which is constructed of London stock brick with red brick dressings and has a pantiled roof. The cottage, which is currently used for storage purposes and the park's staff room, is surrounded by a densely planted area.

5.13 A modern pavilion (built c.1999/ 2000 and currently used by the Bowls Club) with a prominent interlocking mono-pitch roof and timber-clad walls is situated in the south eastern corner of the park. It is of some architectural merit and makes a positive contribution to the area's character and appearance. A bowling green, public tennis courts and a basketball court surround the pavilion; but the tennis and basketball courts are in a relatively poor state of repair. Further north, a children's play area is located to the south of the park's Church Lane gateway.

Sub-Area 2. Prospect Place, Church Road, Cemetery Road & Beaufoy Road

5.14 The streets to the north of Bruce Castle Park are primarily lined with cottages which provide the area with a domestic, village-like scale. The cottages, which are mostly of Victorian origin, are interspersed with larger, more recent residential apartment buildings which are of limited architectural interest. Much of this sub-area is dominated by Tottenham Cemetery, which covers an area of approximately 20 hectares to the north of the churchyard and which forms a separate Conservation Area. Views into and out of both of these Conservation Areas are significant and when viewed from the west end of Church Road the character and appearance of the immediate area is one of historic buildings set in a dominant green landscape.

Prospect Place

5.15 The cottages in Prospect Place date from the late Georgian period (1822), built at a time when they looked over open fields (hence the name 'prospect'). It is accessed from Church Road immediately to the east of the entrance to the Cemetery, which is defined by ornate stone gate piers, and provides access to Beaufoy Road to the east. The pathway

access is lined on its eastern side by a row of 5 pairs of Grade II listed semi-detached cottages. The central pair have a datestone set in the front pedimented gable which reads 'Prospect Place 1822'. The cottages are 2 storeys high, each with 1 window to the frontage at ground floor and at first floor levels. They are constructed in yellow stock brick walls with flat gauged arches over white painted vertically sliding sash windows. They have slated pyramid roofs (Nos. 5 & 6 have a front gable) up to a brickwork central chimney stack with terracotta pots. From the front pathway they appear as five square brick boxes set out in a row 3 metres apart, with 5 metre deep small front gardens. They are very small simple dwellings of 2 rooms on each floor, originally all having a mono-pitch scullery extension at ground floor level at the rear. The houses have a side entrance leading directly into the living room.

5.16 When Nos. 1 to 10 Prospect Place were listed as a group in 1949 it was noted that they had suffered severely from alterations in recent years. The description stated that the frontages of all but 4 of the cottages had been stuccoed or pebbledashed and that 2 of the remaining 4 had their facing brickwork painted, that many windows had been changed to casement windows, and that most of the entrance doors had been modernized or enclosed in porches of varying design. Regrettably, since 1949 there have been further unsympathetic interventions including, in one instance, the installation of replacement uPVC (plastic) windows. Accordingly, whilst Prospect Place still retains its historic interest, its architectural interest and overall visual cohesion has been very significantly diminished. Prior to these unsympathetic alterations Prospect Place would have appeared as an attractive group immediately to the east of Tottenham Cemetery.

Church Road

5.17 The Antwerp Arms, No.168 Church Road, is a two-storey public house with a projecting single storey frontage at ground floor level. The public house, which was originally built as two properties, has a traditional red painted frontage that includes bow windows and decorative lanterns, a cream painted façade at first-floor level and a slate roof. The Antwerp Arms is adjoined to the east by Nos. 158 to 168 Church Road, a consistent two storey terrace of simple Victorian dwellings which overlook Bruce Castle Park. The dwellings are constructed of London stock brick with white painted banding and a projecting cornice. All retain their traditional timber sash windows. The properties form an attractive and restrained group that respects the setting of the park. The adjoining public house reflects the scale and proportion of the terrace.

Cemetery Road

5.18 Cemetery Road is a short cul-de-sac which is terminated at its northern end by the ornate gate piers of Tottenham Cemetery which date from 1858. The view north along this street is also dominated by the cemetery's dense tree cover and planting beyond the gates. It is lined with a range of two storey Victorian dwellings and three storey apartment buildings of mid to late 20th Century origin.

5.19 No. 158A Church Lane, on the western side of Cemetery Road, is a two storey detached property of late 20th Century origin. It is constructed of orange brick with red

brick lintels and has a slate mansard roof which includes regularly spaced dormer windows. To the north, Nos. 1-15 Cemetery Road form a visually attractive uniform terrace of two storey Victorian dwellings which are constructed of London stock brick with red brick dressings and have pantiled roofs. The properties all retain timber sash windows and have brightly painted front doors within arched surrounds. They are set behind small front gardens which are surrounded by a low white-painted picket fence and form a group of notable, if modest, houses.

5.20 On the eastern side of the road, Nos. 8 to 10 Cemetery Road form a pair of identical Victorian terraced dwellings. The properties are constructed of London stock brick with red brick window surrounds and have prominent white lintels. Whilst No. 10 Cemetery Road retains traditional sash windows and a slate roof; No. 8 has unsympathetic windows and a modern tiled roof. Nonetheless, both dwellings make a positive contribution to the streetscene.

5.21 Both of the groups of Victorian properties (Nos. 1 to 15 and 8 to 10 Cemetery Road) previously formed component parts of longer terraces and both groups currently have visually unattractive, exposed southern flank elevations. The single storey substation building situated adjacent to No. 8 Cemetery Road detracts from the character and appearance of the street.

5.22 The southern section of the eastern side of Cemetery Road is fronted by the three storey blocks of flats which comprise William Atkinson House. The late 20th Century blocks are of limited architectural merit, but they are clad in facing brickwork and have shallow pitched roofs.

Beaufoy Road

5.23 Beaufoy Road is a residential street which forms the eastern boundary to the sub-area. Like the adjacent streets, the eastern side of the road is primarily lined with Victorian terraced dwellings which afford Beaufoy Road a domestic scale. At the southern end of the street, however, the junction with Church Lane is dominated by the two mid 20th Century blocks of flats comprising William Atkinson House and William Rainbird House.

5.24 The southernmost blocks of William Atkinson House, surround a grassed courtyard and are, therefore, set back from Beaufoy Road. Consequently, this section of William Atkinson House is less imposing in impact and a greater sense of openness is experienced on Beaufoy Road than on the adjacent streets. Opposite, William Rainbird House fronts directly onto the street.

5.25 To the north of William Atkinson House, Nos. 25 to 37 Beaufoy Road form a uniform terrace of Victorian two storey dwellings. The properties are constructed of London stock brick and have recessed entrances and white-painted lintels. The majority remain largely intact, but some of the dwellings now have modern windows and roof tiles and include satellite dishes, that somewhat disrupt the consistency of the group. Despite this they make a positive contribution to the Beaufoy Road streetscape.

5.26 Nos. 39 to 51 Beaufoy Road are Grade II listed houses arranged in three groups around a secluded garden, with the rear elevations to Nos. 49 and 51 facing Beaufoy Road. The two storey properties, which were originally erected in 1868 as almshouses by Sir William Staines, a former Lord Mayor of London, were originally known as Alderman Staines Almshouses and replaced almshouses in the parish of St Giles without Cripplegate. The properties are constructed of London stock brick with stone dressings and have slate roofs, with prominent gables and tall chimneys. The main garden elevations incorporate large casement windows with painted stone surrounds at ground floor level and traditional black-painted front doors. The gable to No. 45 includes a plaque bearing the name of the buildings' benefactor. The garden is well planted and attractively landscaped and is lit by a traditional cast iron lamp standard. The group of properties are of distinct architectural merit and, together with their well maintained central garden, form an attractive group which makes a positive contribution to the conservation area's character and appearance.

5.27 Nos. 53 to 65 Beaufoy Road, at the northern end of the section within the conservation area, form a consistent terrace of properties which are of early 20th Century origin. The dwellings are constructed of London stock brick with red brick banding and lintels and slate roofs. Their Beaufoy Road elevation incorporates projecting porches which have prominent blue-painted gables and front doors. The dwellings remain largely intact and form a uniform group making a positive contribution to the Beaufoy Road streetscene.

Sub-Area 3. All Hallows' and Environs

5.28 A very relevant observation on the character and appearance of the area is described by Cherry and Pevsner (1998). "*The parish church and the neighbouring manor house and park of Bruce Castle, together with the wide expanse of cemetery stretching north from the churchyard, give this corner of Tottenham an unexpected rural feel*". The area to the west of the park is dominated by the Grade II* listed All Hallows' Church, and its surrounding churchyard. Immediately adjacent is the Grade II* listed The Priory. There are educational and community buildings on All Hallows' Road, and Bedwell Road, at the western limits of the Conservation Area, is lined with terraced residential properties.

Church Lane, north of All Hallows' Road

5.29 All Hallows' Church is set within a densely planted churchyard opposite the north western corner of Bruce Castle Park. The medieval church, originally constructed in the 13th Century, has subsequently been altered and enlarged during the Victorian period by the architect William Butterfield. Accordingly, Cherry and Pevsner (1998) note that the church is "*memorable for its contrasting building materials each characteristic of its date.*" The church's largely unadorned nave is constructed of rubble stone and has a red clay tile roof, whilst the prominent two storey entrance is constructed of red brick with diaper work and stone dressings. The tower, at the western end of the nave is constructed of stone and dates from the 14th Century. The upper section of the tower was added during the 18th Century and is constructed of dark brick. The church's eastern gable elevation, which dates from the mid 19th Century, is constructed of red brick with diaper work and includes a

large arched window with geometrical bar tracery. The elevation has a prominent role in the Church Lane streetscape.

5.30 The Church is set within its churchyard which contains a range of gravestones, memorial structures and sarcophagi. It includes mature trees and dense planting at its periphery, and has a low red brick boundary wall.

5.31 To the south of the Church, The Priory appears as a handsome early Georgian detached house, but it is of Jacobean origin, built in 1620, and is listed Grade II*. The grand house has a dark brick façade with red brick dressings and a steep clay tile roof. It has a prominent arched entrance with a white-painted Doric doorcase, which is surmounted by a stone motif incorporating Latin text. The Priory's flank elevation, which forms the southern boundary to the adjacent churchyard, incorporates a square paneled timber frame wall. The house is set within a well maintained mature garden, which is surrounded by a 2.5 metre high red brick wall. The entrance into The Priory is via a large ornate cast iron gate that is flanked by tall square gate piers which are surmounted by stone caps with Classical cornices and large ball finials. The gate, which dates from the 18th Century, was constructed by local blacksmith George Buncker. The mature trees in the garden and in the vicinity of the property make a notable contribution to the character and appearance of this part of the conservation area.

All Hallows' Road and The Roundway

5.32 All Hallows' Road and The Roundway form the southern boundary to this sub-area of the conservation area. The buildings to the north of the roads are educational and community related buildings of varying origin, appearance and architectural interest. They are viewed in the setting of the mature London plane trees lining the roads and the backdrop provided by the mature vegetation within All Hallows' Churchyard and adjacent cemetery. The Roundway, lined with wide grass verges and trees, is a busy road which forms part of the boundary to the conservation area.

5.33 A community hall, the Tottenham Scouts' Centre, is located at the junction between Church Lane and All Hallows' Road. The hall is a two storey building which has an orange brick façade with grey timber-clad panels, large banks of modern windows and a shallow sloping roof. The building is of limited architectural merit and has a detrimental impact on both the setting of The Priory and the character and appearance of the conservation area.

5.34 To the west of the community hall, is Risley Avenue Infants and Junior School. The easternmost school building has one storey constructed of brown brick plus an attic level within a prominent red-tiled gabled roof. It is set behind tall green-painted railings and sits harmoniously within the streetscene.

5.35 No. 309 The Roundway is a two storey Edwardian property which is a local listed building of merit that formerly served as the Risley Avenue School Caretaker's House. It is constructed of brown brick with red brick dressings and has a pebble-dashed first floor level and a hipped slate roof. The entrance is surmounted by a carved stone tablet which

indicates the property's former use. The façade is dominated by the house's bright yellow windows. The former caretaker's house makes a positive contribution to the character of this part of the conservation area.

5.36 The main building of the Risley Avenue Primary School, which fronts The Roundway is an attractive school building of early 20th Century origin. The two-storey building is a local listed building of merit constructed of brown brick with a roughcast first floor level and has red brick detailing and bright yellow, arched windows. The school's red-tiled roof is surmounted by a small white painted cuppola. The school and the adjacent former Caretaker's House are surrounded by a low London stock brick wall and blue railings.

Bedwell Road

5.37 Bedwell Road is a cul-de-sac situated to the west of the Risley Avenue School which is lined with terraces of Edwardian properties. The northern end of Bedwell Road is terminated by dense vegetation situated within Tottenham Cemetery. The road continues to the rear of the Risley Avenue School, to provide access to a long, visually unattractive car parking area. Views of the All Hallows' Church tower are glimpsed from this northern section of the road.

5.38 On the western side of Bedwell Road, Nos. 1 to 11 and 13 to 19 form two groups of two-storey properties. The dwellings have white-painted, pebble-dashed facades and hipped, pan-tiled roofs. No. 19, at the northern end of Bedwell Road, has a brightly painted green facade and a contemporary side entrance bay that are unsympathetic to their setting. The dwellings are of limited architectural interest and form the eastern edge of a substantial early 20th Century housing development. In contrast, Nos. 2 to 38 Bedwell Road form a long symmetrical terrace of attractive Arts and Crafts style dwellings. The two storey Edwardian properties are constructed of red brick and have a hipped, pan-tiled roof. The façade to the properties at the centre of the terrace, Nos. 18 to 20 Bedwell Road, includes a projecting gable.

Church Lane, south of All Hallows' Road

5.39 A group of three buildings fronting the western side of Church Lane is included within the conservation area boundary to the west of Bruce Castle Park. At the northern end of this group Parkside School is a grand two storey property of the Victorian period (originally known as 'Prioryside', and owned by Albert Hill, headmaster of Bruce Castle School). It is a local listed building of merit constructed of London stock brick with a white-rendered square bay and has a hipped slate roof. This property, which is set within well planted landscaped grounds, was built as a dwelling and is currently used as a preparatory school. It is of architectural and townscape merit and makes a positive contribution to the character of the Church Lane streetscene. Unfortunately, its immediate setting to the south is poor because of the adjoining two visually obtrusive garages and associated forecourts that are also included within the conservation area boundary. These are of no architectural significance or historical interest and have a detrimental impact on the character and appearance of this part of the conservation area.

5.40 On the east side of Church Lane to the north of Bruce Castle is a 1950s single storey brickwork modernist style structure. It is a redundant public conveniences building currently in a dilapidated condition. On the south west corner of Church Lane is an early 20th Century brickwork and stonework electricity sub-station. Whilst it serves a utilitarian function it is a simple handsome structure of 2 storeys in height with a long double pitched roof.

Sub-Area 4. Lordship Lane and Bruce Grove

5.41 The sub-area to the south of Bruce Castle Park is relatively varied in character and larger than the other sub-areas. It is centred on Bruce Grove, a busy local road which follows the route of a former avenue leading to Bruce Castle from Tottenham High Road, and also includes part of Lordship Lane. The northern section of Bruce Grove is lined primarily by residential dwellings, of varying origin and appearance. Further south, towards the High Road, Bruce Grove is fronted by larger villas, many of which include commercial units of varied appearance at ground floor level.

Lordship Lane

5.42 Lordship Lane crosses the Conservation Area immediately to the south of Bruce Castle Park. It is a busy local road, which connects Tottenham High Road to the east with Wood Green to the west. The northern side of the road is lined with the Grade II listed 2 metre high red brick wall, within sub-area 1. The southern side of Lordship Lane is fronted by institutional buildings and apartment blocks to the east of the busy roundabout at the junction with Bruce Grove and by a range of commercial premises to the west.

5.43 At the eastern end of the section of Lordship Lane within the conservation area is Enfield and Haringey Magistrates Court, a Grade II listed building of two storeys plus an attic level built on the site of a large 19th Century villa called Elmslea. The building is constructed of red brick and has a steeply sloping hipped slate roof. Its façade includes an arched entrance, large casement windows and stone banding and is set back from the road behind a large lawn and is surrounded by a low red brick wall and decorative cast-iron railings. The 19th Century wall to the east of the Magistrates Court is the original boundary wall of Elmslea, and is a local listed building of merit. It and the court building make a positive contribution to the Lordship Lane streetscene. To the west of the Magistrates Court, the associated Probation Office, No. 71 Lordship Lane, is a two storey building of late 20th Century origin which is of no architectural merit. It is constructed of pale brick and has large modern windows and a tiled roof.

5.44 At the junction between Lordship Lane and Bruce Grove, Bruce Castle Court consists of three apartment blocks, which are set at varying angles to the road. Whilst the blocks, are possibly of 1950s origin they are of 1930s Art Deco style and are local listed buildings of merit. They are constructed of dark brick with cream painted banding and have curved façades with projecting central entrance bays and stairwells. They are in the imaginative modernist tradition and their diagonal form of layout on the site takes account of their setting on the corner facing Bruce Castle. It is regrettable that their original steel

Crittall windows have been replaced by upvc windows to the detriment of their original architectural integrity, but despite this Bruce Castle Court makes an interesting contribution to the street scene. The frontage trees are a notable feature.

5.45 On the western side of the roundabout at the junction between Lordship Lane and Bruce Grove, Nos. 119 to 125 Lordship Lane form a curved terrace of Victorian buildings, the majority of which have retail units at ground floor level. The buildings are constructed of London stock brick with red brick banding, prominent white lintels and slate roofs with decorative cast iron crestings at parapet level. They are all local listed buildings of merit. The shopfronts to Nos. 119, 121 and 123 remain largely intact, retaining traditional pilasters, corbels, cornices and stallrisers. Unfortunately, the façade to No. 125 includes poorly integrated signage and large picture windows. To the west of this group, No. 127 Lordship Lane is a single storey garage building with projecting fascia signage and an area of hardstanding which is used for car parking.

5.46 At the conservation area's western boundary, the Elmhurst Hotel and Public House (No. 129 Lordship Lane) defines the junction with Broadwater Road. The public house, which is of 1903 origin and is locally listed, is constructed of red brick with timber framed detailing at roof level. The building's richly detailed façade incorporates leaded windows, stone mullioned windows and stone surrounds at ground floor level, bas relief panels of working men and women at first floor level, and decorative pargetting to upper parts. It also has a complex tiled roofscape that includes a corner turret. The wall to the east of the Elmhurst is also local listed.

Bruce Grove

5.47 Bruce Grove, which forms the centre of this sub-area, is relatively varied in character and appearance. The northern section of the road is lined with terraces of Edwardian residential properties on the west side and Victorian almshouses on the east. The green space which is surrounded by the almshouses provides the northern section of the street with a sense of spaciousness. In contrast, the southern end of the street has a more diverse urban character as it becomes increasingly commercial in nature in the vicinity of Tottenham High Road. The local listed Bruce Grove station and rail bridge across the southern end of Bruce Grove and the elevated railway line which adjoins the conservation area's south eastern boundary also have a significant influence on the character of Bruce Grove. In addition, Bruce Grove is lined with new traditionally designed cast iron lamp standards and clusters of mature trees, which further contribute to the character of the street.

5.48 On the east side of Bruce Grove, the Drapers' Almshouses (Nos. 1 to 61 Edmansons' Close), the Chapel and the Lodge to the south east of the Almshouses are all Grade II listed buildings. The almshouses, which were designed by Herbert Williams and date from 1868-9, comprise three groups of two storey cottages which surround an open grassed space. They are constructed of London stock brick with red and black brick window arches and slate roofs. Their facades also incorporate richly detailed gabled dormers and wooden porches with hipped roofs. The terrace fronting the eastern side of

the garden includes a chapel which is constructed of London stock brick with red brick dressings, tracery windows and a stone portico. The chapel's steeply sloping slate roof incorporates a prominent angled fleche. The almshouses form a consistent well preserved group of dwellings which, along with the associated chapel and garden, make a positive contribution to the character and appearance of the conservation area.

5.49 Nos. 38 to 41 (consecutive), Nos. 46 to 54 (consecutive) and Nos. 57 to 67 (consecutive) are all local listed buildings of merit. On the west side of Bruce Grove, Nos. 49 to 67 form a terrace of Edwardian dwellings which were originally constructed of red brick, although several have been unsympathetically painted. The majority of the dwellings have square bays at ground and first floor level which are surmounted by triangular gables, several of which incorporate Tudor-style half-timber detailing. The central pair of properties, Nos. 55 & 57 Bruce Grove are constructed of stock brick and have hexagonal bays which are surmounted by hipped gables. The dwellings also have balconies surmounting their recessed entrances.

5.50 To the south of Linley Road, Nos. 38 to 48 and Nos. 27 to 37 Bruce Grove form two groups of terraced dwellings similar in character and appearance to the Nos. 49 to 67. They are constructed of red brick with decorative white rendered window surrounds and square or hexagonal bays surmounted by triangular or hipped gables, many of which incorporate Tudor style half-timber detailing.

5.51 The properties comprising the three groups lining this section of the western side of Bruce Grove are of varying condition and appearance and a significant number have lost their traditional sash windows, front doors or slate roofs. The front gardens of the properties and their boundaries are also of varied condition. However, despite the unsympathetic alterations to some houses the majority of properties form a positive contribution to the character and appearance of the streetscene.

5.52 To the south of the almshouses on the east side of the road, the Nurses' Home at No. 68E Bruce Grove is a two storey detached building which is constructed of pale brick and has a hipped roof. The building is visually unattractive and has a detrimental impact on the Bruce Grove streetscene.

5.53 Nos. 68A to E Bruce Grove, on the southern side of the junction with Hartham Road, form a group of two storey Victorian buildings with single storey retail units at ground floor level. The properties are constructed of London stock brick with red brick and white rendered detailing. The façade to No. 66A also incorporates a decorative shaped parapet and pargetting. Unfortunately, the properties' ground floor retail units relate poorly to the buildings and have a detrimental impact on the streetscene.

5.54 The remainder of the Bruce Grove frontage between Hartham Road and Woodside Gardens consists of two groups of three storey Victorian properties with retail units at ground floor level (Nos. 67 to 88 and Nos. 89 to 103 Bruce Grove). These relatively consistent buildings are constructed of London stock brick with red brick dressings and have prominent white rendered lintels. Whilst many of the dwellings have been unsympathetically altered, overall the terraces are of architectural merit and make a

positive contribution to the character and appearance of the Bruce Grove streetscene. Unfortunately, most of the ground floor retail units are poorly integrated with their Victorian buildings. Several of the units retain traditional pilasters and corbels, but most now have large picture windows and unsympathetic brightly coloured fascia signage.

5.55 Forest Gardens Mews, at the rear of Nos. 66 to 87 Bruce Grove, is a group of two storey former stable buildings of late Victorian origin. They are constructed of red brick and have slate roofs and have recently been renovated. The courtyard is a brick paved area of inconsistent quality, that detracts from the setting of the properties.

5.56 Nos. 105 to 109 Bruce Grove, to the south of Woodside Gardens, are a terrace of Victorian properties with retail units at ground floor level, identical in form to those at Nos. 67 to 88 and Nos. 89 to 103 Bruce Grove. They are of distinct architectural merit, although they have been subject to alterations. However, the retail units at ground floor level generally detract from the streetscene.

5.57 Further south, Nos. 105 to 116 Bruce Grove comprise 'The Regency' shopping parade which was constructed in 1923. The uniform, two storey parade is constructed of London stock brick with arched red brick window surrounds and has a cast iron balustrade at roof level. The central property, No. 113 Bruce Grove, incorporates a raised parapet bearing the name of the parade and the date of its construction. Unfortunately, most of the ground floor retail units have been unsympathetically altered and detract from the Bruce Grove streetscene.

5.58 To the south of the Regency shopping parade, the former Bruce Grove Cinema building, Nos. 117 & 119 Bruce Grove, is an imposing three storey building which is a local listed building of merit constructed of red brick with concrete panels. The auditorium of the building has a typical blank cinema elevation facing the street that has been partly relieved by the inclusion of tall rendered panels. It has full height red brick pilasters and a simple parapet above a painted stucco ground floor. The cinema entrance bay has Classical stucco detailing with a large arched window above the entrance canopy, now unfortunately blocked. At roof level there remain the remnants of an original circular domed Tuscan temple and ball finials that formed the focal point of the corner of the cinema in views along Bruce Grove and Moorfield Road. Future reinstatement of this missing feature would be a great visual asset to the street scene that will be encouraged. The adjacent white-rendered building and the Grade II listed public convenience building and cast iron railings are within the Bruce Grove Conservation Area.

5.59 All of the buildings on the west side of Bruce Grove from No. 1 to No. 16, including the wall to the north of the garden of No. 16 fronting The Avenue, are Grade II listed buildings. Nos. 1 to 4 (consecutive) are early 19th Century three storey properties that are contemporary with the villas to their north. These buildings were originally constructed of London stock brick, although the facades of Nos. 2 to 4 are now rendered. The properties have relatively unadorned façades, but now include later single storey forward projecting retail units at ground floor level, most of which have a detrimental impact on the street scene. The adjacent 'Station Buildings' at the junction between Bruce Grove and Moorefield Road is a visually attractive two storey red brick building with a hipped slate roof

and large leaded windows at first floor level. The building, which has a restaurant at ground floor level, successfully defines the junction and makes a positive contribution to the streetscene.

5.60 To the south, on Moorefield Road, is Holly Cottage, the former Station Master's House that is a local listed building. It is a two storey Victorian building constructed at the same time as Bruce Grove Station, (1870s) also local listed but within the adjoining Bruce Grove conservation Area. It is built of London stock brick with red brick dressings and has a slate roof. Although it is set behind a tall London stock brick wall it makes a positive contribution to this section of the conservation area. The area to the rear of Nos. 1 to 6 Bruce Grove which formerly comprised the properties' private gardens is now occupied by a timber yard and a post office sorting office, both of which are included within the conservation area boundary. These depots, accessed from Moorefield Road, are of no architectural merit or historical interest and have a detrimental influence on the character of the conservation area.

5.61 On the western side of Bruce Grove, Nos. 5 to 16 are grand pairs of symmetrical Grade II listed villas built in the late 18th and early 19th Century. No.7 has an English Heritage Blue Plaque on its elevation commemorating Luke Howard, 'The Man who named the Clouds'. The substantial, three-storey buildings with basements are constructed of London stock brick and have slate roofs set behind parapets. Their facades include timber sash windows, which at ground floor level are set within decorative recessed arches. These were originally very handsome houses but, unfortunately, have suffered sustained and extensive alterations and extensions, sub-divisions and conversions into flats or offices. Some good original fanlights remain over the entrance doors at Nos. 6, 8, 13 & 14. Nos. 13 to 16 remain the least spoilt of the group. Woodside Gardens is framed on each side by the symmetrical massing of these villas, with the end bay elevations of No. 12 and No. 13 set back from the main facades and lower in height by one floor. Unfortunately, most of the original front gardens have been paved over to provide forecourts that are used for car parking with the loss of the mature planting and trees that were part of their elegant character. Nonetheless, they are of considerable historic and architectural distinction and make a positive contribution to the Bruce Grove streetscene.

6.0 AUDIT

Introduction

6.1 The following audit of the fabric of the Bruce Castle Conservation Area details the statutory listed buildings and local listed buildings of merit that contribute to the area's character and appearance, identify elements of streetscape interest and also identifies buildings and other elements that detract from its character and appearance. Plan 1 identifies the statutory listed buildings and local listed buildings within the sub-areas of the conservation area.

STATUTORY LISTED BUILDINGS

Address	Date First Listed	Grade
Beaufoy Road (west side)		
Nos. 39 to 51 (odd)	10.05.74	II
Bruce Grove (east side)		
Drapers' Almshouses (Nos. 1 to 44 consecutive)	24.05.71	II
Chapel at Drapers' Almshouses	24.05.71	II
Lodge to south east of Drapers' Almshouses	24.05.71	II
Bruce Grove (west side)		
Nos. 1 to 4 (consecutive)	10.05.74	II
Nos. 5 & 6	7.02.74	II
Nos. 7 & 8	10.05.74	II
Nos. 9 & 10	15.10.71	II
Nos. 11 & 12	10.05.74	II
Nos. 13 & 14	22.07.49	II
No. 15A	10.05.74	II
Nos. 15 & 16	22.07.49	II
Wall to north of garden of No.16 fronting The Avenue	10.05.74	II
Church Lane (west side)		
Parish Church of All Hallows'	22.07.49	II*
The Priory (now All Hallows' Vicarage)	22.07.49	II*
Boundary wall and gates to The Priory	10.05.74	II*
Church Lane (east side)		
Wall along western boundary of grounds of Bruce Castle	10.05.74	II
Lordship Lane (north side)		
Bruce Castle	22.07.49	I
Tower to south west of Bruce Castle	22.07.49	I
South boundary wall to Bruce Castle Park	10.05.74	II

Lordship Lane (south side) Tottenham Magistrates' Court	30.07.04	II
Prospect Place (east side) Nos. 1 to 10 (consecutive)	22.07.49	II
LOCAL LISTED BUILDINGS OF MERIT		
Address	Date First Listed	
Beaufoy Road (west side) Nos. 53 to 65 (odd)	27.01.97	
Bruce Grove (west side) Nos. 38 to 41 (odd)	27.01.97	
Nos. 46 to 54 (odd)	27.01.97	
Nos. 57 to 67 (odd)	27.01.97	
Bruce Grove (east side) Nos.117 & 119 (former Cinema)	27.01.97	
Cemetery Road (west side) Nos. 3 to 15 (odd)	11.06.73	
Cemetery Gates	27.01.97	
Church Lane (west side) Parkview Prep. School	11.06.73	
Church Lane (east side) Bruce Castle Park Gates opposite Church	27.01.97	
Church Road (north side) Nos. 158 to 166 (even)	11.06.73	
No 168 (Antwerp Arms Public House)	11.06.73	
Lordship Lane (south side) Wall on east boundary of Magistrates Court (former Elmslea garden wall)	27.01.97	
Nos. 1 to 18 (consecutive) Bruce Castle Court	27.01.97	
Nos. 119 to 125 (odd)	27.01.97	
No 129 (The Elmhurst Public House)	11.06.73	
Scalloped boundary wall to east of The Elmhurst	11.06.73	
Lordship Lane (north side) Wrought iron entrance gates to Bruce Castle (incorporating overthrow and lamp housing)	27.01.97	

Moorefield Road (west side)

Holly Cottage (former Station Master's House) 27.01.97

The Roundaway (north side)

Risley Avenue School (main building) 27.01.97

No. 309 (former Risley Avenue School Caretakers House) 27.01.97

SHOPFRONTS OF MERIT

6.2 The following shopfronts and public house frontages within the Bruce Castle Conservation Area are considered to be of townscape merit:

Bruce Grove

No. 106

No. 114

Church Road

No 168 (Antwerp Arms Public House)

Lordship Lane

Nos. 119 to 123 (odd)

The Elmhurst Hotel and Public House

ELEMENTS OF STREETScape INTEREST

6.3 The character and the appearance of the conservation area are not solely a function of its buildings. Elements within the public realm, such as original pavement materials, boundary walls, signage, and trees and planting contribute greatly to the area's quality, character and appearance. The following elements of the area's streetscape are considered to be of interest:

All Hallows' Churchyard

Mature trees and planting

Gravestones, memorial structures, sarcophagi

Boundary wall

All Hallows' Road

Kerb stones

Mature London Plane trees

Beaufoy Road

Kerb stones and granite sets

Well planted secluded garden surrounded by Nos. 39 to 51

Cast iron lamp standard and London stock brick wall within secluded garden

Cast iron railings

Bedwell Road

Kerb stones

Stone wall and cast iron railings surrounding Tottenham Cemetery

Cast iron gate to the cemetery

Mature vegetation within the cemetery

Bruce Castle Park

The 500 year old oak tree in the centre of the Park

Mature deciduous trees (mostly London Planes)

The mound of archaeological interest in the north west part of the Park

The area of naturalized crocuses outside the railings

Holocaust memorial gardens

Southern boundary wall, cast iron gates, boundary dwarf walls and railings

Granite sets

Cast iron bollards at entrances to Park

Cast iron lamp stands surrounding Bruce Castle

Bruce Grove

Kerb stones

Traditional lamp standards, cast iron bollards

Green space surrounded by Drapers' Almshouses

Cast iron railings surrounding Drapers' Almshouses

Granite sets, boundary walls and railings surrounding Nos. 6, 7, 9, 15 & 16

Cemetery Road

Kerb stones

Gateposts and ornate gate to Tottenham Cemetery

Mature vegetation within the cemetery

Church Lane

Granite sets and kerb stones

Mature vegetation within the garden of The Priory

Gateposts and cast iron gate to The Priory

Boundary wall to the Priory

Church Road

Granite sets and kerb stones

Mature trees lining Bruce Castle Park

Forest Gardens Mews

Kerb stones

Granite sets at entrance to mews

Lordship Lane

Kerb stones

Green space in front of magistrates' court

Dwarf wall and railings surrounding magistrates' court

Boundary wall to Bruce Castle Park

London Plane trees

Cast iron entrance overthrow and gate to Bruce Castle Park

Granite sets at entrance to No. 127

Moorefield Road

Granite sets, kerb stones, cast iron bollards

Prospect Place

Gateposts and cast iron gate to Tottenham Cemetery

The Roundway

London Plane trees

Dwarf wall and gateposts surrounding Risley Avenue School

DETRACTORS

6.4 Inevitably there are buildings that detract from the character and appearance of the conservation area. This may be due to a building's scale, materials, relationship to the street, or due to the impact of alterations and extensions. There are also structures and elements of streetscape (e.g. visual clutter from excessive signage or advertisements) that impinge on the character and quality of the conservation area:

All Hallows' Road

Community Hall at the junction with Church Lane

Bedwell Road

Car parking area to the rear of Risley Avenue School

Cemetery Road

Substation adjacent to No. 8

Church Lane

Garages and forecourts on the western side of Church Lane

Moorefield Road

Timber Yard to the rear of Station Buildings

Post Office Sorting Office to the rear of Nos. 2 to 5 Bruce Grove

OPPORTUNITY SITES

6.5 The garages and associated forecourts on the western side of Church Lane are potential sites which may be redeveloped. The proposed height, mass, and form of development on this site will need to take particular regard to the scale of Church Lane and the setting of Bruce Castle itself. A sensitive infill scheme could result in the enhancement of the streetscape of Church Lane.

6.6 The Roundway site adjacent to the filling station, although outside the boundary of the conservation area, is directly adjoining it and has important frontages to Lordship Lane and Church Lane. The proposed height, mass, and form of development on this very prominent site is will need to take particular regard to the scale of the surrounding terraces, the setting of Bruce Castle itself, and the setting of both the Bruce Castle Conservation Area and the Peabody Cottages Conservation Area.

6.7 The Lodge site, Church Lane, has been proposed as the site for a new Mortuary. This is outside the boundary of the Bruce Castle Conservation Area, but is within the adjacent Tottenham Cemetery Conservation Area. It lies within Metropolitan Open Land, and it is essential to retain the open and tree covered nature of this site. A substantial development of this type on this sensitive site will need to be carefully designed to allow for the retention and conversion of the existing Lodge building, to retain as many trees as possible, to replace any trees which may be lost or removed, and to preserve the character and appearance of both Bruce Castle Conservation Area and Tottenham Cemetery Conservation Area.

DEVELOPMENT CONTROL ISSUES

6.8 Pressure for development can diminish the character and appearance of conservation areas. The following identifies, in general terms, the pressures that are evident within the Bruce Castle Conservation Area, highlights potential future pressures that could harm its character and appearance and identifies where enhancement of the character and appearance of the area could be achieved.

i) Residential areas

6.9 The primary cause of change to the character and appearance of residential streets has been incremental changes to domestic properties. Much of the development that has occurred does not, however, fall within the remit of planning control. The main issues are set out below.

Original features

6.10 There is evidence across the conservation area of the loss of original features such as timber sash windows, timber paneled front doors, decorative timber porches and brackets, chimney stacks and pots, ridge tiles and decorative plasterwork. Again, although this can be undertaken without planning permission in the case of domestic properties (not flats) it can diminish the quality, richness and visual cohesion of the frontages.

Painting

6.11 The rendering and painting of brickwork within consistent streets with brick elevations has occurred in a number of areas within the conservation area. This has had a detrimental effect on the integrity and consistency of frontages in a number of locations. Other changes that have affected the consistent appearance of the frontages include the re-cladding of roofs in non-original materials.

Hardstandings

6.12 The introduction of hardstanding within the front gardens of properties to enable parking (where space allows) has led to the loss of front garden walls and a reduction in the amount of vegetation on the frontage in a number of locations. This is most evident on Bruce Grove. The effect is to disrupt the visual continuity and enclosure of the frontage. This can erode the character and appearance of the street but can also be undertaken without planning permission.

ii) Commercial areas

Shopfronts

6.13 Many of the original shopfronts within the conservation area have been lost. Where shops do retain their original features they contribute to the interest along the street. Several of the shopfronts retain the subdivision of the buildings on the upper floors and are successfully integrated into the streetscene. The majority, however, detract from the overall quality of the frontage for one or more of the following reasons. They have inappropriately proportioned fascias (too wide, too deep or covering arched openings), inappropriate signage on the fascias (internally illuminated boxes, over sized lettering/signboards), a visual clutter of advertisements, prominent shopfront security (externally fixed roller shutters), or fixed plastic canopies.

6.14 To preserve and enhance the character and appearance of the commercial frontage the shopfronts of merit, and other elements of interest should be retained wherever possible. New shopfronts and fascias should be sympathetic to the proportions and balance of the overall frontage. Signage should have clear simple lettering of an appropriate size and be contained within the fascia. Prominent shopfront security (roller shutters), fixed plastic canopies and internally illuminated box signs should be avoided.

7.0 CONSERVATION AREA BOUNDARY REVIEW

Introduction

7.1 The boundary of the Bruce Castle Conservation Area has been reviewed as part of this study. The principal issue to consider in undertaking such a review is whether any area under consideration has the same '*demonstrably special architectural and historic interest*', as the adjoining part of the conservation area, thereby indicating that the character and appearance should be preserved or enhanced.

7.2 PPG 15, para. 4.3 notes that "*it is important that conservation areas are seen to justify their status and that the concept is not devalued by the designation of areas lacking*

any special interest". This guidance further advises (para. 4.14) that where development adjacent to a conservation area would affect the setting or views into or out of the conservation area, the preservation and enhancement of that conservation area should be a material consideration.

7.3 PPG15 notes that conservation area legislation should not be used to solely protect landscape features except where they form an integral part of the historic environment.

7.4 The following tests have been applied in reviewing the boundary of the Bruce Castle Common Conservation Area.

Test 1: Boundary

- Is there a clearly defined edge to the existing boundary (i.e. a definite change in character and quality between the two areas)?
- Is the area part of the setting of the conservation area?
- Is the area clearly beyond the defined edge of the conservation area?

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Test 2: Architectural Quality and Historic Relevance

- Is area of similarly, 'demonstrable special architectural or historic interest' as the rest of the conservation area. The following have been considered:
 - i) Whether the area reflects the architectural style and details present within substantial parts of the conservation area;
 - ii) Whether the development within the area dates from a similar period to substantial parts of the conservation area;
 - iii) Whether the uses within the area reflect prevailing or former uses of substantial parts of the conservation area;
 - iv) Whether the development is the work of the same architect/developer active elsewhere within significant parts of the conservation area;
 - v) Whether the development is of similar massing, bulk, height and scale to a significant proportion of the development within the conservation area;
 - vi) Whether the development within the area is of notable architectural and historic interest in its own right;

Test 3: Townscape Quality

7.5 Consideration is also given to the quality of the area and whether there is the justification for the introduction of additional controls. In particular;

- What proportion of the buildings within the area would be defined as positive contributors if located within the conservation area;
- Whether there is evidence of significant alteration to the street/area as a result of:
 - i) loss of front gardens to parking spaces;
 - ii) removal of frontage walling;
 - iii) alterations to the roofs;
 - iv) loss of original details (doors/windows/porches/decorative panelling/ chimneys) or re-facing of brickwork;

v) alterations and extensions (introduction of alien dormers/infilling between properties/ prominent rear extensions).

Review

7.6 The Bruce Castle Conservation Area is centred on the Castle Park and includes three adjoining areas, namely:

- i) Church Road, Cemetery Road and the western side of Beaufoy Road to the north of the Park;
- ii) All Hallows' Church, Risley Avenue School and Bedwell Road to the west; and,
- iii) Lordship Lane and the majority of Bruce Grove to the south.

7.7 Much of the northern boundary of the conservation area is bounded by the Tottenham Cemetery Conservation Area. To the west of Bruce Castle Park, although not directly adjoining, it is the Peabody Cottages Conservation Area. In addition, the southern end of Bruce Grove abuts the Bruce Grove Conservation Area, part of the Tottenham High Road Historic Corridor.

7.8 The key constituents of the conservation area that contribute to its special architectural and historic interest are:

- Bruce Castle;
- Bruce Castle Park;
- All Hallows Church and graveyard;
- Late Georgian and Victorian housing to the north of Church Road;
- Drapers Almshouses on Bruce Grove; and,
- The substantial late 18th and early 19th Century villas to the southern end of Bruce Grove.

Recommendations

7.9 The potential boundary changes to the Bruce Castle Conservation Area have been considered. However, there are no suggested alterations to the boundary.

8.0 POTENTIAL FOR ARTICLE 4 DIRECTIONS

Introduction

8.1 Minor development that can be undertaken without obtaining planning permission is set out in the Town and Country Planning (General Permitted Development) Order 1995 (GDO). Under the Town and Country Planning General Development Order 1988, Local Authorities have the power to remove permitted development rights in conservation areas where change would be harmful to the character and appearance of an area. As noted in the Introduction, Local Authorities have a statutory duty to preserve and enhance the character and appearance of their conservation areas.

8.2 There are currently no Article 4 Directions within the Bruce Castle Conservation Area.

Current Permitted Development Issues

8.3 Some of the main causes of change in residential areas that are having an impact on the character and appearance of the Bruce Castle Conservation Area are not currently subject of planning control. These have been identified in Section 5.0. Consideration of the relevance of Article 4 Directions to the preservation and enhancement of the conservation area has focused upon the potential for harmful change. The types of permitted development that have occurred include:

- i) changes to the appearance of properties as a result of the loss of original features (especially windows, doors, porches and brackets, decorative plasterwork (pargetting), terracotta (finials, hip and ridge tiles), tile hanging and chimney stacks and pots.
- ii) the painting and rendering of frontages within consistent brick fronted street elevations;
- iii) re-roofing in inappropriate materials and colours; and
- iv) the loss and replacement of original front boundaries.

8.4 These changes are permitted for houses under Schedule 2; Parts 1 and 2 of the 1995 GDO.

Impacts on the Character and Appearance

8.5 PPG15 (para. 4.23) advises that the value of the features to be protected needs to be established and that any proposals to remove permitted development rights require clear justification.

8.6 The study has identified that where the loss or alteration of original features has occurred there has been a diminution in the character and quality of the frontages. The painting and rendering of elevations and the re-covering of roofs in different materials within consistent groups of buildings has also been seen to undermine the integrity of the street scene.

8.7 The special architectural and historic interest of the conservation area arises from the consistency of treatment, and the sense of visual cohesion, that results from the use of consistent materials and repeated details and forms. An essential component of the historical character and appearance of the frontages is also the relationship of the properties to the street, set back from the pavement by small front gardens either behind low boundary walls or railings.

8.8 The elements that contribute to the special, and to a degree unaltered, character of parts of the Bruce Castle Conservation Area are vulnerable to change arising from home 'improvements' or inadequate maintenance that are allowed by permitted development rights. Once these alterations have occurred they are unlikely to be reversed.

8.9 In conclusion, there is potential for the erosion of the special interest of parts of the conservation area as a result of permitted development rights. In particular alterations to the elevations and roofs of properties which are visible from the street. The streets or frontages considered to be most susceptible to their character and appearance being most seriously undermined by incremental changes are those in which the appearance of the elevations fronting the roads is substantially intact and there is a richness and cohesion in the detailed treatment that warrants its additional protection.

Recommendations

8.10 Where it is appropriate, the removal of permitted development rights may be used to preserve the character and appearance of an area. The blanket removal of permitted development rights over the whole of a conservation area is not appropriate.

8.11 It is regrettable that there have already been a significant number of unsympathetic alterations previously carried out to the residential properties in the conservation area. It would, therefore, not be appropriate to introduce Article 4 directions in this area.

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**Conservation Area No. 19
Clyde Circus**

Conservation Area Appraisal

February 2007

**LONDON BOROUGH OF HARINGEY
CONSERVATION AREA No. 19
CLYDE CIRCUS
CONSERVATION AREA APPRAISAL**

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1.0 INTRODUCTION

Background to the Study

- 1.1 Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states:-

"Every local planning authority shall from time to time determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance, and shall designate those areas as conservation areas."

- 1.2 The Borough has 28 such areas designated over 36 years, of which Clyde Circus Conservation Area is one.

- 1.3 Under Section 71 of the Act, once an area has been designated:-

"It shall be the duty of a local planning authority from time to time to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas."

- 1.4 The Planning and Compulsory Purchase Act 2004 has reformed the planning system by introducing Local Development Frameworks (LDF) which will replace Unitary Development Plans (UDPs). As part of the transition the UDP policies are automatically saved for three years or more while the new LDF system is being completed.

- 1.5 To meet Government requirements the Council is producing documents to protect its conservation areas in stages. The first stage is this Appraisal, which aims to give a clear assessment of the special interest, character, and appearance that justified the designation of the area as a Conservation Area. It is intended that each Appraisal will provide a sound basis, defensible on appeal, for development plan policies and development control decisions, and for the guidance of residents and developers. The second stage will be the production and adoption of a Supplementary Planning Document (SPD) on Conservation Area Design Guidance as part of the Council's evolving Local Development Framework (LDF). This will be supported by the adopted and published Appraisals. The third stage will be the production and adoption of Proposed Management Strategies for the conservation areas that will also support the SPD.

- 1.6 The designation of an area as a Conservation Area has other benefits beyond the protection of buildings and the design of the area. It enables other policies such as biodiversity and smarter streets to be developed for the conservation area, and acts as a focus for the formation and development of Residents Associations and Neighbourhood Watch.

- 1.7 So, in line with the guidance given by both the Government and English Heritage, this Appraisal will aim to define the character of the conservation area on the basis of an analysis of all or some of the following criteria: -

- current and past land use;
- social and economic background;
- orientation;

- archaeological and historic sites;
- geological and topographical mapping;
- density and types of building;
- place names and earliest references;
- communication types and patterns;
- comprehensive and selective historic mapping;
- aerial photographs;
- documentary sources;
- historic environment record (HER) data;
- characterisation and extensive urban studies (EUS);
- statutory and non-statutory designations.

1.8 The aims of this Appraisal are therefore to:-

- set out the special architectural and historic interest of the Clyde Circus Conservation Area and clearly describe the special character and appearance that it is desirable to preserve or enhance;
- identify through an audit of the built heritage of the area, buildings and other elements that positively contribute to its character;
- identify elements and buildings that detract from the character of the area and any sites where an opportunity to enhance the character of an area may exist;
- examine the existing boundaries of the conservation area and consider the potential for other areas to be included;
- Identify areas subject to pressure for change that would be adverse to the character and appearance of the area as a result of permitted development and identify any areas where the removal of permitted development rights would safeguard the essential character and appearance of the area.

1.9 It should be noted that the Appraisal does not represent an exhaustive record of every building, feature or space within the conservation area and an omission should not be taken to imply that an element is of no interest.

2.0 CONSERVATION AREA DESIGNATION

2.1 The initial designation of the Clyde Circus Conservation Area was made in September 1991. This sought to protect the entire area currently covered by conservation area status and there have been no subsequent extensions.

3.0 PLANNING POLICY FRAMEWORK

National

- 3.1 The Government's document (PPG 15) "Planning Policy Guidance: Planning and the Historic Environment" sets out a presumption in favour of preserving buildings that make a positive contribution to the character and appearance of conservation areas and advises local authorities on how to operate the legislation, emphasising that: -

"It is the quality and interest of areas, rather than that of individual buildings, which should be the prime consideration in identifying conservation areas. There has been increasing recognition in recent years that our experience of a historic area depends on much more than the quality of individual buildings - on the historic layout of property boundaries and thoroughfares; on a particular 'mix' of uses; on characteristic materials; on appropriate scaling and detailing of contemporary buildings; on the quality of advertisements, shopfronts, street furniture and hard and soft surfaces; on vistas along streets and between buildings; and on the extent to which traffic intrudes and limits pedestrian use of spaces between buildings. Conservation area designation should be seen as the means of recognising the importance of all these factors and of ensuring that conservation policy addresses the quality of townscape in its broadest sense as well as the protection of individual buildings."

- 3.2 This intention has been reinforced by English Heritage in their document "Conservation Area Practice" and in their latest consultative guidance documents produced for the DCMS, ODPM & PAS in February 2006, "Guidance on the Management of Conservation Areas" and "Guidance on Conservation Area Appraisals". These bring up to date the required approach to conservation areas in line with the legislative and planning policy framework resulting from Government reform of the planning system. Local authorities are now required to replace their Unitary Development Plan (UDP) with a more flexible Local Development Framework (LDF). Within this structure a Supplementary Planning Document (SPD) will be produced to detail conservation area policies covering all of Haringey's conservation areas. The SPD will be supported by adopted and published Appraisals and proposed Management Strategies for each conservation area that cannot by themselves be an SPD. After consultation and revision this Appraisal will be presented to the Council's Planning Applications Sub-Committee for formal adoption.
- 3.3 A new three-part heritage "Best Value Performance Indicator" (BV219) issued by the ODPM on 28 February 2005 to monitor local authorities' performance in relation to Sections 71 & 72 of the Planning (Listed Buildings & Conservation Areas) Act 1990 has resulted in the need for local planning authorities to have up-to-date adopted and published Appraisals and related Management Proposals for all its conservation areas that should be reviewed every five years.
- 3.4 It is, therefore, even more important than before that there should be a clear definition, recorded in some detail, of what constitutes the special architectural or historic interest that warranted the designation of every conservation area.
- 3.5 The involvement of the public in deciding what (in the historic environment) is valuable and why has become increasingly important, especially in the wake of

“Power of Place”, a report produced by a 20-strong steering group representing a wide range of interests lead by English Heritage in December 2000. In response to this, English Heritage are now in the process of updating their guidance to take on board new approaches to identifying and sustaining the values of place in line with the Government’s heritage protection reform proposals that are likely to lead to legislative changes involving the establishment of a single integrated ‘Register of Historic Sites and Buildings of England’. Clear direction and advice will be essential to amplify and reinforce PPG15 & PPG16. As a result they have produced a document “Conservation Principles: Consultation Draft” requesting responses by 21 March 2006. Its primary aim is:-

“to support the quality of decision-making, with the ultimate objective of creating a management regime for all aspects of the historic environment that is clear and transparent in its purpose and sustainable in its application.”

“a place is any part of the historic environment that people perceive as having particular identity or distinctiveness. ...an understanding of the values a place has, ...should be seen as the basis of sound decisions about its future. ...However, decisions about change do need to be informed by a clear appreciation of the risks posed to the values of the place concerned, both now and as they may be perceived by future generations.”

“We must always recognise that change offers the potential not only to protect the existing values of places, but also to enhance and add to them. It is the means by which each generation aspires to create an even richer historic environment than the one it inherited, one that will in its own turn be valued by the generations to whom it is bequeathed.”

“sustaining cultural values in the historic environment involves not only avoiding harm to what is currently valued, but also adding that which may be valued in the future.”

Regional

3.6 The Mayor of London’s “London Plan: Spatial Development Strategy for Greater London” forms part of the statutory plan for the Borough. It contains a range of policies relating to ‘Built heritage and views’, ‘Biodiversity and natural heritage’, ‘Built heritage’, ‘Design’ and ‘Canals and river navigations’ all of which have relevance to conservation areas.

3.7 Policy 4B.10 ‘London’s built heritage’ confirms that:-

“The Mayor will work with strategic partners to protect and enhance London’s historic environment.

UDP policies should seek to maintain and increase the contribution of the built heritage to London’s environmental quality, to the economy both through tourism and the beneficial use of historic assets, and to the well-being of London’s people while allowing for London to accommodate growth in a sustainable manner.”

3.8 Policy 4B.11 ‘Heritage conservation’ recommends:-

“Boroughs should:

- *ensure that the protection and enhancement of historic assets in London are based on an understanding of their special character, and form part of the wider design and urban improvement agenda, and that policies recognise the multi-cultural nature of heritage issues*
- *identify areas, spaces and buildings of special quality or character and adopt policies for their protection and the identification of opportunities for their enhancement, taking into account the strategic London context*
- *encourage and facilitate inclusive solutions to providing access for all, to and within the historic environment.”*

3.9 Policy 4B.12 ‘Historic conservation-led regeneration’ emphasises that:-

“The Mayor will, and boroughs should, support schemes that make use of historic assets and stimulate environmental, economic and community regeneration where they:

- *bring redundant or under-used buildings and spaces into appropriate use*
- *secure the repair and re-use of Buildings at Risk*
- *help to improve local economies and community cohesion*
- *fit in with wider regeneration objectives*
- *promote inclusiveness in their design.”*

3.10 Policy 4B.14 ‘Archaeology’ states that:-

“The Mayor, in partnership with English Heritage, the Museum of London and boroughs, will support the identification, protection, interpretation and presentation of London’s archaeological resources. Boroughs in consultation with English Heritage and other relevant statutory organisations should include appropriate policies in their UDPs for protecting scheduled ancient monuments and archaeological assets within their area.” (PPG16)

3.11 Policy 4B.15 ‘London View Protection Framework’ contains strategically important views, of which Linear View X ‘St Paul’s from Richmond Park’ passes through the southern part of the Borough.

“The Mayor will keep the list of designated views under review.”

3.12 Policy 4C.3 ‘The natural value of the Blue Ribbon Network’ has relevance to the Borough through the Grand Union Canal and River Thames.

“The Mayor will, and boroughs should, protect and enhance the biodiversity of the Blue Ribbon Network by:

- *resisting development that results in a net loss of biodiversity*
- *designing new waterside developments in ways that increase habitat value*
- *allowing development into the water space only where it serves a water-dependent purpose or is a truly exceptional case which adds to London’s world city status*
- *taking opportunities to open culverts and naturalise river channels*
- *protecting the value of the foreshore of the River Thames.”*

3.13 Policy 4C.10 ‘Historic environment’ stresses that:-

“The Mayor will, and boroughs should, give careful consideration to the relationship between new development and the historic environment, including listed buildings and archaeological areas. The tidal foreshore is an area of particular importance. Development should also respect waterway heritage including important structures, such as cranes and other waterway infrastructure.”

3.14 Policy 4C.11 'Conservation areas' states that:-

"Boroughs, in conjunction with the Mayor, English Heritage and neighbouring local planning authorities, should develop a consistent approach to the delineation of Conservation Areas and the relationship of boundaries to water spaces."

3.15 Policy 4C.20 'Design – starting from the water' emphasises that:-

"The Mayor will, and boroughs should, seek a high quality of design for all waterside developments. All development, including intensive or tall buildings, should reflect local character, meet general principles of good urban design and improve the quality of the built environment."

In addition, development should integrate successfully with the water space in terms of use, appearance and physical impact and should in particular:

- include a mix of uses appropriate to the water space, including public uses and open spaces, to ensure an inclusive accessible and active waterside and ground level frontage*
- integrate into the public realm, especially in relation to walking and cycling routes and borough open space strategies. Public art will often be appropriate in such locations as well as clear signage, information and lighting to promote the use of waterside spaces by all*
- incorporate built form that has a human scale of interaction with the street, public spaces and waterside and integrates with existing communities and places*
- recognise the opportunity to provide landmarks that are of cultural and social significance along the waterways, providing orientation points and pleasing views without causing undue harm to the cohesiveness of the water's edge*
- relate successfully in terms of scale, materials, colour and richness of detail, not only to direct neighbours but also to buildings on the opposite bank and those seen in the same context with the River Prospects or other locally identified views. Such juxtaposition of buildings should take into account river meanders and the impact these can have on how buildings may be seen together*
- incorporate sustainable design and construction techniques, in particular a precautionary approach to flood risk."*

3.16 Policy 4C.28 'Development adjacent to canals' points out that:-

"The Mayor will, and boroughs should, expect development adjacent to canals to respect the particular character of the canal. For strategic referrals the Mayor will require a design statement to cover the site and its context. In particular, opportunities should be taken to improve the biodiversity value of canals."

Local

3.17 Haringey's Unitary Development Plan (UDP) adopted by the Council on 17 July 2006 replaces the earlier UDP adopted in March 1998. The UDP sets out the planning policy framework for the development of the Borough and development control decisions. It contains a range of policies to preserve and enhance the character or appearance of special architectural or historic interest relating to 'Strategy'; 'Development and Urban Design' and 'Conservation'. "Both the conservation of the built environment, (in terms of preserving cultural heritage and ensuring the efficient use of land and building materials), and good design (which is

acknowledged as contributing to people's quality of life) are seen as integral components of sustainable development."

3.18 Policy G1: Environment:-

"Development should contribute towards protecting and enhancing the local and global environment and make efficient use of available resources."

3.19 Policy G2:Development and Urban Design:-

"Development should be of high quality design and contribute to the character of the local environment in order to enhance the overall quality, sustainability, attractiveness, and amenity of the built environment."

3.20 Policy G10: Conservation:-

"Development should respect and enhance Haringey's built heritage in all its forms."

3.21 POLICY UD4: Quality Design:-

"Any proposals for developments and alterations or extensions, which require planning permission or listed building consent, will be expected to be of high design quality.

The spatial and visual character of the development site and the surrounding area/street scene should be taken into account in the design of schemes submitted for approval. The following, often inter-related, elements should be addressed in a positive way:

- a) urban grain and enclosure;*
- b) building lines;*
- c) form, rhythm and massing;*
- d) layout;*
- e) height and scale;*
- f) landform, soft and hard landscape, trees and biodiversity;*
- g) fenestration (i.e. window design together with the positioning, or arrangement of the window openings in the wall);*
- h) architectural style, detailing and materials;*
- i) historic heritage context, including listed buildings and their setting, locally listed buildings, conservation areas and archaeological areas;*
- j) living frontages and public realm;*
- k) any identified local views;*
- l) designing out crime and fear of crime (including designing out graffiti, where feasible);*
- m) walkability; new housing, shops, public buildings and places of work need to be located and designed so that they can be reached easily on foot."*

3.22 Policy CSV1: Development in Conservation Areas:-

"The Council will require that proposals affecting Conservation Areas:

- a) preserve or enhance the historic character and qualities of the buildings and/or the Conservation Area;*
- b) recognise and respect the character and appearance of Conservation Areas;*
- c) protect the special interest of buildings of architectural or historic interest.*

3.23 Policy CSV2: Listed Buildings:-

“There is a presumption in favour of the preservation of listed buildings. The Council will require that proposals affecting statutory listed buildings:

- a) preserve or enhance the historic character and qualities of the buildings;*
- b) recognise and respect the character and appearance of listed buildings;*
- c) protect the special interest of buildings of architectural or historic interest;*
- d) do not adversely affect the setting of listed buildings;*
- e) retain the original use of a listed building wherever possible.*

3.24 Policy CSV3: Locally Listed Buildings & Designated Sites of Industrial Heritage Interest:-

“The Council will maintain a local list of buildings of architectural or historic interest, including Designated Sites of Industrial Heritage Interest with a view to giving as much attention as possible to buildings and features worthy of preservation.”

3.25 Policy CSV4: Alterations & Extensions to Listed Buildings:-

“The Council will require that alterations or extensions to listed buildings:

- a) are necessary and are not detrimental to the architectural and historical integrity and detailing of a listed building’s interior and exterior;*
- b) relate sensitively to the original building;*
- c) do not adversely affect the setting of a listed building.”*

3.26 Policy CSV5: Alterations & Extensions in Conservation Areas:-

“The Council will require that alterations or extensions to buildings in Conservation Areas:

- a) preserve or enhance the character of the Conservation Area;*
- b) retain or reinstate characteristic features such as doors, windows or materials of buildings.*

3.27 Policy CSV6: Demolition of Listed Buildings:-

“The Council will protect Haringey’s listed buildings by refusing applications for their demolition. In the case of internal demolition work the Council will refuse applications that harm the architectural and historical integrity and detailing of a listed building’s interior.”

3.28 Policy CSV7: Demolition in Conservation Areas:-

“The Council will seek to protect buildings within Conservation Areas by refusing applications for their demolition or substantial demolition if it would have an adverse impact on the character and appearance of the Conservation Area.”

3.29 Policy CSV8: Archaeology:-

“Planning permission will only be granted for development which would adversely affect areas of archaeological importance if the following criteria are met:

- a) applications are accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development;*
- b) development proposals will preserve in situ, protect and safeguard important archaeological remains and their settings, and where appropriate, provide for the permanent display and interpretation of the remains.*

The Council will ensure the proper investigation, recording of sites and publication of the results is conducted by a suitably qualified archaeological contractor as an integral part of a development programme where it is considered that preservation in situ is not appropriate.”

4.0 HISTORICAL DEVELOPMENT

4.1 This section provides an overview of the social and historical development of the area and is based on historic plans and the sources acknowledged within the Bibliography. An understanding of how and why the area has evolved provides an essential tool in understanding its present day character and appearance.

Before 1800

4.2 The area covered by the Clyde Circus Conservation Area is situated immediately to the west of Tottenham High Road, in the vicinity of Seven Sisters and West Green. The High Road has its origins in the Roman period as it represents the route of Ermine Street, which connected Roman London to Lincoln and York. The earliest written evidence of Tottenham's existence is in the Domesday Book of 1086, yet the area covered by the Clyde Circus Conservation Area remained essentially undeveloped until the 19th Century (Map 1). Philip Lane and Blackhope Lane (now West Green Road), which now define the Conservation Area's northern and southern boundaries respectively, were laid out during the medieval period, although the area between was open farmland at this time. Much of the area now covered by the Clyde Circus Conservation Area formed part of Mount Pleasant Fields: farmland associated with the mansion house of Mount Pleasant (later renamed Downhills House), which was situated to the north of Philip Lane (now the site of Downhills Park).

1800 - 1860

4.3 As new roads were laid out, the area became more accessible. Consequently the population of Tottenham increased gradually during the first half of the 19th Century. Many of the roads within the Clyde Circus Conservation Area were formed in a piecemeal fashion within a 20 year period during the middle of the 19th Century, including Clyde Road, Clyde Circus, Jansons Road, Dorset Road and Bathurst (now Lawrence) Road and Summerhill Road. The latter was fronted by grand properties with large gardens, including Pembroke Villa and Providence Cottage, suggesting it was an affluent Victorian street. A floor cloth factory was developed on Bathurst Road during this period and a terrace of shops (dated 1859) was established on Philip Lane. However, the south eastern section of the area now covered by the Conservation Area remained as open farmland until the subsequent introduction of the railways to Tottenham (Map 2).

1860 - 1900

4.4 The population of Tottenham continued to grow steadily during the 1850s and 1860s, by approximately 4,000 and 10,000 persons in each decade respectively. Following the introduction of the Great Eastern Railway in 1872, however, the area's population grew at an unprecedented rate and by 1891 it had reached almost 100,000. The Great Eastern Railway line, which now forms the eastern boundary of the Conservation Area, connected Tottenham directly with Liverpool Street in the City of London (Map 3). Furthermore, the introduction of affordable early morning tickets encouraged workers to commute to the City. Accordingly, artisans and clerks began to move to Tottenham during this period and the area's streets became lined with terraced housing to accommodate the growing population of lower middle and skilled working class residents. During the latter half of the 19th Century Grove Park Road, Beaconsfield Road, Nelson Road and Collingwood Road were laid out and typical mid to late-Victorian terraced properties were erected. Large villas were also constructed on Bedford Road. In addition, small-scale industrial premises were

established in the area during this period, including a Timber Yard and the Phoenix Sawmills on Lawrence Road at the boundary of the area now covered by the Conservation Area.

1900 - 1945

- 4.5 By the turn of the 20th Century, much of the Clyde Circus Conservation Area was laid out and subsequent developments were relatively isolated. During the first half of the 20th Century, Loobert Road was formed on the north eastern side of Clyde Circus and residential properties were developed within Clyde Circus itself. A stationary factory and a masonry works (Bysouth's) were also established at the northern end of Dorset Road during the early 20th Century.
- 4.6 Elsewhere beyond the area now covered by the Conservation Area, a range of industrial uses were developed during this period, particularly on Lawrence Road. In the southern part of the road, the existing timber and joinery works grew in size during this period, whilst further north, in the area between Lawrence Road and Collingwood Road, an infant food factory, an iron foundry and an electric lamp factory were developed. These developments are reflected in Lawrence Road's current industrial character, which is of limited conservation interest.

1945 to present day

- 4.7 The area surrounding Clyde Circus suffered relatively little from bomb damage during the Second World War the most significant damage being from a V2 which destroyed half of Clyde Road (being proximate to the railway line). Subsequent developments have therefore been relatively isolated in nature and most have involved infill developments, minor alterations to existing buildings or changes of use. For example Nos. 16-18, 20 and 40 Summerhill Road and the Pharmacy situated at Nos. 105-107 Philip Lane were erected during the late 20th Century. The ground floor retail units to properties fronting West Green Road and Philip Lane were also introduced and altered during the post war period. Otherwise, there have been no major developments of note within the Clyde Circus Conservation Area during the post war period. The area surrounding Lawrence Road and Clyde Road, beyond the Conservation Area boundary, were largely redeveloped during the latter half of the 20th Century on the former bomb site.

5.0 CHARACTER AND APPEARANCE OF THE CONSERVATION AREA

General Identity and Character of the Conservation Area

- 5.1 The character and appearance of an area depends on a variety of factors. Its appearance derives from its physical and visual characteristics (i.e. materials, heights of buildings, types and relationship of built form), whereas its character includes other less tangible effects relating to the experience of an area. This may include levels and types of activity, patterns of, or prevailing, land uses, noise and even smells. The character of an area may also differ according to the day of the week or time of day.
- 5.2 This assessment of the character and appearance of the area is based on the present day situation. The intrinsic interest of an area, therefore, reflects both the combined effect of subsequent developments that replaced the earlier fabric and the original remaining buildings and street pattern.
- 5.3 There is a presumption, set out in PPG 15, to retain buildings that make a positive contribution to the character of conservation areas. The role of buildings and spaces as positive, neutral or negative elements within the conservation area are set out in greater detail in the following section. Buildings that are considered to be examples of high quality modern or distinctive design can also be judged as making a positive contribution to the character of an area. Detractors are elements of the townscape that are considered to be so significantly out of scale or character with their surroundings that their replacement, with something of a more appropriate scale and massing or detailed architectural treatment, would benefit the character and appearance of the area. Detractors may also include gaps in frontages that disrupt the prevailing street pattern. Elements that are neutral broadly conform to the overriding scale, form, materials and elevation characteristics of their context. The integrity and nature of the context are consequently influential in making this judgement.

Urban Grain

- 5.4 The Conservation Area is primarily defined by its finely grained character and domestic scale. The area's roads are principally lined with terraces of Victorian and Edwardian properties, which front directly onto the street. In places, the terraces are punctuated by larger detached and semi-detached properties of varying origin, including infill properties of late 20th century origin. Nonetheless, the Conservation Area is generally consistent in terms of the scale, mass and rhythm of its properties. The area has no green spaces of note

Topography

- 5.5 The Clyde Circus Conservation Area is relatively flat with no topographical features of note. There is a gradual rise in ground level across the Conservation Area from south to north.

Sub-Areas

- 5.6 Whilst the Clyde Circus Conservation Area is focussed upon a relatively small geographical area there is a degree of diversity in terms of character and appearance that enables its subdivision into distinct component parts. For the purposes of this assessment, four sub-areas have been defined: these reflect areas that exhibit a distinctive and definable character and appearance. The common characteristics of the sub-areas are broadly a function of the relationship between

the following factors: land use, density of development, scale and style of buildings, construction materials, period of development and the influence of vegetation and open spaces.

- 5.7 The townscape and character of the Conservation Area is relatively complex owing to the range of formative factors that have influenced its development. Consequently, there are isolated exceptions to the overall character of each sub-area and examples of buildings and spaces that differ from the overriding character of the area. Similarly there are instances where buildings of a similar style, scale and period are located within different sub-areas. Therefore, within each sub-area, each building or consistent group of buildings are discussed in turn.
- 5.8 The following sub-areas have been identified. . Their character and appearance are described in detail in the subsequent text. The sub-areas are: -
1. **‘Dorset, Summerhill and Bedford roads’**: The residential streets within the western section of the Conservation Area, including part of West Green Road;
 2. **‘Philip Lane’**: The properties flanking Philip Lane which form the northern section of the Conservation Area;
 3. **‘Clyde Circus and adjoining streets’**: The residential streets surrounding Clyde Circus, including Beaconsfield and Grove Park roads;
 4. **‘West Green Road’**: The area surrounding the commercial street at the Conservation Area’s southern boundary.

6.0 SUB-AREA 1: DORSET, SUMMERHILL AND BEDFORD ROADS.

6.1 The streets occupying the western section of the Conservation Area are primarily lined with terraced and semi-detached mid-Victorian dwellings, most of which remain largely intact. These dwellings provide parts of the sub-area with a degree of consistency, although this is frequently disrupted by Edwardian properties and larger infill buildings of post-war origin. In contrast, the section of West Green Road within this sub-area is partly fronted by Victorian villas, which are of distinct architectural interest. The majority of properties within this section of the Conservation Area front directly onto the street or have small, sparsely planted front gardens.

Dorset Road

6.2 Dorset Road is a residential cul-de-sac that forms the western boundary to the Clyde Circus Conservation Area. The sections of the road within the Conservation Area are primarily lined with two-storey terraced and semi-detached Victorian properties as well as more recent infill properties, all of which front directly onto the street.

6.3 On the western side of the road, Nos. 1-9, 11-19 and 21-27 Dorset Road form three consistent groups of semi-detached and terraced utilitarian Victorian dwellings. These two-storey properties are constructed of London stock brick with red brick detailing. The former groups have sloping slate roofs, whilst the latter's roof form is concealed behind a parapet. Several of the properties retain their traditional front doors and timber sash windows. No. 13 incorporates a traditional shop frontage at ground floor level. Nos. 21 and 23 Dorset Road also have decorative stucco window and entrance surrounds at ground floor level. Stone plaques set within the buildings' facades at first floor level indicate that Nos. 13 (Waller Place) and 1-9 (Amy's Cottages) were constructed in 1866 and 1879 respectively. To the north of these properties, No 29 Dorset Road is a similar Victorian dwelling, which is constructed of London stock brick and has a canted bay at ground floor level. Although some of these dwellings have suffered from the introduction of modern windows, they are of architectural merit and provide the western side of the street with a consistent frontage.

6.4 In contrast with the dwellings on the western side of the road, the properties fronting the eastern side of Dorset Road are relatively varied in character and appearance. At the southern end of the street Nos. 2 and 10-14 Dorset Road are two-storey Victorian dwellings, which were originally constructed of London stock brick, although Nos. 10 and 12 have unattractive painted or pebble-dashed facades. Nos. 2 and 14 Dorset Road remain sufficiently intact to make a positive contribution to the streetscene, whilst the other properties lining this section of the street are of limited interest. The site formerly occupied by Nos. 4 and 6 Dorset Road is currently vacant and disrupts the frontage, whilst No. 8 is an unattractive infill building. A single-storey, light industrial building is situated to the rear of Nos. 10 and 12 Dorset Road and has a negative impact on the streetscene.

6.5 Further north, Nos. 16-26 Dorset Road form a terrace of two-storey dwellings, which are of post-war origin. The properties, which are set back from the front building line of adjacent dwellings, are constructed of yellow brick and have slate roofs. They are of limited architectural interest but respect the scale of Dorset Road. To the north of the above group, No. 28-30 Dorset Road is an unattractive infill property of early

20th Century origin. The two-storey dwelling has an unadorned, white-painted façade, which is dominated by an unsympathetic part weather-boarded square bay, and a flat roof. The adjoining terrace, Nos. 32-40 Dorset Road, comprises a group of two-storey Victorian dwellings. Nos. 32-34 form a pair of properties, which are similar in form to Nos. 12-14 Dorset Road. They are constructed of London stock brick and retain traditional timber sash windows and front doors. Nos. 36-40 form a group of dwellings which were originally constructed of London stock brick with slate roofs and have canted bay windows at ground floor level. Whilst Nos. 32-38 remain largely intact and make a positive contribution to the Dorset Road streetscene; No. 40 Dorset Road has an unsympathetically painted façade.

- 6.6 At the northern end of Dorset Road, Bysouth Close is fronted on two-sides by modern terraced dwellings, which are constructed of London stock brick and have slate roofs. The properties are of limited architectural interest, although the entrance to Bysouth Close is defined by a distinctive two metre high stone wall with square piers which appears to be a relic from the masonry yard that formerly occupied the site.

Summerhill Road

- 6.7 Summerhill Road is a residential street, which is lined with a range of properties of varying origin, condition and appearance, including Victorian cottages and villas, Edwardian terraced dwellings and larger blocks of flats of late 20th Century origin. The road is therefore characterised by a greater sense of diversity than other streets within the Conservation Area. It is also wider than the adjacent roads and is intermittently lined with mature trees. This reflects the scale and prominence of the early Victorian dwellings which probably made Summerhill Road a well to do suburban street. It is said that the road was built to demonstrate different styles of housing for development. It now has a feel of faded glory. The northern end of Summerhill Road is terminated by St Philip the Apostle's Church, on Philip Lane, which has a prominent role in views north along Summerhill Road.
- 6.8 At the southern end of Summerhill Road, Nos. 1 and 3 are detached two-storey dwellings of Edwardian origin. The properties are constructed of London stock brick and have unsympathetically painted facades. The façade to No. 1 Summerhill Road has a square bay incorporating decorative stucco and a recessed arched entrance. Whilst it retains a slate roof, modern windows have been added. The adjacent dwelling, No. 3 Summerhill Road, has been detrimentally altered and has an adverse impact on the streetscene. It has a cream painted façade, modern unsympathetic windows and a steeply sloping roof. The streetscene is harmed by the open area at the front of the property.
- 6.9 Nos. 5-11 Summerhill Road comprise two pairs of semi-detached Victorian villas, which are constructed of London stock brick with sandstone window surrounds and quoins, which in the case of Nos. 5, 7 and 11 are painted white. The locally listed two-storey Gothic-style properties have lancet windows, recessed entrances and are set behind small front gardens. Although the dwellings have modern windows and altered roofs, they are of architectural distinction and make a positive contribution to the streetscene.
- 6.10 Further north, Nos. 13 and 15 form a pair of two-storey detached dwellings of Victorian origin. Both properties have red painted facades and hipped slate roofs and are set within well-planted gardens. Like the majority of dwellings on the street

however, the gardens' boundary walls are in poor condition. The adjacent properties, Nos. 17 and 19 Summerhill Road, form a semi-detached pair of two-storey cottages of Victorian origin, which are constructed of London stock brick and have a hipped slate roof.

- 6.11 To the north, Nos. 21 and 23 comprise a pair of imposing three-storey villas of early Victorian origin. These semi-detached properties are constructed of London stock brick and have a hipped slate roof with decorative eaves brackets. Their richly detailed façades include prominent decorative quoins and arched stucco window and entrance surrounds. No. 23 Summerhill Road is set behind a well planted front garden, however, like many of the properties on the street, the former front garden to No. 21 is used for car parking. Nonetheless, the villas are of architectural distinction.
- 6.12 On the eastern side of the street, No. 2 is an attractive two-storey villa of Victorian origin. The detached property is constructed of London stock brick and has a hipped slate roof. It is set within a densely vegetated garden and makes a positive contribution to this part of the Conservation Area. The adjacent terrace of two-storey dwellings, Nos. 4-8 Summerhill Road, has been unsympathetically altered. Nos. 4-6 Summerhill Road have grey painted main elevations and No. 8 Summerhill Road has a stone clad façade. All have a negative impact on the streetscape.
- 6.13 To the north of the terrace, No. 10 is a grand detached Victorian dwelling, which is constructed of London stock brick and has a red tiled roof. The property's main elevation includes rendered window surrounds, canted bay windows, a central portico at ground floor level and a decorative cornice at roof level. The adjacent properties, Nos. 12 and 14 Summerhill Road, form a pair of relatively utilitarian Victorian dwellings with restrained facades. Whilst, No. 12 retains its traditional sash windows and front door and makes a positive contribution to Summerhill Road, No. 14, has been rendered white, has modern replacement windows with moulded hoods, and detracts from the streetscape.
- 6.14 No. 16 is occupied by a three-storey block of flats, which was erected in 1994. The block is constructed of pale brick and consists of three bays, each of which is surmounted by a prominent gable. It is an imposing building with robust detailing that attempts to retain traditional elements of the streetscene. At ground floor level, the central bay includes a vehicular entrance, which provides access to No. 18 Summerhill Road, which is a single-storey residential building of identical origin and design to the adjacent block. Both Nos. 16 and 18 are of limited architectural merit and make a neutral contribution to the streetscene. To the north of Nos. 16 and 18, No. 20 Summerhill Road is a three-storey block of flats of similar origin to the adjacent blocks. It is constructed of pale brick and has a rusticated ground floor level and a slate roof. The building is of limited architectural interest, as is typical of the majority of recent development within the Conservation Area.
- 6.15 The adjacent properties, Nos. 24 and 26, form a pair of grand three-storey Victorian villas. These detached properties are constructed of London stock brick and have hipped slate roofs. The façade to No. 24 Summerhill Road incorporates arched windows with stucco hood-moulds, a highly detailed entrance surround and decorative quoins. The main elevation to No. 26 has lost its architectural detail, although both properties are of some distinction. No. 28, which is situated to the

north of this pair, is a two-storey detached property of Victorian origin that has a cream-painted façade, brown framed sash windows and a hipped roof.

- 6.16 The sites comprising Nos. 30 and 32 are currently occupied by unattractive works depots and single storey warehouse buildings, which have a detrimental impact on the Summerhill Road streetscene.
- 6.17 On the western side of Summerhill Road, opposite the works depots, No. 23A is a two-storey cottage of Victorian origin, which is constructed of London stock brick and has a slate roof. It has prominent white-painted lintels and retains a traditional front door and timber sash windows. No. 23A is adjoined to the north by No. 25 Summerhill Road, a two-storey Victorian cottage with a cream painted façade, green shutters and a hipped slate roof. The dwelling is similar in origin and form to Nos. 13 and 15 Summerhill Road. Likewise, the adjacent groups of properties, Nos. 27-29 and 31-33 Summerhill Road are analogous to Nos. 21-23 and 17-19 Summerhill Road. Accordingly, whilst Summerhill Road is characterised largely by its diversity, the form of several properties is replicated along the streets. Nos. 25-33 Summerhill Road all remain largely intact and contribute to the streetscape.
- 6.18 Nos. 35 and 37 form a pair of Victorian two-storey dwellings with white-painted facades. The Summerhill Road elevation to No. 35 incorporates a pediment above the ground floor window and decorative hood-moulds at first floor level. No. 37 has a less decorated façade with an unsympathetic porch, and both properties make a modest contribution to the streetscene.
- 6.19 The adjacent dwellings, Nos. 39 and 41 form a pair of two-storey semi-detached dwellings, of late 20th Century origin, which make a neutral contribution to the streetscene. To the north, No. 43 is similar in form to Nos. 24 and 26 on the eastern side of the road. The three-storey Victorian villa however has an unsympathetically painted façade and poorly integrated modern windows. At the northern boundary of this section of the Conservation Area, Nos. 45-51 form a diminutive symmetrical terrace of two-storey Victorian dwellings. The utilitarian properties are constructed of London stock brick and have white-painted lintels and a shaped parapet. The rendered façade and modern windows of No. 45 detract from the terrace, and streetscene.
- 6.20 To the north of the works depots on the eastern side of the road, No. 34 is a two-storey Victorian cottage of a similar form to Nos. 13, 15 and 25 on the western side of Summerhill Road. The detached property has a cream painted façade with modern replacement windows and door, and a canted bay and decorative entrance surround at ground floor level. The adjacent property, No. 36 Summerhill Road, is a detached Victorian villa, which has an unsympathetically painted façade, and a slate roof. The building's main elevation includes two-storey canted bay windows, which rise to first floor level and are surmounted by hipped gables, and an arched entrance. Both Nos. 34 and 36 have been unsympathetically altered.
- 6.21 No. 40 (Castle House) is a two-storey Victorian property. It is constructed of London stock brick and has a slate roof. It has lost its original door and windows, and makes only a neutral contribution to the streetscene. No. 40 is adjoined to the rear by a visually unattractive corrugated metal building (No. 38 Summerhill Road), which is used for storage purposes and to the south by an associated forecourt. The forecourt entrance is surmounted by historical 'archway' signage which contributes

to the character and appearance of the street. The warehouse building and forecourt, however, relate poorly to the character and appearance of this part of the Conservation Area.

- 6.22 The adjacent building, No. 42-44, is a two-storey Victorian property, which is constructed of London stock brick and has a hipped tiled roof. The building has been subjected to significant alterations, including the introduction of modern, black framed windows. Nonetheless, it makes a positive contribution to the streetscene. The adjoining property, No. 46, is a two-storey Victorian property, which appears to have previously formed part of a terrace. The dwelling, which is constructed of London stock brick and has a projecting cornice and prominent white lintels, makes a positive contribution to the streetscene. Its form is replicated in the adjacent infill building, Nos. 48-50, which is a modern two-storey block of flats with a mansard roof. The mansard storey, despite being set back from the block's front building line, disrupts the roofline of the adjacent terrace. Nevertheless, the building has a neutral role in the streetscene.
- 6.23 Further north, Nos. 52-60 form a uniform Victorian terrace of visually attractive two-storey dwellings. The properties, which are constructed of London stock brick and have a hipped slate roof, remain largely intact and provide this section of the street with a degree of consistency.
- 6.24 The remainder of Summerhill Road, to the north of Nos. 51 and 60, is fronted by late 20th century terraced dwellings, which are beyond the Conservation Area boundary. St Philip the Apostle's Church is evident at the northern termination of Summerhill Road.

West Green Road (western section)

- 6.25 West Green Road is a busy local road, which forms the southern boundary to this part of the Conservation Area. The short section of West Green Road within this sub-area is fronted by Victorian terraces and villas as well as a worthy public house.
- 6.26 At the Conservation Area's south western boundary, Nos. 156-166 West Green Road, comprise a group of two-storey dwellings of Victorian origin. No. 166 is constructed of London stock brick with white rendered detailing and has casement windows and a hipped slate roof. The property remains largely intact and makes a positive contribution to the streetscene. The adjacent dwellings, Nos. 156-164 form a group of similar terraced dwellings which are constructed of London stock brick and have canted bays at ground floor level which incorporate ornate stucco detailing. The dwellings, however, have been unsympathetically altered and have a negative impact on the streetscene.
- 6.27 Further east, Nos. 138-152 comprise four pairs of semi-detached Victorian villas. The villas are constructed of London stock brick and have rendered hexagonal bays at ground floor level, recessed entrance bays and hipped roofs, with projecting eaves and decorative brackets. They are of distinct architectural merit and make a positive contribution to the West Green Road streetscene.
- 6.28 On the southern side of West Green Road, The Fountain Public House (Nos. 125-127) is an Edwardian two-storey building with an attic level. It is constructed of London stock brick and has a hipped roof within which an arched dormer window is set. It retains many of its original features; of particular note, at ground floor level,

the building has a green glazed tile façade with traditional signage and an arched pediment that incorporates the name of the public house. It is set amongst visually unattractive residential properties and workshop units, which are beyond the Conservation Area boundary, but is an attractive building that has a prominent role in the West Green Road streetscene, and makes a positive contribution to the conservation area.

Bedford Road

- 6.29 Bedford Road is a residential street fronted almost exclusively by two-storey Victorian properties, which are constructed of London stock brick and have slate roofs. Accordingly, despite alterations to several of the dwellings and the introduction of isolated infill properties, Bedford Road is characterised by a greater sense of consistency than the adjacent streets in this sub area. The regular gaps between the properties, which are connected at ground floor level, also provide the street with a uniform rhythm.
- 6.30 At its southern end, Bedford Road is fronted by a two-storey infill property of late 20th century origin. It is constructed of yellow brick and has a hipped slate roof. The dwelling incorporates some of the traditional features of the adjacent Victorian dwellings, though has a neutral role in the streetscene. To the rear of the infill property, a cluster of four mews properties (Nos. 2a-2d Bedford Road) surround a secluded courtyard off the main road. The two-storey dwellings are constructed of London stock brick with hipped slate roofs and have blue-painted garages at ground floor level. They make a neutral contribution to the Bedford Road streetscape.
- 6.31 Nos. 2-12 on the western side of Bedford Road and Nos. 1-11 on the eastern side of the street form two groups of two-storey, linked villas of Victorian origin. The properties are constructed of London stock brick and have slate roofs set behind raised parapets. The party walls are emphasised by substantial chimney stacks, which are a notable feature of these buildings and add a sense of rhythm to the streetscene. Nos. 2 and 4 both have modern 2 storey side extensions constructed of yellow stock brick, as well as 2 modern dormer roof extensions. No. 10 incorporates an additional projecting side extension, which includes a dominant stucco surround to the first floor window with decorative arched detailing.
- 6.32 Nos. 14-30 and 13-31 form similar uniform groups of two-storey late Victorian villas. These are constructed of London stock brick and have hipped slate roofs. The main elevations to both types of villas are broadly analogous. These incorporate canted bays at ground floor level, recessed entrances with high decorative stucco surrounds and timber sash windows. Several of the dwellings have been subjected to alterations and unsympathetic side extensions, whilst many are interspersed with visually unattractive garages. However, the majority of the properties make a positive contribution to the character and appearance of Bedford Road and as a group provide the street with a consistent sense of scale, rhythm and proportion.

7.0 SUB-AREA 2: PHILIP LANE

7.1 Philip Lane is a busy main road which forms the northern boundary to the Conservation Area. The southern side is fronted by Victorian villas, whilst the northern side is lined with Edwardian terraces. Many of the buildings incorporate retail units and other commercial premises at ground floor level. A further common theme on Philip Lane is the use of the properties' former front gardens for parking. The streets' main landmark is St Philip the Apostle's Church, situated at the junction with Clonmell Road. This can be viewed from a number of points within the western section of the Conservation Area.

Philip Lane: Southern side - west of Summerhill Road

7.2 At the western end of Philip Lane, Nos. 231-233, 223-225, 219-221 and 215-217 comprise four pairs of two-storey Victorian villas, which are similar in form. The properties' central or main projecting bays are brick built, whilst the entrance bay and first floor levels are finished in white stucco. The bays are emphasised by bold pediment windows at ground floor level. The majority of these semi-detached properties are constructed of London stock brick and have richly detailed façades and hipped slate roofs. No. 221 Philip Lane is architecturally identical to the adjacent properties, though has a red brick elevation, whilst No. 215 has a painted façade. The properties principal elevations include decorative stucco window surrounds at ground floor level, which are surmounted by pediments, arched windows at first floor level and recessed entrances set within the corners of the dwellings. The entrances are each defined by a column with a doric capital. The consistent frontage provided by the group is broken by Nos. 227-229 Philip Lane, a pair of Victorian semi-detached properties with steep gables to their street elevation. The three-storey dwellings are constructed of London stock brick and have prominent rendered window surrounds and quoins. Many of the properties within this section of Philip Lane have poor settings and front gardens utilised for parking. Despite this they make a positive contribution to the streetscene.

7.3 A terrace of two-storey late 20th Century mews style cottages are situated to the rear of Nos. 225-227 Philip Lane. The properties, which are accessed between Nos. 221 and 223, are constructed of orange brick with red brick detailing and have a mansard attic storey. They are surrounded by unattractive grounds and are of limited architectural interest.

7.4 To the east of the aforementioned group of villas, Nos. 197-211 Philip Lane form a curved terrace of three-storey properties which date from 1850. These buildings are constructed of London stock brick and have retail units at ground floor level. The buildings' façades incorporate raised parapets, white painted lintels and stucco parapets, whilst the eastern corner of the terrace features a moulded stucco crest. In addition, several of the retail units retain original cornices and pilasters, whilst the façade to No. 207 includes a projecting 'Hovis' sign. Most of the retail frontages, however, are in a poor state of repair and include picture windows and a plethora of overly prominent fascia signage. The terrace is adjoined to the east by an unattractive single-storey retail unit (No. 197A Philip Lane) and to the west by a vehicle repair workshop and associated forecourt, both of which have a detrimental impact on the Philip Lane streetscene. In addition, the flank elevations to the end of terrace properties incorporate prominent, unsympathetic billboard advertisements.

Philip Lane: Northern Side - Downhills Road to Gloucester Road

- 7.5 Between Downhills Road and Clonmell Road, the northern side of Philip Lane is fronted by Nos. 260-278, which form a terrace of three-storey properties with retail units at ground floor level. The buildings, which date from 1905, are constructed of London stock brick and have decorated stucco window surrounds and hood-moulds. Whilst some of the ground floor retail units retain isolated elements of traditional shopfronts - corbels, pilasters and stallrisers - the majority are poorly integrated with the buildings' elevations and relate poorly to the Philip Lane streetscene. Of the ground floor frontages, however, No. 278 Philip Lane is notable for its grand corner entrance, which is flanked by columns and surmounted by a broken pediment, which includes decorative cartouches and a finial.
- 7.6 St Philip the Apostle's Church, on the eastern side of Clonmell Road, is the primary landmark on Philip Lane. The church, which dates from 1906, is constructed of red brick and has a clay tiled roof. It has an elongated nave, which is surmounted by a clerestory and bell tower, and a prominent porch set within its south western corner. The Church's Philip Lane elevation is dominated by an arched leaded window, which incorporates curvilinear tracery.
- 7.7 To the east of the Church, Nos. 246-256 form a terrace of two-storey Edwardian dwellings, which are constructed of red brick with stucco detailing and slate roofs. The properties have undergone a series of alterations and all have unsympathetic modern windows and/or roofs and No. 246 has a poorly integrated rendered façade. The end of terrace property - No. 256 - also includes a poorly integrated retail unit with large picture windows at ground floor level.
- 7.8 Nos. 228-244 Philip Lane form a consistent terrace of Edwardian properties, which front the road between Handsworth Road and Gloucester Road. Like the aforementioned group, the properties, are constructed of red brick with stucco detailing and have slate roofs. Their facades incorporate recessed arched entrances and square bays, which rise to roof level and are surmounted by triangular or hipped gables. In contrast with the adjacent group however, the majority of the properties remain essentially intact. Given their consistency of scale, the highlights of stucco detailing of the window bays and their proximity to the road, these buildings make a positive contribution to the character and appearance of this part of the Conservation Area.

Philip Lane: Southern side - Summerhill Road to Lawrence Road

- 7.9 On the southern side of Philip Lane, the junction with Summerhill Road is defined by the Lord Palmerston Public House. This mid 20th Century building is constructed of red brick and has a steeply sloping tiled roof, which includes dormer windows and tall chimney stacks. At ground floor level, its principal elevations are constructed of sandstone and include green framed windows.
- 7.10 The Public House is adjoined to the east by a two-storey terrace of diminutive Victorian properties with retail units at ground floor level, which front directly onto the street (Nos. 187-195 Philip Lane). The properties were originally constructed of London stock brick with white rendered window surrounds and a projecting cornice. Their façades have, however, been significantly altered and the shopfronts to all of the properties fail to retain any traditional features. At the eastern end of the terrace, Nos. 183-185 form a pair of two-storey dwellings of Victorian origin. Both properties

have painted facades and unsympathetic modern windows and, like the aforementioned group, play a neutral role in the streetscene.

- 7.11 The adjacent properties, Nos. 169-181 Philip Lane are three-storey terraced and semi-detached Victorian dwellings, which are set back behind the building line of the adjoining terrace. The properties are constructed of London stock brick with red brick banding and lintels and have half dormer windows, which are surmounted by triangular gables. The majority of the dwellings have been unsympathetically altered, most notably No. 179, which has a white painted façade and No. 177, which has a single-storey front extension and poorly integrated modern windows. No. 173 also incorporates a bungalow retail unit, which further disrupts the consistency of the group. In addition, the former front gardens to most of these dwellings are used for car parking. Of the properties in the group, only Nos. 169-171 remain essentially intact and make a positive contribution to the streetscene.
- 7.12 Further east, Nos. 165-167 comprise a pair of diminutive two-storey semi-detached Victorian dwellings. The properties are constructed of London stock brick and have a hipped slate roof. Whilst the façade to No. 165 has been painted red and modern windows have been introduced, both dwellings are of architectural merit. The adjacent property, No. 163 Philip Lane, is a two-storey red brick dwelling of 20th Century origin. It consists of three bays surmounted by gables and is set within a well-planted garden.
- 7.13 The adjacent properties, Nos. 147-161, are grand semi-detached and detached Victorian villas, which are of architectural distinction and remain largely intact. The two-storey properties - plus basement levels in the case of Nos. 159-163 - are constructed of London stock brick with stucco detailing and have hipped slate roofs. The gardens to several of the dwellings – notably Nos. 147-149 and 155-157 - are well-planted and include mature trees, whilst the tiled pathway to No. 153 is also of interest. To the east of the group of villas, at the junction with Lawrence Road, the *Botany Bay* Public House is a grand three-storey building of Victorian origin. The public house is constructed of red brick and has a highly detailed façade incorporating rendered window surrounds, shaped gables and a bow window set within the corner of the building at first floor level. The latter incorporates decorative cartouches and is surmounted by a tall conical spire, which has a prominent role in the streetscene. The public house successfully defines the junction between Philip Lane and Lawrence Road and, like the adjacent villas, makes a positive contribution to the streetscene.

Philip Lane: Northern Side – East of Kitchener Road

- 7.14 On the northern side of Philip Lane, Nos. 192-208 and 182-190 form two-terraces of Edwardian properties with retail units at ground floor level. The former group are constructed of red brick and have canted bays at first floor level, which incorporate decorative stucco and are surmounted by prominent stepped gables. The property at the western end of the terrace (No. 208 Philip Lane) is a three-storey red brick building with decorative stucco hood-moulds and a slate roof, which incorporates a prominent hexagonal spire. On the eastern side of Dongola Road, Nos. 182-190 Philip Lane comprise a similar Edwardian terrace of two-storey properties with bungalow retail units at ground floor level. The buildings have red painted facades and square bays which incorporate stucco detailing and are surmounted by triangular gables at first floor level. No. 190 is adjoined to the west by a single-storey retail extension. No. 178 is a three-storey building which predates the rest of

the northern side of Philip Lane. The majority of properties in both terraces have unsympathetic modern roofs and windows, whilst their ground floor retail units fail to retain traditional shopfront features. Accordingly they have a neutral role in the Philip Lane streetscene.

- 7.15 To the east of Fairbourne Road, Nos. 130-174 Philip Lane comprise a long, curved terrace of two-storey Edwardian dwellings. The curved terrace and the mature trees lining the southern section of this part of Philip Lane provide the eastern end of the street with a sense of enclosure, not experienced in the western section of Philip Lane. The properties are constructed of red brick and their facades are dominated by square bays which incorporate decorative stucco detailing and are surmounted by triangular gables. The majority of the properties retain timber sash windows, slate roofs and terracotta detailing. They are also set behind small front gardens with tiled pathways and original boundary walls. These properties make a positive contribution to the character and appearance of this part of the Conservation Area. At the eastern end of the group, No. 128 has had its original bay and gable removed, has been rendered yellow and has modern uPVC windows. It detracts from the character of the group, streetscene and conservation area.

Philip Lane: Southern Side – East of Lawrence Road

- 7.16 Nos. 117-141 Philip Lane, which front the southern side of the road to the east of Lawrence Road, comprise a terrace of three-storey Victorian properties which are constructed of London stock brick and have stucco window surrounds and cornices. Whilst several of the dwellings have been subjected to alterations and are in a relatively poor state of repair, these locally listed buildings positively contribute to the character and appearance of this part of the Conservation Area. The group is adjoined to the east by Nos. 109-115, a terrace of two-storey Edwardian dwellings, which are constructed of London stock brick with red brick detailing and have canted bays that are surmounted by hipped gables. The properties, which are typical of those on Philip Lane, remain largely intact and, like the adjoining group, make a positive contribution to the streetscene.
- 7.17 Further east, the building at Nos. 105-107 comprises a contemporary three storey block of flats with a pharmacy at ground floor level. The building is constructed of yellow brick with rustication treatment at ground floor level and modern fenestration. It is adjoined to the rear by a car park that serves the adjacent health centre - which is beyond the Conservation Area boundary - and makes a negligible contribution to the Philip Lane streetscene. The adjacent properties, Nos. 101-103 form a pair of two-storey semi-detached dwellings of post war origin, which are constructed of dark brick and are of no architectural merit.
- 7.18 At the Conservation Area's eastern boundary, the southern side of Philip Lane is fronted by a group of grand semi-detached Victorian villas of two-storeys, plus attic and basement levels (Nos. 89-99 Philip Lane). These properties are constructed of London stock brick with rendered basement levels and hipped slate roofs. They have canted bays at basement and ground floor levels and subordinate side entrance bays. Several of the villas are also set within well-planted, mature gardens. The dwellings remain largely intact, despite the introduction of some unsympathetic dormer windows, and are of distinct architectural merit. However, Nos. 97-99 have recently suffered from fire damage.

8.0 SUB-AREA 3: CLYDE CIRCUS AND ADJOINING STREETS.

8.1 The streets occupying the eastern section of the Conservation Area, in the vicinity of Clyde Circus, are primarily lined with long, uniform terraces of late Victorian and Edwardian properties. The area is therefore characterised by its consistency and domestic scale. The majority of properties within this area front directly onto the street or have small front gardens. This sub-area is also partly characterised by its relatively intimate sense of enclosure and scarcity of vegetation.

Jansons Road

8.2 Jansons Road is primarily fronted by two-storey Victorian terraced dwellings. The street is edged with granite sets and young deciduous trees planted in raised beds. The northern part of the western side of the road is bounded by the two metre high London stock brick wall which forms the boundary to the rear garden of No. 89 Philip Lane and contributes to the Jansons Road streetscape.

8.3 The properties on the western side of Jansons Road comprise a detached red brick building with a red tiled roof and prominent arched lintels (No. 27) and a short terrace of four dwellings constructed of London stock brick with a hipped slate roof (Nos. 19-22). To the south of the terrace, there is an unattractive single-storey building and an associated forecourt which is used for car washing. The eastern side of Jansons Road is fronted by a long terrace of Victorian properties (Nos. 1-16) which are constructed of London stock brick and mostly have slate roofs. The majority of these remain largely intact and make a positive contribution to the Conservation Area, however, No. 3 has a visually intrusive stone clad façade and No.20 has a rendered façade and unsympathetic modern windows.

Clyde Circus

8.4 Clyde Circus, a wide circular road from which a series of residential streets radiate, forms the hub of the western section of the Conservation Area. The Circus is occupied by consistent two-storey semi-detached and terraced villas of Edwardian origin (Nos. 1-19 Clyde Circus). The dwellings are constructed of red brick and have decorative stucco window surrounds, wooden porches and square bays, which are surmounted by hipped gables. Notably, each property has its own individually named stone carved plaque. Whilst the properties are of distinct architectural interest, the circular nature of the circus creates triangular gaps between the buildings, which reveal their unadorned flank elevations and in many cases represent left over space, which detracts from the streetscene, especially adjacent to No. 8.

8.5 The properties forming the outer edge of Clyde Circus are of Victorian origin and are more varied in appearance. On the north eastern side of Clyde Circus, Nos. 74-84 form three pairs of Victorian semi-detached properties, which are constructed of London stock brick and have slate roofs and largely unadorned façades. The dwellings are set back from the road behind mostly well-planted front gardens and enhance the Clyde Circus streetscene.

8.6 On the southern side of Clyde Circus, Nos. 79-87 and 69-77 comprise two gently curved terraces of two-storey Victorian properties which are constructed of London stock brick with canted bays at ground floor level and prominent white-painted lintels. Although several of the dwellings have been unsympathetically altered, both groups contribute to the character of the streetscene. To the east of the latter group,

Nos. 63-67 Clyde Circus form a stepped terrace of two-storey Victorian properties constructed of London stock brick with decorative stucco lintels and ornate window and entrance surrounds. The adjacent dwelling, No. 61 is a double fronted Victorian dwelling with a pink painted façade and canted bays, which rise to first floor level. The dwelling is adjoined to the northeast by the largely unadorned flank elevation to No. 59 Clyde Road. The north eastern side of Clyde Circus is lined with the flank elevations to properties on Loobert Road and the eastern part of Clyde Road.

Clyde Road: West of Clyde Circus

- 8.7 To the west of Clyde Circus, Clyde Road is a tree-lined street, fronted by two-storey Victorian terraced properties, primarily constructed of London stock brick. On the northern side of the road, Nos. 86-96 form a utilitarian terrace which have mostly been detrimentally altered through the introduction of modern windows and roofs, dormer windows and satellite dishes. The majority of the dwellings also have unsympathetic painted and/or stone clad façades and only the end of terrace property, No. 86 Clyde Road, remains intact. To the west of this group, No. 98 Clyde Road is an unattractive grey brick two-storey property with an attic level, and has suffered from poorly integrated modern windows. The adjoining terrace, Nos. 100-106, forms a group of diminutive two-storey dwellings with unadorned London stock brick facades and slate roofs. Whilst Nos. 104 and 106 remain of architectural merit, No. 100 is unsympathetically painted and has an oversized porch and No. 102 has a stone clad façade. At the western end of the section of Clyde Road within the Conservation Area boundary, Nos. 108-114 comprise a group of Victorian properties with unaltered stock brick façades, recessed arched entrances and pale brick lintels. Nos. 112 and 114 also have canted bays at ground floor level. In contrast with many of the properties lining the northern side of Clyde Road these dwellings remain largely intact and contribute to the streetscene.
- 8.8 The southern side of the street is fronted by a relatively consistent terrace of properties (Nos. 89-109 Clyde Road) identical in form to Nos. 69-77 and 79-87 Clyde Circus. The majority of the dwellings have modern windows and poorly maintained front gardens, and a couple have been painted. No. 89, has an unsympathetic ground floor extension and detracts from the character and appearance of the street.

Collingwood and Nelson roads

- 8.9 To the south west of Clyde Circus, Nelson Road and Collingwood Road are lined with long terraces of identical two-storey Victorian dwellings which are constructed of stock brick and have canted bay windows at ground floor level and prominent white lintels surmounting their first floor windows. The majority of the dwellings have suffered from unsympathetic alterations, including painted and rendered facades and the introduction of modern windows, front doors and roofs. Notable examples of properties which have been poorly altered and should be used as examples of 'what not to do' in the Conservation Area include Nos. 31-33 Nelson Road, which are painted and have modern windows, No. 7 Nelson Road, which has a prominent stone clad façade, and No. 2 Collingwood Road, which has blue painted pebble dash rendered façade, an imposing front boundary wall, and an over large dominant porch. The single-storey warehouse building, which terminates the southern end of Collingwood Road, has a detrimental impact on the character and appearance of this part of the Conservation Area.

Clyde Road: East of Clyde Circus

- 8.10 The eastern section of Clyde Road is fronted by a range of dwellings, including Victorian terraces and villas and properties of late 20th Century origin. The northern side of the road is fronted by a pair of two storey dwellings of late 20th Century origin (Nos. 32-34 Clyde Road) which are constructed of orange brick and are of limited architectural interest. The adjacent property, No. 30 (including 30a) Clyde Road, is an elegant Victorian villa, which is painted chocolate brown and has a richly detailed façade. The villa has timber sash windows with richly detailed stucco surrounds, prominent quoins, a projecting cornice and a hipped slate roof. The building is of architectural distinction, though is set behind a two metre high London stock brick wall that is too substantial and unadorned for this area, and thus detracts from the streetscene and from No. 30.
- 8.11 Between Clyde Circus and Beaconsfield Road, Clyde Road is fronted by a two-storey Victorian terrace of four properties (Nos. 53-59). They have canted bay windows at ground floor level with stucco detailing, decorative stucco window surrounds at first floor level and a hipped slate roof. All of the properties remain essentially intact and the group provide the street with a degree of consistency. To the east of the junction with Beaconsfield Road, Nos. 41-51 Clyde Road form a plainer terrace with its frontage at the back of the pavement edge. The buildings are constructed in London stock brick, with white rendered lintels and a projecting cornice, which have roof terraces that have recently been introduced behind. The corner property, No. 51, has a retail unit at ground floor level, which is apparently vacant and includes poorly integrated signage. Similarly, the adjoining properties appear to have formerly incorporated ground floor level retail units, which have been converted for residential use. The ground floor windows appear too small for the elevation and conflict with the larger, traditionally proportioned first floor windows.

Loobert Road

- 8.12 To the north east of Clyde Circus, Loobert Road is lined with two identical terraces of two-storey Edwardian dwellings, which are constructed of red brick (Nos. 1-19 and 2-26 Loobert Road). The houses have richly detailed façades, which incorporate canted bay windows with stucco detailing, decorative lintels and ornate stucco entrance surrounds. The properties all retain traditional timber sash windows and slate roofs and the terraces provide the street with a degree of consistency and rhythm that is not experienced elsewhere within this sub-area.
- 8.13 Loobert Road is terminated by a two-storey block of maisonettes which is constructed of red brick and has a prominent roofscape which descends to ground floor level. The building is of limited architectural merit and has a detrimental impact on the otherwise consistent streetscape of Loobert Road.

Beaconsfield Road

- 8.14 Beaconsfield Road is a long straight road, which connects Clyde Road with West Green Road to the south. It is fronted by relatively consistent terraces of Victorian dwellings and is lined intermittently with trees, which contribute to the streetscene. The majority of the properties' gardens are poorly maintained and many have lost their boundary walls and are used for car parking.

- 8.15 Beaconsfield Road is primarily lined with two-storey terraced properties of Victorian origin. Nos. 100-116, 32-78, 4-30 and 1-139 - a long terrace which lines the entire eastern side of the road - are identical properties, which are constructed of London stock brick and have slate roofs. They have canted bay windows at ground floor level which incorporate stucco detailing as well as decorative stucco lintels and entrance surrounds. Nos. 80-86 and 94-98, which flank the junction with Grove Park Road, are wider double fronted properties that incorporate the features of the adjacent group.
- 8.16 Several of the properties have been altered, including the introduction of modern windows and unattractive stone clad façades, and painted façades. Nos. 31 to 25 appear to have lost their ground floor bay windows, and No. 7's bay have been replaced by a modern ground floor extension. The terrace lining the western side of the road incorporates an archway providing access to land to the rear of the dwellings. No. 78 has a poorly integrated mansard roof addition and No. 114 includes a prominent glazed bay at ground floor level. No. 80 has suffered from significant fire damage.
- 8.17 At the northern end of the street, No. 116 Beaconsfield Road is adjoined by a single storey property and at the southern end, No. 2 includes a bungalow retail unit. Both properties have a detrimental impact on the Beaconsfield Road streetscene.

Grove Park Road

- 8.18 Grove Park Road is a tree-lined residential street, which curves to connect Beaconsfield Road with West Green Road. The road is fronted by two and three storey terraces of Victorian properties and infill buildings of late 20th Century origin. Accordingly, it is slightly more varied in character than the adjacent streets within this section of the Conservation Area.
- 8.19 The northern side of the section of Grove Park Road is orientated east-west and is lined with a terrace of Victorian dwellings, which are constructed of London stock brick and have slate roofs (Nos. 59-95) [3.20 and 3.21]. The properties have canted bays at ground and first floor level, which incorporate stucco detailing and ornate entrance stucco surrounds. Approximately half of the properties in the road have altered roofs and/or unsympathetic modern windows.
- 8.20 The dog-leg in the road is defined by a well-planted raised bed containing mature vegetation, which contributes to the streetscape. No. 57, which terminates a northern spur to Grove Park Road, is a two-storey property constructed of London stock brick with a hipped slate roof and modern windows. It lacks any modulation in its façade and the windows are ill proportioned. It is of no architectural merit and detracts from the character and appearance of this part of the Conservation Area.
- 8.21 The southern side of the northern section of Grove Park Road is lined with two terraces of two-storey dwellings of Victorian origin (Nos. 58-70) [3.22 and 3.23]. The properties are constructed of London stock brick and have canted bay windows at ground floor level, prominent white lintels at first floor level and pediments surmounting their recessed entrances. Several of the properties have rendered and/or painted facades, however, the group generally contributes to the streetscene. To the east of the terrace the rear garden to No. 86 Beaconsfield Road is surrounded by a visually unattractive, two metre high concrete boundary wall.

- 8.22 Nos. 33-55 on the western side of Grove Park Road comprise a typical terrace of two-storey Victorian dwellings. They are constructed of London stock brick with red brick detailing and have square bays with stucco detailing and prominent lintels at first floor level. The majority of the properties remain largely intact and contribute to the Grove Park Road street scene. However, No. 55 has been unsympathetically altered, with modern replacement windows and door, a modern ground floor bay and a rendered and painted façade.
- 8.23 Much of the southern section of Grove Park Road is lined with symmetrical terraces, each comprising four or five properties, which are constructed of London stock brick with red brick detailing and have slate roofs and canted bay windows at ground floor level (Nos. 9-39 and 10-56). The end of terrace properties within each group are surmounted by prominent gables, which accommodate attic storeys. In some cases (Nos. 16 and 18) the first floor has been very poorly altered by inserting 'picture' windows that are entirely inappropriate in terms of their proportion and relationship with the remaining windows. Nonetheless, the majority of the dwellings remain intact and contribute to the Grove Park Road streetscene. No. 31 Grove Park Road has been removed and the resultant gap provides an entrance to the industrial land to the west.
- 8.24 At the southern end of the road, Nos. 2a-8 Grove Park Road form a partly rebuilt terrace, which is broadly similar in form to the aforementioned groups. The properties have a traditional London stock brick ground floor level with an orange brick first floor level and red brick banding and lintels. Their facades include canted bay windows at ground floor level and triangular gables and dormer windows set within the slate roofscape. The windows are ill-proportioned, especially at first floor level, and the dormers/gables sit uneasily above a prominent white parapet line. The group makes a neutral contribution to the streetscene. The adjacent property, No. 2 Grove Park Road, is an unattractive property, which is constructed of London stock brick with a clay-tiled roof and unsympathetic windows.
- 8.25 On the western side of the road, Nos. 3-7 Grove Park Road comprise a terraced of three-storey Victorian dwellings constructed of London stock brick with red brick banding. The properties have been significantly altered and make a limited contribution to the character of Grove Park Road. The adjoining properties, Nos. 1a-1d Grove Park Road, form a terrace of two and three storey buildings, which are constructed of pale brick and have a hipped slate roof and contemporary fenestration. The dwellings, which are of late 20th century origin, have a neutral role in the streetscene.

9.0 SUB-AREA 4: WEST GREEN ROAD

- 9.1 West Green Road is a busy commercial street, which forms the southern boundary to the Clyde Circus Conservation Area. It is primarily lined with relatively consistent terraces of two and three storey late Victorian properties with retail units at ground floor level. Whilst the street is busy and vibrant, the majority of its buildings are in a relatively poor state of repair and incorporate unsympathetic retail frontages, which include a plethora of poorly integrated signage. The elevated railway line, which forms the eastern boundary to the Conservation Area, also has a dominant influence on the character of the eastern section of the street.
- 9.2 The majority of the section of the northern side of West Green Road within this sub-area is fronted by terraces of three-storey Victorian buildings, which are constructed of London stock brick (Nos. 56-66, 70-88, 96-98 and 100-114). Several of the properties have white, rendered lintels and banding and a projecting cornice at parapet level. The majority, however, have unsympathetic modern windows and/or painted facades and poorly integrated shop frontages. Between these groups, Nos. 90-94 West Green Road comprise a group of three-storey infill properties with pale brick facades and modern windows, which make a neutral contribution to the West Green Road streetscene. The junction with Beaconsfield Road is defined by The West Green Public House (No. 68 West Green Road) - a three-storey building, which is constructed of London stock brick and has a traditional cream painted façade at ground floor level. The public house has a prominent role in the West Green Road streetscene and is of some architectural merit.
- 9.3 At the western boundary of the sub-area, Nos. 116-126a West Green Road form a terrace of three-storey Edwardian properties, which are constructed of red brick and have slate roofs. Historic maps show that this terrace replaced Montague Villas, a group of six Victorian dwellings with long gardens. This group is stepped in relation to the road, although their single-storey retail units provide a curved frontage at ground floor level, which replicates the curve of West Green Road. The properties' façades include stucco window surrounds, which are surmounted by triangular stucco motifs. Whilst the group's retail units are of limited interest and several of the buildings facades have been painted, Nos. 116-126a comprise the most architecturally distinguished and consistent of the terraces fronting West Green Road. To the rear of the group, Nos. 1 and 2 Lawrence Yard comprise a two-storey building with a green painted Lawrence Road elevation, which is of no architectural merit, and detracts from the character and appearance of the Conservation Area.
- 9.4 The majority of the southern side of West Green Road is fronted by three-storey terraces of buildings (Nos. 43-49 and 59-95) which are similar in form, condition and appearance to the aforementioned Victorian groups on the northern side of the road. Whilst the properties form relatively consistent terraces, the majority have been detrimentally altered and are in a poor state of repair. Accordingly, they make a neutral contribution to the streetscene. These groups are interspersed with groups of two-storey Victorian buildings (plus attic levels), which are primarily constructed of London stock brick and are set back from West Green Road behind bungalow retail units (Nos. 51-57 and 97-111 West Green Road). Again, these groups make a neutral contribution to the character and appearance of this part of the Clyde Circus Conservation Area.

10.0 AUDIT

Introduction

- 10.1 An audit of the fabric of the Clyde Circus Conservation Area has been undertaken to identify listed buildings, unlisted buildings that contribute to the character and appearance of the Conservation Area, buildings and streetscape and other elements that detract from its character and appearance are also identified.

Listed buildings

- 10.2 There are no buildings or structures on the statutory list of buildings of architectural or historic interest within the Clyde Circus Conservation Area.

Locally Listed Buildings

- 10.3 Seven buildings or groups of buildings within the Conservation Area are locally listed.

Sub – Area 1: Dorset, Summerhill and Bedford roads

Summerhill Road 5-11 (odd)

Sub-Area 2: Philip Lane

Philip Lane 117-141 (odd);
128-174 (even);
159-161 (odd);
278.

Sub-Area 3: Clyde Circus and Adjoining Streets

Clyde Circus 1-19 (consecutive);
74-76 (even);
78-84 (even).
30 (including 30a).

Buildings that make a positive contribution to the Conservation Area

- 10.4 In addition to the buildings that are locally listed, there are a large number of individual buildings and groups of buildings that contribute to the character of their immediate surroundings and the Conservation Area as a whole. Whilst some of these buildings may have experienced minor alterations over the years, they contribute as part of a group. The assessment of whether a building makes a positive contribution to the special architectural and historic interest of a conservation area is based on guidance provided in English Heritage's publication '*Conservation Area Appraisals*'.

Sub-Area 1: Dorset, Summerhill and Bedford roads

Dorset Road 1-29 (odd); 2; 14; 32-38 (even).
Summerhill Road 2; 5-11 (odd); 10; 14; 13-15 (odd); 17; 21-23 (odd); 23A;
24-26 (even); 25; 27-29 (odd); 28; 31-33 (odd); 35; 42-44
(even); 46; 47-51 (odd); 52-60 (even).
West Green Road 125-127 (even) (*The Fountain* Public House); 138-152
(even); 166.
Bedford Road 6-12 (even); 1-11(odd); 14-30 (even); 13-19 (odd); 23-
31(odd).

Sub-Area 2: Philip Lane

Philip Lane 89-99 (odd); 117-141 (odd); 130-174 (even); 143-145 (odd) (*The Botany Bay* Public House); 147-157 (odd); 159-161 (odd); 165-167 (odd); 169-171 (odd); 197 (*The Lord Palmerston* Public House); 199-211 (odd); 215-225 (odd); 227-229 (odd); 228-244 (even); 231-233 (odd); 260-278 (even); Church of St Philip the Apostle.

Sub-Area 3: Clyde Circus and Adjoining Streets

Jansons Road 1-2 (consecutive); 4-16 (consecutive); 19; 21; 27.
 Clyde Circus 1-19 (consecutive); 61 (odd); 63-67(odd); 69-77(odd); 74-76(even); 78-84 (even); 79-87 (odd).
 Clyde Road No. 30; 53-59 (odd); No. 86; 104-106 (even); 108-114 (even).
 Loobert Road 1-19 (odd); 2-26 (even).
 Grove Park Road 9-29 (odd); 31-39 (odd); 10-14 (even) 20-34 (even) 33-53 (odd); 40-56 (even); 62-70 (even); 59-69 (odd) 77-95 (odd).

Sub-Area 4: West Green Road

West Green Road 68 (*The West Green* Public House; 116-126a (even); 116-126a (even).

Shopfronts of Merit

10.5 None of the shopfronts within the Clyde Circus Conservation Area are considered to be of merit. The following four public house frontages, however, are of townscape merit.

Sub-Area 1: Dorset, Summerhill and Bedford roads

West Green Road 125-127 (*The Fountain* Public House).

Sub-Area 2: Philip Lane

Philip Lane 143-145 (*The Botany Bay* Public House); No. 197 (*The Lord Palmerston* Public House).

Sub-Area 4: West Green Road

West Green Road No. 68 (*The West Green* Public House).

Elements of streetscape interest

10.6 The character and the appearance of the Conservation Area is not solely a function of its buildings. Elements within the public realm, such as original pavement materials, boundary walls, signage and vegetation contribute greatly to the area's quality, character and appearance.

Sub-Area 1: Dorset, Summerhill and Bedford roads

Dorset Road Kerbstones; granite sets lining the street; granite sets at the vehicle entrance adjacent to 10 and 12; stone wall and sets at the entrance to Bysouth Close.
 Summerhill Road Kerbstones; granite sets; mature deciduous trees; historical signage surmounting the entrance to No. 38.
 West Green Road Kerbstones.

Bedford Road Kerbstones; granite sets at the entrance to the mews; isolated trees.

Sub-Area2: Philip Lane

Philip Lane Kerbstones; isolated mature trees; traditional 'Hovis' signage at No. 207; cast iron bollards.

Sub-Area 3: Clyde Circus and Adjoining Streets

Jansons Road Kerbstones; granite sets; rear boundary wall to No. 89 Philip Lane; mature trees at the northern end of the road; raised beds containing deciduous trees.

Clyde Circus Kerbstones.

Clyde Road Kerbstones; traditional post box; mixed deciduous trees; boundary wall to No. 30.

Nelson Road Kerbstones; granite sets lining street; granite sets at the eastern and western ends of the street.

Collingwood Road Kerbstones; granite sets.

Loobert Road Kerbstones.

Beaconsfield Road Kerbstones; granite sets; isolated deciduous trees; signage at the entrance adjacent to 30 and 32.

Grove Park Road Kerbstones; granite sets; raised bed containing mature vegetation; mixed deciduous trees.

Sub-Area 4: West Green Road

West Green Road Kerbstones; cast iron bollards; isolated deciduous trees.

Detractors

- 10.7 Inevitably there are buildings that detract from the character and appearance of the Conservation Area. This may be due to a building's scale, materials, relationship to the street or due to the impact of alterations and extensions. There are also structures and elements of streetscape (e.g. visual clutter from excessive signage or advertisements) that impinge on the character and quality of the Conservation Area.

Sub-Area 1: Dorset, Summerhill and Bedford roads

Dorset Road Vacant sites at Nos. 4-6 (even); 28-30 (even).

Summerhill Road 3; 4-8 (even); warehouses and forecourts at Nos. 30-32 (even); 45.

West Green Road 156-164 (even).

Bedford Road Garages at the southern end of the road.

Sub-Area2: Philip Lane

Philip Lane 101-103 (odd); 128; 177-179 (odd); 197a; yard occupying No. 213; mews properties to the rear of Nos. 223-225;

Sub-Area 3: Clyde Circus and Adjoining Streets

Jansons Road 3; 17.

Clyde Road 88-90 (even); 89; 98-102 (even).

Nelson Road 7; 31-33 (consecutive).

Collingwood Road 2-3 (odd); 19; 22; 23a.

Loobert Road Block of maisonettes at the northern end of the road.

Beaconsfield Road 2; 7; 21; 41; 49; 58; 75; 117; 118.

Grove Park Road 2 (Winns Mews); 7; 31; 55; 57; 71-75 (odd) .

Opportunity Sites

- 10.8 The vacant site on the eastern side of Dorset Road (Nos. 4-6), the former access road to the works depots from Grove Park Road (No. 31) and No. 30 Summerhill Road are sites which provide potential opportunities for development. Their development would result in an enhancement of the streetscape of Dorset, Grove Park and Summerhill roads.

Development Control Issues

- 10.9 Pressure for development can diminish the character and appearance of conservation areas. The following identifies, in general terms, the pressures that are evident within the Clyde Circus Conservation Area, highlights potential future pressures that could harm its character and appearance and identifies where enhancement of the character and appearance of the area could be achieved.

i) Residential areas

- 10.10 The primary cause of change to the character and appearance of residential streets has been incremental changes to domestic properties. Much of the development that has occurred does not, however, fall within the remit of planning control. The main issues are set out below.
- 10.11 **Original features:** There is evidence across the Conservation Area of the loss of original features such as timber sash windows, timber panelled front doors, decorative timber porches and brackets, chimney stacks and pots, ridge tiles and finials and decorative plasterwork. Again, although this can be undertaken without planning permission in the case of domestic properties (not flats), it can diminish the quality, richness and visual cohesion of the frontages.
- 10.12 **Painting:** The rendering and painting of brickwork within consistent streets with brick elevations has occurred in a number of areas within the Conservation Area. This has had a detrimental effect on the integrity and consistency of frontages in a number of locations. Other changes that have affected the consistent appearance of the frontages include the re-cladding of roofs in non-original materials, and to a lesser extent the infilling of recessed doorways and porches.
- 10.13 **Dormers:** In a limited number of locations, dormers were introduced or enlarged on front roof slopes of terraces, prior to the designation of the Conservation Area. These are prominent and disruptive in the street scene unless they are part of the original design. Front dormers should be avoided where they are not part of the character of the existing street and careful consideration should be given to the effect of rear dormers and extensions in locations where there are views to rear elevations from nearby streets.
- 10.14 **Hardstandings:** The introduction of hardstanding within the front gardens of properties to enable parking (where space allows) has led to the loss of front garden walls and a reduction in the amount of vegetation on the frontage in a number of locations. The effect is to disrupt the visual continuity and enclosure of the frontage. This can erode the character and appearance of the street but can be undertaken without planning permission.

ii) Commercial areas

- 10.15 **Shopfronts and Public House frontages** : Within the Conservation Area, all of the original shopfronts have been lost. They have inappropriately proportioned fascias (too wide, too deep or covering arched openings), inappropriate signage on the fascias (internally illuminated boxes, over sized lettering/ signboards), a visual clutter of advertisements, prominent shopfront security (externally fixed roller shutters), or fixed plastic canopies. Nonetheless, several of the public houses retain their original features and contribute to the interest along the street.
- 10.16 To preserve and enhance the character and appearance of the commercial frontage the public house frontages of merit, and other elements of interest should be retained wherever possible. New shopfronts and fascias should be sympathetic to the proportions and balance of the overall frontage. Signage should have clear simple lettering of an appropriate size and be contained within the fascia. Prominent shopfront security (roller shutters), fixed plastic canopies and internally illuminated box signs should be avoided.

11.0 CONSERVATION AREA BOUNDARY REVIEW

Introduction

- 11.1 The boundary of the Clyde Circus Conservation Area has been reviewed as part of this study. The principal issue to consider in undertaking such a review is whether any area under consideration has the same ‘*demonstrably special architectural and historic interest*’¹ as the adjoining part of the Conservation Area, thereby indicating that the character and appearance should be preserved or enhanced.
- 11.2 PPG 15, para. 4.3 notes that “*it is important that conservation areas are seen to justify their status and that the concept is not devalued by the designation of areas lacking any special interest*”. This guidance further advises (para. 4.14) where development adjacent to a conservation area would affect the setting or views into or out of the conservation area, the preservation and enhancement of that conservation area should be a material consideration.
- 11.3 PPG15 notes that conservation area legislation should not be used to solely protect landscape features except where they form an integral part of the historic environment.
- 11.4 The following tests have been applied in reviewing the boundary of the Clyde Circus Conservation Area.

Test 1: Boundary

Is there a clearly defined edge to the existing boundary (i.e. a definite change in character and quality between the two areas)?

Is the area part of the setting of the Conservation Area?

Is the area clearly beyond the defined edge of the Conservation Area?

Test 2: Architectural Quality and Historic Relevance

Is area of similarly, ‘demonstrable special architectural or historic interest’ as the rest of the Conservation Area. The following have been considered:

- i) Whether the area reflects the architectural style and details present within substantial parts of the Conservation Area;
- ii) Whether the development within the area dates from a similar period to substantial parts of the Conservation Area;
- iii) Whether the uses within the area reflect prevailing or former uses of substantial parts of the Conservation Area;
- iv) Whether the development is the work of the same architect/developer active elsewhere within significant parts of the Conservation Area;
- v) Whether the development is of similar massing, bulk, height and scale to a significant proportion of the development within the Conservation Area;
- vi) Whether the development within the area is of notable architectural and historic interest in its own right;

Test 3: Townscape Quality

- 11.5 Consideration is also given to the quality of the area and whether there is the justification for the introduction of additional controls. In particular;
What proportion of the buildings within the area would be defined as positive contributors if located within the Conservation Area;

¹ Conservation Area Practice – English Heritage

Whether there is evidence of significant alteration to the street/area as a result of:

- i) loss of front gardens to parking spaces;
- ii) removal of frontage walling;
- iii) alterations to the roofs;
- iv) loss of original details (doors/windows/ porches/ decorative panelling/ chimneys) or re-facing of brickwork;
- v) alterations and extensions (introduction of alien dormers/ infilling between properties/ prominent rear extensions).

Review

- 11.6 The Clyde Circus Conservation Area comprises a mix of mid-Victorian villas and later Victorian and Edwardian terraces together with commercial streets to its northern and southern edges. The Conservation Area is relatively well-defined by main roads and the railway. The northern and southern edges are formed by Philip Lane and West Green Road respectively. The eastern edge is defined by the boundary formed by the railway cutting. To the western edge the boundary is partly defined by the distinction between Victorian housing and mid to late 20th Century housing on Mansfield Road.
- 11.7 Within this area the core, namely Lawrence Road, Clyde Road and Elizabeth Place were radically redeveloped in the mid 20th Century. This area does not possess any buildings of architectural or historic interest.
- 11.8 Essentially the Clyde Circus Conservation Area has four components:
- i) The western residential streets of **Bedford Road, Summerhill Road and Dorset Road**. These contain some good quality semi-detached mid-Victorian and terraced dwellings interspersed with later properties;
 - ii) **Philip Lane** which comprises shops and villas of Victorian origin along its southern side and Edwardian residential and commercial terraces along the northern side;
 - iii) **Clyde Circus and adjoining streets**. These primarily late Victorian streets are lined by long terraces of two-storey dwellings.
 - iv) **West Green Road** is a busy commercial street lined by three-storey late Victorian properties.

Recommendations

- 11.9 The potential boundary changes to the Clyde Circus Conservation Area have been considered. However, there no suggested alterations to the boundary at this stage.

12.0 POTENTIAL FOR ARTICLE 4 DIRECTIONS

Introduction

- 12.1 Minor development that can be undertaken without obtaining planning permission is set out in the Town and Country Planning (General Permitted Development) Order 1995 (GDO). Under the Town and Country Planning General Development Order 1988, Local Authorities have the power to remove permitted development rights in conservation areas where change would be harmful to the character and appearance of an area. As noted in the Introduction, Local Authorities have a statutory duty to preserve and enhance the character and appearance of their conservation areas.
- 12.2 There are currently no Article 4 Directions within the Clyde Circus Conservation Area.

Current Permitted Development Issues

- 12.3 We identified in Section 5.0 that in residential areas some of the main causes of change that is having an impact on the character and appearance of the Clyde Circus Conservation Area are not currently subject of planning control. Consideration of the relevance of Article 4 Directions to the preservation and enhancement of the Conservation Area has therefore focussed upon the potential for harmful change. To summarise, the types of permitted development that have occurred include:
- i) changes to the appearance of properties as a result of the loss of original features (especially windows, doors, porches and brackets, decorative plasterwork (pargetting), terracotta (finials, hip and ridge tiles), tile hanging and chimney stacks and pots.
 - ii) the painting and rendering of frontages within consistent brick fronted street elevations;
 - iii) re-roofing in inappropriate materials and colours; and
 - iv) the loss and replacement of original front boundaries.
- 12.4 These changes are permitted for houses under Schedule 2; Parts 1 and 2 of the 1995 GPDO.

Impacts on the Character and Appearance

- 12.5 PPG15 (para. 4.23) advises that the value of the features to be protected needs to be established and that any proposals to remove permitted development rights require clear justification.
- 12.6 The study has identified that where the loss or alteration of original features has occurred there has been a diminution in the character and quality of the frontages. The painting and rendering of elevations and the re-covering of roofs in different materials within consistent groups of buildings has also been seen to undermine the integrity of the street scene.
- 12.7 The special architectural and historic interest of the Conservation Area arises from the consistency of treatment, and the sense of visual cohesion, that results from the use of consistent materials and repeated details and forms. An essential component of the historical character and appearance of the frontages is also the relationship of the properties to the street – set back from the pavement by small front gardens either behind low boundary walls or railings.

- 12.8 The elements that contribute to the special, and to a degree unaltered, character of parts of the Clyde Circus Common Conservation Area are vulnerable to change arising from home 'improvements' or inadequate maintenance that are allowed by permitted development rights. Once these alterations have occurred they are unlikely to be reversed.
- 12.9 We conclude that there is the potential for the erosion of the special interest of parts of the Conservation Area as a result of permitted development rights. In particular, alterations to the elevations and roofs of properties which are visible from the street. The streets or frontages considered to be most susceptible to their character and appearance being most seriously undermined by incremental changes are those in which the appearance of the elevations fronting the roads is substantially intact and there is a richness and cohesion in the detailed treatment that warrants its additional protection.

Recommendations

- 12.10 Where it is appropriate, the removal of permitted development rights may be used to preserve the character and appearance of an area. The blanket removal of permitted development rights over the whole of a conservation area is not appropriate.
- 12.11 It is regrettable that there have already been a significant number of unsympathetic alterations previously carried out to the residential properties in the conservation area. It would, therefore, not be appropriate to introduce Article 4 directions in this area.

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Tottenham High Road Historic Corridor

Conservation Area No. 2, No. 9, No. 18, No. 22, No. 26 & No. 27

Conservation Area Appraisal

February 2007

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1.0 INTRODUCTION

Statutory Obligations

- 1.1 The London Borough of Haringey has a duty under the Planning (Listed Building and Conservation Areas) Act 1990 (The Act) to designate as conservation areas any *“areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.”* The designation of a conservation area brings additional protection of trees, control over demolition and development as well as a requirement for a decision-maker, in exercising planning powers, to pay *“special attention to the desirability of preserving and enhancing the character and appearance of the conservation area”*.
- 1.2 The Council is additionally required by The Act to keep conservation areas under review and to formulate and publish from time to time proposals for their preservation and enhancement.

Purpose of the Statement

- 1.3 Government policy guidance, provided in ‘PPG15: Planning and the Historic Environment’ (PPG15, 1994) expresses the need for local authorities to assess the special interest, character and appearance of conservation areas to assist in setting out planning policy and to inform development control. English Heritage has published guidance on undertaking such assessments and this appraisal of the Tottenham High Road Conservation Areas has been undertaken in accordance with their advocated approach.
- 1.4 PPG15 sets out a presumption in favour of preserving buildings that make a positive contribution to the character and appearance of conservation areas. In addition the guidance recognises the contribution of traditional surfacing and street furniture to the character of an area.
- 1.5 The aims of this appraisal are therefore to:
 - set out the special architectural and historic interest of the Tottenham High Road Conservation Areas and to describe the special character and appearance that it is desirable to preserve or enhance;
 - identify through an audit of the built heritage of the area, buildings and other elements that positively contribute to their character;
 - identify elements and buildings that detract from the character of the areas and any sites where an opportunity to enhance the character of an area may exist;
 - examine the existing boundaries of the Conservation Areas and consider the potential for other areas to be included and, if appropriate, where existing areas should be excluded; and
 - identify areas subject to pressure for change that would be adverse to the character and appearance of the areas as a result of permitted development and identify any areas where the removal of permitted development rights would safeguard the essential character and appearance of the area.
- 1.6 It should be noted that the appraisal does not represent an exhaustive record of every building, feature or space within the Conservation Area and an omission should not be taken to imply that an element is of no interest.

1.7 The Tottenham High Road Historic Corridor forms a continuous area between Enfield to the north and Stamford Hill to the south, which is covered by conservation area status. It comprises the following six conservation areas:

- North Tottenham (CA2)
- Scotland Green (CA9)
- Bruce Grove (CA18)
- Tottenham Green (CA22)
- Seven Sisters (CA26)
- South Tottenham (CA27)

1.8 Given that the six Conservation Areas form a continuous area focussed on the High Road, they have been analysed in one report although each area is subsequently discussed in turn.

2.0 CONSERVATION AREA DESIGNATIONS AND EXTENSIONS

2.1 The designation of the Tottenham High Road conservation areas and their subsequent extensions were as follows:

North Tottenham (CA2)

2.2 The North Tottenham Conservation Area was initially designated in March 1978 and encompassed two sections of the High Road. The first area covered the area between Brantwood Road and White Hart Lane and the second between Brereton Road and Lordship Lane. It was subsequently extended in September 1991 to include the area between White Hart Lane and Brereton Road, and in March 1995 to include Chapel Place, to the north west of the junction between the High Road and White Hart Lane. The current Conservation Area extends between the northern Borough boundary and Scotland Green.

Scotland Green (CA18)

2.3 The Scotland Green Conservation Area was designated in February 1990. There have been no subsequent extensions.

Bruce Grove (CA22)

2.4 The Bruce Grove Conservation Area was designated in September 1991. The area initially covered by conservation area status has not been extended.

Tottenham Green (CA9)

2.5 The Tottenham Green Conservation Area was designated in March 1976. Again, the boundary has not been extended.

Seven Sisters (CA26)

2.6 The Seven Sisters Conservation Area was designated in July 1998. Again, the boundary has not been extended.

South Tottenham (CA27)

2.7 The South Tottenham Conservation Area was designated in July 1998. Again, the boundary has not been extended.

3.0 PLANNING POLICY FRAMEWORK

3.1 This section will be as per Clyde Circus Conservation Area Character Appraisal.

4.0 HISTORICAL DEVELOPMENT

4.1 This section provides an overview of the social and historical development of the area and is based on historic plans and the sources acknowledged within the Bibliography. An understanding of how and why the area has evolved provides an essential tool in understanding its present day character and appearance.

Areas of Archaeological Interest

4.2 Roman Ermine Street closely follows the route of the High Road here, and roman features and artefacts have been recovered along this stretch of the road. This area was a substantial medieval settlement which may have had Saxon origins, and several long standing coaching inns, farms and houses dating from the 16th century are located throughout the AAI.

4.3 The area around Lordship Land and Scotland Green appears to have been a focus of medieval and early post-medieval occupation. This includes a medieval chapel, a manor house, tenements and almshouses. An early stone bridge crossed the Moselle River at this point. The AAI also includes the Roman road, which runs to the west of the High Road, and Iron Age pottery has also been found in the vicinity.

4.4 By the time of the Domesday Book (1068) a settlement was established around what is now Tottenham Green. This included inns and tenements, as well as a wayside cross and a chapel, later a hermitage. In the post-medieval period further inns and houses were built, including the Bull Inn and Reynardson's House, on the north side of the Green, which was built in 1590 and later used as a boarding school.

Before 1800

4.5 Tottenham High Road has its origins in the Roman Period as it forms the successor to Ermine Street, which connected London, via Bishopsgate, to Lincoln and York. Ermine Street however, was situated to the west of contemporary Tottenham High Road. The road's current alignment was adopted during the 16th Century due to its predecessor's proximity to the flood prone Moselle River. In later years, the road also became the main route between London and Cambridge. Accordingly, Tottenham High Road has for centuries formed an important line of communication through north London and as early as the 15th and 16th Centuries inns, almshouses and residential properties began to develop at strategic points along the highway.

4.6 The earliest written evidence of Tottenham's existence is in the Domesday Book of 1086. Tottenham has therefore existed as a place name since pre-Norman times when it is likely to have consisted of an isolated and sparsely populated farming community. The main concentration of settlement in the medieval parish of Tottenham was in the vicinity of Tottenham High Cross. A wooden wayside cross was recorded here in 1409 on this elevated section of the High Road and the surrounding area subsequently adopted the name Tottenham High Cross. During the medieval period, smaller settlements also existed at Tottenham Hale to the east and Seven Sisters, which took its name from a circle of seven Elm trees at the southern end of the High Road. Much of the High Road was largely undeveloped and large swathes of the land to the east and west of the highway remained open farmland until the 19th Century.

- 4.7 By the 16th Century several affluent Londoners had developed country retreats in Tottenham, including Black House (later Ridley house) on the High Road opposite White Hart Lane, Awlfield Farm adjacent to the Church and Reynardson's House, on Philip Lane, overlooking Tottenham Green. The latter was bought by the wealthy merchant Abraham Reynardson from William Younge in 1639. Reynardson was Master of the Merchant Taylors' Company, Governor of the East India Company and Lord Mayor of London in 1648. During his term as Lord Mayor, he was imprisoned in the Tower of London for refusing to co-operate with Parliament. Reynardson's house was demolished in 1810, whilst the Reynardson's Almshouses, built by Abraham's son Nicholas further north on Tottenham High Road, survived until the mid 20th Century.
- 4.8 Other almshouses were also erected on Tottenham High Road during the 16th Century including the Sanchez Charity Almshouses on the eastern side of the High Road. The Almshouses were built for local elderly people by Balthasar Sanchez, a Spaniard who was formerly Court Confectioner to Philip II of Spain. When Philip married Mary Tudor, Sanchez accompanied his master to England and inhabited a mansion on Tottenham High Road, close to the current junction with Bruce Grove. The property later became the 'George and Vulture' Inn, which is now demolished. Sanchez charity Almshouses survived until the 19th Century.
- 4.9 Several medieval inns and hostelries were also developed during the medieval period to cater for the travellers passing along Tottenham High Road. These included the Swan Inn, which is situated at the junction with Philip Lane and has existed since at least the 1450s.
- 4.10 By the 18th century a range of residential, commercial and philanthropic buildings lined Tottenham High Road, especially its eastern side. However, there were few significant buildings away from the ribbon development along the High Road.

1800-1850

- 4.11 As new roads were laid out and transportation to London improved and became more accessible during the first half of the 19th Century, the population of Tottenham doubled in size. In 1831 Seven Sisters road was laid out providing a link to the west end. Also during 1831, coaches began running from The Swan Public House at the junction between Tottenham High Road and Philip Lane, and by 1839 horse buses began running to the City. Large Villas and houses for professionals subsequently developed throughout Tottenham, though specifically in south Tottenham in the vicinity of the junction with Seven Sisters Road. The area began to adopt the characteristics of a middle class suburb.
- 4.12 Major developments on Tottenham High Road during this period included the consecration of Holy Trinity Church in 1830 and the construction of the Green School in 1837, both of which are located at Tottenham Green. Church Road, Love Lane and Northumberland Park also began to be laid out during the first half of the century, whilst on the high road, the High Cross was repaired and covered with stucco in 1809. Nonetheless, development remained largely modest until the subsequent arrival of the railways in Tottenham later in the 19th Century.

1850-1900

- 4.13 The population of Tottenham continued to grow steadily during the 1850s and 1860s, by approximately 4000 and 10,000 respectively, initially creating

infrastructure problems relating to water supply and sewerage. However, following the introduction of the Great Eastern Railway in 1872 the area's population grew at an unprecedented rate. During the 1870s Tottenham's population doubled and by 1891 it had reached almost 100,000. The Great Eastern Railway line, which followed the route of the High Road on its western side and had stations at Seven Sisters, Bruce Grove and White Hart Lane, connected Tottenham to Enfield to the north and Liverpool Street in the City. Moreover, the introduction of affordable early morning tickets encouraged workers to commute. Accordingly, artisans and clerks began to move to Tottenham during this period and the area's streets became lined with terraced housing to accommodate the growing population of lower middle and skilled working class residents. The opening of a station at South Tottenham, on the Tottenham and Hampstead junction line, in 1878 and the introduction of a tram line to Tottenham High Road in 1881 further stimulated the spread of development in the area. The majority of streets flanking the High Road were therefore laid out and developed with utilitarian housing during this period, particularly to the east of the High Road and to the west, south of Philip Lane.

- 4.14 The growth of the population of Tottenham provided a market for new shops and a demand for public buildings, many of which were developed during this period on Tottenham High Road. In 1859, St Paul's Church was consecrated, whilst in 1861 the Tottenham and Edmonton Weekly Herald was established and located at Crusha and Son's printing shop on Tottenham High Road. In addition, a Catholic School was opened on Brereton Road in 1882, a Marist Convent with a school and orphanage was established in 1888 and the new Church of St Francis de Sales was opened in 1895. By 1890 Tottenham also had 19 public houses, most of which were located on the High Road. In 1899 Tottenham Hotspur Football Club, which was formed when in 1882 the local Hotspur Cricket Club began playing football in the winter, moved to the area between Paxton Road and Park Lane to the east of the High Road. A hospital was also established on Tottenham Green during this period and in 1899 it became known as the Tottenham Hospital. Its name was later changed to the Prince of Wales Hospital.
- 4.15 Industry within the area surrounding Tottenham High Road remained small scale during this period and was limited to traditional activities such as brick and tile manufacturing and brewing. By the end of the century two breweries were located on the High Road: the Bell Brewery, which was situated to the north of Lansdowne Road, and the Tottenham Lager Beer Brewery and Ice Factory, which was located close to the junction with Pelham Road. A larger factory was the Warne's India Rubber Mills, situated on the eastern side of Tottenham High Road between Reform Row and Factory Lane. By the late 19th Century, the Warne's factory, which was opened earlier in the 19th Century in buildings formerly used for the manufacture of silk and lace, had become one of the major employers in the Tottenham area.
- 4.16 Despite the area's population growth and the associated development of shops, services and industry on Tottenham High Road, Tottenham remained in a state of transition from a rural settlement to suburbia throughout the 19th Century. Consequently, much of the area to the west of the High Road remained undeveloped well into the 20th Century.

1900-1945

- 4.17 By the turn of the century, Tottenham High Road already existed as ribbon development of commercial units interspersed with churches, schools, libraries and other public buildings, whilst most of the adjacent streets were lined with utilitarian terraced dwellings. Further afield, to the west of the current conservation area boundaries, extensive areas to the west of the High Road were developed for housing by Tottenham District Council, whilst industrial uses colonised the Lea Valley to the east.
- 4.18 Public transport improvements again had a significant influence on the development of Tottenham High Road and the surrounding area during this period. The Tottenham High Road tramline was electrified in 1904-5 and a new route connecting the High Road with Wood Green was introduced in 1904. The latter, which ran along Lordship Lane stimulated the development of the area to the west of Tottenham High Road. Motor buses also started running on the High Road between 1911 and 1914.
- 4.19 Several new shops and entertainment venues were developed on the High Road during this period. In 1905 a row of five shops were constructed on the former site of Reynardsons House (discussed above), whilst in 1908 the Tottenham Palace Theatre was constructed as a music hall venue with the capacity to accommodate 1500 people. The following year the Canadian Royal Skating Rink was constructed on a site adjacent to the theatre. Between 1924 and 1926 the skating rink was converted into a cinema, which became known as the Canadian Cinema. In the 1920s and 1930s larger department stores were introduced to the High Road, including, in 1923, the Burgess's Store, which was erected on the site of the Sanchez Almshouses (noted above) and in 1930, the London Co-operative Store. In 1930 the Green School was also converted into a row of shops. Towards the end of this period, in 1938, a trolleybus route was introduced to Tottenham High Road.

1945 to present day

- 4.20 The area surrounding Tottenham High Road apparently suffered a limited degree of bomb damage during the Second World War. Subsequent developments have therefore been relatively isolated in nature and most have involved the replacement or conversion of earlier buildings to provide residential accommodation. For example, in 1951 the Reynardson's Almshouses (discussed above) were replaced by a block of flats known as Reynardson's Court. The most significant post war developments in the Tottenham High Road area have, however, occurred in the last 25 years. In 1980, the Burgess's Department Store, which had been constructed to replace the Sanchez Almshouses (described above), was demolished and replaced with the Tottenham Enterprise Store. In the late 1980s the Prince of Wales Hospital was closed and in 1993 the building was converted to provide 38 flats and renamed Deconess Court. Similarly, the former Tottenham High School for Girls was closed in the early 1980s and after standing vacant for several years was restored and converted into affordable flats. In 2000, the building's restoration and conversion was awarded the National Homebuilder Design Award for best partnership development.

5.0 CHARACTER AND APPEARANCE OF THE AREAS

- 5.1 The character and appearance of an area depends on a variety of factors. Whilst the appearance of an area derives from its physical and visual characteristics (i.e. materials, heights of buildings, types and relationship of built form), character includes other less tangible effects relating to the experience of an area. This may include levels and types of activity, patterns of or prevailing land uses, noise and even smells. The character of an area may also differ according to the day of the week or time of day.
- 5.2 The assessment of the character and appearance of the area is based on the present day situation. Interest in an area may consequently derive from the combined effect of subsequent developments that replaced the earlier fabric as well from the original remaining buildings and street pattern and open spaces.
- 5.3 There is a presumption to retain buildings that make a positive contribution to the character of the area. Buildings considered to be examples of high quality modern or distinctive design have also been judged as making a positive contribution to the character of the area. Detractors are elements of the townscape that are considered to be so significantly out of scale or character with their surroundings that their replacement, with something of a more appropriate scale and massing or detailed architectural treatment would benefit the character and appearance of the area. Detractors may also include gaps in frontages that disrupt the prevailing street pattern. Elements that are neutral broadly conform with the overriding scale, form, materials and elevational characteristics of their context. The integrity and nature of the context are consequently influential in making this judgement.

Topography

- 5.4 The Tottenham High Road Historic Corridor descends gradually to the south before rising towards Stamford Hill in the South Tottenham Conservation Area. The land to the west of Tottenham High Road, beyond the Conservation Area boundary, descends towards the Lea Valley, whilst the area to the east of the High Road is essentially flat..

Urban Grain

- 5.5 The Tottenham High Road Historic Corridor is centred upon the High Road, a busy wide road, which is fronted almost continuously by buildings of varying mass and scale. The road is primarily lined with commercial premises and is therefore generally characterised by intensively developed, relatively high-density urban environments. In places the corridor also includes isolated green spaces, which are of historical significance, and clusters of larger institutional, educational and religious buildings. The roads flanking the High Road are primarily lined with residential properties and are therefore generally characterised by a more finely grained, domestic scale and a greater degree of uniformity.

Conservation Areas

- 5.6 The Tottenham High Road Historic Corridor covers an extensive area, stretching approximately 3.7km between Enfield to the north and Stamford Hill to the south. Accordingly, it is relatively diverse in character and appearance and is subdivided into six conservation areas, each with unifying characteristics, which are broadly a function of the relationship between the following factors: land use, density of development, scale and style of buildings, construction materials, period of

development and the influence of vegetation and open spaces. The townscape and character of each conservation area is relatively complex owing to the range of formative factors that have influenced their development. Consequently, there are exceptions to the overall character of each conservation area and examples of buildings and spaces that differ from the overriding character of the area. Similarly there are instances where buildings of a similar style, scale and period are located within different conservation areas.

6.0 NORTH TOTTENHAM CONSERVATION AREA (No. 2)

- 6.1 North Tottenham stretches from the northern boundary of the London Borough of Haringey to Scotland Green to the south. Like other conservation areas within the historic corridor, it is centred upon the High Road which has a divisive influence on the area's character and appearance due to the level of traffic flows. Within the North Tottenham Conservation Area, the High Road is fronted by a range of buildings of varying age, scale, origin and architectural form, including groups of substantial Georgian properties, which represent the area's most architecturally and historically noteworthy features. It is also fronted by Victorian terraces and groups of infill properties of late 20th Century origin.
- 6.2 Whilst several of the area's buildings are of architectural interest, many have been unsympathetically altered and include poorly integrated shop frontages at ground floor level. Nonetheless, these mixed commercial premises contribute to the diversity and sense of vibrancy that influences the area's character. The majority of buildings within the North Tottenham Conservation Area front directly onto the High Road and create a strong sense of enclosure, which is heightened in places by clusters of mature trees.
- 6.3 White Hart Lane, the Tottenham Hotspur Football Stadium, is situated immediately to the east of the High Road, beyond the Conservation Area boundary. The stadium is visible from the High Road in the vicinity of Paxton Road and Park Lane. On match days the huge volume of supporters in the area has a significant influence on the area's character and appearance.
- 6.4 Beginning at the northernmost section of the Conservation Area, the subsequent description of the area's character and appearance is subdivided into eight distinct sections.
- High Road (west side) – Langhedge Lane to White Hart Lane**
- 6.5 The northernmost section of the North Tottenham Conservation Area incorporates the High Road and adjoining areas of open space, whilst adjacent buildings are situated beyond the boundary. The Conservation Area is surrounded to the north and east by high rise blocks of flats, which have an imposing impact on the area's character. Further south, the remainder of this section of the High Road is primarily fronted by terraces of two and three storey properties, including substantial Georgian and Victorian dwellings, which provide an essentially continuous frontage that contributes to the street's enclosed urban character. Whilst the majority of the properties have been altered and include poorly integrated commercial frontages, most are of some architectural merit and make a positive contribution to the streetscene.
- 6.6 The northernmost dwellings within this section of the High Road, Nos. 867-869, form an attractive pair of listed three-storey properties, plus basements, of early 18th Century origin. The dwellings are constructed of London stock brick with red brick detailing and have a steeply pitched pantiled roof set behind a parapet. They retain timber sash windows and early 19th Century doors - which in the case of No. 867 is surmounted by a decorative fanlight - and have well modulated facades. The properties, which originally formed part of a group of four, have a long imposing façade and, hence, a prominent role in the streetscene. The adjacent two-storey building, No. 865, is a locally listed red brick building with a prominent projecting

cornice at parapet level. The building's façade is however disrupted by brightly coloured shop canopies and large picture windows at ground floor level. It is adjoined to the south by a timber depot, which includes unattractive single and two-storey buildings and detracts from the streetscene.

- 6.7 Further south, the adjacent terraced buildings are somewhat less distinguished than Nos. 867-869. Nos. 847-851 and Nos. 845, 835 and 839 form groups of three storey terraced buildings, which have been detrimentally altered, through the introduction of modern windows at first floor level and prominent fascia signage at ground floor level. However many of these buildings still retain architectural features, i.e., original pilasters and corbels dividing the properties. The former group appears to be of early 18th century origin, though the buildings have lost their traditional features and have painted facades. The latter group is interrupted by the '*Bootlaces*' Public House; a three-storey Edwardian building, with Tudor style half timbered detailing, which has a prominent role in the streetscene.
- 6.8 To the south of Brunswick Square, '*La Royale*' restaurant and public house, occupies three adjoining buildings at Nos. 819-829 Tottenham High Road. It has a cream painted façade with substantial planting in boxes at first floor level, which unifies the group visually, and timber sash windows. The public house's two-storey central bay is dominated by a decorative cornice, whilst the southern building is of Georgian origin and has an ashlar rendered façade. The building's maroon painted ground floor level façade retains certain traditional elements including corbels, pilasters and stallrisers. No 821 has attractive vertical tile panels with achantus leaf corbels above on either side of the building. '*La Royale*' is adjoined to the south by a terrace of Victorian terrace properties, which are constructed of London stock brick and have prominent rendered lintels, keystones, quoins and parapets. Like many of the buildings on the High Road, however, these locally listed properties include unsympathetic retail units at ground floor level.
- 6.9 On the southern side of Percival Court, Nos. 809-811 is a three-storey building, which is constructed of London stock brick. It has a prominent ground floor level, commercial frontage, which retains traditional corbels, pilasters, clerestories and cornices, though has unsympathetic fascia signage. The adjacent two-storey building (No. 807) is a three-storey Victorian red brick building, which has been drastically altered. The building has a brightly painted ground floor level with poorly integrated modern windows, bars covering the entrances and blacked out windows at first floor level.
- 6.10 The Bricklayers Public House (Nos. 803-805) and the adjacent property (No. 801) form a terrace of three-storey buildings, which are constructed of London stock brick and retain their green glazed brickwork, timber sash windows, decorative architraves and slate roofs as well as corbels and pilasters at ground floor level. No. 801, however, has a poorly integrated shop frontage, whilst the public house has a white painted façade. The adjacent buildings, Nos. 795-799 are three-storey terraced properties with largely unadorned facades and unsympathetic retail units. No. 795 appears diminutive in the streetscene and disrupts the essentially consistent roofline of this section of the High Road.
- 6.11 At the southern end of this section of the High Road, the junction with White Hart Lane is defined by the '*Cockerel*' Public House (No. 793), a grand, four-storey building that is constructed of London stock brick with red brick banding and lintels

and has a green painted ground floor level façade. The locally listed building has a slate mansard roof, which is set behind a raised parapet and includes dormer windows and ornate cast iron decoration. It successfully defines the junction with White Hart Lane and makes a positive contribution to the streetscape of the High Road.

White Hart Lane

- 6.12 White Hart Lane is a busy local road, which has connected North Tottenham with Wood Green to the west since the medieval period. The section of White Hart Lane within the Conservation Area is dominated by the Great Eastern Railway bridge at its western boundary, which contributes to the road's sense of enclosure and urban character. This is emphasised by the blocks of flats situated on the southern side of the road, beyond the Conservation Area boundary.
- 6.13 The northern side of White Hart Lane is primarily lined with two-storey terraces of Victorian dwellings (Nos. 6a-18 and 24-30), which are constructed of London stock brick with red brick detailing and have prominent white rendered lintels at first floor level. Whilst the majority of buildings remain largely intact, most include poorly integrated retail units at ground floor level and the street is characterised, in part, by a plethora of signage and plastic 'balloon' canopies.
- 6.14 Further west, Nos. 32-34a form a group of listed properties, which are of a grand scale and are set back from the road. Accordingly, they contrast with the diminutive scale of adjacent buildings. No. 34 is a substantial two-storey dwelling, plus attic level, which is constructed of red brick and has a pantiled roof and prominent end chimneys. It has a well-modulated façade, which includes timber sash windows with white rendered surrounds and a Doric doorcase with attached columns and a mutilated cornice and pediment. No 34. Is flanked by subordinate two-storey wings, which may have originally formed stable and coach houses (Nos. 32 and 34A). To the west of Nos. 32-34a, a group of unattractive single-storey buildings with brightly painted facades and flat roofs front directly onto the road (Nos. 44-50) and have a detrimental impact on the White Hart Lane streetscene.
- 6.15 No. 52 White Hart Lane is a two-storey locally listed building of Victorian origin, which is situated at the western boundary of this section of the Conservation Area. It is constructed of London stock brick and has an arched rendered entrance surround and a hipped slate roof. The detached property is set behind a 2m high wall within a mature garden and makes a positive contribution to the character and appearance of this part of the Conservation Area.
- 6.16 Opposite No. 52, White Hart Lane Station, which serves the Great Eastern railway line, is included within the Conservation Area. The single-storey, Victorian station building is constructed of London stock brick and is flanked by a substantial London stock brick wall. The majority of the area to the east of the station building is beyond the Conservation Area boundary, however, at the junction with Tottenham High Road, Nos. 1-7 White Hart Lane form an attractive assemblage of Victorian buildings. No. 7 is a modest villa with a stucco façade, timber sash windows and a shallow hipped slate roof. It is set back behind the front building line of the adjacent buildings, which are constructed of London stock brick and continue the scale and form of the adjoining three-storey terrace fronting the High Road.

High Road (east side) - Fare Street to Northumberland Park

- 6.17 As outlined previously, the northernmost section of Tottenham High Road - to the north of Brantwood Road - is dominated by the high-rise buildings beyond the Conservation Area's northern and western boundaries. The remainder of this section of the eastern side of the High Road is lined with a range of buildings of varying scale, origin and form, the majority of which are of limited architectural merit. Accordingly, in contrast with the relative consistency of the properties opposite, these buildings provide a varied frontage.
- 6.18 To the south of the junction with Brantwood Road, '*The Coach and Horses*' is a three-storey, Victorian public House, which is constructed of London stock brick and has a yellow painted ground floor level and stucco window surrounds and hoodmoulds. It is adjoined to the north by an unattractive two-storey building of late 20th Century origin, which is set back from the road and detracts from the streetscene. To the south of the public house, the three-storey building at Nos. 852-858 is constructed of pale red brick with dark modern windows and is of no architectural merit.
- 6.19 The adjacent terraced properties, Nos. 840-850, form a more consistent, essentially symmetrical group of two-storey Edwardian buildings, which are constructed of red brick with slate roofs and have projecting retail units at ground floor level. Whilst several of the shopfronts retain their pilasters and corbels, the majority have unsympathetic signage and full width display windows. Nonetheless, the terrace, which provides this - otherwise mixed - section of the High Road with a degree of consistency, makes a positive contribution to the streetscene.
- 6.20 To the south, Nos. 824-836 Tottenham High Road comprise a varied terrace of nondescript two and three-storey buildings with unsympathetic commercial units at ground floor level. These buildings, which are of mostly of mid 20th Century origin, have a neutral role in the streetscene.
- 6.21 The adjacent buildings at the junction with Northumberland Road, Nos. 816-818, 820 and 822, form an attractive group of listed properties. The buildings are of varying age and appearance, though all are constructed of London stock brick and retain their timber sash windows. In addition, they have late 19th Century shopfronts at ground floor level - albeit significantly altered - which in the case of Nos. 820 and 822 are surmounted by dentil cornices. The façade to No. 822 is largely unadorned, though includes elliptical arched recesses, whilst that to No 820 incorporates a prominent moulded brick cornice and a stone-coped parapet. The principal elevation to No. 818 is dominated by an Ionic doorcase, which is surmounted by a modillioned cornice and a pediment. Unlike the majority of buildings lining this stretch of the eastern side of Tottenham High Road, Nos. 816-822 are of clear architectural distinction.

High Road (east side) - Northumberland Park to Park Lane

- 6.22 This section of the eastern side of the High Road is fronted by some of the best preserved groups of the substantial Georgian properties that characterise much of the area. They are, however, interspersed with more recent infill properties, which are of limited interest. The majority of the buildings lining this section of the street front directly onto the High Road and contribute to the street's enclosed, urban character.

- 6.23 To the south of the junction with Northumberland Park, No. 814 Tottenham High Road is a richly detailed two-storey building of Victorian origin. It is constructed of red brick and has white rendered fascia detailing, including a projecting cornice and prominent quoins. A decorative arched fanlight and an oversized projecting pediment surmount the main entrance, which is set within the corner of the building. Regrettably the blue balloon awnings fixed open permanently, as well as the boarded up windows, detract from the architectural interest of the building. Notwithstanding this, No. 814 represents one of the few examples of a building within North Tottenham with a well preserved architectural framework.
- 6.24 To the rear of No. 814, Nos. 2-6 Northumberland Park form a group of detached properties, which originally formed part of a more extensive development that was mostly demolished in the 1950s to make way for the sprawling Northumberland Estate. Nos. 4-6 are two-storey villas, which are constructed of London stock brick with red brick dressings and have stucco lintels and arched entrance surrounds, whilst No. 2 is a single-storey dwelling also constructed of London stock brick with red brick dressings. No.2 has decorative stone roundels, decorative half circles above the windows, and a panel above the door. No 4 has a stone inscription dated 1903. The properties, which front directly onto Northumberland Park, make a positive contribution to the area's character and appearance.
- 6.25 To the south of No. 814 Tottenham High Road, Nos. 808 and 810 comprise an imposing pair of four-storey semi-detached properties, Grade II*listed, and dated to 1715, which are constructed of dark red brick. No. 808 has a fanlight above the door and a bracketed canopy over. Both Nos. 808 and 810 are splendid and important examples of early Georgian houses. No. 808 was restored and refurbished in the 1990s. At the time of writing it is hoped that No. 810 will be restored and a new use found for it. No. 810 has many superb and beautiful internal and external features which can be restored and repaired. At ground floor level it has C20 front shops units which can be removed to reveal the original elevation of the building. It is hoped that Phase I works, essential structural repair and restoration works, will be undertaken in 2007.
- 6.26 Immediately to the south is a terrace of three-storey Victorian buildings (Nos. 804-806), which front directly onto Tottenham High Road. The buildings, which are constructed of London stock brick and have hipped slate roofs and prominent white-painted lintels, include poorly integrated shopfronts at ground floor level. Nonetheless, they complement the adjoining groups of properties, which are of greater architectural merit, and make a positive contribution to the streetscene.
- 6.27 Nos. 790-802 Tottenham High Road comprise a listed group of properties, which represent the finest assemblage of Georgian properties within the Tottenham High Road Historic Corridor. Nos. 794-802 (Northumberland Terrace) form a consistent group of substantial three-storey buildings, plus basement levels, which date from the mid-18th Century. The properties are constructed of London stock brick with red brick dressings and first floor string and parapet cornices. Doric entrance surrounds with flat pilasters and prominent pediments dominate their facades. They are set back from the High Road and have substantial boundary walls surrounding their front gardens. No.796, Percy House, is Grade II* listed, has a handsome Doric doorcase. Its front boundary wall, together with railings, ornamental gates, and grand rusticated gate piers with curving volutes and ball finials, are also listed Grade II*.

Northumberland Terrace is adjoined to the south by No. 792, an early 19th Century property, which is similar in terms of its materials, scale and massing to the adjacent properties.

- 6.28 At the southern end of this group, No. 790 Tottenham High Road (Dial House) is a grand three-storey property of late 17th Century origin, which is constructed of dark red brick with white banding and has a steeply pitched hipped tiled roof with end chimneys. The building, which fronts directly onto the High Road, has a well modulated, symmetrical façade, with sash windows set below hoodmoulds and a prominent doorcase with rusticated columns. A sundial, which is dated 1691, is mounted on the property's southern chimney. As a group, these consistent properties - Nos. 790-802 Tottenham High Road - are of distinct architectural merit and make a positive contribution to the character and appearance of the High Road. The advertisement hoarding mounted on the flank elevation to No. 802 Tottenham High Road, however, which had a detrimental impact on the group has now been removed following successful Planning Enforcement and Appeal Action.
- 6.29 To the south of this group of Georgian properties, the High Road is fronted by a series of unattractive, functional office buildings, which are of no architectural merit (Nos. 768-772, 776-778, 782 and 784-788). Set amongst these buildings, No. 774 Tottenham High Road is a grand three-storey detached Georgian property, plus basement. It has a Tuscan doorcase with flat pilasters and a pediment. It is constructed of London stock brick and has white rendered banding and decorative window surrounds.

- 6.30 The section of the High Road between Paxton Road and Bill Nicholson Way is primarily lined with three-storey Victorian buildings, with shops at ground floor level that front directly onto the road, and 2 levels of accommodation above.. They are locally listed, typical of the narrow fronted Victorian shop houses, approx. 6m wide, along the High Road. No. 752a-752c and 760-766 Tottenham High Road are constructed of London stock brick, the former with red brick dressings. Nos. 764 and 766, however, have rendered facades, 'boarded up' windows and their poor condition diminishes their contribution to the streetscene.
- 6.31 Nos. 754-758 have red painted facades and slate roofs and like the adjacent dwellings include poorly integrated shopfronts at ground floor , where overscaled deep fascias spanning 3 house widths have a detrimental effect. The terrace is terminated at its southern end by '*Valentinos*' Public House and Nightclub, which occupies a three-storey Victorian public house building that is constructed of red brick, with stone mullioned casement windows and decorated moulded double gables on both street elevations. Its ground floor pilasters and cladding is in granite. Valentino's has a splayed corner with a distinctive arched entrance. Although the building has been detrimentally altered through the introduction of unsympathetic fascia signage, it is of architectural interest.
- 6.32 Situated to the rear of No. 766, Paxton Hall is a three-storey Victorian building, which is currently boarded up. It is constructed of London stock brick with red brick banding and has a double pitched slate roof. It has a symmetrical fenestration pattern to its front elevation, however at ground floor level, the property's windows are covered with unsympathetic white-painted grills, however the building makes a positive contribution to the streetscene.
- 6.33 To the south of Bill Nicholson Way, Nos. 734-748 form an interesting group of buildings, which step back from the street towards Park Lane. No. 748 Tottenham High Road is a grand three-storey late Victorian building, which is constructed of red brick and has a steeply pitched double gabled slate roof. Its façade is dominated by a projecting clock, over the first floor projecting bay window, which is surmounted by a gold painted cockerel on a sphere (Spurs motif). The adjacent building (No. 746) is a symmetrical three-storey red brick Edwardian property with a Portland stone ground floor façade, and an arched central entrance flanked by stone columns, with a fanlight over the door. Its stone inscription fascia indicates that it was formerly occupied by the '*Tottenham and Edmonton Dispensary*'. It has a prominent projecting stone cornice at parapet level, and tall brickwork stacks at each end. To the south, Nos. 740-742 Tottenham High Road are Victorian buildings, which are constructed of London stock brick and have largely unadorned facades. Whilst these buildings have poorly integrated ground floor level facades, all make a positive contribution to the streetscene.
- 6.34 No 744, Warmington House, Grade II listed, is an early C19 three storey building set back from the High Road. Regrettably the adjacent building to the north oversails its north end and obscures views to the end part of its elevation.
- 6.35 This section of the Conservation Area in the vicinity of Park Lane is dominated by the mass and scale of White Hart Lane football ground, which is situated to the east of Tottenham High Road and is prominent in views along Paxton Road, Bill Nicholson Way and Park Lane. Accordingly, the football ground has a significant impact on the area's character, particularly on match days.

High Road (west side) - White Hart Lane to Church Road

- 6.36 The section of the western side of the High Road to the south of White Hart Lane is mostly fronted by three-storey terraced buildings of Victorian origin with projecting retail units at ground floor level. It therefore forms a relatively uniform section of the High Road. However this consistency is interrupted by a vehicle repair depot and forecourt and a larger residential block. The primary landmark building on this section of the High Road is the Church of St Francis de Sales on the southern side of the junction with Brereton Road. At the southern end of this section of Tottenham High Road, the junctions with Church Road and Park Lane are surrounded by mature deciduous trees, which make a positive contribution to the High Road's streetscape.
- 6.37 To the south of the junction with White Hart Lane, Nos. 769-71, 773-781 and 783-791 form terraces of three storey Victorian properties which are constructed of London stock brick. Most of these buildings have painted and/or rendered facades and unsympathetic modern windows, whilst the majority of the shopfronts are poorly integrated and have a detrimental impact on the streetscene. The middle group (Nos. 773-781) however remains unpainted and incorporates prominent keystones and a largely consistent parapet cornice. In addition, the retail frontages to Nos. 773-775 retain their corbels, pilasters and stallrisers. To the south of these terraces is the site of newly built flats.
- 6.38 On the southern side of the junction with Moselle Place, '*Lucky Larry O'Shaughnessy's*' Public House (No. 759), now a Health Centre, is a three-storey building with a yellow painted façade and green window surrounds. The building's projecting public house fascia is painted green and retains traditional features including stallrisers, corbels and clerestories. The fascia is surmounted by brightly coloured planting which makes a positive contribution to the Tottenham High Road streetscape. To the south of the public house, Nos. 743-757 and 731-741 Tottenham High Road form two uniform terraces of three-storey Victorian properties, which are constructed of London stock brick and have projecting retail units at ground floor level. The former group, which are locally listed, mostly have painted facades and modern windows, although they retain their consistent parapet cornice. The properties within the adjacent terrace, which appear diminutive in the streetscene, mostly have unpainted facades with red brick dressings and remain essentially intact. Few of the shopfronts within these groups are of merit, although several retain their pilasters and corbels.
- 6.39 At the junction with Brereton Road, Kathleen Ferrier Court is an imposing five-storey block of flats of mid 20th Century origin, which is set behind a small public space. The building is of architectural merit and includes a small public library at ground floor level. Although it has its original steel windows replaced by upvc windows it makes a positive contribution to the character and appearance of this part of the Conservation Area. There is an interesting small locally listed small structure, stock brickwork, stone banding, kneelers and copings, with a steeply pitched slated roof, located immediately to the north of the library.
- 6.40 The Church of St Francis de Sales, situated to the south of the junction with Brereton Road, is a locally listed building. It is an attractive Roman Catholic Church with a tall prominent nave that plays an important role in the streetscape of this part of the High Road. The church, which was erected in 1895 to designs by Sinnott,

Sinnott and Powell, is constructed of London stock brick with red brick banding and has a steeply pitched slate roof. The High Road elevation is dominated by a large arched window with geometric tracery and is surmounted by a stone cross. It is adjoined to the rear by a locally listed school building which was constructed in 1882. To the south of the Church, No. 729 Tottenham High Road is a grand Victorian villa, which is constructed of London stock brick with red brick dressings and a hipped slate roof. The building's materials and appearance therefore complement those of the adjacent church. It is set within a well-planted garden and makes a positive contribution to the streetscene. The area to the south of No. 729 is occupied by dense vegetation surrounding the St Francis de Sales Primary School, which is situated beyond the Conservation Area boundary.

High Road (west side) - Church Road to Lordship Lane

- 6.41 This section of Tottenham High Road is lined with a range of buildings of varying origin, scale and appearance. The majority of properties lining the northern part of this stretch of the road, are set back behind a screen of mature deciduous trees, which have a formative influence on the area's character. Further south, between Ruskin Road and Lordship Lane, the road is fronted by three and four storey terraces of grand properties which are set back from the road or have projecting retail units at ground floor level. Accordingly, this section of the western side of the High Road is characterised by a greater sense of openness and vegetation than is experienced elsewhere within the North Tottenham Conservation Area.
- 6.42 To the south of the junction with Church Road, Nos. 705 and 707 Tottenham High Road are set in a secluded location behind a dense screen of trees and are accessed from Church Lane. Moselle House, No. 707, Grade II listed, is a three-storey property of early 19th Century origin, which is constructed of London stock brick and has a stone parapet and arched sash windows, plus a prominent enclosed Doric porch. The adjacent property is of similar origin and is also constructed of London stock brick, though has a more restrained principal elevation. Both dwellings make a positive contribution to the character and appearance of this part of the Conservation area. Further south, the Tottenham Sports Centre, Nos. 701-703 Tottenham High Road, is a two-storey building of mid 20th Century origin, which has a long symmetrical façade. Like the adjacent dwellings the sports centre is set back from the road within well-planted gardens and makes a positive contribution to the streetscene.
- 6.43 The Tottenham Baptist Church, located to the south of the sports centre, is a well-proportioned classical building, which was constructed in 1825 to designs by J. Clark. It is constructed of grey brick with Venetian windows at first floor level and has a prominent portico that is supported by four Doric columns. The Baptist Church is adjoined to the north by Chapel Stones, an enclosed alleyway, which is flanked by the two-storey Victorian buildings that adjoin the church to the rear. The alley provides access to King's Road to the west of the Conservation Area.
- 6.44 To the south of the church, Nos. 695-697, Grade II listed, is a pair of three-storey buildings, which are constructed of London stock brick and are set back from the High Road. They are of early 19th Century origin, incorporate a stuccoed ground floor level façade and parapet cornice and Doric porticoes. A replacement housing development is planned in the site of Nos 691-693.

- 6.45 The adjacent buildings, Nos. 653-663, 665-683 and 685-689 Tottenham High Road, comprise consistent terraces of four-storey red brick buildings with arched stucco lintels, prominent arched dormer windows and ball finials with spikes at roof level. An Eagle statuette surmounts the central pair of properties within the middle group, which are known as the Criterion Buildings. These buildings remain largely intact and include projecting retail units at ground floor level, many of which retain their pilasters, corbels, cornices and clerestories. Of specific note are the shopfronts to Nos. 655 and 665 which represent two of the High Road's best preserved shopfronts. Conversely the fascia to Nos. 653-663 is entirely unsympathetic and detracts from the streetscene. Further south, Nos. 641-652 comprise a terrace of three-storey red brick buildings with canted bay windows and projecting ground floor retail units, which are of less distinction than the adjacent groups, though make a positive contribution to the streetscene.
- 6.46 The Council Offices, situated at No. 639, successfully define the junction between the High Road and Lordship Lane at the southernmost end of this stretch of the High Road. The Council Offices occupy an exuberant neo-Jacobean style building of Edwardian origin, which is constructed of rich red brick with terracotta dressings and stone banding. It has an imposing arched doorway with columns either side, and a stained glass panel set in stone above the doorway. A stone balcony rests on top of the prominent entrance. There are also stained glass windows in the building. The building's roofline is adorned with shaped gables, which include semi-circular pediments and finials, and octagonal turrets with copper domes.
- 6.47 To the rear of the Council Offices, the northern side of Lordship Lane is fronted by an utilitarian terrace of Victorian cottages and Bruce Terrace, a linked group of Grade II listed semi-detached three-storey villas. The former terrace are constructed of grey brick with red brick dressings and slate roofs. The latter group, which date from 1826, are constructed of London stock brick and have largely unadorned, albeit well-proportioned, facades, which include canopied wrought iron verandas. These grade II listed properties provide the section of Lordship Lane within the Conservation Area with a sense of rhythm and proportion. They create a distinctive entrance into the Conservation Area.

High Road (east side) - Park Lane to Lansdowne Road

- 6.48 This section of the High Road is lined with a range of two and three-storey Victorian terraced properties and larger office and warehouse buildings of 20th Century origin, which combine to create an almost continuous frontage. Accordingly a greater sense of enclosure is experienced than on the western side of this section of the High Road. A relatively high proportion of the buildings within this area are either derelict or in a poor state of repair and parts of this section of the High Road have a more of a decayed, run-down character than elsewhere within the Conservation Area. Nonetheless, sections of the street include visually attractive, albeit significantly altered, Georgian terraced properties, whilst groups of mature trees also contribute to the High Road's streetscape.
- 6.49 At the junction with Park Lane, the *Corner Pin* (No. 732 Tottenham High Road) is a typical Victorian public house building, which is constructed of London stock brick with red brick dressings and has a blue painted ground floor façade. It is adjoined to the rear by Nos. 2 and 4 Park Lane, a pair of two-storey cottages, late C17 plus attic levels, which are constructed of London stock brick and have white painted facades. Like the public house, the buildings make a positive contribution to the

streetscene. To the south of the *Corner Pin* public house, the building at Nos. 728-730 is a three storey red brick building with an unadorned red brick facade, which makes a negligible contribution to the character and appearance of this part of the High Road. To the south, the Bell and Hare (Nos. 724-726) is a three-storey public house, which is constructed of red brick and has an imposing, regularly modulated façade and a steeply sloping, hipped roof. Coombes House, which completes the mixed group of buildings between Park Lane and Bromley Road, is a functional four-storey red brick block of flats, which is of no architectural interest and has a neutral impact on the streetscene.

- 6.50 To the south of Bromley Road, an inconsistent terrace of buildings with mixed retail units at ground floor level lines the High Road. Most of the buildings are constructed of London stock brick and the majority are of Victorian origin. The buildings vary in height between one and three-storeys and have an inconsistent roofline. The majority also have painted facades and unsympathetic modern windows, although as a group they contribute to the streetscene. Of the properties fronting this section of the High Road, Nos. 704-706 are architecturally noteworthy and remain largely intact. Their decorated facades include stucco window surrounds and hoodmoulds and a parapet cornice, whilst at ground floor level, the buildings' shopfront retains its pilasters, corbels and traditional fascia signage.
- 6.51 To the south of Argyle Passage, Nos. 684a-684b is a three-storey building, with a rendered façade and a prominent parapet cornice, which contributes to the streetscene. The adjacent late 20th Century, two-storey red brick building, Nos. 678-682, which has a long undecorated façade and is currently vacant, detracts from the character and appearance of the High Road. Conversely, No. 676 Tottenham High Road, Grade II listed, a diminutive single-storey building, which was formerly the southern gate building at the entrance to the Bull Brewery, is of architectural distinction and makes a positive contribution to the character and appearance of the Conservation Area. The listed brewery building is constructed of London stock brick and has a stone coped parapet that reveals the buildings former use. Its façade includes arched windows with glazed heads and a projecting central bay that is surmounted by a prominent clock. Regrettably the Bell Brewery's prominent clock is not working.
- 6.52 Nos. 662-672 Tottenham High Road comprise the most consistent and well-maintained group of Grade II listed properties within this section of north Tottenham. The three-storey Georgian buildings, plus basement levels, are constructed of London stock brick and have well-modulated facades with regular fenestration and a consistent roofline. At the northern end of the group, No. 670 has a stucco façade with canted bay windows at ground and first floor level. All of the properties are of architectural distinction and make a positive contribution to the streetscene. A single-storey commercial unit, which is painted red and is of timber construction, is situated to the north of this group and also contributes to the Tottenham High Road streetscape.
- 6.53 Further south Nos. 658-660 comprise a single storey commercial property with a black façade, prominent signage and large picture windows, whilst Nos. 640-656 is an imposing four storey office building that is constructed of red brick and has unsympathetic fenestration. Both buildings are architecturally poor and have a detrimental impact on the character and appearance of the High Road.

6.54 At the southern end of this section of Tottenham High Road, the building at Nos. 636-638 is a three-storey art-deco style building with a richly detailed, white rendered façade and a prominent corner turret. The building incorporates a poorly integrated ground floor retail unit, though successfully defines the junction between the High Road and Lansdowne Road. Nos. 636-638 Tottenham High Road, the Council offices on the western side of the road and the Red Lion public house to the south, comprise an attractive group of buildings, which are clustered around this busy junction on the High Road and make a positive contribution to the streetscene.

Lansdowne Road and Environs

6.55 This southernmost section of the North Tottenham Conservation Area, contrasts with the majority of the area, in that it is not wholly focussed on the High Road and therefore includes few commercial units and a higher proportion of residential properties. Accordingly, owing to the domestic scale of the area's buildings and the mature deciduous trees lining this section of the High Road and Lansdowne Road, it has a less urban character than the majority of the Tottenham High Road Historic Corridor. The area is centred upon St Mary's Church, which can be glimpsed throughout this part of North Tottenham and forms the area's principal landmark.

6.56 On the northern side of Lansdowne Road, two groups of linked Victorian villas (Nos. 3-7 and 13-15) are incorporated within the Conservation Area. The properties are constructed of London stock brick with pale brick quoins and dressings, stucco lintels and canted bay windows and hipped slate roofs. They are mostly set behind well-planted, mature gardens, which are bounded by London stock brick walls, and make a positive contribution to the streetscene.

6.57 The southern side of Lansdowne Road is dominated by St Mary's Church, a mission church that was founded by Marlborough College and designed by J.E.K. Cutts during the late 19th Century. It is constructed of red brick with stone dressings and has a steeply sloping slate roofscape, an apsed eastern end and a bell turret at its western end. Whilst the church is set behind a screen of mature London Plane trees, it has a prominent role in the streetscene. To the west of the church, Lansdowne Road is fronted by an unattractive vehicle repair depot and the Red Lion Public House. The latter is a locally listed three-storey building, which is constructed of London stock brick with rendered gothic style detailing.

6.58 To the east of St Mary's Church, Nos. 2-24 Lansdowne Road form a terrace of two and three-storey Victorian properties, which are constructed of red brick with dark brick dressings and have canted bay windows at ground floor level and arched sash windows at first floor level. The gables to several of the dwellings also include decorative timber scrolling. These properties form a relatively consistent terrace, although Nos. 4 and 6 include an additional storey.

6.59 To the south of Lansdowne Road, Liston Road is primarily fronted by a short terrace of two-storey Edwardian properties (Nos. 5-8), which are constructed of red brick and have prominent rendered lintels and a slate roof. The dwellings have been detrimentally altered, however, and make a neutral contribution to the streetscene. To the east of this terrace, the building at Nos. 1-3 Liston Road is a two-storey yellow brick building with a flat roof, which detracts from the character and appearance of the area. Likewise, to the west of the aforementioned terrace, the boundary fences surrounding the rear gardens to properties fronting Lansdowne Road also have a detrimental impact on the streetscene. St Mary's Church and the

adjacent Vicarage, which is of a similar origin to the church, can be glimpsed from the western end of Liston Road.

- 6.60 At the south eastern boundary of the Conservation Area, Kemble Road is lined with a single-storey former parochial hall, which is constructed of London stock brick with red brick dressings and has a red tiled roof that is surmounted by a central cupola. The building, which fronts directly onto the road and has an attractive outlook onto the adjacent green space, makes a positive contribution to the streetscene. It is adjoined to the south by 'the Cottage', a Victorian dwelling, which appears to have formerly comprised part of the adjacent school. To the west of the Cottage, the section of St Mary's Close within the Conservation Area is lined with unattractive garages and a modern infill property that is of limited architectural interest.
- 6.61 Returning to the High Road, to the south of the Red Lion Public House is Rheola Close, a mid 20th Century estate consisting of three and four storey blocks of flats which is set back from the eastern side of Tottenham High Road. The blocks, which are constructed of pale red brick and have unadorned principal elevations, are of no architectural merit. Rheola Close is set amongst mature trees and is largely screened in views from the High Road. Nonetheless, the buildings have a neutral impact on the character and appearance of this part of the North Tottenham Conservation Area.

7.0 SCOTLAND GREEN CONSERVATION AREA (NO. 18)

- 7.1 The Scotland Green Conservation Area is a small conservation area, which is focussed on the former site of Scotland Green, one of a series of greens and commons located at various points along the High Road. The area surrounding the former green is primarily occupied by diminutive shops and cottages of 19th Century origin and a high proportion of public houses. Many are in a poor state of repair and Scotland Green is characterised in part by a degree of dilapidation. In contrast the west side of the High Road, features grand Georgian houses and a range of commercial premises of varying scale, design and condition is more diverse in character and appearance.
- 7.2 The island site at the heart of the Conservation Area is intensively developed by single and two-storey Victorian buildings, which are constructed of grey brick and have prominent shaped gables. Many of the properties fronting onto Scotland Green also include traditional retail units at ground floor level. The buildings, which are remnants of the former Blue Coat School - a girls charity school built in 1833 - are being restored and converted for future use. Adjoining the rear of the Blue Coat School a new development is nearing completion, and concerns have been raised regarding the scale, height and mass of this new 4 storey development in such a sensitive context. When the development will be completed its effect on the Conservation Area will be need to be carefully considered.
- 7.3 On its southern side, Scotland Green is fronted by a continuous terrace, which is primarily composed of utilitarian two-storey cottages of Victorian origin. The majority of the buildings are constructed of London stock brick with slate roofs, although many have painted facades and poorly integrated modern windows. Most, however, are of architectural interest and some of the buildings, such as the *Two Brewers* public house (No. 40) and No. 28 Scotland Green, include ground floor level commercial frontages which remain largely intact and contribute to the streetscene. *The Victoria* (No. 34 Scotland Green), a three-storey public house that is constructed of red brick and includes terracotta detailing, a traditional ground floor level façade and a prominent arched dormer window, is set amongst this group of cottages and also contributes to the character and appearance of Scotland Green.
- 7.4 At the junction between the southern branch of Scotland Green and the High Road, the *Prince of Wales* public house, No. 612, is a three-storey building with a bright green painted façade. Although it has been detrimentally altered and has been vacant over an extended period, the *Prince of Wales retains many of its original features, and* makes a positive contribution to the streetscene. To the south of the public house, Nos. 594-610 Tottenham High Road comprise a mixed group of commercial buildings which are of limited architectural interest and generally have a neutral role in the streetscene.
- 7.5 The western side of the High Road is dominated by a group of substantial Georgian properties (Nos. 581-585), which are significantly set back from the road and are surrounded by mature trees. These listed properties provide this section of the High Road with a sense of spaciousness and verdure not experienced elsewhere within the Scotland Green Conservation Area. Nos. 583 and 585 comprise a pair of grand three-storey properties, plus basement levels, which are constructed of brown brick and have well proportioned facades, which incorporate red brick pilasters and lintels, a moulded cornice and prominent triple keystones. The buildings are set

behind ornate blue-painted cast iron railings, which also contribute to the streetscene.

- 7.6 The adjacent property, Charlton Cottage, No. 581 Tottenham High Road, is a listed two-storey cottage , plus a mansard attic level. It is C18 house with a Doric doorcase, , which is constructed of brown brick and has a brick cornice and stone coped parapet. It has a blank left bay, which gives the building an unbalanced, asymmetrical appearance. Together, Nos. 581-585 form an attractive group of Georgian properties, which make a positive contribution to the streetscene. In the adjoining alleyway, a surprising rustic barn structure survives, possibly dating to C18, and its repair has been granted aided. It is a two storeyed, timber framed, weatherboarded structure with a pantiled roof, located behind No.579.
- 7.7 To the north of these listed buildings, Nos. 587-591 Tottenham High Road comprise a terrace of three two-storey buildings, which front directly onto the High Road. The buildings are constructed of brown brick and have poorly integrated retail units at ground floor level as well as a consistent parapet, which incorporates a central crest. The adjoining building, No. 593 Tottenham High Road, is a substantial four-storey building of late 20th Century origin, which is constructed of red brick. It is interesting how it relates to its immediate neighbours as its top 4th floor is well set back from the front façade, and its structure is well defined in approx. 5m wide bays, which helps its overall scale to relate to the scale and rhythm of the street. Its principal external material is facing brickwork.

8.0 BRUCE GROVE CONSERVATION AREA (No. 22)

8.1 The Bruce Grove Conservation Area covers the stretch of the High Road surrounding Bruce Grove station, between Scotland Green in the north and St Marks Methodist Church to the south. This section of the High Road is fronted directly by a range of buildings of varying scale, origin and design, which provide the area with a diverse and vibrant urban character and a strong sense of enclosure. The area's enclosed, urban nature is enhanced by the elevated railway line, which comes in close proximity to the High Road in the vicinity of Bruce Grove Station.

8.2 This section of the High Road is primarily fronted by three and four storey Victorian buildings, which in many cases have been significantly altered and include unsympathetic retail units at ground floor level. Consequently, Cherry and Pevsner (1998) describe the area's predominant character as "*shabby late Victorian.*" The Conservation Area also includes several modern infill properties, whilst the streets flanking the western side of the High Road are lined with residential properties and are more domestic in character and scale. In addition, a series of passages and alleyways provide access to buildings and yards situated to the rear of the buildings fronting this section of the High Road.

8.3 Beginning at the Conservation Area's northern boundary, the subsequent description of the area's character and appearance is subdivided into five sections.

High Road (west side) - North of Bruce Grove Station

8.4 This section of the Conservation Area is lined with a range of buildings with commercial premises at ground floor level, which front directly onto the High Road. The majority of the buildings are of Victorian origin, however many have been detrimentally altered and the majority of the retail units a ground floor level are poorly integrated. The area also includes isolated infill buildings, as well as poor quality single and two-storey retail units.

8.5 At the Conservation Area's northern boundary, Nos. 567-577 Tottenham High Road (Devonshire Chambers) comprise a consistent terrace of two-storey buildings, which are constructed of brown brick and have a well-proportioned, symmetrical façade, though include unsympathetic retail units at ground floor level. They are similar in origin and appearance to Nos. 587-591 Tottenham High Road, situated within Scotland Green Conservation Area. The adjacent group of buildings, Nos. 559-565 form a group of single storey-retail units, with unattractive fascias, which have a neutral role in the streetscene. To the south of this group, the building at Nos. 555-557 is a four-storey block of flats which is of late 20th Century origin. It is constructed of red brick and at ground floor level it has a prominent, overscaled fascia as well as a projecting awning the full width of the building which has a detrimental impact on the character and appearance of the Conservation Area.

- 8.6 Nos. 551-553 Tottenham High Road comprise a pair of visually attractive Victorian buildings, which are constructed of London stock brick and have prominent white rendered lintels and a slate roof. Although painted bright green, the ground floor level frontage to No. 551 retains its decorative entrance and window surrounds. Both buildings make a positive contribution to the streetscene. The adjacent building, No. 549, is a substantial three-storey building, which is constructed of red brick and has a richly detailed façade and a balustraded parapet.
- 8.7 To the rear of Nos. 549-553, Morrison's Yard is occupied by No. 551b Tottenham High Road, a single-storey building, which is glimpsed from the High Road. The diminutive stone building is of late 19th Century origin and represents the 'brewhouse' from the former Tottenham Brewery. It has a well modulated, asymmetrical façade, which includes ornamental columns, a projecting cornice and a prominent portico. The northern side of Morrison's Yard is fronted by a four-storey building of late 20th Century origin (Nos. 1-12 Morrison's Yard), which is constructed of London stock brick and has a prominent stepped roofscape. The building, which is obscured in views from the High Road, is of architectural interest and contributes to the area's character and appearance. In contrast with the majority of buildings fronting this stretch of the High Road, Nos. 549, 551, 551b and Nos. 1-12 Morrison's Yard form a varied group of architecturally distinguished buildings, which make a positive contribution to the streetscene.
- 8.8 To the south of No. 549, Nos. 545-545c and 547a and b form two unattractive groups of functional two storey buildings with projecting retail units at ground floor level. These buildings are adjoined to the south by Nos. 513-523 and 525-541 Tottenham High Road, which comprise two terraces of three-storey Victorian buildings that are constructed of London stock brick. Whilst several of these buildings had detrimentally altered frontages at ground and first floor level - most notably Nos. 529-533 - which had a grossly overscaled fascia 3m high and the width of 3 buildings obscuring the whole of the first floor the majority retain their distinctive two-storey retail frontages, which incorporate pilasters, corbels and stallrisers and have glazed first floor levels. Restoration works have been carried out, with grant aid assistance, reinstating the original architectural features of the façade of this terrace. At the southern end of this group, Nos. 513-517 have a curved façade which successfully defines the junction between the High Road and Bruce Grove and makes a positive contribution to the streetscene.
- 8.9 The elevated railway line, which forms the western boundary of much of the Bruce Grove Conservation Area, has a formative influence on the character of this part of the Conservation Area. Beyond the railway line, the western side of Bruce Grove is fronted by a grade II listed block of public conveniences, which is included within the Conservation Area. The 1920s block, is a timber frame building with a rendered façade and has a tiled pitched roof. It is surrounded by ornate green painted cast iron railings and lamp overthrows.

High Road (east side) – Reform Row to Brook Street

- 8.10 This stretch of the High Road is fronted by a range of buildings with retail units at ground floor level. The majority of the buildings front directly onto the High Road, and many, including the Windsor Parade and those in the vicinity of Factory Lane, have an imposing impact on the streetscene. This section of the Conservation Area

also includes the area to the rear of the buildings fronting the High Road, which is generally in a poor state of repair.

- 8.11 At the northern end of this section of the Conservation Area, the High Road is fronted by the Windsor Parade (Nos. 538-554), a three-storey terrace of buildings, which were erected in 1907. The parade is constructed of red brick with decorated rendered bays and prominent gables with broken pediments. Whilst the majority of the shopfronts have been detrimentally altered, most retain their cornices and some have pilasters and corbels. As a group the parade is of architectural distinction and makes a positive contribution to the streetscene. This Parade is currently being restored as part of the grant aiding regeneration works programme for the High Road.
- 8.12 To the south of Dowsett Road, Nos. 530-536 Tottenham High Road comprise a group of three-storey early C19 terrace, which are significantly set back from the High Road, though have projecting retail units at ground floor level. This handsome terrace is of particular interest. It is constructed of London stock bricks with largely unadorned facades, which include undecorated pediments and arched recessed windows at first floor level. Conversely, their early C20 retail frontages are relatively detailed and incorporate pilasters, stallrisers and corbels with ball finials, which provide the group with a sense of rhythm and proportion.
- 8.13 The adjacent building, Nos. 522-528 Tottenham High Road is a three-storey building with a curved façade that incorporates bands of purple glazed tiles and casement windows. The building is noted by Cherry and Pevsner (1998) as being of architectural interest, though it has poorly integrated retail units at ground floor level with an overscaled fascia spanning 3 bays and continuing around the corner. Further south, Nos. 512-520 form a more mixed terrace of, mostly Victorian, buildings, which are of varying height and scale. Nos. 514-518 are set back from the High Road and have projecting retail units at ground floor level, whilst No. 512 fronts directly onto the street. The façade to Nos. 518 and 520 includes decorative quoins and banding, whilst Nos. 514 and 516 appear diminutive in the streetscene. The retail units to several of the building retain their pilasters and corbels.
- 8.14 No. 510 Tottenham High Road, which is flanked by an alley providing access to No. 510a, is a three-storey building, which has a narrow principal elevation in relation to the adjoining snooker hall building. The façade to No. 510 is dominated by a richly detailed gable that bears the inscription '1908' and includes stone quoins and keystones. The adjacent 'Tottenham Snooker Hall' (No. 502-508) is a three storey is a three storey building with a cream painted façade that includes 'art deco' style. It is adjoined to the south by No. 492-500 Tottenham High Road, which comprise a two-storey terrace of buildings with many similarities to No. 510. Like the aforementioned building, the end of terrace buildings include decorative stucco gables, which have a prominent role in the streetscene. The adjacent building, No. 490, is an unadorned two-storey infill building that has a detrimental impact on the streetscene.
- 8.15 Further south, Nos. 482-488 Tottenham High Road comprise a terrace of consistent three-storey buildings, with unadorned white-painted facades. The buildings are of limited interest, although Nos. 482-486 retain their timber sash windows and have retail units with some traditional features at ground floor level. No. 488, however, has unsympathetic modern windows and has a poorly integrated retail unit at

ground floor level. At the junction with Brook Street, No. 480 Tottenham High Road is a three-storey red brick building with Tudor style half-timber detailing, which has a prominent role in the streetscene. The building includes an unsympathetic retail unit at ground floor level, whilst its flank is dominated by a prominent billboard advertisement. Nonetheless, the building makes a positive contribution to the streetscene. The Brook Street Chapel, a simple but handsome single storey Victorian building, locally listed, which is constructed of London stock brick, is situated to the rear of No. 480 Tottenham High Road.

- 8.16 To the east of the High Road, the western sides of Honeysett Road and Wilson's Avenue, which occupy the site of the former Warne's India Rubber Mill, are included within the Conservation Area. Both streets are however dominated by the unattractive rear elevations to the buildings fronting the High Road and the associated outbuildings and yards. Further south, Palm Tree Court and Stoneleigh Court are three and four storey blocks of flats of late 20th Century origin, which are arranged around courtyards. The former block includes a prominent circular tower at the junction between Factory lane and Stoneleigh Road. These are interesting examples of recent affordable housing which has a human scale, relates well to the street, and has good quality facing brickwork as the principal facing material.

High Road (west side) – Bruce Grove station to St Loy's Road

- 8.17 This section of Tottenham High Road is primarily lined with three-storey Victorian buildings, which provide the area with an essentially continuous frontage and contribute to the High Road's enclosed urban character. The consistent terraces also provide this stretch of the High Road with a greater degree of uniformity than the surrounding areas. The Victorian properties are interspersed with single storey commercial premises and recent infill buildings. The northern section of this part of the Conservation Area is dominated by Bruce Grove Station and the elevated railway line, which is obscured in views from the majority of the High Road.
- 8.18 Bruce Grove Station, situated at the junction between the High Road and Bruce Grove is part single, part two-storey Victorian station, which is constructed of London stock brick and has a hipped slate roof. The station building, which is similar in origin and appearance to White Hart Lane Station and other station buildings on the Great Eastern Railway Line, and makes a positive contribution to the streetscene.
- 8.19 To the south of the station, the remainder of this section of the High Road is primarily fronted by imposing three-storey Victorian buildings with retail units at ground floor level. Nos. 501-507 Tottenham High Road form a uniform terrace of buildings, which are constructed of London stock brick and have decorative stucco window surrounds and lintels and a consistent parapet cornice. At ground floor level, the group includes the *Elbow Room* public house (Nos. 503-505) which has a green painted façade that incorporates arched windows, stallrisers, cast iron lanterns and subtle fascia signage. This group is adjoined to the south by the *Ship* public house (No. 499), a red brick building that has arched sash windows with decorative rendered surrounds and keystones, decorative relief panels on either side of the projecting bay, and a prominent balustraded parapet that incorporates the name of the public house. The adjacent building, No. 497, is a red brick building of similar appearance to the *Ship*. The above are currently undergoing repair and refurbishment works to their roof and façade as part of the regeneration programme

of the High Road. The adjacent pair of buildings (Nos. 491a and 493) are single storey retail units which have a detrimental impact on the streetscene.

- 8.20 Further south, Nos. 467-477 and 479-491, form two consistent groups of three-storey Victorian buildings, which have commercial units at ground floor level. The buildings in the former group are constructed of London stock brick and have a consistent parapet and relatively unadorned façades, whilst the latter terrace are constructed of red brick and have a moulded brick cornice and a parapet surmounted by ball finials. The retail units within both groups have been detrimentally altered through the introduction of unsympathetic signage and picture windows. Of particular note is the façade to Nos. 479-481, which has been seriously disfigured by the installation of a substantial tiled panel at first floor level which completely obscures the first floor of both buildings. If this false façade were to be removed these buildings could once again add to the consistent appearance of the terrace. These groups are adjoined by No. 477a Tottenham High Road, an infill building of late 20th Century origin, which is of no architectural merit.

High Road (east side) – South of Brook Street

- 8.21 Like the surrounding areas, the section of the High Road to the south of Brook Street is lined with a range of buildings with retail units at ground floor level, which are of varying origin, appearance and condition. The majority of buildings lining this stretch of the High Road front directly onto the street and contribute to its enclosed urban character.
- 8.22 The northernmost stretch of this section of the High Road, which is predominantly fronted by unattractive buildings of late 20th Century origin, is excluded from the Conservation Area. To the south of these buildings, No. 462 Tottenham High Road is a three-storey building of Victorian origin with a white painted façade, whilst Nos. 456-460 comprise a three-storey infill building of late 20th Century origin, which makes a neutral contribution to the streetscene. The adjacent building at Nos. 448-454 Tottenham High Road is a three-storey former bank building with a well-modulated stone facade, that includes decorative columns and large windows. It has, however, been unsympathetically altered at ground floor level and suffered from the installation of a full width, excessively deep fascia over. It is adjoined to the south by an unattractive infill building, which is constructed of red brick and appears diminutive in the streetscene (No. 446). To the rear of No. 446 Tottenham High Road, Stoneleigh Road is fronted by the Beehive Public House, a two-storey building with Tudor style detailing, which makes an interesting contribution to the area's character and appearance.
- 8.23 To the south of the junction with Stoneleigh Road, the High Road is fronted by a two-storey shopping parade of Edwardian origin (Nos. 422-442). The parade is constructed of dark red brick and incorporates stone quoins and lintels as well as a decorative balustrade at roof level. The ground floor retail units have been detrimentally altered, through the introduction of unsympathetic fascia signage and large picture windows. Nonetheless, the majority retain their corbels and pilasters, which create a degree of rhythm and consistency.
- 8.24 The remainder of this section of the High Road is fronted by a mixed group of three-storey terraced buildings (Nos. 408-420), which are mostly of Victorian origin. Many of the buildings have painted facades and have been unsympathetically altered, whilst the majority of retail units relate poorly to the streetscene. Nonetheless, most

of the buildings are of some architectural merit and make a positive contribution to the character and appearance of the Bruce Grove Conservation Area.

St Loy's Road, Forster Road and Environs

- 8.25 The southernmost section of the Bruce Grove Conservation Area includes a short stretch of the High Road and the predominantly residential streets to the west - St Loys's Road, Forster Road and Felixstowe Road. Accordingly, in contrast with the enclosed urban character of the majority of the Conservation Area, this area primarily consists of quiet residential streets, which are relatively uniform in character and are of a domestic scale. The area also includes isolated areas occupied by light industrial uses.
- 8.26 At the northern edge of this area, the section of St Loy's Road within the Bruce Grove Conservation Area is primarily fronted by terraces of two-storey Edwardian properties (Nos. 2a-10 and 3-11), which are constructed of red brick and have canted bay windows. The majority of the properties have painted facades and/or unsympathetic modern windows and roofs. Nonetheless, the consistent terraces make a positive contribution to the character and appearance of the Conservation Area. At its eastern end, No. 1 St Loy's Road is a distinctive two-storey diminutive shop building of Victorian origin, which provides a delightful vista from the High Road. It is constructed of London stock brick with red brick dressings and has a slate roof. Whilst most of the buildings lining the street make a positive contribution to the area's character and appearance, the commercial infill buildings at Nos. 1a and 2 are of limited architectural merit and have a neutral role in the streetscene. Immediately to the south of St Loy's Road, a narrow alleyway which provides access to Steele Road to the west of the Conservation Area.
- 8.27 The short stretch of Tottenham High Road within this section of the Conservation Area is fronted by Nos. 455-465, which comprise a grey stone, art deco building that was constructed in 1937. The building provides an entrance to St Mark's Methodist Church, which is situated to the rear, and accommodates a parade of shops at ground floor level. It has a symmetrical façade that is dominated by a central tower, which rises to a height equivalent to four storeys. This tower is locally distinctive and forms a prominent landmark. The tower demarcates the entrance to the church and includes glazed panels and a cross. The main body of the church, which situated to the rear of Nos. 455-465 and is accessed from Forster Road, is a composite building, which was originally constructed of rubble stone, though was dramatically altered during the 1960s. It is set behind an unattractive concrete wall and makes a neutral contribution to the streetscene.
- 8.28 To the west of St Mark's Church, the area to the north of Forster Road is occupied by three-storey blocks of flats of late 20th Century, which are constructed of yellow brick and detract from the area's character and appearance. The southern side of Forster Road is primarily fronted by a terrace of two-storey Victorian dwellings (Nos. 6-13), which are constructed of London stock brick with red brick dressings and have slate roofs. The terrace is adjoined to the east by a prominent white-painted warehouse building that is somewhat overbearing in relation to the adjacent residential properties and has been unsympathetically altered. In its current condition it detracts from the streetscene. To the south of the warehouse, Chaplin and Felixstowe roads are fronted by uniform terraces of Victorian dwellings which are identical inform to Nos. 6-13 Felixstowe Road. Whilst the rear elevations to the buildings fronting the High Road have an imposing impact on Chaplin Road and the

northern section of Felixstowe Road, this section of the Conservation Area has a relatively secluded domestic character, which contrasts with the majority of the area.

9.0 TOTTENHAM GREEN CONSERVATION AREA (No. 9)

9.1 The Tottenham Green Conservation Area is centred on Tottenham Green, an ancient green space that is illustrated in the historic maps from 1619. The Green provides the area with a sense of openness rarely experienced elsewhere within the Tottenham High Road Historic Corridor. The eastern section of the Green is overlooked by a series of grand neo-Georgian buildings associated with the former Tottenham Hospital, whilst on its western side it is flanked by larger institutional Edwardian buildings, including the old Firestation, Tottenham Town Hall, and the College of North East London. To the north and south of the Green, the buildings lining the High Road are of considerable diversity; varying significantly in terms of scale, appearance and use. The Conservation Area includes several clusters of larger institutional and religious buildings and is less dominated by commercial premises than the majority of the High Road. Consequently, this area is more open in nature than the surrounding areas and is characterised by the Green with its mature London plane trees surrounded by imposing and distinctive historic buildings.

9.2 In the subsequent description, which begins at the Conservation Area's northern boundary, this section of the Tottenham High Road Historic Corridor is subdivided into six sections.

High Road (west side) – North of Philip Lane

9.3 This section of the High Road and the area to the west within the Conservation Area boundary is relatively mixed in character and appearance. The High Road is lined with groups of large institutional buildings and entertainment venues, which are interspersed with terraces of buildings with retail units at ground floor level that front directly onto the High Road. To the west of the High Road, Eleanor Close comprises an estate of two and three storey residential properties, which are of late 20th Century origin and have a more suburban character.

9.4 The northernmost section of this stretch of the High Road is dominated by the five-storey building at Nos. 443-449, which has an imposing impact on the streetscene [4.1]. It is constructed of red brick and has white rendered banding and large dormer windows with segmental pediments. The retail units at ground floor level generally have unsympathetic facades, though several retain their original corbels. It is adjoined to the north by an unattractive single storey building (Nos. 451-453), whilst the terrace of buildings to the south (Nos. 433-441) comprise a group of two-storey buildings plus mansard attic levels, which have been significantly altered, though are generally of architectural merit. The adjoining buildings (Nos. 429-431) form a pair of two-storey buildings with largely unadorned, white painted facades. Like the adjacent group, these buildings have poorly integrated shopfronts at ground floor level. These buildings have a greater association with the buildings in the Bruce Grove Conservation Area to the north, than with the larger institutional buildings that dominate the Tottenham Green Conservation Area.

9.5 To the rear of Nos. 429-453 Tottenham High Road, Nos. 1-5 Forster Road and Nos. 1-6 Chaplin Road comprise two groups of two-storey Victorian terraced properties, which are identical in origin and appearance to the aforementioned groups lining the sections of Forster, Chaplin and Felixstowe roads within the Bruce Grove Conservation Area. The buildings are constructed of London stock brick with red brick dressings and have arched entrance surrounds and canted bay windows with

decorative stucco detailing, as well as prominent eaves brackets. The terraces provide the streets with a sense of rhythm and consistency, though, again, have a greater affinity with the aforementioned groups of properties within the Bruce Grove Conservation Area.

- 9.6 To the south of this group of domestic scale buildings, Nos. 429-453 Tottenham High Road, the former Tottenham Palace Theatre (Nos. 421-427) is a grand, four-storey building, which was constructed in 1908 to designs by Oswald Cane Wylson. The listed, neo-Baroque building is constructed of red brick with striped quoins and has wings surmounted by segmental pediments and a recessed central section, which is set behind a balustraded stone balcony and incorporates Ionic pilasters. The building, originally a theatre, represents the only remaining example of the chain of buildings constructed by Wylson and Long for the United Variety Syndicate. It has subsequently accommodated a cinema and a bingo hall, a Nightclub and is currently used by Church groups. .
- 9.7 Further south, Nos. 415, 417, 419 High Road, the former Canadian Royal Skating Rink building has been demolished and recently replaced by a large development of flats. Its external facing materials; peppermint green and grey render and timber cladding are visually jarring in this sensitive context. The new development neither sits comfortably with, or harmonises with the Grade II listed High Cross School or with Tottenham Palace Theatre adjacent. Indeed the setting of these listed buildings and the character and appearance of the Conservation area a Nightclub has been significantly diminished by the new development.
- 9.8 Drapers Road, which is situated to the south of the former Canadian Royal Skating Rink (Nos. 415-419 Tottenham High Road), is a cul-de-sac that is terminated by the former High Cross School, a listed two-storey Gothic building, which is currently in residential use. The former school building was constructed in 1848 and originally formed the centrepiece of a group of almshouses. It is constructed of London stock brick with stone dressings and has a slate roof that incorporates steep gabled dormer windows and a prominent central cupola. It is surrounded by tall London stock brick gate piers and green painted railings, which are listed. The building is of architectural distinction, though its setting has been significantly compromised by the recent nearby development.
- 9.9 To the south of the former school building, the High Road is fronted by the Christ Apostolic Church, a three-storey brown brick building with stone quoins and castellated turrets (No. 413). The building fronts directly onto the High Road and makes a positive contribution to the area's character and appearance. The adjacent buildings, Nos. 399-401 Tottenham High Road, comprise a pair of unadorned three-storey properties of 18th Century origin, which accommodate the Tottenham British Legion Club. The buildings are constructed of London stock brick with red brick lintels and a stone coped parapet. They are set back from the High Road behind an unattractive car park, which detracts from the streetscene. Nos. 399-401 are surrounded to the north and west by Ingleborough Court, a two-storey former warehouse building, which is constructed of pale red brick with a slate roof and has a neutral role in the streetscene. The gap between the Church and Nos. 399-401 Tottenham High Road provides a view of the former High Cross School.
- 9.10 The adjacent building, No. 391 Tottenham High Road, is a handsome two-storey building, which was constructed in 1896 by Edmeston and Gabriel and was formerly

occupied by Tottenham Library [4.4]. The building is constructed of red brick with stone banding and has a slate roof. It has a richly detailed façade with arched windows at ground floor level, bow windows at first floor level, decorative columns and pargetted gables. To the rear of the former library building, Library Court is fronted by a group of two and three-storey residential properties, which are of late 20th Century origin and are of no architectural interest.

- 9.11 The remainder of this stretch of Tottenham High Road is lined with a range of commercial premises, which front directly onto the High Road. No. 387 is a two-storey infill building which has an unadorned façade and a poorly integrated retail unit at ground floor level. It is adjoined to the south by a three-storey terrace of buildings (Nos. 381-385), which are constructed of red brick and have a glazed first floor level and a parapet that is decorated with prominent ball finials. These buildings have been restored in 2006. The ground floor retail units are relatively restrained and retain their corbels, pilasters and stallrisers. To the south, Nos. 375-379 Tottenham High Road form a group of single-storey shop units which are of no architectural interest. The group, like No. 387, creates a gap that disrupts the frontage and reveals the flank elevations to the adjacent buildings, which include unattractive billboard advertisements. The adjacent building, No. 373 is a three-storey Victorian property that is constructed of red brick and has arched lintels and a prominent shaped dormer window.
- 9.12 Opposite the junction with Monument Way, No. 367-371 Tottenham High Road comprises a two-storey building, which is constructed of London stock brick with red brick banding. It makes a neutral contribution to the streetscene. To the south, *The Swan* Public House, Nos. 363-365 Tottenham High Road comprises a part single, two and three storey building at the junction with Philip Lane. The public house has a green painted ground floor fascia, which is surmounted by decorative cast iron railings as well as a stuccoed first floor level. A public house has existed at this strategic location since the 1450s. *The Swan* is therefore of distinct architectural and historic interest and makes a positive contribution to the streetscene.
- 9.13 To the rear of the buildings lining this section of the High Road, Eleanor Close, forms a late 20th Century housing development, which consists of two and three storey terraces and blocks of flats, which are constructed of yellow brick and have slate roofs. The buildings are of no architectural or historic interest and make a neutral contribution to the area's character and appearance.

High Road (east side) – North of Monument Way

- 9.14 This section of the Conservation Area is predominantly fronted by Victorian terraced buildings with retail units at ground floor level and larger residential buildings of varying origin. Accordingly, it is characterised by the juxtaposition between the Victorian terraces which front directly onto the street and the residential blocks which are generally set back from the High Road amongst mature trees.
- 9.15 At the northern boundary of the Conservation Area, Nos. 400-408 Tottenham High Road comprise a group of three-storey terraced buildings, which represent a continuation of the adjoining buildings to the north within the Bruce Grove Conservation Area. Nos. 400-408 are constructed of London stock brick with red brick dressings and have slate roofs. Whilst their ground floor retail units are visually unattractive and the façade to No. 400 includes prominent unsympathetic signage, as a group they make a positive contribution to the streetscene. Like the

buildings on the western side of the High Road and those on Forster and Chaplin roads, Nos. 400-408 have a greater association with the adjoining Bruce Grove Conservation Area than with the overriding character and appearance of the Tottenham Green Conservation Area.

- 9.16 To the south east of this terrace, Chesnut Road is fronted by two grand Italianate properties of 19th Century origin (Nos. 1 and 2), which have richly detailed, painted facades and hipped slate roofs. No. 1 Chesnut Road, situated on the northern side of the road, is the more elaborate of the pair of buildings and includes canted bay windows, a Doric frieze and bracketed eaves. Though somewhat less elaborate, No. 2 Chesnut Road (*The Polo Club*) also includes a dentilled cornice and makes a positive contribution to the area's character and appearance.
- 9.17 On the southern side of the junction with Chesnut Road, Tottenham Police Station is a grand three-storey, neo-Georgian building, which has a prominent role in the streetscene. It is constructed of red brick with a brown brick ground floor level and has a prominent projecting cornice and pediment. The building has an undecorated modern extension to the south, which includes an unattractive projecting ground floor level. Nonetheless, the police station makes a positive contribution to the streetscene. To the south, Reynardsons Court comprises a four-storey block of flats, which was constructed in 1951 and replaced the Reynardson's Armshouses. The utilitarian building, which is constructed of brown brick and is set behind a group of mature London Plane trees, has a neutral role in the streetscene.
- 9.18 At the junction with Somerset Road, Nos. 372-376 Tottenham High Road comprise a consistent group of three-storey buildings, which appear to have originally formed part of a longer terrace. The buildings are constructed of London stock brick and have white rendered lintels and keystones and a uniform parapet. Whilst, Nos. 372 and 374 have unattractive retail units at ground floor level, the buildings make a positive contribution to the streetscene.
- 9.19 No. 2 Somerset Road, the former Grammar School Building is a grand three-storey building that is situated on the southern side of Somerset Road and has a flank elevation that fronts the High Road. The building is constructed of red brick with stone quoins and banding and decorative projecting eaves. In summer its flank elevation is set behind a dense screen of vegetation and the building is largely obscured in views from the High Road. It is of architectural merit and makes a positive contribution to the streetscene.
- 9.20 The adjacent buildings, Nos. 352-366 Tottenham High Road (Rawlinson Terrace) comprise a uniform terrace of diminutive two-storey properties, which are constructed of London stock brick and have decorative stucco facades and a prominent castellated parapet at roof level. The terrace is enhanced by being set back from the High Road behind a small green space and a car park.
- 9.21 At the southern end of this section of the High Road, Tottenham High Cross, Grade II listed, forms the area's primary landmark. The High Cross is an octagonal tower with a conical upper section which rises to a height of approximately seven metres. Originally a wooden cross dating back to 1409, the present structure is constructed of stuccoed brick and dates from 1809. The High Cross is of distinct streetscape interest, however it has an unattractive setting on a traffic island surrounded by busy, divisive roads.

Philip Lane, Town Hall Approach Road and Environs

- 9.22 This section of the conservation area surrounds the western part of Tottenham Green, which provides the area with a degree of openness and is surrounded by mature deciduous trees that punctuate the High Road's streetscene and have a formative influence on the area's character and appearance. The ancient green is surrounded to the west by a group of institutional buildings fronting the Town Hall Approach Road, whilst the Holy Trinity Church is situated on the northern side of the Green. The section of Philip Lane within the Conservation Area is primarily fronted by two-storey terraced properties.
- 9.23 To the west of *The Swan* Public House, which defines the junction with the High Road, Philip Lane is fronted by a vacant single storey retail unit and a two-storey Edwardian property (Nos. 2-4), both of which are in a poor state of repair. The adjacent bus garage, Nos. 6-26 Philip Lane, is situated beyond the Conservation Area boundary, however the contemporary extension to the garage, Nos. 28-30, is included within the area. The extension, which has a grey clad façade and a barrel roof which partly cantilevers over the forecourt. The remainder of the northern side of Philip Lane is fronted by two terraces of Edwardian dwellings (Nos. 32-42 and 44-70). The properties have painted facades and canted bay windows that incorporate moulded stucco detailing and are surmounted by hipped gables. The former group also includes retail units at ground floor level, which are mostly in a poor state of repair. Several of the terraced properties have been detrimentally altered, through the introduction of modern windows and roofs and the removal of their canted bay windows.
- 9.24 To the south of Philip Lane, Tottenham Green comprises a well-planted public green space, which is surrounded by mature deciduous trees. The northern boundary to Tottenham Green is defined by Holy Trinity Church and the associated vicarage and school, which flank the southern side of Philip Lane. The church was erected between 1828 and 1830 to designs by James Savage. It is constructed of white stone and includes octagonal corner turrets and lancet windows. The church's tall eastern gable elevation has a prominent role in the streetscene. The adjacent single-storey Victorian school building is constructed of London stock brick with stone dressings and has casement windows with lozenge glazing and a slate roof. An ancient well, with a conical tiled roof, is situated immediately to the east of the school. The listed well, church and school building, with the nearby *Swan* Public House, form an attractive and complementary assemblage of buildings and structures, which make a positive contribution to the area's character and appearance.
- 9.25 To the west of this section of Tottenham Green, the Town Hall Approach Road is fronted by a consistent group of grand Edwardian public buildings, which were constructed between 1904 and 1905 by A. S. Taylor and R Jemmett. The buildings, which are all of a Baroque style, are constructed of red brick with Portland stone dressings and have hipped slate roofs. The town hall, which is the grandest of the three buildings has a richly decorated façade, which incorporates Tuscan pilasters, rusticated window and entrance surrounds, tall arched windows and pronounced keystones. In addition, the building's roofscape includes urn finials and open pediments and is dominated by a prominent central baroque style cupola. The former Fire Station and Swimming Baths are slightly more restrained though include similar open pediments, rusticated entrance surrounds and pronounced

keystones to the Town Hall. The land to the rear of the Town Hall is designated for development and a Development Brief has been prepared as guidance. The former depot site represents at the rear a clear opportunity site for sympathetic redevelopment.

- 9.26 The former Swimming Baths are now being developed as the Bernie Grant Performing Arts Centre. Only the frontage of the original Edwardian building is retained.
- 9.27 To the north of the former Swimming Baths, the Tottenham Community College occupies the former County School building; an Edwardian building which was constructed in 1913 by G. Crothall. Like the adjacent group, it is constructed of red brick and has limestone dressings and a hipped slate roof, which is dominated by a prominent central cupola. The former school building is of a complementary scale and design to the adjacent group and makes a positive contribution to the streetscene.
- 9.28 Beyond the community college, at the northernmost end of the Town Hall Approach Road, the frontage to the Tottenham Green Centre is included within the Conservation Area. The frontage consists of a car park and isolated areas of landscaping, and has a detrimental impact on the area's character and appearance.
- 9.29 Further south, the junction between the Town Hall Approach Road and the High Road is defined by the Tottenham War Memorial, which was erected in 1923. The memorial consists of a stone pillar that is surmounted by a bronze *'angel of peace'* statue, designed by L. S. Roselyn.

High Road (eastern side) – Monument Way to Tottenham Green

- 9.30 This section of the Conservation Area is dominated by Tottenham Green which is divided into two distinct parts by the High Road. Accordingly, like the previous area it is characterised by a greater sense of openness than much of the High Road and the mature trees on the Green have an important role in the streetscene. Unlike the aforementioned area, much of this stretch of the High Road is fronted directly by unattractive commercial premises. Conversely, the eastern section of the green is surrounded to the east by the neo-Georgian buildings associated with the former Tottenham Hospital, which have been converted for residential use. These buildings, along with the narrow roads and the densely vegetated green space, provide 'Tottenham Green East' with an enclosed, relatively quiet residential character, despite its proximity to the High Road.
- 9.31 At the northern edge of this section of the Tottenham Green Conservation Area, the junction between Monument Way and the High Road was defined by the *Rose and Crown* (No. 344), a public house of mid 20th Century origin, which is now demolished. Planning Permission has been granted for a new residential development. is adjoined to the south by a two-storey health centre building, which is functional in appearance and detracts from the streetscene. The adjacent buildings, Nos. 312-328 Tottenham High Road, comprise a varied group of two and three storey commercial buildings, which front directly onto the High Road. The majority of these buildings have unadorned and/or altered facades as well as poorly integrated ground floor retail units. Accordingly, most make a neutral contribution to the streetscene. However, No. 324, a red brick building with stone quoins and banding, and No. 318-320, which incorporates decorative stucco window surrounds,

have a positive impact on the area's character and appearance. In addition, No.316 Tottenham High Road, a brown brick building with red brick dressings and a well-modulated principal elevation, makes a positive contribution to the streetscene. At the southern end of the group, No. 312 is an unattractive building of late 20th Century origin which has a grey and pink clad façade and detracts from the streetscene.

- 9.32 At the junction with Colsterworth Road, the High Cross United Reform Church and the associated hall are set back from the High Road behind a small green space. The church comprises a two-storey building, which is constructed of London stock brick and has arched leaded windows and a slate roof. The adjoining single-storey hall is also constructed of London stock brick, though has a stone clad elevation to Colsterworth Road, which incorporates red brick banding and lancet windows. The church and hall both have a positive role in the streetscene, though are surrounded to the south by an unattractive, two metre high concrete wall. To the east of the church, No. 1a Colsterworth Road is included within the Conservation Area. The two-storey property, which is of mid 20th Century origin is of no architectural merit and makes no contribution to the area's character and appearance.
- 9.33 On the southern side of Colsterworth Road, Laseron House comprises a five storey block of flats of late 20th Century origin, which is set back from the High Road. The building, is constructed of red brick and has a stepped façade which replicates the curve of the northern section of Tottenham Green East. To the rear, Colsterworth Road is fronted by a terrace of three-storey buildings (Nos. 2a-8b Colsterworth Road), which are similar in form to Laseron House and have a neutral role in the streetscene. It is of architectural interest in its siting, massing, in how its top floor is articulated, in how it relates to the adjacent Mountford House, and how curves around the corner to Colsterworth Road. The area to the south of Laseron House is dominated by the eastern section of Tottenham Green, which comprises a small green space that is surrounded by mature trees. The green's dense vegetation creates a screen from the High Road and provides Tottenham Green East, which is lined with an attractive cluster of grand neo-Georgian former hospital buildings, with a quiet residential character. The northernmost buildings of the former Tottenham Hospital, Mountford House, comprise a pair of listed three-storey properties with a well-proportioned façade. The buildings are constructed of brown brick and have a stone cornice, timber sash windows and prominent Doric porticoes. They are adjoined to the north by a well-integrated single-storey stuccoed extension, which has a curved façade and a large recessed window, with a shallow arched top.
- 9.34 Further south, Deaconess Court comprises a grand four-storey building, which is constructed of red brick with stone dressings and has a well-modulated, symmetrical principal elevation. It was constructed in 1899 and following the closure of the hospital in the late 1980s was converted for residential use in 1993. The building's façade is dominated by an oversized portico, which is surmounted by a stuccoed curved bay window that incorporates a decorative central motif. Like the adjacent former hospital buildings, Deaconess Court is set behind a small, well-planted garden and makes a positive contribution to the area's character and appearance. It is adjoined to the north by a two-storey former hospital building (No. 2a Elliot Court), which has been converted for residential use and includes a recessed modern penthouse level.

- 9.35 The southern side of Tottenham Green East is fronted by a pair of three-storey buildings, plus basement levels (Nos. 1 and 2), which are similar in origin and appearance to Mountford House. The buildings are constructed of brown brick and have timber sash windows, which at ground floor level, are set within recessed arches. Their recessed side entrance bays also include rendered entrance surrounds with decorative fanlights. Both buildings are of architectural distinction – No. 2 is listed - and both make a positive contribution to this section of Tottenham Green Conservation Area.

High Road – South of Tottenham Green

- 9.36 The area of the Conservation Area to the south of Tottenham Green is characterised by the juxtaposition between the contrasting scales of building lining the eastern and western sides of the High Road. The eastern side of the road is lined with mixed two and three-storey commercial buildings, which provide this section of the High Road with an almost continuous frontage. Conversely, the area to the west of the High Road is occupied by a group of larger buildings associated with the College of North East London and the adjacent former Jewish Hospital, which are significantly set back from the road. A wide pavement with raised flowerbeds also flanks the western side of the High Road and further enhances the setting and grandeur of these buildings.
- 9.37 To the south of the junction between the Town Hall Approach Road and the High Road, the College of North East London comprises a classical red brick building with stone dressings and a prominent central pediment. The building, which dates from the interwar period, formerly accommodated the Tottenham Technical College. It is adjoined to the north by a contemporary extension, which is constructed of bright red brick and has a projecting glazed entrance bay. Both the original college building and its modern extension make a positive contribution to the streetscene.
- 9.38 To the south of the College, the former Jewish Hospital building, No. 295 Tottenham High Road, comprises a well-proportioned Jacobean style building, which was erected between 1897 and 1901 to designs by H. H Collins and M Collins. It is constructed of red brick and has a richly detailed façade, which includes shaped and stepped gables, large timber sash windows and curved bays surmounted by balustrades. The former hospital building and the associated outbuildings, which are of a similar design, make a positive contribution to the area's character and appearance. The building is surrounded by a group of mature London Plane trees as well as a red brick wall with red painted railings, all of which have an important role in the streetscene.
- 9.39 The eastern side of this section of the High Road is primarily fronted by two and three storey terraces of buildings, which have mostly been adversely altered and have unsympathetic retail units at ground floor level. To the south of the junction with Tottenham Green East Nos 280 –296, is the site of another permitted affordable housing development.
- 9.1 The previous buildings including the *Connaught Tavern* Public House have been demolished for thye development.
- 9.40 Further south Nos. 264-268 Tottenham High Road comprise a group of two-storey buildings, plus mansard attic levels, with white painted facades and unsympathetic modern windows. The buildings' retail unit retains some of its traditional features

and as a group they make a positive contribution to the streetscene. They are adjoined to the south by a terrace of three-storey buildings (Nos. 258-262), which are constructed of London stock brick. The facades to Nos. 258 and 262 have, however, been unsympathetically painted and all of the buildings have suffered from detrimental alterations. At the southern boundary of the Conservation Area, Nos. 250-256 Tottenham High Road comprise a consistent terrace of two-storey buildings, plus attic levels, which are similar in form to the aforementioned group at Nos. 264-268. The buildings are constructed of London stock brick with red brick dressings and have slate mansard roofs, which are set behind a raised parapet. Whilst the buildings' retail units have been adversely altered, as a group the buildings make a positive contribution to the character and appearance of this section of the Conservation Area.

Talbot Road and Environs

- 9.41 Talbot Road is a quiet, tree-lined residential street, which is situated to the east of the High Road. It is fronted by a range of dwellings of Victorian, Edwardian and late 20th Century origin, which provide the area with a domestic scale and a greater degree of consistency than the majority of the Conservation Area. Many of the properties within this area are set back from the road and are surrounded by well-planted gardens with mature trees, which have an important role in the streetscene. The rear elevations to the buildings fronting the High Road and their outbuildings are visible from sections of Talbot Road and also have an influence on the street's character and appearance.
- 9.42 Beaufort House, which is situated at the northern end of Talbot Road, comprises a four-storey, grey brick block of flats, which is functional in appearance and makes a neutral contribution to the Talbot Road streetscene. To the south, Nos. 39 and 41 Talbot Road form a pair of two-storey Victorian villas, which are constructed of London stock brick and have hipped slate roofs. No. 41 (Spring Cottage) is listed and has a detailed façade, which incorporates casement windows with stucco surrounds and an entrance that is surrounded by a dentil cornice and a wooden porch. Both of the dwellings are set within densely vegetated gardens and make a positive contribution to the streetscene. Further south, Talbot Close forms a cul-de-sac that is lined with two-storey terraces of yellow brick properties of late 20th Century origin. The buildings are of no architectural interest and have a detrimental impact on the areas character and appearance.
- 9.43 On the eastern side of Talbot Road, opposite Talbot Close, Nos. 18-40 comprise a terrace of two-storey Edwardian dwellings, which are constructed of red brick and have white rendered canted bay windows which are surmounted at roof level by hipped gables. The properties form a uniform group that contributes to the sense of rhythm and consistency experienced on Talbot Road.
- 9.44 To the south of Talbot Close, Nos. 31-33 Talbot Road form a symmetrical pair of three-storey dwellings with a white-painted façade, which incorporates decorative stucco window surrounds and recessed arched entrances. Although the properties' former front gardens are used for car parking, both buildings are of architectural merit. Further south, Kenmare Court comprises a three-storey block of flats of late 20th Century origin, which is constructed of yellow brick and is of limited architectural interest. It is adjoined to the south by Blenheim Rise; a cul-de-sac providing access to the rear of No. 230 Tottenham High Road and the residential units above (Nos. 1-50 Blenheim Rise). The building's rear elevation and the

associated access road are visually unattractive and have a detrimental impact on the Talbot Road streetscene.

- 9.45 To the south of the access road, Nos. 21 and 23 Talbot Road comprise a pair of semi-detached two-storey properties with painted/rendered facades, quoins and a hipped slate roof. The dwellings are of architectural interest and contribute to the streetscene. At the southern end of the street, Nos. 1-19 Talbot Road form a consistent terrace of two-storey Edwardian dwellings, which are identical to those at Nos. 18-40. The properties are constructed of London stock brick and have canted bay windows with decorative stucco detailing, stucco entrance surrounds and hipped roofs. The terrace is set back from Talbot Road behind an attractive communal green space, which is surrounded by mature deciduous trees and contributes to the area's character and appearance.
- 9.46 On the eastern side of Talbot Road, Nos. 10-16 comprise two pairs of semi-detached dwellings of Victorian origin, which are constructed of London stock brick and have slate roofs. Nos. 10, 12 and 16 incorporate rendered canted bay windows at ground floor level, whilst the façade to No. 14 Talbot Road is dominated by a large, white-painted bay. The adjacent dwelling, No. 8 Talbot Road, is an unattractive detached property of mid 20th Century origin, which has an oversized hipped roof, and an ill proportioned façade. The dwelling is of no architectural interest and along with its forecourt parking detracts from the area's character and appearance. Further south, Nos. 4 and 6 Talbot Road comprise a pair of semi-detached three-storey dwellings, which are constructed of London stock brick and have decorated facades and a hipped roof. The adjacent dwelling, No. 2 Talbot Road, is a detached two-storey dwelling, which is also constructed of London stock brick and has a slate roof, though is more restrained in appearance than many of the dwellings on Talbot Road.

10.0 SEVEN SISTERS/PAGE GREEN CONSERVATION AREA (No. 26)

10.1 The Seven Sisters Conservation Area is focussed solely on the section of the High Road surrounding Seven Sisters Station and includes Broad Lane and adjacent residential streets. Within this area, the High Road is at its busiest and most divisive, and the busy junctions with Broad Lane and Seven Sisters Road have a significant influence on the area's character. The area is primarily residential in use and Broad Lane and the surrounding streets are fronted by consistent terraces of Victorian dwellings, which provide the area with a degree of uniformity. Similarly, much of this stretch of the High Road is lined with terraced dwellings, which are set back from the Road behind screens of vegetation. In particular, at the southern end of the area, the mature London Plane trees that screen the properties on Page Green Terrace from the High Road, have a formative influence on the areas character and appearance. Conversely, the northern end of the Conservation Area is dominated by the long unadorned façade to the supermarket at No. 230 Tottenham High Road, which has an imposing impact on the streetscene.

10.2 In the subsequent description of the area's character and appearance, the Conservation Area is divided into three sections.

High Road (west side)

10.3 This relatively short section of the High Road is primarily fronted by uniform terraces of Victorian properties, which provide it with a greater degree of consistency than the majority of the historic corridor. Most of the buildings remain largely intact, however several include unattractive retail units at ground floor level. The buildings are significantly set back from the road, and the wide pavements flanking the High Road include a degree of street furniture and planting as well as excessive clutter.

10.4 The northern section of this stretch of the High Road is lined with two long terrace of consistent three-storey properties of Victorian origin (Nos. 263-287 and 289-293), which are set back from the High Road. The dwellings are constructed of London stock brick and have slate roofs. Their facades include canted bay windows at ground and first floor level as well as decorative stucco entrance surrounds and white rendered lintels. The dwellings, which remain largely intact and provide this section of the street with a degree of uniformity, make a positive contribution to the streetscene. At the southern end of the terrace, Nos. 263 and 265 Tottenham High Road include unattractive retail units and are surrounded by a clutter of canopies and signage. To the south of this group, No. 261 Tottenham High Road terminates the eastern end of the terrace. The building, which is constructed of London stock brick with red brick dressings and stucco detailing is of architectural interest, though it includes an unattractive projecting retail unit at ground floor level.

10.5 To the south of West Green Road, Nos. 255-259 comprise a three-storey red brick building with a hipped slate roof. The buildings' retail units retain many of their traditional features and make a positive contribution to the streetscene. The adjoining buildings, Nos. 251 and 253 Tottenham High Road, are currently under renovation.

10.6 Further south, Nos. 227-249 Tottenham High Road comprise a long terrace of consistent two-storey buildings with unadorned red brick facades and a uniform slate roofscape. Whilst the majority of the buildings include poorly integrated retail

units, as a group, the utilitarian terraced buildings make a neutral contribution to the streetscene. At the southern end of the terrace, in the immediate vicinity of Seven Sisters Underground Station, No. 225 Tottenham High Road and No. 725 Seven Sisters Road forms a three-storey commercial building with large picture windows at first and second floor level. Although the building is currently vacant and in a poor state of repair, it remains of some architectural interest and makes a positive contribution to the streetscene. The remainder of the western side of this section of the High Road, which comprises the Stonebridge Estate to the north of South Tottenham Station, is situated beyond the Conservation Area boundary.

Broad Lane, Wakefield Road and Environs

- 10.7 The section of the Conservation Area surrounding Broad Lane is primarily residential in character, though also includes commercial premises and some smaller green spaces. The busy junction between the High Road and Broad Lane, however, also has a significant influence on the area's character.
- 10.8 To the north of Broad Lane, the section of Tottenham High Road within the Seven Sisters Conservation Area is dominated by the Tesco Supermarket (No. 230), constructed in the late C20 ; an imposing building with a long, monolithic red brick façade, which has a detrimental impact on the streetscene. No. 230 is adjoined to the south by a grand four-storey former bank building (Nos. 220-224 Tottenham High Road), which successfully defines the junction with Broad Lane. The classical building, which dates from 1902, is constructed of red brick and sandstone and includes a rusticated ground floor level with arched windows and an angled gable at the corner of the building, which is set behind a balustrade and flanked by 'pepperpot' turrets.
- 10.9 To the rear of Nos. 220-224 Tottenham High Road, Broad Lane is fronted by the unattractive flank elevation to the adjacent supermarket and the access ramp to the associated car park. Further east, Nos. 9-35 comprise a terrace of relatively uniform two-storey dwellings, which are constructed of red brick and have canted bay windows at ground and first floor level with stucco detailing and hipped gables. Whilst many of the properties have unsympathetic painted or rendered facades as well as modern windows and roofs, as a consistent group they make a positive contribution to the streetscene.
- 10.10 To the east of the junction with Talbot Road, Broad Lane is fronted by a mixed terrace of three-storey buildings with poorly maintained retail units at ground floor level. At the junction with Talbot Road, No. 37 Broad Lane is a former public house building, which is constructed of London stock brick with rendered banding and window surrounds. The building has a traditional public house frontage at ground floor level, which includes decorative columns, an arched entrance and a projecting cornice and is surmounted by cast iron detailing. The former public house is adjoined to the east by a group of Victorian terraced buildings (Nos. 39-45) which are constructed of London stock brick with red brick dressings and have a consistent parapet cornice. The buildings projecting ground floor level retail units retain their pilasters and corbels, though are currently vacant and in a poor state of repair. Nonetheless, although significantly altered, the group remains of some architectural interest. The adjacent buildings, Nos. 47-53 Broad Lane, comprise a group of terraced properties with prominent gables, which have been adversely altered and make a neutral contribution to the streetscene.

- 10.11 On its southern side, Broad Lane is flanked by 'Page Green Common' an open green space, which is surrounded by mature deciduous trees. The green is the former site of seven Elm trees, which are said to have been planted by seven sisters and gave rise to the name of Seven Sisters Road. Although it is situated immediately adjacent to Broad Lane and the High Road, Page Green Common is situated immediately adjacent to Broad Lane and the High Road and enhances the area's character and appearance.
- 10.12 To the south of the common, Ashmount Road is fronted by a terrace of two-storey properties (Nos. 7-23), which are identical in form and origin to those on the northern side of Broad Lane. The properties are constructed of red brick and have canted bay windows which rise to first floor level and in many cases are surmounted by hipped gables. Although most of the dwellings have been detrimentally altered, the terrace provides the street with a degree of uniformity and contributes to the area's character and appearance. Further east, at the junction with Wakefield and Rangemoor roads, Ashmount Road is fronted by a pair of two-storey, semi-detached dwellings (No. 40 Wakefield Road and No. 98 Rangemoor Road) which are constructed of red brick and have prominent gables with half-timbered detailing. The properties are set within well-planted gardens and make a positive contribution to the streetscene.
- 10.13 The remainder of this section of the Conservation Area is occupied by quiet residential streets lined with Victorian terraced dwellings, which provide the area with a domestic scale and a degree of consistency. To the south of Ashmount Road, the section of Wakefield Road within the Conservation Area is primarily fronted by two groups of two-storey terraced dwellings. Nos. 19-27 Wakefield Road comprise a mixed group of properties, which are constructed of red brick, although the facades to Nos. 23-27 have been unsympathetically painted. The dwellings make a positive contribution to the streetscene, though are adjoined to the south by an unattractive cluttered yard (No. 19a), which detracts from the area's appearance. Further south, Nos. 9-15 Wakefield Road comprise a more consistent terrace of red brick dwellings, which have prominent rendered lintels, recessed arched entrances and canted bay windows at ground floor level. At the northern end of the terrace, No. 17 is a three-storey building of similar appearance, which successfully defines the junction with Earlsmead Road. The eastern side of the road is flanked by a small open grassed space which includes mature deciduous trees and contributes to the Wakefield Road Streetscene.
- 10.14 To the east of Wakefield Road, Rangemoor and Harold roads are fronted by consistent terraces of two-storey properties (Nos. 65-73 Rangemoor Road and Nos. 6-24 Harold Road). The dwellings are constructed of London stock brick with red brick dressings and have slate roofs, which incorporate hipped gables. Unlike many of the properties in this area, these terraces remain almost entirely intact and make a positive contribution to the streetscene. At the eastern end of Harold Road, a small playground associated with the Earlsmead School Nursery is included within the Conservation Area. The play area is surrounded by dense foliage, though is of little interest. Earlsmead School is the dominant building which has a significant influence on the character of Page Green Common and the surrounding area.

High Road (east side) – South of Broad Lane

- 10.15 This section of the High Road is primarily flanked by terraces of grand residential properties, which front Page Green terrace. The properties are set behind a long row of London Plane trees, which provide a dense screen and are of distinct streetscape interest. Accordingly, these properties appear somewhat detached from the majority of the High Road. The former Salvation Army Citadel, which is currently used as a church, has a prominent role in the streetscene of this section of the Tottenham High Road Historic Corridor. The elevated railway line which forms the Conservation Area's southern boundary is also an important element in creating area's character and appearance.
- 10.16 At the northern end of this section of the High Road, the buildings between Ashmount and Earlsmead roads are situated beyond the Conservation Area boundary. To the south of Earlsmead Road, the High Road is fronted by a terrace of two-storey Victorian properties (Nos. 206-212) plus basement levels, which are constructed of red brick and have canted bay windows with stucco decoration. The area of hardstanding in front of No. 206 however has a detrimental impact on the streetscene. Further south, Page Green Terrace is fronted by the Christ Apostolic Church; a two-storey red brick building with white rendered detailing and prominent castellated turrets. The church building, which was originally constructed as a Salvation Army Citadel, is adjoined to the north by a single-storey hall with a stepped gable. Both the church and the associated hall are of architectural and historic interest and make a positive contribution to the streetscene.
- 10.17 To the south of the church, the junction between Page Green Terrace and Pembroke Road is defined by a grand, four-storey property plus semi-basement (No. 200 Tottenham High Road), which has a prominent role in the streetscene. The building is constructed of grey brick and has highly decorated principal elevations with rich stucco decoration and prominent bracketed eaves. The property is adjoined to the south by a more restrained terrace of three-storey dwellings (Nos. 184-198), with painted facades and white-rendered lintels and entrance surrounds. The southern end of terrace property also includes a mansard attic storey and has an octagonal bay set within the corner of the building. Whilst most of the buildings have been detrimentally altered and are in a poor state of repair, they are of some architectural interest and retain the consistent scale and rhythm of Page Green Terrace.
- 10.18 Further south, Colless Road is fronted by a well-preserved three-storey property (No. 182 Tottenham High Road), which is constructed of London stock brick with red brick dressings and has a well-modulated façade with a prominent central entrance bay. Although it is less adorned than the adjacent buildings on Page Green Terrace, the property is of distinct architectural interest and makes a positive contribution to the area's character and appearance. It is adjoined to the south by two consistent groups of three-storey terraced dwellings (Nos. 174-180 and Nos. 170-172), both of which are of Victorian origin. Whilst the former group is constructed of London stock brick and the latter pair are red brick dwellings, both have richly detailed stucco facades and prominent bracketed eaves. These dwellings all remain essentially intact and have positive role in the area's streetscene.
- 10.19 The final group of properties lining this section of Page Green Terrace are more varied in appearance than the adjacent terraces. At the northern end of the group,

No. 168 Tottenham High Road comprises a functional four-storey building of late 20th Century origin, which makes a neutral contribution to the streetscene. It is adjoined to the south by a group of three-storey terraced dwellings, plus basement levels, which are constructed of London stock brick and have prominent gables (Nos. 162-166). Like many of the aforementioned terraced properties, their facades have canted bay windows with moulded stucco decoration and white rendered lintels. At the southern end of Page Green Terrace, No. 160 Tottenham High Road comprises a two-storey red brick building with white rendered window surrounds and a prominent Venetian window. The building, formerly the Tottenham Enterprise Club is now vacant and in disrepair, was erected in 1923 and originally house Burgess' Department Store. It is of architectural merit and makes a positive contribution to the character and appearance of the Seven Sisters Conservation Area.

11.0 SOUTH TOTTENHAM CONSERVATION AREA (No. 27)

- 11.1 The South Tottenham Conservation Area covers the section of the Tottenham High Road Historic Corridor between South Tottenham Station and the southern boundary to the London Borough of Haringey, in the vicinity of Stamford Hill. This section of the High Road is fronted by a range of buildings of varying age, scale and appearance, including groups of two and three storey Victorian terraced buildings. The area therefore has a relatively diverse, urban character and lacks a coherent character and appearance. It also includes areas of utilitarian terraced properties, which line the streets to the east of the High Road.
- 11.2 The area's main landmark is St Ignatius' Roman Catholic Church, which is situated at the southern end of the Conservation Area as the High Road begins to rise towards Stamford Hill. The Church has twin towers, which are prominent in views throughout the Conservation Area and have an imposing impact on the wider area of South Tottenham and Stamford Hill.
- 11.3 This stretch of the High Road is also lined intermittently by mature London Plane trees, whilst towards the Conservation Area's southern boundary, the road rises gradually towards Stamford Hill. Accordingly, the area's vegetation and topography also have an influence on its character and appearance.
- 11.4 For the purposes of the following description, the area is divided into three sub-areas.
- High Road – North of Sherbero Road**
- 11.5 This Section of the High Road is fronted by relatively consistent three-storey terraces of buildings which front directly onto the High Road and create a relatively strong sense of enclosure. This is enhanced by the Victorian railway bridge, which forms the area's northern boundary and has an influential role in the streetscene. To the east of the High Road, sections of the Victorian terraces lining Crowland and Ferndale roads are included within the Conservation Area boundary. These modest terraces are typical of the wider area to the east of the High Road and provide the streets with a degree of consistency.
- 11.6 At the Conservation Area's northern boundary, South Tottenham Station consists of elevated platforms which are flanked by tall London stock brick walls and a small cluster of single and two storey Victorian station buildings. The station was constructed in 1878 and serves the Tottenham and Hampstead junction line. It is, however, situated to the north of the aforementioned railway bridge and appears somewhat detached from the remainder of the Conservation Area. Views south from the station are dominated by St Ignatius' Church.
- 11.7 To the south of the railway bridge, the High Road is dominated by the *Dutch House* (Nos. 148-156 Tottenham High Road); a grand three-storey public house, which is constructed of London stock brick with red brick dressings and has a traditional blue-painted ground floor fascia. The building has a richly decorated façade, which is dominated by an elaborate stucco turret set within the corner of the building at the junction with Crowland Road.

- 11.8 On the western side of the High Road, Nos. 153 and 155 comprise a partially rebuilt pair of three-storey terraced dwellings which are constructed of London stock brick with a poorly integrated yellow brick ground floor level and a mansard roof. The adjacent building, Nos. 149-151 Tottenham High Road, is a three-storey infill building of a similar scale and proportion to Nos. 153 and 155. Like the adjacent pair, the property is of limited architectural interest and has a neutral role in the streetscene. They are adjoined to the south by a pair of three-storey Victorian buildings (Nos. 145-147 Tottenham High Road), which are constructed of London stock brick with red brick dressings and are essentially utilitarian in appearance. The buildings have unsympathetic shop units at ground floor level, though make a positive contribution to the area's character and appearance.
- 11.9 Further south the majority of the western side of the High Road is fronted by prosaic terraces of late 20th Century origin, which are situated beyond the conservation area boundary. At the junction with Sherbero Road, however, the Golden Stool Public House is included within the Conservation Area. The public house comprises a three-storey red brick building of mid 20th Century origin, which, though essentially intact, is of limited architectural or historic interest and has a neutral role in the streetscene.
- 11.10 To the south of the junction with Crowland Road, the High Road is fronted on its eastern side by a uniform terrace of three-storey Victorian properties (Nos. 130-146), which are constructed of London stock brick with red brick dressings and interesting elevational detailing. The buildings remain largely intact, however the majority of their retail units have been detrimentally altered. Nonetheless, several retain their pilasters and corbels, which contribute to the terrace's sense of rhythm and consistency.
- 11.11 To the east of the High Road, Nos. 2-20 Crowland Road and Nos. 1-41 Ferndale Road are included within the Conservation Area boundary. The roads were laid out during the late 19th Century and these terraces are broadly typical of the wider surrounding area to the east of the High Road. Nos. 2-20 Crowland Road comprises a consistent terrace of three-storey Victorian dwellings which are constructed of London stock brick with red brick dressings and stucco detailing. The properties have canted bay windows at ground floor level, arched entrance surrounds and decorative bargeboards. The latter group (Nos. 1-41 Ferndale Road) comprise a terrace of two-storey dwellings, plus attic levels, which are constructed of London stock brick with red brick dressings and have square bay windows at ground floor level, stucco window and entrance surrounds and bracketed eaves. Although several of the dwellings in both groups have been altered and the properties are of varying quality, the majority remain of some architectural interest and make a positive contribution to the area's character and appearance. No. 2 Crowland Road, however, has been drastically altered, through alterations to the roofscape and the introduction of an unsympathetic square bay at ground floor level, and has a detrimental impact on the Crowland Road streetscene.

High Road (east side) – South of Lealand Road

- 11.12 This section of the Conservation Area is primarily lined with terraces of two and three storey buildings which contribute to the area's enclosed urban character. Nonetheless, the buildings are relatively undistinguished and whilst some of the groups are relatively consistent, as a whole this section of the Conservation Area does not display a coherent character. Moreover, towards Stamford Hill the

Conservation Area includes a large vehicle repair depot and petrol station, which have a prominent and detrimental role in the streetscene.

- 11.13 To the south of Lealand Road, the High Road is fronted by a terrace of three-storey properties (Nos. 94-110), which are of similar origin and appearance to the aforementioned group (Nos. 130-146). The buildings are constructed of London stock brick and have a hipped slate roof as well as rendered lintels and bracketed eaves. Unlike the aforementioned group however, several of the buildings have been unsympathetically altered and many have painted facades and modern windows. Nonetheless, several of their retail units retain their pilasters, corbels and cornices. To the south of the junction with Gladesmore Road, Nos. 88-92 Tottenham High Road comprise an identical group, which appears to have previously formed part of a longer terrace. These buildings are adjoined to the south by a more varied two-storey terrace of properties (Nos. 78-86), which are constructed of London stock brick and have a hipped slate roof and retail units at ground floor level. Most of the buildings have painted facades and/or unsympathetic modern windows and, whilst their retail frontages retain some traditional features, the terrace makes no contribution to the Conservation Area. .
- 11.14 Further south, Nos. 56-76 Tottenham High Road comprise a varied group of two and three storey buildings, of varying origin and appearance. Nos. 72-76 Tottenham High Road form a two-storey group of buildings, which are similar in age and appearance to the adjacent terrace to the north of Wargrave Road [6.6]. They are constructed of London stock brick, though have painted facades and poorly integrated retail units at ground floor level. They are adjoined to the north by the Loyola Hall; a utilitarian, three-storey building of mid-20th Century origin, which is constructed of London stock brick and has large steel framed windows [6.6]. Like the adjoining group, the hall has a neutral role in the Tottenham High Road streetscene.
- 11.15 To the south of the Loyola Hall, No. 62 Tottenham High Road is a three-storey building with a bright red painted façade and a slate roof, which has a neutral role in the streetscene. It is adjoined to the south by the *Moll Culperse* Public House (Nos. 58-60 Tottenham High Road); a three-storey building which is constructed of London stock brick with red brick dressings and has a traditional public house façade. To the south, No. 56 Tottenham High Road comprises a three-storey end of terrace building that is angled to address the junction with Norfolk Avenue. The building has a white-painted façade with prominent cornices and a raised parapet, though has modern windows and a poorly integrated retail frontage.
- 11.16 Further south, between Norfolk and Rostrevor avenues, the High Road is fronted by a vehicle repair depot, which consists of three single-storey utilitarian buildings, which are constructed of corrugated metal, and an associated forecourt. The low-rise depot has a disruptive influence on the streetscene and a detrimental impact on the area's character and appearance.
- 11.17 To the south of Rostrevor Avenue, Nos. 8-14 Tottenham High Road comprise a terrace of two-storey buildings, which are constructed of red brick and have white rendered window surrounds. The buildings have poorly integrated retail frontages and unsympathetic dormer windows and like many of the buildings within south Tottenham are relatively undistinguished. Accordingly their role in the streetscene is neutral.

- 11.18 Further south, the petrol station and forecourt at Nos. 2-6 Tottenham High Road are included within the Conservation Area's southern boundary. The petrol station is clearly of no architectural or historic interest and detracts from the area's character and appearance.

High Road (west side) – South of St Anne's Road

- 11.19 This southernmost section of the South Tottenham Conservation Area is dominated by St Ignatius' Roman Catholic Church, which is surrounded by a presbytery and associated school buildings. To the south of the church the western side of the High Road is fronted by grand residential properties, which are set above street level and stepped in height as the road rises towards Stamford Hill. In the vicinity of Stamford Hill, the High Road is amongst its busiest and most divisive and, as with the majority of the Tottenham High Road Historic Corridor, the busy road has an integral role in defining the area's character.
- 11.20 St Ignatius' Roman Catholic Church is a vast cruciform building with twin towers, which dates from between 1902 and 1906. The Gothic inspired building, designed by Benedict Williamson, is constructed of dark brick with rough stone window surrounds, whilst its complex western elevation is constructed of Belgian brick and includes a giant arched entrance. It is situated at an elevated section of the High Road and has a prominent role in views throughout South Tottenham. To the rear of the church, the Presbytery comprises an imposing four-storey building, which is constructed of pale red brick and is relatively austere. The Church is adjoined to the north by St Ignatius' Primary School; a three-storey Victorian school building, which is constructed of London stock brick with red brick dressings and has a slate roof. The school is set behind a dense screen of mature London Plane trees and, like the adjacent Presbytery, is relatively restrained in appearance to avoid competing with the Gothic grandeur of the church. Together the church, school and Presbytery form an attractive and complementary cluster of buildings, which have a prominent role in the streetscene and make a positive contribution to the area's character and appearance.
- 11.21 To the south of the church, Nos. 19-25 Tottenham High Road, comprise a mixed terrace of three-storey dwellings, plus basement levels, which are of varying origin and appearance. Nos. 21 and 25 Tottenham High Road are Victorian properties which are constructed of London stock brick and have square bay windows with stucco detailing and elaborate recessed entrances. The dwellings are interspersed with infill properties (Nos. 19 and 23), which are of no architectural interest and have a neutral role in the streetscene. Further south, Nos. 11-17 Tottenham High Road form a more consistent terrace of grand three-storey dwellings, plus basement levels, which are of Victorian origin. The properties are constructed of red brick and have square bay windows with stucco detailing, and ornate arched entrance surrounds. The properties provide this section of the street with a degree of consistency not experienced elsewhere within this section of the Conservation Area, although they are in a relatively poor state of repair. Nonetheless, they remain of architectural interest and make a positive contribution to the character and appearance of this section of the South Tottenham Conservation Area.

12.0 AUDIT**Introduction**

- 12.1 An audit of the fabric of the Tottenham High Road Conservation Areas has been undertaken to identify listed buildings, unlisted buildings that contribute to the character and appearance of the Conservation Area, buildings and streetscape and other elements that detract from its character and appearance are also identified.

STATUTORY LISTED BUILDINGS

Address	Date First Listed	Grade
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NORTH TOTTENHAM CONSERVATION AREA (No. 2)**High Road (east side)**

No. 662	10.05.74	II
Nos. 664 & 666	10.05.74	II
Nos. 668 & 668A	10.05.74	II
No. 670	10.05.74	II
No. 676 (southern gate building at Whitbread's brewery)	10.05.74	II
No. 744 (Warmington House)	10.05.74	II
No. 774	10.05.74	II
No. 790 (Dial House)	22.07.49	II*
No. 792	22.07.49	II
No. 794	22.07.49	II
No. 796 (Percy House)	22.07.49	II*
Forecourt walls and railings to No.796 (Percy House)	22.07.49	II*
Nos. 798 to 802 (even)	22.07.49	II
Nos. 808 & 810	22.07.49	II*
Nos. 816 & 818	22.07.49	II
No. 820	10.05.74	II
No. 822	10.05.74	II

High Road (west side)

No. 639	10.05.74	II
Nos. 695 & 697	22.07.49	II
Tottenham Baptist Church	10.05.74	II
No. 699 (fronting onto Chapel Stones)	10.05.74	II
Wall on the south side of Chapel Stones (running west from No. 699 to James Place and south to the factory building)	10.05.74	II
No. 707 (fronting onto Church Road)	22.07.49	II
Nos. 797 & 799	10.05.74	II
Nos. 819 & 821	10.05.74	II
Nos. 867 & 869	22.07.49	II

Kings Road (north side)

No. 2	10.05.74	II
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Lansdowne Road (south side)

Church of St Mary	10.05.74	II
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Lordship Lane (north side)

Nos. 8 to 18 (even)	22.07.49	II
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White Hart Lane (south side) No. 7	10.05.74	II
White Hart Lane (north side) Nos. 32, 34 & 34A	22.07.49	II
SCOTLAND GREEN CONSERVATION AREA (No. 18)		
High Road (west side) No. 581 (Charlton Cottage)	22.07.49	II
Nos. 583 & 585	22.07.49	II*
Walls in front of Nos.583 & 585	10.05.74	II
Walls along south boundary of No.581 and around original back gardens of Nos.581, 583 & 585	10.05.74	II
BRUCE GROVE CONSERVATION AREA (No. 22)		
Bruce Grove Public toilets (including cast iron boundary railings, gates & overthrows)	28.01.97	II
TOTTENHAM GREEN CONSERVATION AREA (No. 9)		
High Road (east side) Tottenham High Cross Monument	22.07.49	II
High Road (west side) Old Well and Well House at junction with Philip Lane	22.07.49	II
Nos. 399 & 401 (British Legion Club)	10.05.74	II
Former High Cross School	10.05.74	II
Gate Piers & Railings to forecourt of former school	10.05.74	II
Former Tottenham Palace Theatre & Mecca Bingo Hall	9.12.92	II
Philip Lane (south side) Holy Trinity Church School	10.05.74	II
Church of Holy Trinity	10.05.74	II
Forecourt wall to Church of Holy Trinity with side walls to back of gardens fronting to Philip Lane	10.05.74	II
Talbot Road No. 41 (Spring Cottage)	10.05.74	II
Tottenham Green (west side) War Memorial	24.07.02	II
Tottenham Green (east side) Mountford House north of Prince of Wales' Hospital	10.05.74	II
Tottenham Green (south side) Nos. 1 & 2	10.05.74	II

Town Hall Approach Road (west side)

Former Tottenham Fire Station	9.08.88	II
Tottenham Town Hall	9.08.88	II
Former Tottenham Public Baths	9.08.88	II
Former County School	9.08.88	II

SEVEN SISTERS / PAGE GREEN CONSERVATION AREA (No. 26)**High Road (east side)**

Nos. 220 to 224 (former Barclay's Bank)	10.05.74	II
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SOUTH TOTTENHAM CONSERVATION AREA (No. 27)**High Road (west side)**

St Ignatius RC Church	10.05.74	II
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LOCAL LISTED BUILDINGS OF MERIT**Address****Date First Listed****NORTH TOTTENHAM CONSERVATION AREA (No. 2)****Brereton Road (south side)**

St Francis De Sales School	27.01.97
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Chapel Place

Former Catholic Chapel & Pastor's House	27.01.97
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Chapel Stones (south side)

Tottenham Baptist Hall	27.01.97
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High Road (east side)

No. 628	11.06.73
No. 634 (Red Lion Public House)	27.01.97
Nos. 636 & 638 (former LCS department store)	27.01.97
Nos. 658 & 660	22.07.49
No. 676A (former Whitbread brewery offices)	27.01.97
Nos. 684, 684A & 684B	27.01.97
Nos. 686 to 690 (even)	27.01.97
Nos. 698 & 700	11.06.73
Nos. 704 & 706	11.06.73
No. 742	27.01.97
No. 746 (former Tottenham Dispensary)	27.01.97
No. 748 (The Red House)	27.01.97
No. 750 (The White Hart Public House)	27.01.97
Nos. 754 to 766 (even)	27.01.97
No. 814 (former Barclay's Bank)	27.01.97
Nos. 840 to 850 (even)	27.01.97
Nos. 860 & 862 (The Coach and Horses Public House)	27.01.97

High Road (west side)

Nos. 641 to 663 (odd) Criterion Buildings	27.01.97
Nos. 665 to 683 (odd) Criterion Buildings/Dean's Corner	27.01.97
Nos. 685 to 689 (odd)	27.01.97
No. 705	27.01.97
Wall to north of No. 707	11.06.73

No. 729 (St Francis De Sales Church Presbytery)	27.01.97
St Francis De Sales Church	27.01.97
Electricity Sub-station adjacent to Library	27.01.97
Nos. 743 to 757 (odd)	27.01.97
No. 759 (The Whitehall Tavern Public House)	27.01.97
Nos. 769, 771 & 771A	27.01.97
Nos. 773 to 779 (odd)	27.01.97
Nos., 793 & 795 (former Nat West Bank)	27.01.97
Nos. 801 to 805 (odd) (The Bricklayer's Arms Public House)	27.01.97
Nos. 809 & 811 (odd)	11.06.73
Nos. 813 to 817 (odd)	27.01.97
Nos. 823 to 829 (odd)	27.01.97
Nos. 841 & 843 (The Chequers Public House)	27.01.97
Nos. 847 to 853 (odd)	11.06.73
No. 865	27.01.97
Cattle Trough near Borough boundary	27.01.97
Northumberland Park (south side)	
Nos. 2 to 6 (even)	27.01.97
Park Lane (south side)	
Nos. 2 & 4	11.06.73
White Hart Lane (north side)	
No. 6A	27.01.97
No. 52 (Station Master's House)	22.07.49
SCOTLAND GREEN CONSERVATION AREA (No. 18)	
High Road (east side)	
No. 596	27.01.97
No. 612 (Prince of Wales Public House)	27.01.97
No. 614 A to F (inclusive) (former Blue School)	27.01.97
High Road (west side)	
No. 579A (pantiled workshop/barn)	27.01.97
Scotland Green (south side)	
Prince of Wales Public House (corner of High Road)	27.01.97
Nos. 30 & 32	22.07.49
No. 34 (The Victoria Public House)	11.06.73
No. 36 & 38	11.06.73
Nos. 40 & 42 (The Two Brewers Public House)	11.06.73
BRUCE GROVE CONSERVATION AREA (No. 22)	
Brook Street (north side)	
Brethren Chapel	27.01.97
High Road (east side)	
Nos. 406 & 408	27.01.97
Nos. 414 & 416	27.01.97
Nos. 418 & 420	27.01.97
Nos. 448 to 454 (even) (former Marks & Spencer store)	27.01.97

No. 462	27.01.97
No. 480	27.01.97
Nos. 482 to 488 (even)	11.06.73
Nos. 492 to 500 (even)	27.01.97
Nos. 502 to 508 (even) (former Burton's store)	27.01.97
No. 510	27.01.97
No. 510A	27.01.97
Nos. 512 to 520 (even)	27.01.97
Nos. 522 to 528 (even)	27.01.97
Nos. 530 to 536 (even)	11.06.73
Nos. 538 to 554 (even) (Windsor Parade 1907)	27.01.97

High Road (west side)

Nos. 455 to 465 (odd) including St Mark's Methodist Church	27.01.97
Nos. 479 to 491 (odd) (Warner Terrace)	16.09.91
Nos. 497 & 499 (The Ship Public House)	27.01.97
Nos. 501 to 507 (odd)	27.01.97
Bruce Grove Station	27.01.97
VR Royal Mail Box set into wall of rail station Ticket Hall	27.01.97
Nos. 513 to 525 (odd)	27.01.97
Nos. 527 to 543 (odd)	27.01.97
No. 549	27.01.97
Nos. 551 & 553	27.01.97
No. 551A (former Brewery Morrison Yard)	27.01.97
No. 551B (former electricity sub-station)	27.01.97

Moorefield Road (east side)

No. 22 (Royal Mail Sorting Office)	27.01.97
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TOTTENHAM GREEN CONSERVATION AREA (No. 9)**Chesnut Road (north side)**

No. 1 (Stoneleigh)	27.01.97
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High Road (east side)

Nos. 310 (High Cross United Reform Church)	27.01.97
No. 322	27.01.97
No. 324	27.01.97
No. 326	27.01.97
Nos. 352 to 366 (even) Rawlinson Terrace & Synagogue	27.01.97
Nos. 372 to 376 (even)	27.01.97
Nos. 406 & 408	27.01.97

High Road (west side)

No. 295 (former Jewish Hospital)	27.01.97
Tottenham College of Technology (original building)	27.01.97
No. 363 (The Swan Public House)	11.06.73
No. 365	27.01.97
No. 373	27.01.97
High Cross Court (courtyard with views to monument)	27.01.97
Nos. 381 to 385 (odd)	27.01.97

No. 387	27.01.97
Nos. 389 & 391 (former Tottenham Library)	27.01.97
Nos. 407 & 409 (former Girls School Felters Hall)	27.01.97
Nos. 433 to 441 (odd)	11.06.73

Philip Lane (south side)

Holy Trinity Church Vicarage	27.01.97
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Somerset Road (south side)

No. 2 Co-operative Workshops (former Tottenham Grammar School)	27.01.97
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Talbot Road

Nos. 2 to 40 (even)	27.01.97
Nos. 31 & 33	27.01.97
No. 39	27.01.97

Tottenham Green (east side)

Former Prince of Wales Hospital (Main Building)	27.01.97
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SEVEN SISTERS/PAGE GREEN CONSERVATION AREA (No. 26)**High Road (east side)**

Nos. 202 & 204 (former Tottenham Citadel and Hall)	27.01.97
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High Road (west side)

No. 227 (including No. 725 Seven Sisters Road)	27.01.97
Nos. 267 to 293 (odd)	27.01.97

Seven Sisters Road (north side)

No. 725 (including No. 227 high Road)	27.01.97
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West Green Road (south side)

:Nos. 1A & 1B	27.01.97
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SOUTH TOTTENHAM CONSERVATION AREA (No. 27)**High Road (east side)**

Nos. 148 to 154 (The Dutch House Public House)	27.01.97
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Positive Contribution Buildings

- 12.2 In addition to the buildings that are on the statutory list and those that are locally listed, there are a large number of individual buildings and groups of buildings that contribute to the character of their immediate surroundings and the Conservation Area as a whole. Whilst some of these buildings may have experienced minor alterations over the years, they contribute as part of a group. The assessment of whether a building makes a positive contribution to the special architectural and historic interest of a conservation area is based on guidance provided in English Heritage's publication '*Conservation Area Appraisals*'.

North Tottenham Conservation Area

- Kemble Road: Former parochial hall building;
- Lansdowne Road: Nos. 2-24 (even), 3-7 (odd), 13-15 (odd), St Mary's Church;

- Lordship Lane: Nos. 2-6 (even);
- Northumberland Park: Nos. 2-6 (even);
- Park Lane: 2-4 (even);
- Paxton Road: Paxton Hall;
- Tottenham High Road: Nos. 628, 634 (The Red Lion Public House), 636-638 (even), 641-651 (odd), 653-663 (odd), 658-660 (even), 665-683 (odd), 676a, 684, 684a, 684b, 685-689 (odd), 686-690 (even), 696-700 (even), 691-693 (odd), 704-706 (even), 705, 708-710 (even), 724-726 (even) (The Bell and Hare Public House), 729, Church of St Francis de Sales, 731-741 (odd), 732 (The Corner Pin Public House), 742, 743-757 (odd), 744a, 746, 748, 750 (Valentino's Public House), 752a-c, 754-758 (even), 759, 760-762 (even) 769-771 (odd), 773-781 (odd), 783-791 (odd), 793-795 (The Cockerel Public House), 801, 803-805 (The Bricklayers Public House), 804-806 (even), 807, 809-811, 813-817, 814, 823-829 (odd), 835, 839, 840-850 (even), 841-843 (Bootlaces Public House), 845-851, 860-862 (even) (The Coach and Horses Public House), 865, electricity substation adjacent to library, Tottenham Sports Centre;
- White Hart Lane: Nos. 1-5 (odd), 2-4 (even), 6, 8, 16-18 (even), 24-26 (even), 52, White Hart Lane Station;

Scotland Green

- Scotland Green: Nos. 2-12 (even), 14-40 (even);
- Tottenham High Road: Nos. 587-591 (odd), 596, 598 (demolished), 612, 614-614e;

Bruce Grove Conservation Area

- Brook Street: The Brook Street Chapel;
- Chaplin Road: Nos. 7-10 (consecutive);
- Felixstowe Road: Nos. 1-16 (consecutive);
- Forster Road: Nos. 6-13 (consecutive);
- St Loy's Road: Nos. 1, 2a-10 (even), 3-11 (odd);
- Tottenham High Road: Nos. 455-465 (even), 408-420 (even), 422-442 (even), 448-454 (even), 462, 467-477 (odd), 480, 482-488 (even), 479-491 (odd), 492-500 (even), 497, 499, 501-507 (odd), 502-508 (even), 510, 510a, 512, Bruce Grove Station, 513-523 (odd), 514, 516, 518-520 (even), 522-528 (even), 525-541 (odd), 530-536 (even), 538-554 (even), 549, 551-553 (odd), 551b, 1-13 Morrison's Yard, St Mark's Methodist Church;

Tottenham Green Conservation Area

- Chaplin Road: Nos. 1-6 (consecutive);
- Chesnut Road: Nos. 1, 2;
- Drapers Road: Nos. 2-3 (consecutive);
- Forster Road: Nos. 1-5 (consecutive);
- Somerset Road: No. 2;

- Talbot Road: Nos. 1-19, 2, 4-6, 10-12 (even), 14-16 (even), 18-40 (even), 21-23, 31-33, 39;
- Tottenham Green East: No. 1, 2a, Deaconess Court (former Tottenham Hospital building);
- Tottenham High Road: Nos. 250-256 (even), 264-268 (even), 270-274 (even), 267, 278 (The Tavern Public House), 295 (the former Jewish Hospital), 316, 318-320 (even), 324, 352-366 (even), 363-365 (The Swan Public House), 372-376 (even), 373, 381-385, 391, 400-408 (even), 413, 429, 433-441, 443-449, Tottenham Police Station, public conveniences, the College of North East London, The High Cross United Reform Church, the former Canadian Royal Ice Skating Rink;
- Town Hall Approach Rd: Former rail depot buildings to the rear of the Town Hall;

Seven Sisters Conservation Area:

- Ashmount Road: Nos. 7-23 (odd);
- Broad Lane: Nos. 9-35 (odd), 37, 39-45 (odd);
- Harold Road : Nos. 6-24 (even);
- Rangemoor Road: Nos. 65-73 (odd), 86;
- Tottenham High Road: Nos. 160 (Tottenham Enterprise Club and Institute), 162-166 (even), 170-172 (even), 174-180 (even), 182, 184-198 (even), 200, 202-204 (even) (Christ Apostolic Church), 206-212 (even), 227 High Road (including 725 Seven Sisters Road), 255-259 (odd), 261, 263-287 (odd), 289-293 (odd);
- Wakefield Road: Nos. 9-15 (odd), 17, 19-27 (odd), 40;
- West Green Road: Nos. 1a, 1b;

South Tottenham Conservation Area:

- Crowland Road: Nos. 4-20 (even);
- Ferndale Road: Nos. 1-41 (odd);
- Tottenham High Road: Nos. 11-17 (odd), 21, 25, 56, 58-60 (even) (the Moll Culperse Public House), 88-92 (even), 94-110 (even), 130-146 (even), 145-147 (odd), 148-156 (even) (The Dutch House Public House), St Ignatius' Primary School, St Ignatius' Presbytery.

Shopfronts of Merit

- 12.3 Within the Tottenham High Road Conservation Areas there are a number of shopfronts and public house frontages that are of townscape merit:

North Tottenham Conservation Area:

- Tottenham High Road: Nos. 655, 665, 704-706, 793 (The Cockerel Public House), 803-805 (The Bricklayers Public House), 809-811, 814, 819-829 (Le Royale);

Scotland Green Conservation Area:

- Scotland Green: Nos. 28 (The Two Brewers Public House), 34 (The Victoria Public House);

Bruce Grove Conservation Area:

- Tottenham High Road: Nos. 513, 539, 541, 551;

Tottenham Green Conservation Area:

- Tottenham High Road: Nos. 352, 354;

Seven Sisters Conservation Area:

- Broad Lane: No. 37 (former Public House);

South Tottenham Conservation Area:

- Tottenham High Road: Nos. 148-154 (The Dutch House Public House).

Elements of streetscape interest

- 12.4 The character and the appearance of the Conservation Area are not solely a function of its buildings. Elements within the public realm, such as original pavement materials, boundary walls, signage and vegetation contribute greatly to the area's quality, character and appearance.

North Tottenham Conservation Area

- Lansdowne Road: Kerbstones, mature trees surrounding St Mary's Church;
- Liston Road: Kerbstones, boundary wall surrounding St Mary's Church, mature vegetation in St Mary's Churchyard;
- Lordship Lane: Kerbstones, boundary walls to Nos.
- Northumberland Road: Kerbstones;
- Tottenham High Road: Kerbstones, mature deciduous trees, cattle trough at Borough boundary, cast iron bollards, railings outside No. 655, railings outside Nos. 691-697, boundary wall and railings to Nos. 790-802, railings outside 867-869, railings outside the Tottenham Sports Centre, railings outside the Tottenham Baptist Church, mature deciduous trees at junction with Church Road and Park Lane, dense vegetation in front of Nos. 705-706, walls flanking Chapel Stones, mature trees in the vicinity of Nos. 662-670;
- White Hart Lane: Kerbstones, boundary wall to No. 52; boundary wall and railings to Nos. 32-34a, walls flanking railway line in the vicinity of White Hart Lane Station;

Scotland Green Conservation Area:

- Scotland Green: Cast iron bollards, kerbstones,
- Tottenham High Road: Kerbstones, mature trees adjacent to Nos. 581-585, walls and railings surrounding Nos. 581-585, granite sets outside Nos. 581-585, cast iron bollards;

Bruce Grove Conservation Area:

- Bruce Grove: Kerbstones, street light, railings surrounding public conveniences, mature trees and dense vegetation surrounding the public conveniences;
- Forster Road: Walls lining the road;
- Tottenham High Road: Kerbstones, walls adjacent to Bruce Grove Station;

Tottenham Green Conservation Area:

- Talbot Road: Mature trees lining the road; green space in front of Nos. 1-15, boundary walls;
- Tottenham Green East: Eastern section of Tottenham Green, walls and railings surrounding Mountford House and Deaconess Court, railing surrounding Nos. 1-2;
- Tottenham High Road: Kerbstones, Tottenham Green, eastern section of the Green, Tottenham High Cross, railings surrounding, railings surrounding No. 413, High Cross School, war memorial, walls and railings surrounding Nos. 399-401, vegetation in front of No. 2 Somerset Road, well, Grounds of former Jewish Hospital;
- Town Hall Approach Rd: Kerbstones, planting in front of the Town hall building, cobbled area to the rear of the Town Hall,

Seven Sisters Conservation Area:

- Broad Lane: Page Green Common;
- Tottenham High Road: Kerbstones, mature trees at the junction with Broad Lane, mature London plane trees lining Page Green Terrace,
- Wakefield Road: Kerbstones, open space;

South Tottenham Conservation Area:

- Tottenham High Road: Kerbstones, mature trees adjacent to Nos. 64-76, mature trees surrounding St Ignatius' Church and School.

Detractors

12.5 Inevitably there are buildings that detract from the character and appearance of the Conservation Area. This may be due to a building's scale, materials, relationship to the street or due to the impact of alterations and extensions. There are also structures and elements of streetscape (e.g. visual clutter from excessive signage or advertisements) that impinge on the character and quality of the Conservation Area.

North Tottenham Conservation Area:

- Lansdowne Road: Vehicle depot adjacent to St Mary's Church;
- Liston Road: Nos. 1-3, boundary walls to the rear gardens to properties fronting Lansdowne Road;
- Tottenham High Road: Nos. 640-656 (even), 658-660 (even), 678-682 (even), 691, 692, 734, 738-740 (even), 761-767 (odd), 768-772 (even), 776, 831-833 (odd), 855-863 (odd), 864, Kathleen Ferrier Court;
- White Hart Lane: Nos. 36-44 (even);

Scotland Green Conservation Area:

- Tottenham High Road: No. 593;

Bruce Grove Conservation Area:

- Tottenham High Road: Nos. 490, 491a, 493, 545-545c, 547a and 547b, 555-557;

- Forster Road: Flats on the northern side of the road; Nos. 1-5 (warehouse).

Tottenham Green:

- Philip Lane: Nos. 28-30;
- Town Hall Approach Rd: Roofed barn structure to the rear of the town hall, building to the rear of the College of North East London;
- Tottenham High Road: Nos. 312, 330-342, 375-379, 387 451-453;
- Talbot Road: Access road to No. 230 Tottenham High Road;

Seven Sisters Conservation Area:

- Tottenham High Road: No. 230;
- Wakefield Road: No. 19a;

South Tottenham Conservation Area:

- Tottenham High Road: Nos. 2-6, 16-54.

Challenges, Pressures and Opportunities for Development

i) Serving A Diverse Community

“Tottenham is the most multi-cultural constituency in Britain” confirmed David Lammy, MP, Minister for Culture. Haringey is one of the most diverse boroughs in London, and this diversity adds layers of cultural complexity and interest. Over 200 languages are spoken in Haringey, and there are immigrant populations from all over the world here. Diversity in population contributes to the overall way of life in Haringey, and nowhere is this more evident than along Tottenham High Road. It is reflected in the street life, in the shops, cafes, restaurants, businesses, institutions all catering for the wide variety of goods and services to serve the community. The Council is committed to providing excellent services to the whole community.

ii) Demolitions

The High Road has suffered greatly from the demolition of many buildings of historic and architectural merit, or distinctive local landmarks have been lost. As a consequence the visual coherence of much of its townscape has been significantly diminished. Proposals for demolition of buildings making a positive contribution to the Conservation Area will be resisted in accordance with the Council’s UDP policies and SGP Guidance.

iii) Design Considerations

The importance of good design which takes full account of the historic environment is essential. The use of good external materials, in particular good quality facing brickwork is important. Whilst the Council seeks to encourage good quality development including the provision of affordable housing, design and conservation considerations for such proposals need to be primary parameters from the outset. Together the Development Control and the Design and Conservation officers will need to work together more effectively to achieve this objective.

iv) Traffic Management

The high intensity of road traffic affects the entire Tottenham High Road Historic Corridor, and has a crucial influence on the area’s character and appearance. Cherry and Pevsner (1998) observed regarding the High Cross area of the High

Road that it is *“painful to see how the townscape has been split apart by the new road system.”* The introduction of the gyratory system around Monument Way has resulted in major demolitions of historic buildings, and in the obliteration of the traditional street pattern in the High Cross area. The High Cross monument itself, listed Grade II, stands forlorn on a traffic island in the centre a major junction completely isolated from its original townscape context. Accordingly any review of the traffic strategy for the Tottenham Green, High Cross and Seven Sisters area must seek to protect the quality of the historic environment, re-establish an integrated form of townscape on the High Road, and enhance the character and appearance of the Conservation Area.

v) High Road Streetscape and Public Realm Improvements

Tottenham High Road is an historic street with a rich, albeit deteriorating, historic fabric. It runs through an area of London that has very high levels of deprivation. This manifests itself in many ways, one of which is a streetscape that is cluttered, and lacking in any consistency or co-ordination. Many areas are a chaotic jumble of traffic signs, bins, bollards, guards rails, and street furniture in a variety of different designs, set in a sea of disparate mix of paving. Add to this a preponderance of litter, graffiti, and fly posting, these conditions further the feeling that the area is in the throes of deprivation. It is therefore crucial that its High Road be refurbished, This will require investment in the public realm.

"Investment in the public realm is a key to the regeneration of many run-down areas by restoring confidence in their economic future, attracting inward investment and restoring civic pride". Environmental improvements which are well-designed can help to nurture this local distinctiveness and revitalise local communities. (*Streets For All*).

Haringey Council recently prepared a streetscape manual which helps to set out its vision for Tottenham High Road. This vision centres on reducing clutter and providing attractive and robust street furniture. It seeks to direct a co-ordinated look and feel to the High Road with consistent street lighting, bollards, seating, paving and other amenities that can pull together the disparate parts of this major thoroughfare; creating a sense of place and identity for the community members and visitors who walk, drive, live and work along the Road. The Design and Conservation Team will seek to work with Highways and TfL to pursue this objective.

Development Control Issues

- 12.6 Pressure for development can diminish the character and appearance of conservation areas. The following identifies, in general terms, the pressures that are evident within the Tottenham High Road Conservation Areas, highlights potential future pressures that could harm its character and appearance and identifies where enhancement of the character and appearance of the area could be achieved.

i) Shopfronts

Within Tottenham High Road the principal development pressures relate to alterations to original shopfronts. Where shops do retain their original features they contribute to the interest along the street. On the whole, the replacement shopfronts maintain the subdivision of the buildings on the upper floors and are of generally appropriate proportions. There are, however, examples of replacement shopfronts which detract from the overall quality of the frontage for one or more of the following

reasons. They have inappropriately proportioned fascias (too wide, too deep or covering original features), inappropriate signage on the fascias (internally illuminated boxes, over sized lettering/signboards) result in visual clutter due to advertisements, prominent shopfront security (externally fixed roller shutters), or fixed plastic canopies.

To preserve and enhance the character and appearance of the town centre the shopfronts of merit, and other elements of interest should be retained wherever possible. New shopfronts and fascias should be sympathetic to the proportions and balance of the overall frontage. Signage should have clear simple lettering of an appropriate size and be contained within the fascia. Prominent shopfront security (roller shutters), fixed plastic canopies and internally illuminated box signs should be avoided.

ii) Residential areas

The primary cause of change to the character and appearance of the residential streets flanking the High Road has been incremental changes to domestic properties. Much of the development that has occurred does not, however, fall within the remit of planning control. The main issues are set out below.

Hardstandings: In isolated locations including, the introduction of hardstanding within the front gardens of properties to enable parking (where space allows) has led to the loss of front garden walls and a reduction in the amount of vegetation on the frontage in a number of locations. The effect is to disrupt the visual continuity and enclosure of the frontage. This can erode the character and appearance of the street but can be undertaken without planning permission.

Original features: There is evidence across the Conservation Area of the loss of original features such as timber sash windows, timber panelled front doors with stained glass panels, decorative timber porches and brackets, chimney stacks and pots, ridge tiles and finials and decorative plasterwork. Again, this can diminish the quality, richness and visual cohesion of the frontages.

Painting: The painting and rendering of brickwork within consistent streets with brick elevations has occurred in a number of areas within the Historic Corridor. This has had a detrimental effect on the integrity and consistency of frontages in a number of locations. Other changes that have affected the consistent appearance of the frontages include the re-cladding of roofs in non-original materials, and to a lesser extent the infilling of recessed doorways and porches.

Dormers: In isolated locations, dormers have been introduced or enlarged on front roof slopes of terraces. These are prominent and disruptive in the street scene unless they are part of the original design.

iii) Future change

The potential for future change to the High Road and adjacent residential areas is likely to result from the same patterns of change that can be seen at present – alterations to original shopfronts and incremental alterations to dwellings. These alterations may lead to the further loss of the original features of both commercial premises and residential properties.

There may also be a pressure to enlarge and extend existing buildings to the rear or into the roof space. Front dormers should be avoided where they are not part of the character of the existing street and careful consideration should be given to the effect of rear dormers and extensions in locations where there are views across rear elevations from the frontages.

The impact of any future changes of use to properties in residential areas would need to be carefully considered in relation to the impact on the character and appearance of the street resulting from the amalgamation of properties, the impact and requirement for parking, signage and the loss of original details.

13.0 CONSERVATION AREA BOUNDARY REVIEW

Introduction

- 13.1 The boundaries of the Tottenham High Road Conservation Areas have been reviewed as part of this study.
- 13.2 The principal issue to consider in undertaking such a review is whether any area under consideration that is outside the existing area has the same '*demonstrably special architectural and historic interest*'¹ as the adjoining Conservation Area, thereby indicating that it also has a character and appearance should be preserved or enhanced.
- 13.3 PPG 15, para. 4.3 notes that "*it is important that conservation areas are seen to justify their status and that the concept is not devalued by the designation of areas lacking any special interest*". This guidance further advises (para. 4.14) where development adjacent to a conservation area would affect the setting or views into or out of the conservation area, the preservation and enhancement of that conservation area should be a material consideration.
- 13.4 PPG15 notes that conservation area legislation should not be used to solely protect landscape features except where they form an integral part of the historic environment.
- 13.5 The following tests have been applied in reviewing the boundaries of the Tottenham High Road Conservation Areas.

Test 1: Boundary

- Is there a clearly defined edge to the existing boundary (i.e. a definite change in character and quality between the two areas)?
- Is the area part of the setting of the Conservation Area?
- Is the area clearly beyond the defined edge of the Conservation Area?

Test 2: Architectural Quality and Historic Relevance

- Is the area of similarly, 'demonstrable special architectural or historic interest' as the rest of the Conservation Area. The following have been considered:
 - i) Whether the area reflects the architectural style and details present within substantial parts of the Conservation Area;
 - ii) Whether the development within the area dates from a similar period to substantial parts of the Conservation Area;
 - iii) Whether the uses within the area reflect prevailing or former uses of substantial parts of the Conservation Area;
 - iv) Whether the development is the work of the same architect/developer active elsewhere within significant parts of the Conservation Area;
 - v) Whether the development is of similar massing, bulk, height and scale to a significant proportion of the development within the Conservation Area;
 - vi) Whether the development within the area is of notable architectural and historic interest in its own right;

¹ Conservation Area Practice – English Heritage

Test 3: Townscape Quality

Consideration is also given to the quality of the area and whether there is the justification for the introduction of additional controls. In particular;

- What proportion of the buildings within the area would be defined as positive contributors if located within the Conservation Area;
- Whether there is evidence of significant alteration to the street/area as a result of:
 - i) loss of original details (doors/windows/ stucco detailing/ rendering or painting of -facing of brickwork;
 - ii) removal of original shopfronts;
 - iii) alterations to the roofs;
 - iv) alterations and extensions.

Boundary Changes Considered as part of the Appraisal

North Tottenham

- 13.6 The potential boundary changes to the North Tottenham Conservation Area have been considered. However, there are no suggested alterations to the boundary.

Scotland Green

- 13.7 The potential boundary changes to the Scotland Green Conservation Area have been considered. However, there are no suggested alterations to the boundary.

Bruce Grove

- 13.8 The potential boundary changes to the Bruce Grove Conservation Area have been considered. However, there are no suggested alterations to the boundary.

Tottenham Green

- 13.9 The potential boundary changes to the Tottenham Green Conservation Area have been considered. However, there are no suggested alterations to the boundary.

Seven Sisters

- 13.10 The potential boundary changes to the Seven Sisters Conservation Area have been considered. There are no suggested alterations to the boundary, however, whilst the Earlsmead Primary School was excluded from the Conservation Area in the draft appraisal, further investigation has confirmed that the whole site is in fact within the Conservation Area.

South Tottenham

- 13.11 The potential boundary changes to the South Tottenham Conservation Area have been considered. However, there are no suggested alterations to the boundary.

14.0 POTENTIAL FOR ARTICLE 4 DIRECTIONS

Introduction

- 14.1 Minor development that can be undertaken without obtaining planning permission is set out in the Town and Country Planning (General Permitted Development) Order 1995 (GDO). Under the Town and Country Planning General Development Order 1988, Local Authorities have the power to remove permitted development rights in conservation areas where change would be harmful to the character and appearance of an area. As noted in the Introduction, Local Authorities have a statutory duty to preserve and enhance the character and appearance of their conservation areas.
- 14.2 There are currently no Article 4 Directions within the Tottenham High Road Historic Corridor.

Current Permitted Development Issues

- 14.3 We identified in **Section 12.0** that in residential areas some of the main causes of change that is having an impact on the character and appearance of the Tottenham High Road Conservation Areas are not currently subject of planning control. Consideration of the relevance of Article 4 Directions to the preservation and enhancement of the Historic Corridor has therefore focussed upon the potential for harmful change. To summarise, the types of permitted development that have occurred include:
- i) changes to the appearance of properties as a result of the loss of original features (especially windows, doors, porches and brackets, decorative plasterwork (pargetting), terracotta (finials, hip and ridge tiles), tile hanging and chimney stacks and pots.
 - ii) the painting and rendering of frontages within consistent brick fronted street elevations;
 - iii) re-roofing in inappropriate materials and colours; and
 - iv) the loss and replacement of original front boundaries.
- 14.4 These changes are permitted for houses under Schedule 2; Parts 1 and 2 of the 1995 GDO.

Impacts on the Character and Appearance

- 14.5 PPG15 (para. 4.23) advises that the value of the features to be protected needs to be established and that any proposals to remove permitted development rights require clear justification.
- 14.6 The study has identified that where the loss or alteration of original features has occurred there has been a diminution in the character and quality of the frontages. The painting and rendering of elevations and the re-covering of roofs in different materials within consistent groups of buildings has also been seen to undermine the integrity of the street scene.
- 14.7 The special architectural and historic interest of part of the Tottenham High Road Historic Corridor arises from the consistency of treatment, and the sense of visual cohesion, that results from the use of consistent materials and repeated details and forms. An essential component of the historical character and appearance of the

frontages is also the relationship of the properties to the street – set back from the pavement by small front gardens either behind low boundary walls or railings.

- 14.8 The elements that contribute to the special, and to a degree unaltered, character of parts of the Conservation Areas are vulnerable to change arising from home ‘improvements’ or inadequate maintenance that are allowed by permitted development rights. Once these alterations have occurred they are unlikely to be reversed.
- 14.9 We conclude that there is the potential for the erosion of the special interest of parts of the Tottenham High Road Conservation Areas as a result of permitted development rights. In particular, alterations to the elevations and roofs of properties which are visible from the street. The streets or frontages considered to be most susceptible to their character and appearance being most seriously undermined by incremental changes are those in which the appearance of the elevations fronting the roads is substantially intact and there is a richness and cohesion in the detailed treatment that warrants its additional protection.

Recommendations

- 14.10 Where it is appropriate, the removal of permitted development rights may be used to preserve the character and appearance of an area. The blanket removal of permitted development rights over the whole of a conservation area is not appropriate.
- 14.11 It is regrettable that there have already been a significant number of unsympathetic alterations previously carried out to the residential properties in the Tottenham High Road conservation areas. It would, therefore, not be appropriate to introduce Article 4 directions in these areas.

15.0 BIBLIOGRAPHY

Cherry, B. and Pevsner, N. (1998) *'The Buildings of England, London 4: North'*, London: Penguin

Curtis, P. (1991) *'In Times Past: Wood Green and Tottenham with West Green and Harringay'* London: Hornsey Historical Society.

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English Heritage (1995) *'Conservation Area Practice'*, London: English Heritage

English Heritage (1997) *'Conservation Area Appraisals'*, London: English Heritage

Statutory Instruments

The Town and Country Planning (General Permitted Development) Order 1995, Statutory Instrument 1995 No. 418, London: HMSO.

The Town and Country Planning General Development Order 1988 Statutory Instrument 1988 No. 1813, London: HMSO.

The Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, London: HMSO.

16.0 PLANS

1. North Tottenham
2. Scotland Green & Bruce Grove
3. Tottenham Green
4. Seven Sisters/Page Green & South Tottenham

This document is based on work undertaken for the London Borough of Haringey by:

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HARINGEY COUNCIL

Agenda item:

Planning Applications Sub-Committee

On 26th February 2007

Report Title: **Article 4(2) Direction: Peabody Cottages Conservation Area No. 21**

Forward Plan reference number (if applicable): **N/A**

Report of: **Interim Director of Urban Environment**

Wards(s) affected: **White Hart Lane**

Report for: **Non-key decision**

1. Purpose

This report gives the reasons why the Committee is being asked to restrict the permitted development rights of the affected properties in the Peabody Cottages Conservation Area; in particular with regard to alterations to the street elevations of the dwelling houses covering windows, doors, decorative architectural features and the construction of porches. Restrictions are also being proposed to the demolition or alteration of chimneys, painting the exterior of the dwelling houses and to alterations to the boundary treatments of the affected properties including gates, gate piers fences and walls.

2. Recommendations

The Committee approve the making of an Article 4(2) Direction in accordance with Article 6(3) of the Town and Country Planning (General Permitted Development) Order 1995, in relation to Peabody Cottages Conservation Area No. 21 (Nos. 1A, 1B and 1 to 12 (consecutive); Nos. 14 to 19 (consecutive); Nos. 43 to 50 (consecutive); Nos. 52 to 151 (consecutive) Peabody Cottages; and Nos. 80 to 130 (even) Lordship Lane N 17).

Report Authorised by: **Assistant Director Planning Policy and Development**

Signature: *[Handwritten Signature]* Date: **13.12.07**

Contact Officer: **Sue Cooke, Team Leader, Design and Conservation Team**
 Telephone: **020 8489 5511**
 e-mail: **sue.cooke@haringey.gov.uk**

3. Executive Summary

3.1 This report sets out the case for increasing Article 4 powers to cover the Peabody Cottages Estate in Tottenham. The neighbouring Tower Gardens Estate already has an Article 4 direction in place which limits permitted development rights for single family dwelling houses within its area. This report seeks to extend the Council's Article 4 powers to cover the Peabody Cottages Estate. The order proposed for the Peabody Cottages Estate also includes an additional component covering the erection of satellite dishes to the front elevation.

4. Reasons for any change in policy or for new policy development (if applicable)

4.1 N/A

5. Local Government (Access to Information) Act 1985

Town & Country Planning (General Permitted Development) Order 1995.
Guidance on the Management of Conservation Areas: English Heritage 2006

6. Background

The Peabody Cottages Estate was built in 1907, by the Peabody Trust. The Peabody Trust was founded in London in 1862 by George Peabody, a wealthy American banker and philanthropist, and is the largest charity and housing association in the capital. The earliest Peabody housing was densely built estates within Inner London. However, a small number of 'cottage estates' were built within the early 20th Century suburbs of London (Barson and O'Rourke: 2001), one of which is the estate situated on Lordship Lane, Tottenham. The Peabody Cottage Conservation Area was designated on 16th September 1991 to recognise the importance of these buildings. It comprises a densely arranged grouping of small early 20th Century two storey cottages all in good external condition at the time that the conservation area was designation.

(Barton, S. and O'Rourke, M. (2001) *The Peabody Estates: Conservation Guidelines* English Heritage: London)

A comprehensive survey of the conservation area was undertaken on the 13th October 2006 recording any alterations that had taken place to the original features such as windows, doors, boundary treatment and rainwater goods of all of the properties in the conservation area, as well as any inappropriate alterations such as rendering and painting of brickwork. The information has provided the following statistics:

There are 154 properties within the Peabody Cottage Conservation Area.

- 92% of properties retain their original windows.
- 78% of properties retain an original style entrance door.
- All properties retain the original style boundary treatment of a picket fence:
 - 47% retain the original picket fence.

- 53% have a replacement picket fence on a low brick wall. These are uniform in appearance and retain the character of the area.
- The appearance of the brickwork is largely unaffected. However 56% of properties have highlighted the red brick detailing with red paint.
 - 2 properties have been rendered.
 - 3 properties have had all of the brickwork at ground floor painted red.
- 22%, or 34 properties, have a satellite dish on an elevation facing the road. It is not known whether these benefit from planning permission.
- Only 2 properties have alarm boxes mounted on the front elevation, and only 13 properties have external lights.
- Only 8%, or 13 properties, do not retain all original rainwater pipes and hoppers.

7. Description

7.1 The Peabody Trust is currently releasing its design control over the buildings within this conservation area that they have carefully managed since the estate was built in 1907. By allowing ownership to pass from the Trust to private owners under the right-to-buy legislation the single family dwellings are beginning to be detrimentally altered under permitted development rights without the need for planning permission.

7.2 The conservation area designation report of 16th September 1991 anticipated the possible extension of the right-to-buy to this estate, and suggested that if that happened the Council should protect the buildings and their facades by the making of an Article 4(2) Direction.

7.3 The result of the change of ownership away from the Trust is that new owners are already removing or altering original consistent uniformly designed architectural features and either replacing them with inappropriate modern features such as uPVC (plastic) windows or not replacing them at all, to the architectural, historic and visual detriment of both the buildings and the cohesive appearance of the conservation area.

8. Consultation

8.1 Consultation on the proposed Article 4 direction will be carried out following the Committees authorisation of this report.

9. Summary and Conclusions

9.1 The Peabody Cottages Conservation Area is a small self contained area made up of consistently designed small scale two storey residential buildings. It is this uniform intimate nature that gives the conservation area its unique character in this part of the Borough. Protection of the original features of the buildings by the making of an Article 4(2) Direction is necessary to retain the quality of the conservation area.

10. Recommendations

10.1 For the reasons set out above, the Head of Legal Services should be instructed to issue an Article 4(2) Direction in accordance with Article 6(3) of the Town and Country Planning (General Permitted Development) Order 1995 for the Peabody Cottages Conservation Area No. 21 (Nos. 1A, 1B and 1 to 12 (consecutive); Nos. 14 to 19 (consecutive); Nos. 43 to 50 (consecutive); Nos. 52 to 151 (consecutive) Peabody Cottages; and Nos. 80 to 130 (even) Lordship Lane N 17) in relation to the type of permitted development set out below:

Part 1, Class A	The enlargement, improvement, removal or other alteration to the street elevations of the houses (including windows doors, fanlights and rainwater goods)
Part 1, Class C	The alteration to the roof slope fronting a street of the houses.
Part 1, Class D	The erection or alteration of a porch outside any external door in relation to the street elevations of the houses.
Part 1, Class F	The formation of a hard standing within a garden area fronting a street of the houses.
Part 1, Class H	The installation, alteration or replacement of a satellite antenna on any part fronting a street of the houses.
Part 1 of Schedule	The erection, alteration or removal of a chimney of the houses.
Part 2, Class A	The demolition, erection, construction, improvement or alteration of a gate, fence wall or other means of enclosure in respect of the street boundaries of the houses.
Part 2, Class C	The painting of the exterior of any part of the houses, except windows, window frames, doors and door frames.
Part 31, Class B	The demolition or alteration of any part of the street elevations or street boundaries of the houses.

11. Comments of the Director of Finance

There are no major financial implications relating to making an Article 4(2) Direction. It may, however, lead to a small increase in planning applications. The Article 4(2) Direction will ensure that proposals to alter the character and appearance of the houses at Nos. 1A, 1B and 1 to 12 (consecutive); Nos. 14 to 19 (consecutive); Nos. 43 to 50 (consecutive); Nos. 52 to 151 (consecutive) Peabody Cottages; and Nos. 80 to 130 (even) Lordship Lane can be suitably controlled.

12. Comments of the Head of Legal Services

There are no major legal implications relating to making an Article 4(2) Direction. It may, however, lead to a small increase in planning applications. The Article 4(2) Direction will ensure that proposals to alter the character and appearance of the houses at Nos. 1A, 1B and 1 to 12 (consecutive); Nos. 14 to 19 (consecutive); Nos. 43 to 50 (consecutive); Nos. 52 to 151 (consecutive) Peabody Cottages; and Nos. 80 to 130 (even) Lordship Lane can be suitably controlled.

13. Equalities Implications

There are no major equalities implications relating to making an Article 4(2) Direction. It may, however, lead to a small increase in planning applications. The Article 4(2) Direction will ensure that proposals to alter the character and appearance of the houses at Nos. 1A, 1B and 1 to 12 (consecutive); Nos. 14 to 19 (consecutive); Nos. 43 to 50 (consecutive); Nos. 52 to 151 (consecutive) Peabody Cottages; and Nos. 80 to 130 (even) Lordship Lane can be suitably controlled.

14. Use of Appendices / Tables / Photographs

Five plans indicating the location of the properties which it is proposed to make the subject of the Article 4(2) Direction are available in a folder on display.

A survey table showing the condition of the buildings on 13th October 2006 is available in a folder on display.

Photographs showing all properties which it is proposed to make the subject of the Article 4(2) Direction are available in a folder on display.

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HARINGEY COUNCIL

Agenda Item No.

Committee: Planning Applications Sub Committee
Date: 26 February 2007

Report of: Interim Director of Urban Environment

Contact Officer: Amanda Jacobs
Designation: Senior Administrative Officer **Tel:** 020 8489 5173

Report Title:

Planning application reports for determination.

1. PURPOSE:

Planning applications submitted to the above Committee for determination by Members.

2. SUMMARY:

All applications present on the following agenda consists of sections comprising a consultation summary, an officers report entitled planning considerations and a recommendation to Members regarding the grant or refusal of planning permission.

3. RECOMMENDATIONS:

See following reports.

4. LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

With reference to the above Act the background papers in respect of the following reports summaries comprise the planning application case file.

The planning staff and case files are located at 639 High Road N17. Anyone wishing to inspect the background papers in respect of any of the following reports should contact Development Control Support Team on 020 8489 5173.

Report Authorised by:


 Shifa Mustafa

Assistant Director Planning, Policy & Development.

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Planning Applications Sub Committee 26 February 2007 Item No. 15

REPORT FOR CONSIDERATION AT PLANNING APPLICATIONS SUB COMMITTEE

Reference No: HGY/2006/1857

Ward: Highgate

Date received: 21/09/2006

Last amended date: N/A

Drawing number of plans: S101, 102, 103, 014, 105; A001C, 002C, 003B, 004B, 005A, S006A & 007A.

Address: R/O 73 - 79 Hornsey Lane, N6

Proposal: Erection of part single / part 2 storey three bedroom dwelling house with garage, study and associated refuse storage and landscaping.

Existing Use: Vacant land

Proposed Use: Residential

Applicant: Mr & Mrs Fluckiger

Ownership: Private

PLANNING DESIGNATIONS

Road - Classified
Highgate Conservation Area

Officer contact: Elizabeth Ennin-Gyasi

RECOMMENDATION

GRANT PERMISSION subject to conditions

SITE AND SURROUNDINGS

The proposal site is located to the rear of 73 - 79 Hornsey Lane, which are blocks of flats fronting Hornsey Lane. It lies adjacent to Northwood Hall on its northern & eastern boundary and Tudor Close on its western boundary. It is currently vacant with overgrown vegetation including many matured trees. The site is accessed through a laneway under No. 75 Hornsey Lane; which is known as Wren View Flats. It lies within Highgate Conservation Area and the surrounding area is predominately residential in character.

PLANNING HISTORY

- HGY/2006/0690 - Erection of part single / part 2 storey four bedroom dwelling house with garage, study and associated refuse storage and landscaping – withdrawn 21/9/06.

DETAILS OF PROPOSAL

The proposal has been revised by moving the building 8m away from the boundary with Northwood Hall. The current scheme involves the erection of part - single / part two- storey 3bed dwelling with the provision of study & workshop space, garage space for two cars, refuse storage area and associated landscaping. Existing trees on the site would be retained.

CONSULTATION

Ward Councillors
Highgate CAAC
Highgate Society

Transportation Group
Cleaving
Building Control
Conservation Team
Tree Officer
Scientific Officer

Residents

73 – 79 Hornsey Lane
1-15 Wren View
118 – 136 Archway Road
1st & 2nd floor flats 118-136 Archway Road
12-6 Bridge Court – Archway Road
1-42 Tudor Close
7 Fitzwarren Gardens
West Wing - Northwood Hall:
LG1-16
Gr. 01 – 021
1/1 - 25
2/1 – 25
3/1 – 25
4/1 – 25
5/1 – 25
6/1 – 25
South Wing - Northwood Hall:
1/20 - 25
2/20 – 25
3/20 – 25
4/20 – 25
5/20 – 25
6/20 – 25
Northwood Hall:

LG1 - 7
LG8 – 16
0/1 – 7
0/8 – 14
015 – 21
LFEPA

RESPONSES

Flat 4 - LG – objects
0/4 Northwood Hall – objects
4/3 Northwood Hall – objects
3/3 Northwood Hall – objects
4/5 Northwood Hall – objects
4/15 Northwood Hall – objects
5/14 Northwood Hall – supports
The Highgate Society – objects
3 Wren View /75 Hornsey Lane – supports
9 Wren View /75 Hornsey Lane – comments received
8 Wren View /75 Hornsey Lane – objects
13 Wren View /75 Hornsey Lane –objects
79 Hornsey Lane – objects
77 Hornsey Lane – objects
2/11 Northwood Hall – objects
Flat 3, 73 Hornsey Lane – comments received
7 Fitzwarren Gardens – objects
Residents Tudor Close -objects

Tree Officer - 'The following comments and observations relate to the revised new development on the existing trees on site and in adjacent properties. Drawing no's A001, 002 and 004 Rev C were used for reference purposes. No Tree Survey or Arboricultural Implication study has been provided.

Tree cover

There are many trees surrounding the proposed development site. Most appear self-seeded but are now semi-mature and form a naturalised wooded belt which provides screening to the site.

Located within the adjacent property, Northwood Hall, are numerous mature trees in close proximity of the boundary. There is a mature Sycamore (T1) growing within 8m of the proposed new structure, 3m from the rear of the existing garages. This tree is of high amenity value, appearing healthy for its age and species.

Proposed layout

The revised layout drawing provided the Architects (A001 Rev C) indicates the nearest point of the new structure is to be built 8m from T1 and 6m from those on the eastern boundary.

The new structure will be outside of the recommended Root Protection Area for the trees in accordance with BS5837:2005 Trees in relation to construction.

Tree protection

No tree protection measures have been specified at time of application. A method statement must be produced by an Arboriculturist, including a tree protection plan, in accordance with BS5837:2005 Trees in relation to construction. This must include a specification for protective fencing with a site plan indicating where it will be installed.

Conclusions

In my opinion, the construction of the new development will not have a detrimental effect on the trees on the eastern boundary and the Sycamore tree (T1) in Northwood Hall.

An Arboricultural Implication study and tree protection plan must be prepared for approval to ensure safe retention of all the boundary trees.'

Transportation Group – 'The site is located in the in an area with a Medium Public Transport accessibility level located in the Miltons Restricted Conversion Area. The area has been identified by the Council's 2006 UDP policy HSG11 as an area suffering from extreme parking pressures.

However on considering the proposal, the proposed 4 bed house will not generate any significant increase in parking and traffic demand to have any significant effect on the transportation and highways network. The applicant has also proposed providing 2 off street parking spaces, which is maximum parking as required by the Council's SPG 7a. Consequently the transportation and highways authority would not object to this application.

Informative: The new development will require naming. The applicant should contact the Transportation Group at least six weeks before the development is occupied'.

Scientific Officer – condition for site investigation
Building Control – comments received re-fire access
LFEPA – comments received
Conservation Team – no objections

RELEVANT PLANNING POLICY

UD3 General Principles
UD4 Quality Design
HSG9 Density Standards
HSG1 New Housing Development
OS 17 Tree Protection, Tree Masses and Spines

CSV1 Development in Conservation Areas
SPG1a Design Guidance
SPG3a Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes
SPG3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight
SPG3c Backlands Development
SPG7a Parking Standards

ANALYSIS/ASSESSMENT OF THE APPLICATION

The scheme has been revised by moving the building 8m away from the boundary with Northwood Hall, in order to avoid any potential adverse amenity impact on the flats near to that boundary. This has resulted in reduction of the original foot print and the number of habitable rooms being proposed. The current scheme involves the erection of part - single / part two- storey 3bed dwelling with the provision of a study & workshop space, garage space for two cars, refuse storage area and associated landscaping. The main issues that need addressing on the proposal are: density, size, bulk & design, impact on residential amenity of existing residents, access & fire safety issues, car parking and waste disposal:

DENSITY

The site area given is 1400m² the scheme comprise of 1 x 3 bed and a study providing 5 habitable rooms. The density created would be 357 hrh, which is within the Council's density range of 200 - 700 hrh as set out in policy HSG9 of the adopted UDP.

SIZE, BULK & DESIGN

Policies UD3 'General Principles', UD4 Quality Design, CSV1 'Development in Conservation Areas' and SPG3c 'Backlands Development', require that new buildings are of an acceptable standard of design in terms of the special characteristic of the locality, height, scale and bulk in order to relate satisfactorily with the surrounding area. The scheme consists of one two - storey 3bed dwelling house, positioned in the middle of the site, which is away from the boundary of existing residential properties.

The dwelling which is design to be approx. 7m in height is significantly below the existing height of the properties surrounding the site. Therefore the proposed height would be subordinate to existing dwellings and the positioning of the scheme should not have significant adverse impact on adjoining or adjacent properties.

The proposed scheme is modern in design with the principle objective of creating a high quality dwelling. The external wall would be high quality facing brick with roofs in natural slate and traditional painted wood for the windows. It also incorporates sustainable design elements such as large glazed openings to the west elevation, which would allow the use of solar gain to the ground floor living rooms. This combined with a high mass floor will help to reduce

energy consumption. It is considered that the proposed modern design is acceptable and in keeping with neighbourhood, due to mixed building styles of the locality. The Conservation Officer has no objections on the design, scale and bulk of the scheme. The scheme is considered to be consistent with guidelines set out in policies CSV1, UD3, UD4 SPG1a, SPG 3a & SPG3c.

Amenity space has been designed into scheme in the form landscaping area to the rear of the dwelling. New planting will include evergreen and deciduous shrubs. The proposed building and the landscaping has been sited to ensure that all existing trees on the site would be retained. The Council's Tree Officer has no objections to the proposal subject to the submission of an arboricultural implication study and tree protection plan for approval. The proposal should not undermine existing trees on the site in line with guidelines set out in policy OS17.

IMPACT ON RESIDENTIAL AMENITY OF EXISTING RESIDENTS.

The proposal which is design to be two- storey has been revised by moving the building 8m away from the boundary with Northwood Hall. It would be located in the middle of the site to avoid close proximity to the boundaries of existing properties. The dwelling is design to ensure no significant loss of sunlight & daylight and the applicant has submitted 'daylight & sunlight' study to this effect. Furthermore information received from the applicant dated 29 January 2007 states that the current scheme is fully BRE compliant in that at least 25% of annual probable sunlight hours will be available to all windows including at least 5% of annual probable sunlight hours in the winter months or proposed development will have no effect whatsoever on the sunlighting as existing.

Also the proposed dwelling is design to have a pitched roof facing north-east/south-west, in line with existing properties to the west of the site. To the north-east, a gable elevation without windows faces Northwood Hall, whilst to the south-west, gable elevations with glazing, where windows are about 30m away from properties on Archway Road, because of the steep nature of the site. All the existing trees on the site would be retained to maintain tree screening and the open nature of the site.

Therefore the proposed development is considered not to present any significant problems of overlooking, loss of daylight & sunlight or pose any adverse amenity impact in line with the requirement of UD4 & SPG3b.

ACCESS & FIRE SAFETY ISSUES

The applicant proposed to have a horizontal dry main to be located immediately adjacent to the main entrance gates to the new house and a letter from LFEPA confirms this would be acceptable solution to the problem of restricted fire appliance access.

CAR PARKING AND WASTE DISPOSAL

The scheme provides a garage for the storage of two cars and refuse storage area near to the main entrance. The applicant has also secured the use of the existing Wren View flats bin stores to enable easier access for weekly refuse collection. Transportation Group has no objection to the scheme in that the provision of two off –street parking meets guidelines set out in SPG 7a.

THE COUNCIL'S RESPONSE TO CONSULTATION COMMENTS RECEIVED

There have been 18 letters received from local residents, of which 14 were objections, 2 were supports and two comments on aspects of the scheme and not objecting in principle. Many of the objections letters were received prior to the scheme being revised. The grounds of objections included: increase parking problems, over density, over size, poor access, loss of matured trees, proximity to Northwood Hall boundary, loss of natural light, loss of privacy & overlooking, noise & dust result from construction works.

The proposal has been revised by moving it 8m away from the boundary with Northwood Hall and this has resulted in the reduction of the original footprint and the bulk of the scheme:

1. On increase parking problems:

Response:

Two off – street parking spaces are being provided and the Council Transportation Group considers that to meet policy guidelines.

2. Over-density:

Response:

The proposed density is within the Council's density range as set out in Policy HSG9.

3. Over size:

Response:

The scheme has been revised and the current proposal is considered to be appropriate in scale to the site.

4. Poor access

Response:

LFEPA has confirmed that the proposed horizontal dry main would be acceptable solution to the problem of restricted fire appliance access.

5. Loss of matured trees

Response:

The proposal would retain all the matured trees on the site. Furthermore a condition has been attached to this report to ensure no mature trees are removed and also to protect the roots of the trees on the site.

6. Proximity to Northwood Hall boundary,

Response:

The scheme has been revised by moving the building 8m away from the boundary with Northwood Hall. The scheme is now considered not to create significant harmful effects on properties to that boundary. Moreover existing tree screening would remain.

7. Loss of natural light, loss of privacy & overlooking,

Response:

The positioning of the dwelling in the middle of the site and its design is not considered to pose any problems of loss of privacy or loss of sunlight & daylight. Information received from the applicant dated 29 January 2007 states that the current scheme is fully BRE compliant in that at least 25% of annual probable sunlight hours will be available to all windows including at least 5% of annual probable sunlight hours in the winter months or proposed development will have no effect whatsoever on the sunlighting as existing.

8. Noise as result from construction works.

Response:

A condition has been attached to this report to ensure construction is undertaken within reasonable hours.

SUMMARY AND CONCLUSION

The proposed density of the scheme, which is 357 hrh is within the Council's density range between 200hrh to 700hrh as set out in policy HSG9 'Density Standards'. The scale, design and position of the proposed buildings on the site means that, the scheme would not undermine the Conservation Area, nor would the surrounding occupiers suffer loss of amenity as a result of additional overlooking or loss of sunlight or daylight in line with policies CSV1 'Development in Conservation Areas', UD3 'General Principles', UD4 'Quality Design', SPG3c 'Backlands Development' and SPG3b 'Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight'.

The scheme would provide off-street parking and retain all existing trees on the site conforming to guidelines set out in policy OS 17 'Tree Protection, Tree Masses and Spines' and SPG7a 'Parking Standards'. Therefore the scheme is considered to be acceptable and approval is recommended.

RECOMMENDATION

GRANT PERMISSION

Registered No. HGY/2006/1857

Applicant's drawing No.(s) S101, 102, 103, 014, 105; A001C, 002C, 003B, 004B, 005A, 006C & 007A

Subject to the following conditions:

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.
Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.
2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.
Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.
3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.
Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.
4. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.
Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.
5. Notwithstanding the provisions of Schedule 2, Part 1 of the Town & Country Planning General Permitted Development Order 1995, no enlargement, improvement or other alteration of any of the dwellings hereby approved in the form of development falling within Classes A to H shall be carried out without the submission of a particular planning application to the Local Planning Authority for its determination.
Reason: To avoid overdevelopment of the site.
6. The existing trees on the site shall not be lopped, felled or otherwise affected in any way (including raising and lowering soil levels under the crown spread of the trees) and no excavation shall be cut under the crown spread of the trees without the prior written permission of the Local Planning Authority.

Reason: In order to safeguard the trees in the interest of visual amenity of the area.

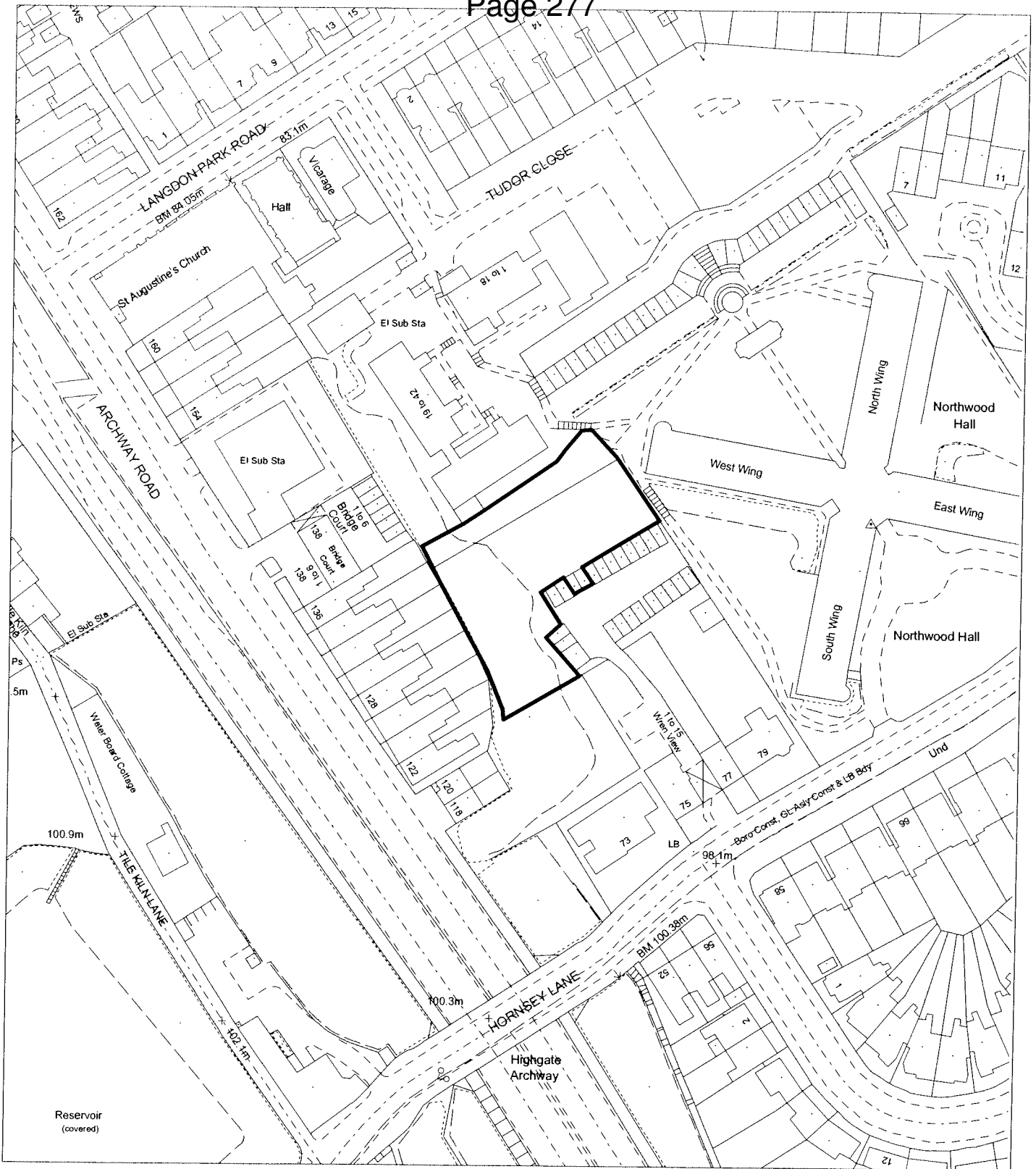
7. Notwithstanding the tree survey report submitted, an arboricultural implication study and tree protection plan must be prepared and submitted for approval by the Local Planning Authority.
Reason: In order for the Local Authority to assess the acceptability of any tree protection plan to safeguard the existing trees on the site.
8. That a detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.
Reason: In order to protect the amenities of the locality.
9. A site history and soil contamination report shall be prepared; submitted to the Local Planning Authority and approved before any works may commence on site.
Reason: In order to protect the health of future occupants of the site.

INFORMATIVE: The new development will require naming/numbering. The applicant should contact the Transportation Group at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

REASONS FOR APPROVAL

The proposed density of the scheme, which is 357 hrh is within the Council's density range of between 200hrh to 700hrh as set out in policy HSG9 'Density Standards'. The scale, design and position of the proposed buildings on the site means that, the scheme would not undermine the Conservation Area, nor would the surrounding occupiers suffer loss of amenity as a result of additional overlooking or loss of sunlight or daylight in line with policies CSV1 'Development in Conservation Areas'.UD3 General Principles,UD4 Quality Design, SPG3c Backlands Development and SPG3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight.

The scheme would provide off-street parking and retain all existing trees on the site conforming to guidelines set out in policy OS 17 'Tree Protection, Tree Masses and Spines' and SPG7a 'Parking Standards'. Therefore approval is recommended.



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Site plan

R/O 73-79 Hornsey Lane, N6

HARINGEY COUNCIL

**Directorate of
Environmental
Services**

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Planning Applications Sub Committee 26 February 2007

Item No. 14

REPORT FOR CONSIDERATION AT PLANNING APPLICATIONS SUB COMMITTEE

Reference No: HGY/2006/2308

Ward: Crouch End

Date received: 24/11/2006

Last amended date: N/A

Drawing number of plans: A/001 rev C, A/101 rev C, A/102 rev C, A/103 rev C,
A200 rev C, A/201 rev C, A/300 rev C

Address: R/O 62 - 70 Coolhurst Road, N8

Proposal: Erection of 1 x 2 storey three bedroom dwelling house with associated refuse storage and parking.

Existing Use: Vacant land

Proposed Use: Residential

Applicant: SLLB Architects

Ownership: Private

PLANNING DESIGNATIONS

Crouch End Conservation Area
Road - Borough

Officer contact: Elizabeth Ennin-Gyasi

RECOMMENDATION

GRANT PERMISSION subject to conditions

SITE AND SURROUNDINGS

The site is a triangular –shaped vacant land, which is currently under grass and located to the rear of No. 62 – 70 Coolhurst Road and lies fronting Wolseley Road. There are two trees on the site; one fronting Wolseley Road is under Tree Preservation Order. The site lies within Crouch End Conservation Area and the local area is predominately residential. Access is on Wolseley Road shared with properties on Coolhurst Road for car parking.

PLANNING HISTORY

- Erection of detached house with garage – refused 14 August 1972 - appeal dismissed 12 September 1973.

- Erection of 2 x 2 storey two bedroom dwelling houses with associated refuse storage and parking – refused 5 July 2006
- Erection of 1 x 2 storey 3 bedroom dwelling house with associated refuse storage and parking – refused 25 July 2006
- Erection of 1 x 2 storey 3 bedroom dwelling house with associated refuse storage and parking – withdrawn 15 November 2006

DETAILS OF PROPOSAL

Erection of 1 x 2 storey three bedroom dwelling house with associated refuse storage and parking. The scheme would create a new entrance accessible on Wolseley Road and would have provision of off-street parking space in the form of a basement garage.

CONSULTATION

Ward Councillors
Hornsey CAAC
CASCH

Transportation
Waste Management
Building Control
Conservation Team
Tree Officer

Residents

56 - 70 Coolhurst Road
Flats 1,2,3 60 Coolhurst Road
1 – 16 Wolseley Road
2a, 2b, 2c, 2d, 2e Wolseley Road
1a, 1b & 1c Wolseley Road
Garden flat 1 Wolseley Road
Flats 1-5(c- 6 Wolseley Road
Flat 2, 58 Coolhurst Road
128 Albert Street, NW1

RESPONSES

60 Coolhurst Road - objects
64 Coolhurst Road - objects
68 Coolhurst Road - objects
Flat 2 – 58 coolhurst Road- objects
1 Wolseley Road - objects

2c Wolseley Road - objects
12 Wolseley Road – objects
14 Wolseley Road – objects
CASCH – objects

Hornsey CAAC – ‘ This is an improvement on the last application no.2006/1967, but we still have concerns about the design of the building, in particular the size of windows in relation to the walls’

Building Control – ‘Appears satisfactory for B5’

Transportation – ‘Although this development proposal falls in an area with low public transport accessibility level, it is 'W5' bus route operating 10buses per hour (two-way) between Archway tube station and Harringay Green Lanes and, within a walking distance of Park Rd W7 bus route which offers some 26buses (two-way) hourly for frequent connections to Finsbury Park tube station. In addition, this site has not been identified by the Council’s SPG as that with parking pressure. We have also considered that the proposed development would not generate any significant traffic or indeed car parking demand that would have an adverse impact on the adjoining highway network. Furthermore, the applicant has addressed our initial concern about footway/carrageway visibilities by relocating the proposed vehicular access further east, with its eastern periphery some 3metres away from No. 1 Wolseley Road and, proposed a 900mm-high metal railing fence fronting this development on Wolseley Road, as detailed on Plan No. A/300 Rev.C .

Consequently, the highway and transportation authority would not object to this application.

Informative:

(1) The proposed development requires a new crossover to be made over the footway. The necessary works will be carried out by the Council at the applicant's expense once all the necessary internal site works have been completed. The applicant should telephone 020 8489 1316 to obtain a cost estimate and to arrange for the works to be carried out.

(2) The new development will require numbering. The applicant should contact the Transportation Group at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

Tree Officer

Tree cover

The most significant tree on site is the mature Sycamore adjacent to the boundary with Wolseley Road. It is specified to retain this tree within the new development. It is of significant amenity value being visible to all local residents and appears healthy for its age and species.

This tree is protected by a Tree Preservation Order confirmed in 2006.

Proposed layout

The layout drawing indicates the nearest point of construction to be 7.2m. This is outside of the recommended Root Protection Area (RPA) specified in BS:2005 Trees in relation to construction for a tree of this size. Constructing at this distance will not have a detrimental effect of the Sycamore trees future health.

Tree protection

Following recommendations in BS5837:2005 Trees in relation to construction, would result in a Root Protection Area (RPA) of 6m square for the large Sycamore tree. The RPA is a minimum protected area around each tree to be left undisturbed.

No tree protection measures have been specified at time of application. A Method statement specifying tree protection measures must be produced by an Arboriculturist, with reference made to BS5837:2005 Trees in relation to construction. This must include a specification for protective fencing with a site plan indicating where it will be installed.

New tree planting

The planting of at least one new heavy standard replacement tree must be conditioned into planning approval. The area where the tree is to be planted must be protected to ensure no damage to soil structure. Native species should be considered, due to their benefits for local bio-diversity and suitability to the type of soil. Further tree planting must also be requested as screening and to improve the amenity value of the site.

Conclusions

In my opinion, the proposed new development may be permitted on the condition that robust tree protection measures are implemented to ensure the existing trees on site are adequately protected throughout the development process.

Conservation Officer – 'This triangular green site is at the rear of the 5no 3 storey 1960's terrace houses No 62-70 Coolhurst Road, and is located on the NE side of the rear access driveway. This modernist terrace is prominently located on the high ground of Coolhurst Road, and appears distinctively different to the typical Victorian style houses of the area. The site lies within Crouch End Conservation Area.

The proposed development is of 2 x 3 bed houses which would have their frontage facing Woolsey Road and vehicular access to it.

In planning terms is this a development site? Should it be retained as an open landscaped area? Has the principle of a residential development on this site already been established by precedent or previous permissions?

In highways terms is this bend in road a safe place for a traffic crossover- access to the highway?

If these two important planning issues can be satisfactorily addressed then I believe the site can be considered for residential development. On this basis I raise no conservation or design objection and consider that the footprint on site, height, mass and bulk as proposed are acceptable. The level of the site for the 2 proposed storey houses is well down below the terrace as illustrated on the Proposed East Elevation, and the houses will appear subordinate to the dominant terrace on higher ground above.

I would recommend that the boundary treatment to the front on Woolsey Road is low to ensure views to the frontage of the houses – as is usual for houses in the street – a high blank front walls would be visually deadening and detrimental. Also I would recommend high quality hand made facing brickwork as the principal facing material – brick samples to be approved.

RELEVANT PLANNING POLICY

OS 17 Tree Protection, Tree Masses and Spines

HSG: Density Standards

UD3: General Principles

UD4: Quality Design

UD9: Parking For Development

UD6: Waste Storage

M10 Parking for Development

CSV1 Development in Conservation Areas

SPG3a Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes

SPG 7b Vehicle and Pedestrian Movement

ANALYSIS/ASSESSMENT OF THE APPLICATION

In 1973 an application to erect a detached house with a garage on the site was dismissed at an appeal on grounds including potential overlooking, damaged to trees, higher density, and access on a steep bend close to road intersection and already serving 4 double garages. Although the Inspector had raised no objection on the principle of residential use on the site, he concluded that 'any additional use of this access where sight lines are unsatisfactory would be undesirable' (T/APP/4415/A/72781/DS).

Subsequently, an application seeking permission to erect two x two storey - bedroom dwelling houses was refused on 5 July 2006 on grounds of harm to the Conservation Area, prejudicial to road safety and inconsistency with existing pattern of development (HGY/2006/0571). The applicant has since submitted two applications, which although dealt with the harm to the Conservation Area relating to boundary fencing and the design of the dwelling with front facing Wolseley Road; the issue relating to public safety due to increase use of the existing access had not been resolved.

The current proposal is the applicant's attempt to address the issue of public safety relating to increase use of the existing access and the current scheme involves erection of a three bedroom dwelling with associated off-street parking etc. It is

considered that the main issues that need addressing on the proposal are: size, bulk & design, impact on residential amenity of existing residents, vehicular access, car parking and waste disposal:

SIZE, BULK & DESIGN

Policies UD3 'General Principles', UD4 Quality Design and CSV1 'Development in Conservation Areas', require that new buildings are of an acceptable standard of design in terms of the special characteristic of the locality, height, scale and bulk in order to relate satisfactorily with the surrounding area. The scheme consists of one two - storey 3bed town house, design to front onto Wolseley Road and with a low brick/hedge fencing on the boundary with Wolseley Road. As the land slopes downwards, the proposed dwelling on the north elevation, is design to be approx. 6.1m high, which is significantly below the existing height of the properties surrounding the site. Therefore the proposed height would be subordinate to existing dwellings and the positioning of the scheme should not have significant adverse impact on adjoining or adjacent properties.

The proposed scheme is modern in design with the principle objective of creating a high quality dwelling. The external wall would be red brick to match neighbouring buildings with traditional timber window frames. The scheme also incorporates sustainable design elements such as large glazed openings to allow solar gain and flat 'green planted roof' to reduce energy consumption. It is considered that the proposed modern design is acceptable and in keeping with neighbourhood, due to the mixed building styles of the locality. The Conservation Officer has commented as follows: 'I raise no conservation or design objection and consider that the footprint on site, height, mass and bulk as proposed are acceptable. The level of the site for the 2 proposed storey houses is well down below the terrace as illustrated on the Proposed East Elevation, and the houses will appear subordinate to the dominant terrace on higher ground above.'The scheme is therefore considered to be consistent with guidelines set out in policies CSV1, UD3, UD4 SPG1a, SPG 3a & SPG3c.

Amenity space has been design into scheme in the form soft landscaping areas. The proposed building has been sited to ensure that the existing tree, which is under TPO would not be harmed. The Council's Tree Officer has no objections to the proposal subject to the submission for approval of a method statement specifying tree protection measures, as well as the planting of at least one new heavy standard tree to replace the existing tree to the rear of the site. Conditions have been attached to this report to ensure that the Council's Tree Officer requirement would be adhered to. Therefore it is considered that the proposal should not undermine existing tree on the site in line with guidelines set out in policy OS17.

The site area given is $781\text{m}^2 + 252\text{m}^2$ (frontage) = 1033m^2 the scheme comprise of 1 x 3 bedroom house providing 4 habitable rooms. The density created would be 387 hrh, which is within the Council's density range of 200 - 700 hrh as set out in policy HSG9 of the UDP. Given that only one dwelling is proposed on the site, it is considered that the scheme relates well to the site in terms of density and scale.

IMPACT ON RESIDENTIAL AMENITY OF EXISTING RESIDENTS.

The positioning, scale and the design of the dwelling is considered not harmful to existing occupiers in relation to loss of sunlight & daylight or loss of privacy. There are no principle windows facing properties on Wolseley Road and no windows are design to the rear on the boundary with Coolhurst Road properties. The scale and bulk of the dwelling at two storey and its position on land lower than existing buildings is considered not to present problems of overlooking, loss of daylight & sunlight or pose any adverse amenity impact in line with the requirement of UD4 & SPG3b.

VEHICULAR ACCESS

Following the refusal of previous proposal on grounds of public safety relating to increase vehicular use of the existing shared access, the current scheme propose a new vehicular access towards the eastern end of the site on Wolseley Road. The access would have 3m width with dropped crossing onto the highway and would achieve 2.4m by 45m visibility splays in both directions. The proposed new vehicular access which is illustrated on drawing No. A/101 REV C is considered acceptable by Transportation; who have commented as follows: ' Furthermore, the applicant has addressed our initial concern about footway/carriageway visibilities by relocating the proposed vehicular access further east, with its eastern periphery some 3metres away from No. 1 Wolseley Road and, proposed a 900mm-high metal railing fence fronting this development on Wolseley Road'. It is considered that the new vehicular access is acceptable on safety grounds and meet guidelines set out policy M10.

CAR PARKING AND WASTE DISPOSAL

The scheme provides a basement garage for on – site parking and similar to other properties on the street would acquire the use of a wheelie bin for refuse storage and collection. Transportation Group has no objection to the scheme and commented as follows: 'We have also considered that the proposed development would not generate any significant traffic or indeed car parking demand that would have an adverse impact on the adjoining highway network.' Therefore the scheme is considered to meet guidelines set out in SPG 7a.

THE COUNCIL'S RESPONSE TO CONSULTATION COMMENTS RECEIVED

There have been 10 letters of objections received from local residents and CASCH. Hornsey CAAC did not object to the scheme on principle but had concerns in particular but the size of the windows in relation to walls. The grounds of objections included: parking, overdevelopment, road safety, tree protection, contamination of Japanese knotweed and loss of light and privacy.

1. On parking:

Response:

The scheme is design with a garage which would provide off – street parking and the Council Transportation Group considers that to meet policy guidelines.

2. Over- density/ overdevelopment:

Response:

The proposed density is within the Council’s density range as set out in policy HSG9. Also the proposed one three bedroom house is considered to be appropriate in scale to the site.

3. Road Safety

Response:

The current scheme would create a new vehicular access, which is considered to be an improvement in reducing road traffic hazard for pedestrian and vehicles. The Council Transportation Group considers the new access being acceptable in meeting guidelines for safety proposes.

4. Loss Of Matured Trees

Response:

The matured tree on the site is under Tree Preservation Order and the proposal would retain this tree. Furthermore a condition has been attached to this report to ensure the TPO tree is protected and for new tree/s to be planted.

5. Contamination Of Japanese Knotweed.

Response:

A condition has been attached to this report for the applicant to contact the Environment Agency for advice on the safe removal of the Japanese knotweed and to submit details to the Council for approval.

6. Loss of natural light, loss of privacy & overlooking,

Response:

The scale and positioning of the dwelling and its design is not considered to pose any problems of loss of privacy or loss of sunlight & daylight.

SUMMARY AND CONCLUSION

The proposed scheme relates well to the site in terms of density and scale in line with policy HSG9 ‘Density Standards’. The scale, design and position of the proposed buildings on the site means that, the scheme would not undermine the Conservation Area, nor would the surrounding occupiers suffer loss of amenity as a result of additional overlooking or loss of sunlight or daylight in line with Policies CSV1 ‘Development in Conservation Areas’.UD3 ‘General Principles’,UD4 ‘Quality Design’, SPG3c‘Backlands Development’ and SPG3b ‘Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight’.

The scheme would provide off- street parking and protect the TPO tree on the site, which would conform to Policies M10 'Parking for Development' and OS 17 'Tree Protection, Tree Masses and Spines'. The new vehicle access to the east of the site on Wolseley Road is considered to be a significant improvement to public safety. Therefore the scheme is considered to be acceptable and approval is recommended.

GRANT PERMISSION

Registered No. HGY/2006/2308

Applicant's drawing No.(s) A/001 rev C, A/101 rev C, A/102 rev C, A/103 rev C, A200 rev C, A/201 rev C, A/300 rev C

Subject to the following conditions:

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.
Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.
2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.
Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.
3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.
Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.
4. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.
Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.
5. Before any works herein permitted are commenced, all those trees to be retained, as indicated on the approved drawings, shall be protected by secure, stout, exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS 5837:2005 and to a suitable height. Any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No storage of

materials, supplies or plant machinery shall be stored, parked, or allowed access beneath the branch spread of the trees or within the exclusion fencing.

Reason: In order to ensure the safety and well being of the trees on the site during constructional works that are to remain after building works are completed.

6. The existing trees on the site shall not be lopped, felled or otherwise affected in any way (including raising and lowering soil levels under the crown spread of the trees) and no excavation shall be cut under the crown spread of the trees without the prior written permission of the Local Planning Authority.

Reason: In order to safeguard the trees in the interest of visual amenity of the area.

7. A scheme for the treatment of the surroundings of the proposed development including the planting of trees and/or shrubs shall be submitted to, approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity.

8. Before the commencement of any works on site, a fence or wall, materials to be agreed with the Local Planning Authority, shall be erected and permanently retained for the land frontage to Worseley Road.

Reason: In order to ensure a satisfactory means of enclosure for the proposed development.

9. Notwithstanding the provisions of Schedule 2, Part 1 of the Town & Country Planning General Permitted Development Order 1995, no enlargement, improvement or other alteration of any of the dwellings hereby approved in the form of development falling within Classes A to H shall be carried out without the submission of a particular planning application to the Local Planning Authority for its determination.

Reason: To avoid overdevelopment of the site.

10. The applicant must consult with the Environment Agency with regards to the removal of the Japanese knotweed on the site. Details of the works in connection with the removal of the Japanese Knotweed shall be submitted to the Local Planning Authority for approval. The applicant should contact: 'The Environment Agency', Bromholme Lane, Brampton, Huntingdon, PE28 4NE (Tel. 08708502858).

Reason: In order to ensure that the Japanese Knotweed on the site is removed in a satisfactory manner.

11. A method statement specifying tree protection measures produced by an Arboriculturist, with reference made to BS5837:2005 Trees in relation construction. Also to include a specification for protective fencing with a site plan indicating where it will be installed.

Reason: In order to safe guard the trees in the interest of visual amenity of the area.

INFORMATIVE: The new development will require naming/numbering. The applicant should contact the Transportation Group at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE: The necessary works to construct the crossover will be carried out by the Assistant Director Street Scene at the applicants expense once all the necessary internal site works have been completed. The applicant should telephone 020 8489 1316 to obtain a cost estimate and to arrange for the works to be carried out.

REASONS FOR APPROVAL

The proposed scheme relates well to the site in terms of density and scale in line with policy HSG9 'Density Standards'. The scale, design and position of the proposed buildings on the site means that, the scheme would not undermine the Conservation Area, nor would the surrounding occupiers suffer loss of amenity as a result of additional overlooking or loss of sunlight or daylight in line with Policies CSV1 'Development in Conservation Areas'.UD3 'General Principles',UD4 'Quality Design', SPG3c'Backlands Development' and SPG3b 'Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight'.

The scheme would provide off- street parking and protect the TPO tree on the site, which would conform to Policies M10 'Parking for Development' and OS 17 'Tree Protection, Tree Masses and Spines'. The new vehicle access to the east of the site on Wolseley Road is considered to be a significant improvement to public safety.

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Site plan

R/O 62 - 70 Coolhurst Road, N8



Directorate of Environmental Services

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Planning Applications Sub Committee 26 February 2007

Item No. 13

REPORT FOR CONSIDERATION AT PLANNING APPLICATIONS SUB COMMITTEE**Reference No:** HGY/2006/1934

Ward: Tottenham Green

Date received: 02/10/2006**Last amended date:** 19/01/2007**Drawing number of plans:** 345/HR1 Rev A, 345/HR2 rev C, 345/HR3 rev C, 345/HR4 Rev C & 345/HR-SC.**Address:** Garages At Harold Road / Newton Road Newton Road, N15**Proposal:** Demolition of existing garages and erection of 3 storey block comprising 1 x three bed and 2 x four bed houses and 4 x two bed and 2 x one bed flats. Development includes associated landscaping and parking.**Existing Use:** Garages**Proposed Use:** Residential**Applicant:** Sanctuary Housing Association, London Regional Office**Ownership:** Council**PLANNING DESIGNATIONS**

Road - Borough

Officer Contact: Stuart Cooke**RECOMMENDATION**

GRANT PERMISSION subject to conditions and Section 106 Legal Agreement.

SITE AND SURROUNDINGS

The application site comprises the former garage court on the south side of Harold and Newton Roads. The garages are largely unused and have become a focus for dumping and other anti-social behaviour. The site is located in a residential area, surrounded on its west and south sides by late Victorian terraced housing and its north and east sides by estates of modern flats built between 1950 and 1980. The houses to the west and south are generally 2-storey with pitched roofs and small rear gardens. The flats directly to the east are 3-storey. Cordell House to the north is a high rise block.

More widely, the site is located close to local shops in Broad Lane and to the Seven Sisters transport interchange.

PLANNING HISTORY

There is no planning history relating to this site.

The scheme is one of two separate new-build housing schemes for this estate. Both have been developed following extensive consultation with local residents by the Housing Service. A third scheme was dropped as a result of local concerns. The existing garages are currently underused which has resulted in problems such as dumping and anti-social behaviour.

DETAILS OF PROPOSAL

The proposal comprises the demolition of the existing lock up garages on the site and the erection of 2 and 3 storey buildings to provide affordable residential development. The accommodation proposed comprises three houses, including one wheelchair house on the Harold Road end adjacent to the existing terrace of houses and six flats on the Newton Road end adjacent to the existing three storey blocks of flats. The main frontage of the proposed buildings faces onto Harold and Newton Roads. Entrances face onto these roads with private entrances to the houses and communal entrances to the flats. The houses have rear gardens and the flats have a communal garden.

Five parking spaces, including one disabled space, are provided. Cycle storage is located within the building. The vehicle and pedestrian entrances to the development will be gated and there is a brick boundary wall to the private side garden fronting Newton Road.

Following discussions with the Design team, the elevations to Harold Road have been extensively revised to improve the appearance of the development.

CONSULTATION

Ward Councillors
Transportation
Building Control
Cleansing
Arboriculturist
Design

Local residents:

1 - 48 Cordell house, Newton Road
1, 3, 21 - 27, 6 - 24 Harold Road
2 - 48 Newton Road
14 - 40 Herbert Road
2 - 24 Walton Road

RESPONSES

Ward Councillors - Councillor Diakkides has responded supporting the proposal.

Transportation do not object to this application.

Building Control have responded confirming the fire/emergency vehicle access is satisfactory.

Cleansing - no response received to date

Design have commented as follows:

“Design Team have had the opportunity to review the amended scheme for the garage site at Harold Road/Newton Road submitted by Teri Okoro and am satisfied that concerns raised in terms of the scheme’s design have been positively addressed. Therefore, I have no further objection.”

“I suggest that a condition be included should permission be granted to ensure the quality of materials and detailing to be used.”

6 objections from local residents:

26 Herbert Road N15 has objected on grounds of increased parking pressures and potential road safety issues, fire escape access from the property into the application site, express concern about current social problems in the area. Suggest turning the garage court into a green area where local residents could relax.

A second objection has been received from the same address but from a different objector. This letter objects on grounds of loss of privacy and light, and increased parking pressure. Also the proposal would result in a detrimental effect on the character of the area.

18 Herbert Road objects on the grounds of increased parking pressure and a detrimental effect on the character of the area.

No. 30 Herbert Road has also objected on the grounds of loss of light to the rear of the property, overlooking and loss of privacy and loss of rear access.

No. 25 Wakefield Road N15 have responded objecting on the grounds of increased parking pressure and need for local parking provision.

No. 86a Rangemoor Road N15 who occupies one of the garages has responded objecting on the grounds of loss of parking and privacy.

RELEVANT PLANNING POLICY

The Council's new Unitary Development Plan was adopted by the Council in July 2006 following its Public Inquiry and modifications procedures. It incorporates relevant national policy guidance and complies with the London Plan. The principle policies which are relevant to this case area set out below.

POLICY HSG1: NEW HOUSING DEVELOPMENTS

The Council has to provide enough extra housing in Haringey, over the plan period, to cater for the growing number of households and to ensure that there are homes available for those currently in temporary accommodation to move into. Haringey's population has grown slightly from 207,010 in 1991 to 216,510 in 2001 (an increase of 4%).

The Council will increase the supply of housing in the borough in order to meet targets through identifying sites, achieving higher densities, approving changes of use where appropriate and redeveloping at higher densities. The Council has welcomed the new London Housing Capacity Study and considers that it provides a realistic assessment of housing capacity in the borough. The draft alterations to the London Plan includes a housing target of 6,800 dwellings for Haringey over the period 2007/08 – 2016/17.

There will be sites that come forward for housing other than those already identified. These sites are known as "windfall sites" and will contribute towards meeting the housing need in Haringey. Such sites will be assessed against Policy HSG1 to ensure that they meet the needs of the community and do not harm the environment.

POLICY G3: HOUSING SUPPLY

The Council will aim to provide enough housing to meet the needs of Haringey residents and to contribute towards achieving a draft London wide target of 31,090 additional households a year. Draft alterations to the London Plan identify a revised housing target for Haringey of 6,800 additional homes between 2007/8 and 2016/17.

The Council will also seek to maximise new housing opportunities.

POLICY UD3: GENERAL PRINCIPLES

New development in the borough should complement the existing pattern of development in that part of Haringey. The policy aims to ensure that future development in the borough will not worsen the quality of life for those living and working in Haringey.

POLICY UD4: QUALITY DESIGN

The Council wishes to support good and appropriate design, which is sustainable, improves the quality of the existing environment, reinforces a sense of place and promotes civic pride.

The Council considers that people deserve a safe environment in which they can live and move around without fearing that they might be a victim of crime. This is an important component of peoples' quality of life. Good design of buildings and their relationship with their environment affects the perception of an area, as well as the opportunity for disorderly or criminal behaviour.

Any proposals for developments and alterations or extensions, which require planning permission or listed building consent, will be expected to be of high design quality.

POLICY UD2: SUSTAINABLE DESIGN AND CONSTRUCTION

This policy is primarily concerned with the environmental/natural resource aspects of sustainable development. (The social and economic aspects of sustainable development are addressed elsewhere in the UDP). The Council would prefer, all things being equal, that all development in the borough is designed in a way that maximises the potential of the site without causing any unnecessary local nor global environmental consequences.

POLICY HSG4: AFFORDABLE HOUSING

Housing developments capable of providing 10 or more units will be required to include a proportion of affordable housing to meet an overall borough target of 50%. The proportion negotiated will depend on the location, scheme details or site characteristics.

POLICY HSG9: DENSITY STANDARDS

Residential development in the borough should normally be provided at a density of between 200 – 700 habitable rooms per hectare (hrh) and should have regard to the density ranges set out in Table 4B.1 of the London Plan.

POLICY HSG10: DWELLING MIX

All new residential development (including conversions) should, where possible, provide a mix of dwelling types and size in order to meet the housing needs of the local community.

POLICY ENV10: MITIGATING CLIMATE CHANGE: RENEWABLE ENERGY

The Council will contribute to mitigating climate change by:

- c) encouraging non-major developments to have an energy assessment and on site energy provision from renewable sources;

POLICY M10: PARKING FOR DEVELOPMENT

The Council will apply its parking standards to restrain car use, to reduce congestion, to improve road safety, to give priority to essential users and people with disabilities, to improve the environment, to improve local accessibility and to encourage sustainable regeneration.

ANALYSIS/ASSESSMENT OF THE APPLICATION

The main issues relating to this proposal are:

1. The need for new housing
2. Density, mix, design
3. Sustainability
4. Impact on neighbouring properties
5. Parking provision

1. The Need For New Housing

National Guidance (PPG3) requires Local Authorities to:

“provide sufficient housing land, giving priority to re-using previously developed land within urban areas, in preference to the development of Greenfield sites.”

Part of this provision is to identify and provide “windfall sites” which are sites not specifically identified as available in the Local Plan but have become unexpectedly available. Harold Road garages falls within this category.

The London Plan was adopted in 2004. Haringey’s housing target in the London Plan is 19,370 between 1997 and 2016. This target has subsequently been amended to 6,800 dwellings between 2007/8 and 2016/17 based on 2004 housing capacity study and is accepted by the Council and the Greater London Authority as an accurate and realistic assessment of housing potential in the borough. Therefore, the draft altered housing target will be used to guide decisions on housing developments in the Borough.

The housing target is for net additional dwellings and includes dwellings provided through development and redevelopment and will be incorporated into the London Plan in 2007. Para 4.11 of the adopted Unitary Development Plan 2006 sets out the preference for the use of previously developed land for new housing proposals, specifically identifying redundant or derelict sites. Harold Road garages clearly falls within this category.

The application site is regarded as being both a “windfall site” and a “previously developed site” as identified in the PPS3 and the adopted Plan. As such, the principle of the use of the site for residential purposes must be regarded as complying with the appropriate policy guidelines. The use of the site for residential purposes will therefore contribute toward the Council’s strategic housing targets in line with policy HSG1.

2. Density, Mix, Design

Policy HSG9 Density Standards of the adopted Unitary Development Plan 2006 states:

“residential development in the borough should normally be provided at a density of between 200-700 habitable rooms per hectare and should have regard to the density ranges set out in Table 4B.1 of the London Plan.”

The density of the development proposed here is 245 habitable rooms per hectare, and therefore complies with the Council's preferred density range.

Policy HSG10 Dwelling Mix states:

"All new residential development should, where possible, provide a mix of dwelling types and size in order to meet the housing needs of the local community."

This scheme provides 2 x 4-bed units, (22%), 1 x 3-bed units, (11%), 4 x 2-bed units, (44%) and 2 x 1-bed units, (22%). This is an acceptable mix and complies with the requirements set out in SPG3a.

Policies UD3 General Principles and UD4 Quality Design set out the Council's policies regarding good design. These policies state:

"The Council will require development proposals to demonstrate that:
a) *the proposal complements the character of the local area and is of a nature and scale that is sensitive to the surrounding area;"*

The application site is well located in terms of its proximity to local shops, schools and other facilities. It also has good links to the public transport network.

The proposed buildings are two and three storey and so are of a bulk and mass appropriate to the area. The two-storey element is toward the west end of the site adjacent to the existing two-storey properties in Harold Road. The east end of the scheme rises to three-storeys to match the existing flats adjacent to the site at the Newton Road end.

The scheme has been designed to re-instate the building line and streetscape in Harold Road and so repair the street frontage that was lost when the garages were built as part of the larger development in the 1970's. The new houses will have private front doors facing the street and the flats entrance will relate to the flats adjacent.

The scheme has been subject to extensive redesigning following discussions with the Design Team and is now considered acceptable. The revised scheme is crisp and clean in appearance but contains adequate modelling of the elevations and roof structures to give interest to the overall building. The design and materials are modern but reflect the character and nature of the surrounding area, being predominantly brick built with complimentary panels of coloured render.

Planted areas in front of the new buildings will create a sense of privacy for the occupiers as well as contributing to the appearance of the development in the general street scene.

Vehicle access to the scheme is via a gated archway in the centre of the scheme leading to four car spaces. The refuse and cycle stores are also sited on this access.

All the units are designed to comply with regulations for the ambulant disabled and to Lifetime Home standards as required by SPG3a. Unit 1 is designed to full wheelchair standard with its own parking space and incorporates a lift.

3. Sustainability

Policy ENV10 Mitigating Climate Change: Renewable Energy of the adopted Unitary Development Plan 2006 seeks to encourage new development to be more energy efficient in line with guidance set out in PPS 1 Building Sustainable Communities and PPS22 Energy Efficiency. This policy encourages non-major schemes such as Harold Road to have an energy assessment and on-site energy provision from renewable resources.

The sustainability checklist submitted as part of the application identifies a number of specific features to address energy efficiency issues.

These include:

- i) scheme design to maximise natural daylight and ventilation to the buildings,
- ii) incorporating energy efficient condensing boilers,
- iii) rain water collection to houses,
- iv) affordable housing,
- v) secure covered cycle storage,
- vi) design and materials to be sustainable.

4. Impact on Neighbouring Properties

Policy UD3 General Principles of the adopted Unitary Development Plan 2006 states:

“The Council will require development proposals to demonstrate that:

- a) there is no significant adverse impact on residential amenity or other surrounding uses in terms of loss of daylight or sunlight, privacy, overlooking, aspect and the avoidance of air, water, light and noise pollution and of fume and smell nuisance.”*

The application site has a common boundary with the terrace of houses Nos. 22 – 36 Herbert Road, directly to the south of the site. The current boundary treatment is a brick wall approximately 2 metres high. The additional bulk and mass of the proposed buildings will not significantly adversely affect the sunlight and daylight to the rear gardens and windows of the existing houses in Herbert Road as they are located to the north of these houses and are some 16 – 18 metres away.

In terms of privacy and overlooking, the proposed buildings have been designed to minimise principal windows facing the existing houses and as a result no direct overlooking will occur.

5. Parking Provision

Policy M10 Parking for Development sets out the Council's parking requirement for new development. This is based on national guidance in PPG13 Transport which seeks to reduce dependence on the private car. The standards set out in the guidance should be regarded as maximum figures.

As part of this scheme, 5 car spaces are provided, including the space attached to the wheelchair standard house. The policy would require between 6 and 8 spaces be provided. However, the application site is located in an area of medium to high public transport accessibility with particularly good access to bus routes and underground services at Seven Sisters. Transportation Group have responded not objecting to the application.

Given the high standard of public transport accessibility, and in the light of the guidance in PPG13, the level of parking provision is considered to be appropriate for this site.

CLAIMED RIGHTS OF WAY OVER THE SITE

The occupiers of two properties backing onto the site have made claims for right of way over the application site.

It is not the proper function of planning law to protect private interests as such. The only question is whether the claimed rights are within a class of material considerations to be given weight by the Committee. From a planning perspective, these rights, if they exist, are not material considerations. There is no suggestion that a public right of way on foot should be preserved over the application site.

S106 AGREEMENT

Policy UD8 Planning Obligations allows the Council to enter into agreements with developers to lessen any adverse impacts associated with the development in line with advice in Circular 05/2005. Detailed advice is set out in SPG10a and b.

Schemes with over 5 units with child bed spaces are required to provide an education contribution based on the formula set out in SPG10b. This scheme includes 7 units in this category. Based on the formula set out in SPG10b, the education contribution required will be £66,500.

There will also be an administrative charge of 5% of the total value of the scheme. This will be £3,325.

SUMMARY AND CONCLUSION

The proposal comprises the demolition of the existing lock up garages on the site and the erection of 2 and 3 storey buildings to provide affordable residential development. The accommodation proposed comprises three houses, including one wheelchair house.

The main issues relating to this proposal are the need for new housing, density, mix and design, sustainability, impact on neighbouring properties and parking provision.

The proposal will provide a small but valuable contribution to meeting the boroughs strategic housing target. The development will provide 9 new residential units, one to wheelchair standards, all of which will be affordable.

The scheme will result in an appropriate new use for the site, removing a disused garage court that causes problems in the locality.

The proposal meets all the appropriate standards for new residential development as set out in the relevant policies and SPG's.

The applicant, Sanctuary Housing Association, has agreed to enter into a S106 agreement to provide 100% of the units for affordable housing and an appropriate education contribution in line with Supplementary Planning Guidance.

In light of the above, the application is recommended for approval subject to conditions.

RECOMMENDATION 1

- (1) That planning permission be granted in accordance with planning application reference number HGY/2006/1934 subject to a pre-condition that Sanctuary Housing Association shall first have entered into an Agreement with the Council under Section 106 of the Town and Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974] in order to secure £66,500 as the education contribution, and £3,325 as an administration charge.

RECOMMENDATION 2

GRANT PERMISSION

Registered No. HGY/2006/1934

Applicant's drawing Nos. 345/HR1 Rev A, 345/HR2 rev C, 345/HR3 rev C, 345/HR4 Rev C & 345/HR-SC

Subject to the following conditions:

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

4. A scheme for the treatment of the surroundings of the proposed development including the planting of trees and/or shrubs shall be submitted to, approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity.

5. Details of a scheme depicting those areas to be treated by means of hard landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme to include a detailed drawing of those areas of the development to be so treated, a schedule of proposed materials and samples to be submitted for written approval on request from the Local Planning Authority.

Reason: In order to ensure the development has satisfactory landscaped areas in the interests of the visual amenity of the area.

6. That the levels of all thresholds and details of boundary treatment be submitted to and approved by the Local Planning Authority.

Reason: In order to safeguard the visual amenity of the area and to ensure adequate means of enclosure for the proposed development.

7. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

8. No development shall take place until site investigation detailing previous and existing land uses, potential land contamination, risk estimation and remediation

work if required have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.

Reason: In order for the Local Planning Authority to ensure the site is contamination free.

9. Notwithstanding the provisions of Schedule 2, Part 1 of the Town & Country Planning General Permitted Development Order 1995, no enlargement, improvement or other alteration of any of the dwellings hereby approved in the form of development falling within Classes A to H shall be carried out without the submission of a particular planning application to the Local Planning Authority for its determination.

Reason: To avoid overdevelopment of the site.

10. That not more than 30 habitable rooms shall be constructed on the site.

Reason: In order to avoid overdevelopment of the site.

11. That the accommodation for car parking and/or loading and unloading facilities be specifically submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority before the occupation of the building and commencement of the use; that accommodation to be permanently retained for the accommodation of vehicles of the occupiers, users of, or persons calling at the premises and shall not be used for any other purposes.

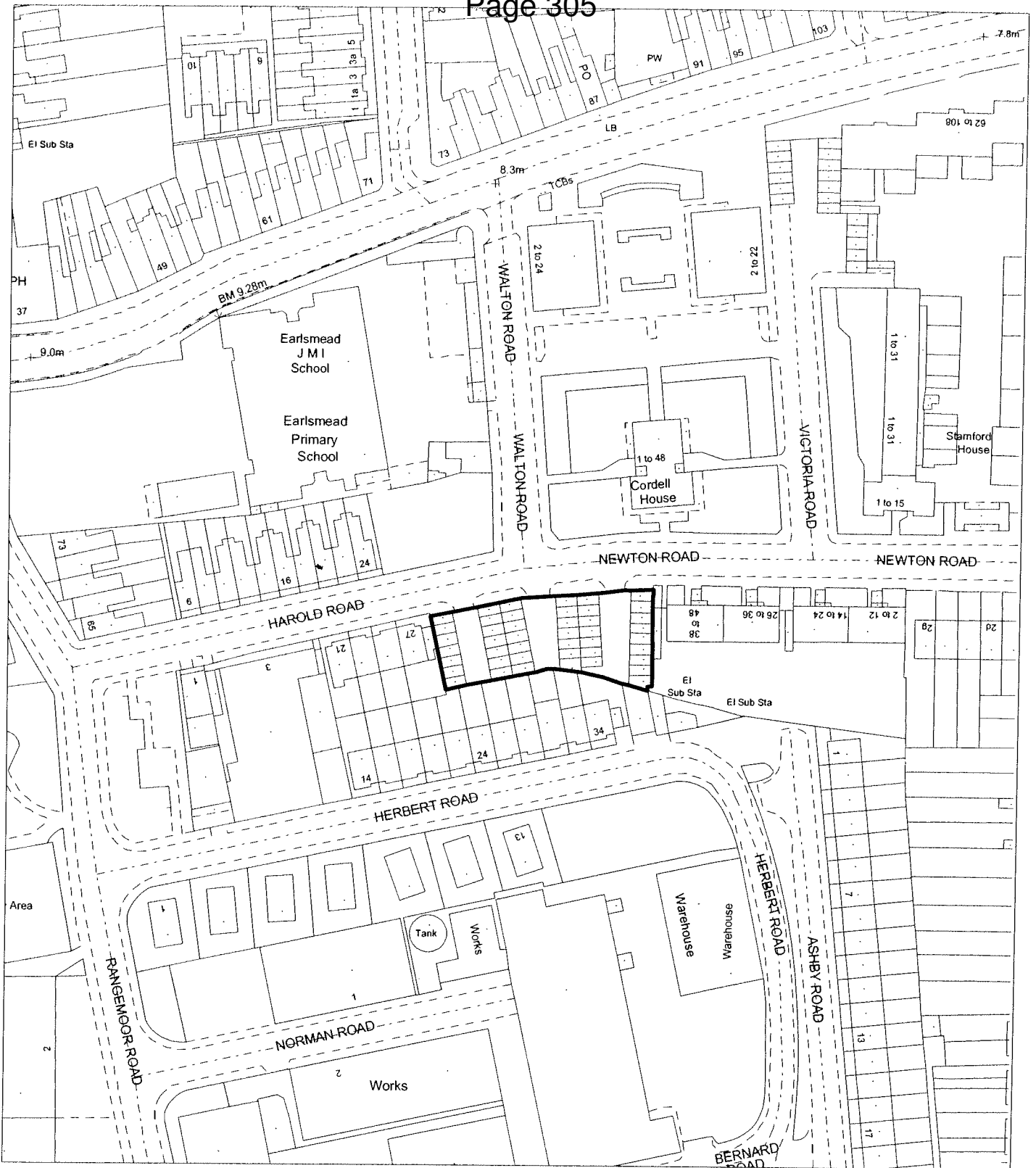
Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

12. That a detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality.

REASONS FOR APPROVAL

The application site is considered suitable for residential development in principle and so satisfies the requirements of Policies HSG1: New Housing Developments and HSG3: Housing Supply of the Unitary Development Plan 2006. The scheme is regarded as being of appropriate size, bulk and mix of unit type, is of good design quality, affordable housing provision and does not cause injury to existing amenity and thereby fulfils the requirements of Policies UD3: General Principles, UD4: Quality Design, HSG4: Affordable Housing Provision, HSG9: Density Standards, HSG10: Dwelling Mix and M10: Parking for Development of the Unitary Development Plan 2006.



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Site plan

Garages at Harold Road / Newton Road, N15



**Directorate of
Environmental
Services**

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Planning Applications Sub-Committee 26 February 2007 Item No.

REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE

Reference No: HGY/2006/2483

Ward: Seven Sisters

Date received: 18/12/2006

Last amended date: N/A

Drawing number of plans P102_001-01, P102_001-02, P102_001-03, P102_001-04, P102_001-05, P102-100-01B, P102-100-02, P102-100-03, P102 -200-01A, P102- 200-02, P102-200-03, P102_200-04, P102-200-05, P102_300-01, P102_300-02, P102_300-03, P102_300-04, P102-SK-20, 21,22,23 &24 & Design & Access Statement.

Address: 381 - 481 Seven Sisters Road N15

Proposal: Demolition of existing garages and erection of 3 x 3 storey building comprising 12 x 4 bed houses, 13 x 1 bed flats, 13 x 2 bed flats and 4 x 3 bed flats and associated landscaping (Revised scheme HGY/2005/1592).

Existing Use: Council Garages/Advertisements

Proposed Use: Residential

Applicant: Family Mosaic

Ownership: Council

PLANNING DESIGNATIONS

Road - Classified

Officer Contact: Elizabeth Ennin-Gyasi

RECOMMENDATION

GRANT PERMISSION subject to conditions and to Section 106 Legal Agreement.

SITE AND SURROUNDINGS

The application site comprises the strip of land fronting Seven Sisters Road between Netherton Road to the south and Moreton Road to the north. The site is bounded by the properties in Pulford Road to the west. These properties form part of the larger Tiverton Road housing estate. Directly opposite the centre of the site is Manchester Gardens, a small local public open space identified in the Plan as a Historic Park.

To the west of the site at the south end is Tiverton primary School. On the east side of Seven Sisters Road opposite is Stamford Hill Primary School.

The area directly surrounding the application site is generally residential in character, to the west is the Tiverton estate built in the 1970's. On the east side of Seven Sisters Road are areas of late Victorian terraced housing.

Seven Sisters Road itself is a busy through route with commercial/retail frontages and a large Public House opposite the site. It is lined on both sides by large mature Plane trees. It is served by a number of bus routes and there is a bus stop directly outside the site. Seven Sisters Underground station is approximately a 10 – 15 minute walk away.

The application site area is 0.66 hectares. It is currently made up of disused garages in Council ownership and a grassed strip fronting Seven Sisters Road. Large advertising hoardings, 7 – 8 metres high, are located to the rear of the grassed area along a large part of the site.

The site is not identified in the Unitary Development Plan as being within any particular policy area. Directly to the south Nos. 341-379 Seven Sisters Road are identified as Site Specific Proposal 16 for a mixed use development including retail/offices/housing and community uses. The parade of shops to the north is identified as a local shopping area.

The site also falls within the New Deal for Communities area, a regeneration initiative for this part of the borough.

PLANNING HISTORY

Historically, the site was occupied by a mixed use, 3-storey commercial/residential terrace of buildings similar to the existing terraces to the north and south of the site. These were demolished in the 1960's as part of the Tiverton Road estate redevelopment.

Recent planning history relates to the following:-

Demolition of existing garages and erection of four x part 3 / part 4 storey blocks comprising 28 x 1 bed, 30 x 2 bed and 10 x 3 bed residential units with associated landscaping - refused 31/10/2005.

DETAILS OF PROPOSAL

The scheme proposes the demolition of existing garages and erection of 3 X 3 storey residential units. It comprises of three separate elements: Building 1 is located at the southern end of the site and comprises of 18 units, providing 1 and 2bed flats. Building 2 to the south of the pedestrian walkway comprises of 12 units, providing 1, 2 and 3bed flats. To the north of the site, would be a row of terraced dwellings comprising of 12 X 4bed units.

The buildings are arranged to form a new terrace fronting Seven Sisters Road, thereby creating a new street frontage to Seven Sisters Road, reflecting the original form of development demolished in the 1960's. The larger units are located on the ground floor and have rear gardens. All the housing will be affordable and would provide accommodation for shared ownership and social renting. The application is made on behalf of Mosaic Homes, a Registered Social Landlord with a number of schemes within the borough.

The scheme is car free. Secure, covered cycle parking is provided within the proposed building. All the proposed flats include either balcony, a terrace or rear gardens. The gardens range from 17 square metres to 65 square metres, with an average of approximately 33 square metres. These gardens are linked to the ground floor family accommodation.

Two amenity open spaces are created adjoining the pedestrian walkway. These spaces total 1000 square metres and will be landscaped and made usable and include low level planting and lighting. This will provide a much improved access to the estate and benefit visually Seven Sisters Road.

CONSULTATION

Ward Councillors
Transportation
Cleansing
Building Control
Design Team
Tree Officer:-
Crime Prevention Officer
NDC Regeneration
Scientific Officer

Residents

2 – 96 Pulford Road
1- 67 Remington Road
1 - 24 Moreton Road
1 – 24 Osman Close
1 – 24 Tewkesbury Close
1 – 24 Moreton Close
1 – 60 Eckington House
1 – 30 John Masefield House
361 – 487 Seven Sisters Road (odd)
485a -487a Seven Sisters Road
478b Seven Sisters Road
550 Seven Sisters Road
590 – 608 Seven Sisters Road
1 – 29 Berkeley Road
1 – 57 Heysham Road (odd)
2 – 68 Heysham Road (even)
1 – 41 Manchester Road
2 – 52 Manchester Road
1 – 19 Candler Street
2 – 22 Candler Street

RESPONSES

Ward Councillors – no responses received to date.

No. 46 Manchester Road - objects

Building Control- Access for fire Brigade, fire fighting and rescue considered acceptable.

Transportation – ‘Since this proposal falls on TfL road network and TfL is the highway authority for these roads.

Comment received from TfL on 15/01/07 in a letter dated 10/01/07 reads:

“Transport for London (TfL) is supportive of the proposal to create a car-free scheme on this site. However, we are concerned and object to the promotion of vehicular access for servicing and refuse collection directly from A503 Seven Sisters Road. The stopping restrictions on this part of the Transport for London Road network (TLRN) are 24 hours a day, 7 days a week.

There is a northbound nearside bus lane that operates from 7am to 7pm. There is guard rail along this entire length of road which is there to physically discourage kerbside stopping, which has been a problem in the past. The Design and Access Statement indicates vehicular servicing from local roads has been considered.

TfL would expect to see a Transport statement that indicates the level of person trips, a vehicular access strategy (eg refuse collection, other service vehicles, disabled provision, visitors) and how non-car modes will be encouraged. The demolition and the construction phase of the project could impede the safe operation of the TLRN. Should the Borough wish to approve the scheme, TfL would expect that a construction strategy would ensure no vehicles stopping on the TLRN and ensure no encroachment of hoardings or scaffolding onto the TLRN without TfL prior agreement and appropriate mitigation measures.

The principle of vehicular access from Seven Sisters Road is a matter for TfL to decide as the highway authority for this road. TfL would be more than willing to talk to the Borough and the developer about all the issues discussed above.’

Tree Officer:-

Tree cover.

The development site has a number of trees growing on it. The majority are self-seeded Sycamore and also located there are three Cypress trees. The trees appear to be in a fair condition, and of normal vigour for the species. All are proposed for removal.

None of these trees are worthy of retaining and therefore Tree Preservation Orders.

Located on the adjacent footpath is a row of mature London plane trees, which are under the ownership of the Greater London Authority. They are of significant amenity value.

Tree protection

The new development is to be built within close proximity of the Plane trees. All the trees must be protected throughout the development by robust fencing creating a Tree Protection Zone to prevent any detrimental effects to them.

BS 5837:2005 Trees in relation to construction gives recommendations on minimum distances for erecting protective fencing. A Tree Protection Zone must be created using these recommendations:

- The protective fencing must be constructed of stout wooden boards securely attached to scaffold poles, to a height of 2.4m.

- The fencing must be erected before any construction work commences on site and remain until development is complete.
- The Tree Protection Zone must remain in place until construction works are complete. No access will be allowed without prior agreement with the Local Authority Tree Officer.

Proposed structures

The nearest point of the new structure is 4m from the Plane trees. Only a structure built using a Pile and Beam foundations would be suitable. Piles within the trees crown spread will require hand digging to 1m initially to ensure no structural roots are damaged.

The new boundary wall and raised beds also require careful construction to reduce any detrimental effects

Consideration also needs to be given to the future relationship between trees and buildings. Issues such as blocking of daylight, nuisance caused by leaf fall and personal anxiety caused by living close to large trees need to be addressed.

New tree planting

It is proposed to remove a number of trees from the site. A new landscaping scheme needs to be produced with new tree planting.

Conclusions

A Method Statement must be produced indicating the chronology of events with regard to tree protection. This should also include engineering specifications for fence design and a revised site plan showing the Tree Protection Zone.

Engineering details will also be required for construction of the new boundary wall and raised beds to the front of the site.

The statement must also indicate exactly where the site compound and storage area is to be located. It should also include details of where service runs are to be installed.

Once a Method Statement has been produced and its contents agreed by all, it must be conditioned into planning permission.

A new tree planting programme must also be conditioned into planning permission.

Design Team – Have no objection in principle to the proposed scheme. However, they have concerns regarding proximity to the playground at Tiverton Primary School, the colour of the external materials (brickwork), elevational arrangement & roofline and security. Conditions have been suggested as means of dealing with these issues.

Scientific Officer - 'Can you condition HGY/2006/2483 to provide a site investigation report, details of present/previous usage, risk assessment and details of any remediation required. Also I feel we need to ask for an Air Quality assessment as the development is on the side of a road that is already above the objectives for Nitrogen Dioxide and fine dust. If it is found that the levels are above the Air Quality Regs 2000 and (amendment) Regs 2002 levels set, then details of mitigation measures are required'.

RELEVANT PLANNING POLICY

PPS1 Delivering Sustainable Development

PPS1 2005 sets out the fundamental planning policies on the delivery of sustainable development through the planning system. PPS1 identifies the importance of good design in the planning system and that development should seek to improve rather than maintain the quality and character of towns and cities.

PPG3 Housing

PPG3 sets out central Government guidance on a range of issues relating to the provision of housing. It states that the Government is committed to maximising the re-use of previously developed land in order to promote regeneration. PPG3 also sets out the Government's commitment to concentrating additional housing developments in urban areas and create sustainable communities. The need for development to include affordable housing is also set out in PPG3.

The London Plan

The London Plan has now been formally adopted having been issued in draft in June 2002 by the Greater London Authority. The London Plan forms the emerging Spatial Development Strategy for Greater London. It contains key policies covering housing, transport, design and sustainability in the capital. It will replace Regional Planning Guidance Note 3 - Regional Planning Guidance for London.

The London Plan sets housing targets for individual boroughs for the period up to 2016. The target for Haringey is 19370 additional 'homes' (970 per year). Since the adoption of the London Plan, a London Housing Capacity Study published in 2004 indicated that the borough's housing potential capacity is lower than the London Plan's target. The new target for the Council is to achieve 6,800 units between 2007 and 2017 based on the housing capacity study of 2004.

In terms of density, the London Plan states that appropriate density ranges are dependent on location, setting and public transport accessibility (PTAL) rating. A site with a PTAL rating of 2, where flats are predominantly proposed, the density range suggested is 300 – 450 habitable rooms per hectare. The car parking provision for such locations should be less than 1 space per unit.

The London Plan sets affordable housing targets for individual boroughs. The target for Haringey is 50%. This figure should include a range of affordable housing following the guide 70:30 for social rented to intermediate housing. However, the actual proportions for any individual site will depend on the boroughs housing need priorities, the characteristics of the residential proposal, the level of affordable housing in the surrounding area & the economic viability of the scheme.

Local Policies

Haringey's current Unitary Development Plan was adopted in July 2006, it set out policy guidelines for development in the borough. The following policies in the Unitary Development Plan and Supplementary Planning Guidance are considered relevant to the consideration of this application:

G3 Housing Supply

UD1 Planning Statements

UD2 Sustainable Design and construction

UD3 General Principles

UD4 Quality Design

UD7 Waste Storage

UD8 Planning Obligations

M9 Car-Free Residential Developments

M10 Parking for Development

HSG1 New Housing Developments

HSG 4 Affordable Housing

HSG 7 Housing for Special Needs

HSG 9 Density Standards

HSG10 Dwelling Mix

SPG1a Design Guidance

SPG 3a Density, Dwelling Mix, Floor space Minima & Lifetime Homes

SPG 3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight

SPG8a Waste and Recycling

SPG10a The Negotiation, Management and Monitoring of Planning Obligations

SPG10b Affordable Housing

SPG10c Education needs generated by new housing

ANALYSIS/ASSESSMENT OF THE APPLICATION

The previous application for residential redevelopment on the site was refused at Committee in October 2005 on grounds of overdevelopment relating to height, bulk and size, loss of light and visual intrusion to properties on Pulford Road, loss of valuable public open space and insufficient provision for shared ownership/key worker accommodation.

The current application, which has been submitted on behalf Family Mosaic Housing Association is the applicant's attempt to address the issues relating to the reasons for refusal. The main changes to the previous proposal are:

- Three storey terraced houses replace four storey apartment buildings.
- Overall reduction in number of units and density –(from 68 units to 42 units)
- The current proposal is located away from houses on Pulford Road.
- Front gardens have been design into the current scheme with defensible space offering passive surveillance over Seven Sisters Road.
- Increased landscaped area lining up with Manchester Gardens
- Front façade material changed to brick instead of copper

- Incorporation of renewable energy resources – in the form of solar water panels

The main issues to be considered in relation to this development are:

Principle of the use and housing need

Density

Design, bulk and massing

Dwelling mix, unit and room size, layout and stacking

Traffic and parking

Privacy and overlooking

Relationship to the school

Sustainability

Community Involvement

1. Principle of the use and housing need

Planning Policy Statement 1: “Delivering Sustainable Development” advises that sustainable development is the core principle underpinning planning. The guidance advises, in paragraph 27 (viii), that planning should “promote the more efficient use of land through higher density, mixed-use development and the use of suitably located previously developed land and buildings”.

National Policy Guidance PPG 3 “Housing” and the London Plan encourage the residential development of brownfield sites. The pressure for new housing in the Borough means that brownfield sites, i.e. previously developed sites, are increasingly considered for housing development. In the Borough's tight urban fabric the opportunities for an acceptable form of development are increasingly limited as the availability of sites decrease.

The London Plan sets housing targets for Local Authorities for the period up to 2016. The target for Haringey is 19,370 additional ‘homes’ (970 per year). These targets are generally reflected in Unitary Development Plan policy G3 ‘Housing Supply’. However, since the adoption of the London Plan, a London Housing Capacity Study was undertaken. Its findings published in 2004 indicated that the borough's housing potential capacity is lower than the London Plan target. To this end the Council is now seeking to increase the number of dwellings in borough by 6,800 units between 2007 and 2017 based on the housing capacity study of 2004. Therefore, the redevelopment of the site for residential purposes will contribute toward the Council meeting its housing targets, in line with policies G3 ‘Housing Supply’ and HSG1 ‘New Housing Developments’.

The application site is currently occupied by lock up garages and a grassed open area fronting Seven Sisters Road which is backed by large advert hoardings facing the main road. The garages are vacant and the site is subject to anti-social behaviour. The open area has little townscape value and is dominated by the row of large hoardings. The garages are no longer required by Housing and the redevelopment of this site will bring about the re-use of what is currently under used land in line with advice in PPG3, The London Plan and policy G3 ‘Housing Supply’ of the Unitary Development Plan.

2. Density

The London Plan sets a density of 200 – 300 habitable rooms per hectare for developments, consisting terrace houses and flats, in urban areas along transport corridors and sites close to town centres with an accessibility index of 3 -2.

Policy HSG9 'Density Standards' of the adopted Unitary Development Plan sets a density range of 200 –700 habitable rooms per hectare. However, the policy requires that a 'design-led' approach is taken in the assessment of density of development proposals. Therefore matters such as the character of the local area, quality of the design, amenity standards, range and mix of housing types should also form part of the assessment to ensure proposed development relates satisfactorily with the site.

The scheme proposes a total of 42 residential units. The development would provide a mix of 13 x 1-bedroom units, 9 x 2 bedroom units, 8 x 3 bedroom units and 12 X 4bed houses. In total, the scheme has 145 habitable rooms. Therefore, applying the method set out in SPG3a 'Density, Dwelling Mix, Floor space Minima & Lifetime Homes', the density of the proposed development is 220 habitable rooms per hectare.

The proposed density is within the range of 200 – 700 set out in the Unitary Development Plan. In the context of the surrounding area, the proposed density is considered appropriate for the site. As such, the scheme is considered to have an acceptable density, in compliance with the London Plan, Policy HSG9 'Density Standards' and SPG3a.

3. Design, bulk and massing

Policy UD3 'General Principles' & UD4 'Quality Design' require that new buildings are of an acceptable standard of design and be in keeping with the character of the surrounding area. The overriding aim of these criteria based policies is to encourage good design of new buildings in order to enhance the overall quality of the built environment and the amenity of residents. These policies reflect the advice in PPS1 and PPG3.

The underlying design principal of the scheme is to create a modern terrace, interpreting the traditional pattern of development in the area in a new way. The layout comprises linear blocks close to the street edge, overlooking the street with private rear gardens. The development is broken up into three separate buildings to respond to the slope of the site and provide views through the development to the areas behind. A landscaping strip is incorporated into the scheme on Seven Sisters Road frontage to provide for a defensible space in front of the ground floor units. Also two amenity spaces are proposed adjoining the pedestrian walkway, providing 1000m² landscaped area, which would include low level planting and lighting.

The proposed buildings are 3 storeys to reflect the slope of the site and to respond to the proximity of the existing buildings to the rear. The current scheme has been revised by locating the houses further away from Pulford Road. The proposed units would conform to 'Secured by Design' specification and are design to be dual aspect with front doors to the street and balconies, all of which contributes towards improved surveillance of the surrounding streets. Whilst wood and copper was proposed for the elevational treatment of the previous scheme, the current scheme would use high quality brick and timber to provide human scale and warmth to the buildings and houses. Also the design of the roofline has been revised by stepping down the buildings to help break down the overall bulk of the scheme. It is considered that the scale, bulk and overall design

of the scheme is acceptable and would bring an exciting and modern appearance to this part of Seven Sisters Road.

4. Dwelling mix, unit and room size, layout and stacking

In terms of the mix and standard of accommodation provided, Policy HSG 10 'Dwelling Mix' and SPG3a "Density, Dwelling Mix, Floor space Minima, Conversions, Extensions & Lifetime Homes" set out the Councils standards. The policy encourages the provision of a mix of dwelling types and sizes and outlines minimum flat and room size requirements for new residential developments, which ensures that the amenity of future occupiers is protected.

This scheme would provide 13 X1bed units, 9 X 2bed units, 8 X 3bed units and 12 X 4bed houses, which would accords with policy guidelines. The majority of the one-bedroom units have a floor area of at least 48m², which conforms to the Councils requirement. Therefore, the one-bedroom units are considered to provide a satisfactory standard of accommodation. The two-bedroom units are between 61m² and 69m². All the two-bedroom units meet the minimum flat size requirement of 60m² (for a 2-bedroom, 3 person flat). The three-bedroom units vary between 82 and 85m², which is in excess of the size requirements of a 73m² (4 person flat). The Four- bedroom houses allow 115m² per unit which exceeds the Council's requirement of 95m² (7-person accommodation).

All the flats are dual aspect. As such, all units/rooms are considered to have adequate light and ventilation. In addition, the stacking and layout arrangement is deemed to be acceptable, with all habitable rooms located above or below habitable rooms in other units. The units have been designed to conform to 'Lifetime Homes Standards' by incorporating provision to meet circulation requirements. In addition all the units have living room and convenient potential bed space at entrance level. Also the units have a wheel chair accessible entrance level and toilet facilities with provision made for future incorporation of a shower. All living rooms incorporate glazing at 800mm or lower, affording seated persons' views out.

Therefore the proposed units provide a satisfactory standard of accommodation and internal layout appropriate for the development. As such, the residential accommodation is found to comply with policy HSG10 and SPG3a.

5. Traffic and parking

The development is proposed as a car free development. This is due in part to the location of the site fronting Seven Sisters Road, which is a main through route, served by a number of bus routes and being within approximately 10 minutes walking distance of Seven Sisters and Manor House stations, as well as the natural characteristics of the site making the provision of providing car spaces within the site difficult. A clause is inserted in the S106 agreement to prevent future occupiers obtaining residents parking permits for the surrounding area.

Seven Sisters Road is the responsibility of TfL. TfL have no objection to the scheme but have requested a vehicular access strategy/ construction strategy (in relation to refuse collection, construction vehicles, service vehicles, disabled provision etc). Therefore a condition has been attached to this report requesting the applicants to submit details for consideration prior to any construction work on the site.

12 secure, covered cycle parking bays are provided within the development.

Refuse storage areas are provided within the development with direct access for refuse collection vehicles from Seven Sisters Road, however, TfL considered that to be problematic, a condition has been attached to this report requiring a scheme for refuse collection to be submitted.

6. Privacy and overlooking

Policy UD3 'General Principles' and SPG3b 'Privacy/Overlooking aspect/outlook, daylight/sunlight' seek to protect existing residential amenity and avoid loss of light and overlooking issues.

Due to the narrow nature of the site and the proximity of the existing housing, particularly in Pulford Road, the proposed development is within the 20 metre distance required by policy between principal facing windows. To avoid the potential overlooking of the existing houses by the new development, the upper storey of the rear elevations have been designed to minimise any loss of privacy by providing screens to the rear balconies, angled windows to avoid direct overlooking and obscured glass to rear facing windows where required.

7. Relationship to Tiverton Primary School

The proposed development shares a common boundary with Tiverton Primary School at its southern end. Due to the difference in levels at this point, the development is effectively raised up by a storey at this point relative to the school playground. To address this, the scheme incorporates an "art wall" at playground level. This will be finished to allow the School to be involved in the development of suitable art work to be created through a collaboration between the applicant and the school. A provisional sum of money has been set aside for this project.

The scheme has been presented to the Head Teacher of the Primary School and the Chair of Governors of the School to identify and resolve any issues and concerns that the School may have.

8. Sustainability

The re-use of under utilised land and the provision of 100% affordable housing are regarded as important sustainable features of the development in themselves which comply with the thrust of both national and London wide guidance. In addition, the scheme is car free (with provision of 12 secure cycle parking bays) and the configuration of the proposed buildings, for example all the units are dual aspect, provide for good natural ventilation and daylighting.

In terms of assessment of this type of development, the BRE Ecohomes Assessment procedure is regarded as most appropriate. This approach is used to benchmark the overall sustainability of developments. Using this approach based on an assessment of seven key areas; (including energy, transport, pollution, materials, health and wellbeing, water & land use and ecology) the scheme would achieve a very good rating. The scheme includes particular features to improve its energy efficiency/sustainability including solar water panels, condensing boilers, low flush toilets and water meters. The scheme also proposes the use of solar panels for hot water.

9. Community Involvement

The applicant has carried out an extensive series of meetings with stakeholder groups in the local area including the NDC partnership, the local schools, residents groups and the local Crime Prevention officer. The intention of this process was to allow local people to see the scheme and comment on it. As a result of this process, the scheme has been developed and where possible the comments made have been incorporated into the scheme.

RESPONSES TO CONSULTATION

One objection letter has been received from a local resident which expresses concern on the following issues. In summary these are:

- Lack of parking/increase congestion in the area
- Loss of open space,
- Increase population in the area resulting in anti social behaviour

In response to these issues, the proposed scheme would be car free nature, which will be incorporated into the S106 agreement. It is considered that this would mitigate the issue of parking problems and congestion. The scheme incorporates open space landscaped areas, for the residents as well as rear gardens for the large family housing. The Council does not accept that the redevelopment of the site for residential would result in anti social behaviour.

S106 AGREEMENT

Policy UD8 Planning Obligations, SPG10c 'Education needs generated by new housing' and SPG10b Affordable Housing set out the requirement for development in the borough to provide contributions to enhance the local environment where appropriate, in line with the national guidance set out in Circular 1/97.

The applicant has agreed to enter into an Agreement of S106 of the Town and Country Planning Act 1990 to include provision to achieve improvements to the local environment and facilities in the borough. The main features of the S106 Agreement are:

- The provision of affordable housing at 50% of the total units, to achieve: 50 habitable rooms for shared ownership units and 23 habitable rooms for renting.
- An education contribution as required under SPG10c 'Education needs generated by new housing' to a value of £349,000.
- Car free scheme to prevent current or future occupiers being eligible for residents parking permits for existing or future restricted parking areas in the area.
- A contribution of £10,000 towards the scheme for the 'art wall' at Tiverton School.
- A cost recovery charge of £10,470; 3% of the total value of the S106.
- Participation in the Construction Web Initiative.

SUMMARY AND CONCLUSION

The application site comprises the strip of land fronting Seven Sisters Road between Netherton Road to the south and Moreton Road to the north. The application site area is 0.66 hectares. It is currently made up of disused garages in Council ownership and a grassed strip fronting Seven Sisters Road. Large advertising hoardings, 7 – 8 metres high, are located to the rear of the grassed area along a large part of the site.

The scheme proposes the demolition of existing garages and erection of three storey residential development, which would be broken up into three separate buildings comprising 13 x 1 bed, 9 x 2 bed, 8 x 3 bed flats and 12 x 4 bed houses with associated landscaping. All the housing will be affordable; 50 habitable rooms would be provided for shared ownership units and 23 habitable rooms for social renting.

The redevelopment of this site will bring about the re-use of what is currently under used land in line with advice in PPG3, The London Plan and G3 Housing Supply of the Unitary Development Plan.

The scheme proposes a total of 42 residential units which results in a density of 220 habitable rooms per hectare.

The underlying design principle of the scheme is to create a modern terrace, interpreting the traditional pattern of development in the area in a new way. The use of bricks/ wood and colour glazing for the elevational treatment would bring an exciting and modern appearance to the buildings. The development is proposed as a car free development.

Whilst the proposed development is within the 20 metre distance required by policy between facing principal windows, the rear elevation has been designed to minimise potential overlooking of the existing houses.

The proposed development shares a common boundary with Tiverton Primary School at its southern end. The scheme incorporates an “art wall” at playground level which will be finished to allow the School to be involved in the development of suitable art work to be created through collaboration between the applicant and the school.

The applicant has carried out an extensive series of meetings with stakeholder groups in the local area including the NDC partnership, the local schools, residents groups and the local Crime Prevention Officer.

The applicant will enter into a S106 Agreement of the Town and Country Planning Act 1990 covering in particular affordable housing, education, environment and Construction Web.

Therefore it is considered that overall the proposed scheme is acceptable and complies with national, regional and relevant local policies G3 ‘Housing Supply’, UD1 ‘Planning Statements’, UD2 ‘Sustainable Design and construction’, UD3 ‘General Principles’, UD4 ‘Quality Design’, UD7 ‘Waste Storage’, UD8 ‘Planning Obligations’, M9 ‘Car-Free Residential Developments’, M10 ‘Parking for Development’, HSG1 ‘New Housing Developments’, HSG 4 ‘Affordable Housing’, HSG 7 ‘Housing for Special Needs’, HSG 9 ‘Density Standards’ and HSG10 ‘ Dwelling Mix’.

RECOMMENDATION 1

- (1) That planning permission be granted in accordance with planning application reference number HGY/2006/2483, subject to a pre-condition that the applicant shall first have entered into an Agreement or Agreements with the Council [under Section 106 of the Town and Country Planning Act 1990 (As Amended) in order to secure:
- The provision of affordable housing at 50% of the total units, to achieve: 50 habitable rooms for shared ownership units and 23 habitable rooms for renting.
 - An education contribution as required under SPG10c 'Education needs generated by new housing' to a value of £349,000.
 - Car free scheme to prevent current or future occupiers being eligible for residents parking permits for existing or future restricted parking areas in the area.
 - A contribution of £10,000 towards the scheme for the 'art wall' at Tiverton School.
 - A cost recovery charge of £10,470; 3% of the total value of the S106.
 - Participation in the Construction Web Initiative.

and

- (2) That the Agreement referred to in Resolution (1) above is to be completed no later than 19 March 2007 or within such extended time as the Council's Assistant Director (PEPP) shall in her sole discretion allow; and

RECOMMENDATION 2

- (3) That, following completion of the Agreement referred to in Resolution (1) within the time period provided for in Resolution (2) above, planning permission be granted in accordance with the planning application

GRANT PERMISSION

Registered No. HGY/2006/1934

Applicant's drawing Nos. P102_001-01, P102_001-02, P102_001-03, P102_001-04, P102_001-05, P102-100-01B, P102-100-02, P102-100-03, P102-200-01A, P102-200-02, P102-200-03, P102_200-04, P102-200-05, P102_300-01, P102_300-02, P102_300-03, P102_300-04, P102-SK-20, 21, 22, 23 & 24 & Design & Access Statement.

subject to the following planning conditions:

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.
Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.
Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.
3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.
Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.
4. The existing trees on the site shall not be lopped, felled or otherwise affected in any way (including raising and lowering soil levels under the crown spread of the trees) and no excavation shall be cut under the crown spread of the trees without the prior written permission of the Local Planning Authority.
Reason: In order to safeguard the trees in the interest of visual amenity of the area.
5. A scheme for the treatment of the surroundings of the proposed development including the planting of trees and/or shrubs shall be submitted to, approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.
Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity.
6. Details of a scheme depicting those areas to be treated by means of hard landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme to include a detailed drawing of those areas of the development to be so treated, a schedule of proposed materials and samples to be submitted for written approval on request from the Local Planning Authority.
Reason: In order to ensure the development has satisfactory landscaped areas in the interests of the visual amenity of the area.
7. Details of the proposed foundations in connection with the development hereby approved and any excavation for services shall be agreed with the Local Planning Authority prior to the commencement of the building works.
Reason: In order to safeguard the root systems of those trees on the site which are to remain after building works are completed in the interests of visual amenity.
8. That the levels of all thresholds and details of boundary treatment be submitted to and approved by the Local Planning Authority.
Reason: In order to safeguard the visual amenity of the area and to ensure adequate means of enclosure for the proposed development.

9. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.
Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.
10. That a detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.
Reason: In order to protect the amenities of the locality.
11. The proposed development shall have a central dish/aerial system for receiving all broadcasts for all the residential units created, details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property and the approved scheme shall be implemented and permanently retained thereafter.
Reason: In order to protect the visual amenities of the neighbourhood.
12. That precise details of the fenestration to the rear of the of the south block overlooking Tiverton Primary School playground shall be submitted to and approved in writing by the Local Planning Authority prior to the development hereby approved being commenced.
Reason: To avoid overlooking of the school playground.
13. Prior to the commencement of the development hereby approved, a method statement must be produced setting out the chronology of events with regard to tree protection. This method statement should include engineering specifications for fence design and a revised site plan showing the tree protection zone. Engineering details will also be required for the construction of the new boundary wall and raised beds to the front of the site. The statement should also include precise details of the site compound, storage areas and service runs.
Reason: To ensure the adequate protection of the existing trees.
14. That a scheme illustrating a vehicular access strategy for construction traffic, refuse collection, other service vehicles and disabled provision be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the approved scheme.
Reason: In order to confine access to the permitted points in order to ensure that the development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.
15. Prior to the commencement of the development hereby approved, a Travel Plan and a Transport Assessment Report must be submitted to and approved by the Local Planning Authority. Detailing should be as specified in SPG 7b 'Travel Plans' and SPG 7c 'Travel Assessments' dated October 2006.
Reason: In order to ensure that the proposed developments does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

16. Notwithstanding the provisions of Schedule 2, Part 1 of the Town & Country Planning General Permitted Development Order 1995, no enlargement, improvement or other alteration of any of the dwellings hereby approved in the form of development falling within Classes A to H shall be carried out without the submission of a particular planning application to the Local Planning Authority for its determination.
Reason: To avoid overdevelopment of the site.

17. That the existing hoardings on the site shall be removed and not reinstated without planning permission.
Reason: In order to safeguard the amenities of the locality.

18. No development shall take place until site investigation detailing previous and existing land uses, potential land contamination, risk estimation, air quality assessment and remediation work if required have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.
Reason: In order for the Local Planning Authority to ensure the site is contamination free.

REASONS FOR APPROVAL

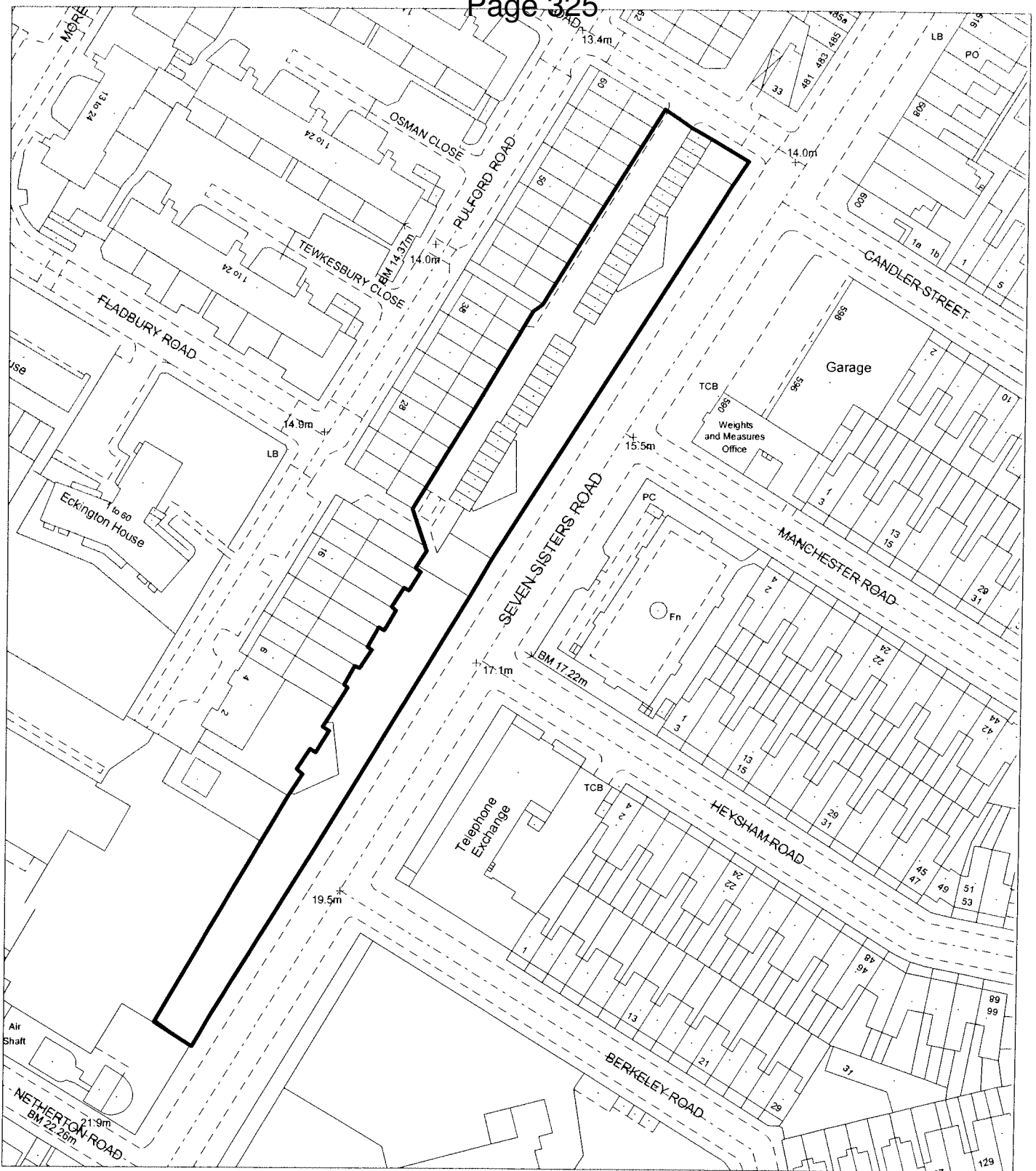
The scheme is acceptable and complies with national, regional and relevant local Policies G3 'Housing Supply', UD1 'Planning Statements', UD2 'Sustainable Design and Constructions', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', UD8 'Planning Obligations', M9 'Car-Free Residential Developments', M10 'Parking for Development', HSG1 'New Housing Developments', HSG 4 'Affordable Housing', HSG 7 'Housing for Special Needs', HSG 9 'Density Standards' and HSG10 'Dwelling Mix'.

- (3) That, in the absence of the Agreement referred to in Resolution (1) above being completed within the time period provided for in Resolution (2) above, the planning application be refused for the following reason:

The proposal fails to provide the affordable housing provision in accordance with the requirements set out in Policy HSG4 'Affordable Housing' and Supplementary Planning Guidance 10b 'Affordable Housing' of Unitary Development Plan

- (4) In the event that the Planning Application is refused for the reasons set out in Resolution (3) above, the Assistant Director (PEPP) (in consultation with the Chair of PASC) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
 - (i) 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 (PEPP) 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.

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Site plan

381 - 481 Seven Sisters Road, N15

HARINGEY COUNCIL

**Directorate of
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	Date	02/02/2007

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Planning Applications Sub-Committee 26 February 2007

Item No. 16

REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE**Reference No:** HGY/2006/2336**Ward:** Tottenham Green**Date received:** 30/11/2006**Last amended date:** N/A

Drawing number of plans 68811/PL300, 68811/PL301, 68811/PL302, 68811/PL303, 68811/PL304, 68811/PL305, 68811/PL306, 68811/PL307, 68811/PL308, 68811/PL309, 68811/PL310, 68811/PL311, 68811/PL312, 68811/PL313, 68811/PL314, 68811/PL315, 68811/PL316, 68811/PL317, 68811/PL318, 68811/PL319, 738_03D, 738_04, 738_11

Address: Tottenham Hale Retail Park, Broad Lane, N15

Proposal: Erection of Management Suite, four small retail (A1) units, 2 small units for retail (A1) or restaurant/cafe (A3) purposes, one unit for restaurant/cafe (A3) purposes (relocation of existing Burger King unit), enlarged garden centre, electricity substation, revised car parking, circulation and hard and soft landscaping layout.

Existing Use: Retail Park**Proposed Use:** Retail Park**Applicant:** Britel Fund Trustees Ltd.**Ownership:** Private**PLANNING DESIGNATIONS**

Road – Classified

Officer Contact: Stuart Cooke**RECOMMENDATION**

GRANT PERMISSION subject to conditions

SITE AND SURROUNDINGS

Tottenham Hale Retail Park is located at the junction of Ferry Lane and Broad Lane, close to the major transport interchange at Tottenham Hale. It is currently undergoing a major facelift to improve the attractiveness of the estate.

Retailers within the estate include a mix of national food and non-food operators e.g. Argos, Lidl, B & Q, Currys, PC World and Burger King.

The site is within the Tottenham International Strategic Regeneration Area identified in the London Plan and the Unitary Development Plan 2006, in strategic policy G12 Priority Areas and policy AC2 Tottenham International. These policies recognise the area as being identified in the sub-regional context for significant regeneration and development.

The Tottenham Hale Masterplan will elaborate on the Tottenham International Development Framework. The Masterplan will be an essential tool to guide development in the area over the next five to ten years, so that it takes place in a co-coordinated way and to the highest standards possible. It will set out the vision for the transformation of the area, with the creation of a new high density, urban centre focused around an enhanced public transport interchange and a high quality public realm. The Masterplan will also seek to improve access to the Lee Valley Regional Park with its waterways, wildlife and wide range of leisure activities.

PLANNING HISTORY

The retail Park was originally consented in the 1980's. Since then, its appearance has become dated resulting in a major programme of upgrading and improvements to increase its attractiveness. Planning permission was granted for these works were granted planning permission in 2005 and 2006.

DETAILS OF PROPOSAL

This scheme proposes the introduction of new A1 retail and A3 restaurant units and a new management suite building as the next phase of the upgrading of the retail park.

In particular, the scheme proposes:

- Four new retail units are proposed, between 101 square metres and 106 square metres to the north side of the site.
- Adjacent to these is a replacement Burger King unit of 235 square metres.
- Two new single storey, contemporary style buildings for either A1 or A3 use fronting Broad Lane.
- A new management suite building of 40 square metres located close to the access to Ferry Lane.
- Enlargement of the B & Q garden centre by 400 square metres
- Revisions to the public and staff car parks
- New electricity sub station
- Improved landscaping.

In total, the scheme proposes 1052 square metres of new floorspace, of which a maximum of 777 square metres will be retail. The intention of the scheme is to further contribute to the upgrading of the retail park removing the unsightly current Burger King unit and improving the appearance of the retail park from the surrounding roads, thereby helping to consolidate the retail park into the surrounding area.

CONSULTATION

Ward Councillors
Transportation (Tfl)
Cleansing
Legal Service

Building Control
Arboriculturist
Design Team
Strategic Sites
Policy

Ferry Lane Action Group (FLAG)
Ferry Lane Residents Association

L B Waltham Forest
Network Rail
London Underground
LRT Buses
EDF Energy

RESPONSES

Cllr Reith – *“I am writing to support this application. Although the site is not technically in my ward it runs alongside and is heavily used by residents from my ward. I have seen the plans and they have my full support.”*

TfL – *“do not believe the development represents any additional traffic risk to the safe operation of the TfL road network – A503 Broad Lane.”*

London Underground Ltd – *“The Victoria Line tunnels lie under the northern end of the retail park. Subject to foundation details and loading calculations, LUL has no comment to make on the application.”*

Building Control – *“the proposals are considered to be acceptable for fire brigade access and fire fighting in this particular case.”*

Strategic Sites – *“we have no objections in terms of the Tottenham Hale Masterplan.”*

B & Q – *“seeking advice in respect of this application as we consider this proposal to be over development of the retail park. In addition we have concerns about the proposal to provide staff car parking in the service areas”.*

RELEVANT PLANNING POLICY

NATIONAL POLICY

PPS6

PPS6 requires applications for significant retail floorspace to be assessed in terms of need for the proposal, a sequential assessment of site selection and an estimate of the net effect of any diversion of trade or ‘impact’ on the retail ‘health’ and ‘vitality and viability’ of other centres within Haringey.

POLICY AC2: TOTTENHAM INTERNATIONAL

The Lea Valley and the areas linked to Stansted Airport and Central London will be improved as a key regeneration, open space and recreational corridor in North London.

There should be the creation of a new urban focus centred around Tottenham Hale Station. Development should have regard to the development framework for the area which:

- a) creates a comprehensive mixed use development including appropriate retailing, such as a small food store and development of a cinema and hotel; supports the London Plan designation as a Major Development Opportunity and Strategic Employment location suitable for a business park, potentially achieving 5,000 new jobs and a minimum of 200 new homes.

Tottenham Hale is identified as an Opportunity Area in the Mayor's London Plan and is located within the London-Stansted-Cambridge-Peterborough Growth Corridor. It provides a major opportunity to create a thriving, sustainable urban centre with a significant number of new homes, together with an integrated mix of employment, retail and leisure uses, focused around an enhanced, fully accessible transport interchange with rapid access to Central London, Cambridge and Stansted International Airport.

POLICY TCR2: OUT OF CENTRE DEVELOPMENT

Proposals for new retail development outside the identified town and local shopping centres should demonstrate that:

- a) there is a need and the sequential approach as advocated by Government guidance has been appropriately applied (see paragraph 6.28);
- b) it will not have a demonstrably harmful effect on the vitality and viability of any nearby centres;
- c) the amenity and environment of occupiers of adjacent and nearby properties are not adversely affected;
- d) it is, or can be made, readily accessible by a choice of means of transport, including by bike and foot; or
- e) the proposal complies with an adopted Planning Framework.

POLICY UD3: GENERAL PRINCIPLES

New development in the borough should complement the existing pattern of development in that part of Haringey. The policy aims to ensure that future development in the borough will not worsen the quality of life for those living and working in Haringey.

POLICY UD4: QUALITY DESIGN

The Council wishes to support good and appropriate design, which is sustainable, improves the quality of the existing environment, reinforces a sense of place and promotes civic pride.

The Council considers that people deserve a safe environment in which they can live and move around without fearing that they might be a victim of crime. This is an important component of peoples' quality of life. Good design of buildings and their relationship with their environment affects the perception of an area, as well as the opportunity for disorderly or criminal behaviour.

Any proposals for developments and alterations or extensions, which require planning permission or listed building consent, will be expected to be of high design quality.

POLICY UD2: SUSTAINABLE DESIGN AND CONSTRUCTION

This policy is primarily concerned with the environmental/natural resource aspects of sustainable development. (The social and economic aspects of sustainable development are addressed elsewhere in the UDP). The Council would prefer, all things being equal, that all development in the borough is designed in a way that maximises the potential of the site without causing any unnecessary local nor global environmental consequences.

POLICY M10: PARKING FOR DEVELOPMENT

The Council will apply its parking standards to restrain car use, to reduce congestion, to improve road safety, to give priority to essential users and people with disabilities, to improve the environment, to improve local accessibility and to encourage sustainable regeneration.

ANALYSIS/ASSESSMENT OF THE APPLICATION

The main issues to be considered with this application are:

- Impact of additional retail floorspace
- Design
- Traffic/Car parking

IMPACT OF ADDITIONAL RETAIL FLOORSPACE

PPS6

PPS6 requires applications for significant retail floorspace to be assessed in terms of need for the proposal, a sequential assessment of site selection and an estimate of the net effect of any diversion of trade or 'impact' on the retail 'health' and 'vitality and viability' of other centres within Haringey.

Need

Need is assessed in terms of both 'quantitative' and 'qualitative' need. Quantitative need is assessed in terms of expenditure capacity. The Chesterton Study

commissioned by the Council in 2003 in forms the Councils policies on retail development in the borough. This study concluded that Tottenham Hale is an important destination within the borough, but despite this, significant retail expenditure was leaking out of the borough to other retail parks and the West End. Apart from the new retail floorspace in Green Lanes, this position is largely unchanged and therefore it may be concluded that a quantitative need for additional retail floorspace still exists in the borough.

In terms of qualitative need, three elements are relevant. First, Tottenham Hale is an established retail centre in the borough capable of attracting additional customers and therefore 'clawing back' some of the trade currently lost to the borough. Second, there is high demand for floorspace here from retail operators. Third, there is confidence in the development market for the need for additional floorspace in this location. Taken together, these three elements indicate a strong qualitative demand exists at Tottenham Hale.

Sequential test

It is necessary to apply a 'sequential' test approach to additional retail floorspace of this size. To this end, the applicant has considered 13 alternative sites in existing Town Centres, Edge of Centre sites and Out of Centre sites, in terms of their suitability, viability and availability. As a result of this assessment, none of the sites considered met all three criteria and was suitable.

Trade diversion

The application study also includes a 'health check' of the existing centres relative to this proposal. The study finds that all the centres surveyed are both 'vital' and 'viable' and that the limited diversion of trade likely to occur as a result of the additional floorspace proposed as part of this application will have a minimal effect on the vitality and viability of any of these centres.

UNITARY DEVELOPMENT PLAN 2006 POLICY

Policy TCR2: Out of Centre Development sets out Council policy relating to larger new retail floorspace proposals in line with central government advice contained in PPS6 Planning For Town Centres.

The maximum total additional retail floorspace proposed by this scheme is 777 square metres and 400 square metres of garden centre space. This will be divided between up to 6 small units of between approximately 100-120 square metres each. The level of additional retail floorspace is therefore relatively small compared to the total floorspace of the retail park. The retail assessment carried out by the applicant in relation to the earlier application for additional mezzanine floorspace, HGY2006/2070, identified both quantitative and qualitative need for additional floorspace within the retail park to i) prevent "leakage" of expenditure out of the borough to surrounding retail parks and ii) to improve its attractiveness to shoppers.

This assessment identified overwhelming quantitative need. The additional floorspace is therefore appropriate for the site and will help to address the identified need.

DESIGN

Policy UD4 Quality Design requires all developments to be of high quality design appropriate to the use and the surrounding area.

The general approach to the design of the new units is to create a modern, contemporary appearance to enhance and blend with the existing buildings in the retail park which are currently being upgraded to give a more contemporary attractive appearance. The group of four new small retail units is designed to blend with the larger new units already approved for the corner of Ferry Lane and Broad Lane. The unit facing Ferry Lane features a larger shop window facing the road to add interest to the street and attract people into the site.

The replacement Burger King unit is located within the car park area and designed in a similar vein to match the other buildings in the site. The new management suite is a relatively small building featuring curved facades and sweeping rooflines to create an interesting and attractive feature building at the entrance to the site.

The new A1/A3 units fronting Broad Lane are single storey again in similar style and materials, featuring large glazed areas facing the road, to add interest to the street scene as well as attracting people into the site.

TRAFFIC/PARKING

The scheme proposes a reduction of 48 visitor car spaces in the Retail Park along with an increase in staff parking spaces of 29 located in the service areas. The visitor spaces lost are principally from the area where the new small units and Burger King unit will be placed.

Policy M10 Parking for development seeks to restrain car use, reduce congestion, improve road safety, give priority to essential users and people with disabilities, improve the environment, improve local accessibility and encourage sustainable regeneration in line with central government guidance in PPS3.

Tottenham Hale Retail Park has a high PTAL rating due to its location opposite the Tottenham Hale transport interchange. It also has good pedestrian accessibility which is being further improved. The proportion of people driving to the site ranges between 48% on Thursdays to 58% on Saturday. These proportions are significantly lower than those which would be expected for an average retail park where the norm is 85 – 90%. In this light, the reduction of car spaces complies with government guidance and the requirements of policy M10 of the Unitary Development Plan 2006.

Also, 44 additional cycle parking spaces are provided to improve facilities for cyclists.

OTHER ISSUES

LANDSCAPING

The scheme proposes some alterations to the landscaping scheme approved as part of the previously approved scheme for the upgrading of the retail park in 2005, HGY2005/1447. The provision of Unit F in Broad Lane will require the loss of 3 Plane trees. These are misshapen and will be replaced by 3 Birch trees, which are expected to grow into a better shape more suited to this location. Along Ferry Lane, 5 small trees will be removed due to Unit C and will be replaced by 4 new Plane trees of suitable size and shape. Conditions are attached to ensure that replacement trees of suitable size and type are planted.

In addition, the general quality and amount of landscaping will be upgraded throughout the retail park in line with the overall site improvement programme.

SUSTAINABILITY

In line with policy UD2, Sustainable Design and Construction, the new-build elements are designed to be thermally efficient, use sustainable materials where possible and minimise energy consumption, similar to the new and upgraded buildings within the rest of the site.

SUMMARY AND CONCLUSION

Tottenham Hale Retail Park is located at the junction of Ferry lane and Broad Lane, close to the major transport interchange at Tottenham Hale. It is currently undergoing a major facelift to improve the attractiveness of the estate.

This scheme proposes the introduction of new A1 retail and A3 restaurant units and a new management suite building as the next phase of the upgrading of the retail park.

The retail assessment identified overwhelming quantitative need. The additional floorspace is therefore appropriate for the site and will help to address the identified need.

The general approach to the design of the new units is to create a modern, contemporary appearance to enhance and blend with the existing buildings in the retail park which are currently being upgraded to give a more contemporary attractive appearance

The scheme proposes a reduction of 48 visitor car spaces in the Retail Park along with an increase in staff parking spaces of 29 located in the service areas. The reduction of car spaces complies with government guidance and the requirements of policy M10 of the Unitary Development Plan 2006.

Also, 44 additional cycle parking spaces are provided to improve facilities for cyclists.

In conclusion, the proposal complies with the relevant central government guidance and policies of the Unitary Development Plan 2006.

RECOMMENDATION

GRANT PERMISSION

Registered No. HGY/2006/2336

Applicant's drawing Nos. 68811/PL300, 68811/PL301, 68811/PL302, 68811/PL303, 68811/PL304, 68811/PL305, 68811/PL306, 68811/PL307, 68811/PL308, 68811/PL309, 68811/PL310, 68811/PL311, 68811/PL312, 68811/PL313, 68811/PL314, 68811/PL315, 68811/PL316, 68811/PL317, 68811/PL318, 68811/PL319, 738_03D, 738_04, 738_11

Subject to the following conditions:

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.
Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.
2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.
Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.
3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.
Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.
4. Before any works herein permitted are commenced, all those trees to be retained, as indicated on the approved drawings, shall be protected by secure, stout, exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS 5837:2005 and to a suitable height. Any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No storage of materials, supplies or plant machinery shall be stored, parked, or allowed access beneath the branch spread of the trees or within the exclusion fencing.
Reason: In order to ensure the safety and well being of the trees on the site during constructional works that are to remain after building works are completed.

5. No detriment to the amenity of the neighbourhood shall be caused by noise or other disturbance than is reasonable as a result of the use of the premises hereby authorised.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

6. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

That the accommodation for car parking and/or loading and unloading facilities be specifically submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority before the occupation of the building and commencement of the use; that accommodation to be permanently retained for the accommodation of vehicles of the occupiers, users of, or persons calling at the premises and shall not be used for any other purposes.

Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

INFORMATIVE: Regarding proposed foundation layouts and loading calculations for the new buildings. The applicant is advised to contact London Underground Ltd, Engineering Directorate, 105 Victoria Street, London, SW1E 6AD, tel: 020 7027 9549.

REASONS FOR APPROVAL

The proposal has been assessed against the relevant national and local policies and guidance and is considered to comply with Policies AC2: Tottenham International, TCR2: Out of Centre Development, UD3: General Principles, UD4: Quality Design, Ud2: Sustainable Construction and M10: Parking for Development of the Unitary Development Plan 2006.



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Site plan

Tottenham Hale Retail Park, Broad Lane, N15



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