

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2014/2349

Ward: Bruce Grove

Address: Units 1-5 Bruce Grove Station 509 - 513A High Road N17 6QA

Proposal: Single storey extension to the High Road facade of Bruce Grove Station to create an additional 174sqm of A1 / A3 space with associated landscaping and yard

Applicant: Networkrail Infrastructure Ltd.

Ownership: Network Rail

Case Officer Contact: Robbie McNaugher

Site Visit Date: 08/07/2015

Date received: 14/08/2014 **Last amended date:** 02/10/2015

Drawing number of plans: A-618-001 REV1, 002 REV1, 003 REV1, 004 REV1, 005 REV1, 006 REV1, 007 REV1, 010 REV1

1.1 This application has been brought to committee because it is sponsored by the Council's Tottenham Regeneration Team.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The site is within Bruce Grove Town Centre where increased A1/A3 is supported
- The proposal is a high quality contemporary design which will aid the regeneration of the area
- The proposal will enhance the character and appearance of the Bruce Grove Conservation Area
- The proposal would result in some harm to the Locally Listed Building but this is outweighed by the benefit to the regeneration of the area and the enhancement of the conservation area
- The proposal would not impact on highway safety and would improve the pedestrian environment around the site
- The proposal involves the removal of 6 trees 3 of which are dead and 3 are in poor condition and are unworthy of retention
- There would be no significant impact on neighbouring amenity

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is delegated authority to issue the planning permission and impose conditions and informatives

Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval and detailed drawings/sections through the building showing construction/fixing details and drainage
- 4) Extract and ventilation details
- 5) Hours of operation
- 6) Construction Management Plan
- 7) Refuse and waste details
- 8) Architect retention
- 9) Signage and shutter strategy
- 10) Tree replacement

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Fat Trap

- 2.4 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

3.1.1 This is an application for a single storey extension to the High Road facade of Bruce Grove Station to create an additional 174sqm of A1 / A3 space with associated landscaping and yard. The proposal would partly enclose the existing forecourt of the station to provide a flexible commercial space which can be occupied as one unit, or if required, through subdivision, as 3 units.

3.1.2 To the north of the proposed extension there would be an external yard enclosed by a sliding metal gate. The existing trees within the site would be removed with a replacement tree provided in the external yard area. The proposal would set the building line back to provide an additional 1 metre of public space along the site frontage effectively increasing the width of the footpath along the frontage of the site.

3.2.3 The design and appearance of the proposal has been subject to amendment following submission and would be a modern bespoke design clad in 'corten' steel and glass panels with a standing seam roof.

3.2 Site and Surroundings

3.2.1 The application site is comprised of units 1-5 and the associated forecourt at Bruce Grove railway station in Bruce Grove, Tottenham. The station, units and forecourt are located on the western side of Tottenham High Road (A10) (High Road) at the junction with the A1010. The site is located within the Bruce Grove Conservation Area (BGCA), part of the Tottenham High Road Historic Corridor (THRHC). The Railway Station building is a Locally Listed Building

3.2.2 The existing small retail units sit in the arches beneath the platforms and buildings of the railway station above. The Courtyard to the front of the units was redeveloped using funds from the European Regional Development Fund (ERDF) in 1997 and is flagged with York Stone, has six trees arranged in a linear fashion and gated iron railings along the boundary with the High Road. Due to the limited space provided in the existing arches the previous occupiers expanded their retail activities onto the courtyard area to form an outdoor market which caused planning enforcement issues and damaged the courtyard surface and trees.

3.3 Relevant Planning and Enforcement history

HGY/1999/1242 GRANTED 29-12-99 509- 511a High Road London Use of existing railway arches for retail (A1) use.

HGY/2012/0697 REFUSED 29-05-12 509-513 High Road London Retrospective application for use of the forecourt area as market sale area with a canopy

There are a number of enforcement cases relating to the unauthorised use of the forecourt area including unauthorised structures and advertisements all of which are now closed.

4. CONSULTATION RESPONSE

4.1 Haringey Quality Review Panel was held on 16th September 2015.

4.2 The minutes of the meeting are set out in appendix 3 and summarised as follows:

- “The Quality Review Panel supports the proposal, and feels that it is a sophisticated contemporary building that has the potential to become a local landmark, whilst drawing the right lessons from the historic buildings nearby. The panel felt that the design elegantly represents the meeting of the industrial nature of the rail infrastructure and bridge with the Georgian architecture on the High Road. It was felt that due to the distinctive and iconic nature of the proposal, the detailed design (and construction details) of the scheme would be critical to ensuring the quality of the finished development. In this regard, the panel strongly recommends that the existing architects (or other such architects to be approved by the Local Authority) should undertake the detailed design of the project...”
- The panel welcomed the move (from the previous proposal) to increase the roof height and maintain a double-height space internally to retain integrity of the existing railway arches
- The panel welcomed the use of Cor-ten steel on the façade of the building, providing a velvet texture that will age over time.
- The panel felt that the scheme successfully marries elements of the local High Road architecture together with elements of rail infrastructure to create an enduring local landmark building
- More detailed comments are provided below on scheme layout, architectural details and relationship to surrounding buildings.

4.3 The following were consulted regarding the application:

Tottenham CAAC
LBH Tottenham Team
LBH Arboriculturalist
LBH Waste Management
LBH Conservation Officer
LBH Transportation Group
Tottenham Civic Society
London Fire & Emergency Planning Authority
Bruce Grove Residents Network

TfL
Thames Water
English Heritage

The responses are set out in Appendix 1 and summarised as follows:

Internal:

1) Conservation

The proposed development, by virtue of its scale and proximity to the locally listed station and its location within the conservation area, would cause some harm to the setting of the building as well as the area. However, its high quality and bold design would be a catalyst in regenerating the town centre as well as enhancing this prominent corner within the conservation area. These heritage and public benefits would outweigh the less than substantial harm caused and would accord with National policies. The scheme is, therefore, acceptable from a conservation point of view.

2) Transport

It is considered that the majority of prospective patrons are likely to use public transport for journeys to and from the site. There are parking restrictions on Bruce Grove and the High Road to prevent illegally parked vehicles. Consequently the transportation and highways authority would not object to this application.

External:

3) Thames Water

No objections subject to an informative

4) TfL

Subject to a construction statement, outlining the loading and unloading strategy during the construction period, secured by condition and submitted to TfL for approval prior to commencement TfL has no objections to the proposals. TfL also recommends that the width of the footway between the shop frontages and railings is increased to 1.5m in order to improve accessibility.

5) Historic England (formally English Heritage)

The principle of development on this site and of the scale envisaged is to be encouraged. However the materials and the quality of detailing will require the committee's careful consideration in order to ensure that they are satisfied the proposal meets the requirements of policy and legislation.

6) London Fire & Emergency Planning Authority

No objections

5. LOCAL REPRESENTATIONS

5.1 The application has been publicised by way of a site notice displayed in the vicinity of the site, a press notice and letters to neighbouring properties. Further consultation was carried out on the amended plans.

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

No of individual responses: 23

Objecting: 23

5.3 The following local groups/societies made representations:

- The Tottenham Conservation Area Advisory Committee
- Bruce Grove Residents' Network

5.4 The issues raised in representations are set out in Appendix 1 and summarised as follows:

- The site should be used to improved transport included improved accessibility rather than for retail provision
- Concern about the uses within the building
- The site should be used as green space
- The design and materials are not appropriate or sensitive to the Conservation Area

6 MATERIAL PLANNING CONSIDERATIONS

6.1 The main planning issues raised by the proposed development are:

1. Principle of the development
2. Design
3. The impact of the proposed development on the character and appearance of the conservation area and locally listed building
4. Transportation and highway safety
5. Trees
6. The impact on the amenity of adjoining occupiers

6.2 Principle of the development

6.2.1 Local Plan Policy SP1 'Managing Growth' states that the Council will focus Haringey's growth in the most suitable locations, and manage it to make sure

that the Council delivers the opportunities and benefits and achieve strong, healthy and sustainable communities for the whole of the borough. The Council will promote development in the Tottenham High Road Corridor.

- 6.2.2 In respect of the principle of increased A1/A3 floorspace on the site Local Plan Policy SP10 'Town Centres' states that the Council will promote and encourage development of retail, office, community, leisure, entertainment facilities, recreation uses, arts and culture activities within its town centres according to the borough's town centre hierarchy. The District Town Centre of Bruce Grove/Tottenham High will be supported and strengthened as an important shopping and service centre to meet people's day-to-day needs. The Council will take a proactive partnership approach to reinvigorating these town centres, widening their role and offer, developing their identities, improving the public realm and accessibility to them.
- 6.2.3 Given the site's location within the Bruce Grove District Centre the principle of additional A1/A3 floorspace is acceptable and reinforces the function and role of Bruce Grove as a town centre. The existing site's very limited (and compromised) retail floorspace and the consequential limits to the range and vitality of the uses possible within the existing retail spaces would also justify proposals to enable more active use of the building and spaces at this important part of the Town Centre. The space, despite being located in the heart of the centre, is currently considered to make no significant positive contribution to the appearance of the town centre. The opportunity to provide a high quality building capable of adding floorspace, footfall and frontage activity to this part of the town centre and contribute to the vitality and regeneration of the area is accordingly acceptable.

6.3 Design

- 6.3.1 London Plan Policies 7.4 'Local Character' and 7.6 'Architecture' require development proposals to be of the highest design quality and have appropriate regard to local context. Haringey Local Plan Policy SP11 'Design' and Saved UDP Policy UD3 'General Principles' continue this approach by requiring new developments to contribute to the creation and enhancement of Haringey's sense of place and identity, create high quality public realm, including improvements to existing streets and public spaces, seek the highest standards of access in all buildings and places; and ensure buildings are designed to be flexible and adaptable and able to integrate services and functions.
- 6.3.2 Local Plan Policy SP12 states that the Historic Environment should be used as the basis for heritage-led regeneration and as the basis for good design and positive change. Where possible, development should help increase accessibility to the historic environment.

- 6.3.3 The proposed design has elicited a range of views. Concern has been expressed that the bold contemporary design is inappropriate to the character of the conservation area – with some expressing a preference for more “traditional” building form and materials. The existing building is locally listed and is located in a conservation area but neither the NPPF, London Plan or Haringey Local Plan require that only traditional design forms are acceptable in such circumstances. Instead, the NPPF and Local Plan require that development exhibit a high standard of design informed by an understanding of and response to context. In 2015, in line with its commitment to support high quality development and the recommendations in Para 62 of the NPPF, the Planning Authority appointed a Quality Review Panel comprising experts (including architects, urban designers and engineers) from across the spectrum of the design community to provide independent advice in respect of new development in the borough.
- 6.3.4 Given the level of interest in this proposal, the application was presented to the Council’s Quality Review Panel (QRP) on 16th September 2015; The Panel’s comments are set out in full in Appendix 3. The QRP considered that the proposal amounted to “...a sophisticated contemporary building that has the potential to become a local landmark, whilst drawing the right lessons from the historic buildings nearby” and that the proposal “...elegantly represents the meeting of the industrial nature of the rail infrastructure and bridge with the Georgian architecture on the High Road.” In respect of the impact upon the area more widely, the panel’s view was that the proposal “...successfully marries elements of the local High Road architecture together with elements of rail infrastructure to create an enduring local landmark building.”
- 6.3.5 The panel also welcomed the move (from the previous proposal) to increase the roof height and maintain a double-height space internally to retain integrity of the existing railway arches and the use of Cor-ten steel on the façade of the building, providing a velvet texture that will age over time. Potential issues with vandalism and water run-off (from the Cor-ten) staining surrounding surfaces the panel believed could be avoided through careful design and detailing. Further details of the techniques for fabricating and fixing materials, and for dealing with the junctions between materials were also recommended.
- 6.3.6 In consultation exchanges during the scheme’s revision process, some concerns had also been verbally expressed about the large single window on the north elevation. The panel however welcomed the full-height window at the side of the building seen from the northern end of the High Road, and identified an opportunity for signage on the exposed bulkhead behind. They did suggest that elements of the design, such as the vertical glazing at high level at the junction with the old railway building requires further thought given the potential to increase visual links with the railway building façade and windows above whilst retaining maintenance access. The panel nevertheless welcomed the ‘lightness of touch’ between the junction of the new building and the existing railway building. In respect of the external space and new courtyard area,

recommendations of the panel (see Appendix 3) for more bespoke enclosure and wider use of the space have been considered by the applicants.

- 6.3.7 The applicant has responded that a full height fence will afford protection in terms of both security and visual screening at this particularly busy point on the High Road, and that an open perimeter treatment would have the effect of extending the footway into this space and it would immediately become a waiting space for bus passengers, rather than a valuable amenity for the new development. In land-ownership terms, Network Rail also requires a securable perimeter around their private land. At the south end of the yard, a large sliding gate will provide an entrance opening. This is deliberately industrial in character, to continue the yard-like feel of the space and the sliding opening mechanism will minimise the impact of the 'swing' of the gate on the relatively small area available for seating and planting.
- 6.3.8 In terms of accessibility the proposal would have a step free access from the High Road and the northern yard and would safeguard space for a potential lift to the platforms of the station. Within the building, the WC's are designed to be DDA-compliant. The design also makes provision for two additional entrance doors onto the High Road, (should the unit be sub-divided) which would also be step free. The design will also assist in the alleviation of pedestrian flow issues apparent along the current footway surrounding the development by creating a wider pavement while providing improved trading space.
- 6.3.9 Officers have had regard to the wide range of representations received and to the comments of the QRP and its in house conservation officer. In respect of the design approach and materials, officers agree with the conclusions of the QRP. The proposal, subject to specific matters of detail and delivery (including retention of the scheme architects) being secured by conditions, is considered to amount to a high quality design in accordance with London Plan Policies 7.4 'Local Character' and 7.6 'Architecture' and have appropriate regard to local context. The proposals are also considered to satisfy Local Plan Policy SP11 'Design' and Saved UDP Policy UD3 'General Principles'

6.4 Character and appearance of the conservation area and impact on the locally listed building.

- 6.4.1 The site is located within the Bruce Grove Conservation Area (BGCA), part of the Tottenham High Road Historic Corridor (THRHC). The Railway Station building is a Locally Listed Building. The Legal Position on impacts on heritage assets is as follows, and Section 72(1) of the Listed Buildings Act 1990 provides:

"In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or

enhancing the character or appearance of that area.” Among the provisions referred to in subsection (2) are “the planning Acts”.

- 6.4.2 The *Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council* case tells us that "Parliament in enacting section 66(1) did intend that the desirability of preserving the settings of listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given “considerable importance and weight” when the decision-maker carries out the balancing exercise.”
- 6.4.3 The *Queen (on the application of The Forge Field Society) v Sevenoaks District Council* says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving the settings of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in *Barnwell*, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area, it must give that harm considerable importance and weight. This does not mean that an authority’s assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in *Barnwell*, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.4.4 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit to each element needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.
- 6.4.5 London Plan Policy 7.8 requires development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale

and architectural detail. Haringey Local Plan Policy SP12 requires the conservation of the historic significance of Haringey's heritage assets. It states that the Historic Environment should be used as the basis for heritage-led regeneration and as the basis for good design and positive change. Where possible, development should help increase accessibility to the historic environment. Saved Policy Unitary Development Plan Policy CSV5 requires that alterations or extensions preserve or enhance the character of the Conservation Area.

6.4.6 Saved Haringey Unitary Development Plan Policy CSV4 relates to locally listed buildings and states that the Council will require that alterations or extensions to listed buildings are necessary and are not detrimental to the architectural and historical integrity and detailing of a listed building's interior and exterior, relate sensitively to the original building and do not adversely affect the setting of a listed building.

6.4.7 The Council's Conservation Officer has been consulted and advises that whilst she has concerns with the application documents assessment of the significant of the building she considers the proposal design and its impacts upon heritage assets to be acceptable. She has assessed the significance of the building follows:

Bruce Grove Station is a Victorian building built in the 'Stripped Gothic' style and is a locally listed building. The building is located at a prominent location at the corner of Bruce Grove and Tottenham High Road forming an important set piece within the conservation area along with the toilets and the bridge over Bruce Grove.

The building is part single storey part two storeys in yellow stock brick with glazed red brick detailing such as string course and arches. The architectural language of the station follows on from the other stations built along this line including London Fields Station in Hackney and Cambridge Heath Station in Tower Hamlets. Whilst the building has not been maintained appropriately and has undergone some alterations, it is one of the most complete examples of this type of station in Haringey, Seven Sisters and White Hart Lane being the others. The station retains an original locally listed cast iron Royal Mail Box inscribed 'VR', contemporary with the station building, set into the ticket office wall to the left of the main entrance doors.

In addition, grants were given in 1995-98 to restore and reinstate some of the original architectural features including the cast iron and fretted timber platform canopies and to create an open courtyard on the High Road frontage using York stone, granite sets, Rowan trees and seating behind metal gates and railings. These elements contribute positively to the setting of the locally listed station as well as the conservation area.

There have been enforcement issues regarding illegal trading within the courtyard which has detracted from the conservation area. As such the utilisation of this space appropriately could enhance the significance of the building, its setting as well as the conservation area.

- 6.4.8 Considering the impact on the proposal the Conservation Officer advises that following previous concerns raised regarding the apparent scale of the building fronting the High Road, the cladding at the top most level has been ‘feathered’. The revised structure, in its form and material, would appear lighter and less intrusive whilst still creating a corner feature at this prominent junction of the conservation area. As such, her opinion, the harm to the conservation area and the setting of the locally listed building would be less than substantial. In recognition of the Council’s statutory duty, she has given the harm great weight in assessing whether the proposal preserves or enhances the conservation area and the setting of the other listed buildings on Bruce Grove as well as the locally listed station itself.
- 6.4.9 She notes that the internal configuration demonstrates the high quality space that could be created by the proposal. There is no doubt that, once inside the building, one would be able to thoroughly appreciate the exposed façade of the Station. The glass façade at the ground floor and the part ‘curtained’ parapet would ensure that glimpses of the interiors and the arches would be visible externally from the High Road, especially in the evenings due to the structure being lit internally.
- 6.4.10 She notes that there has been a general apprehension about the use of the material Corten steel for the cladding of the structure and advises that in her experience, the material is high quality, with longevity and extremely good weathering properties. In an area dominated by red and yellow stock brick, they appear to blend appropriately whilst still being contemporary and bold. She also agrees with the architect’s concept of the structure being ‘nostalgic’ of its railway history.
- 6.4.11 Therefore, she considers the new structure to be of a high quality, creating a bold ‘statement’ building that would be a catalyst towards the wider regeneration of the area. In addition, there is merit in creating a continuous frontage at this edge as the current ‘informal occupation’ of the site detracts from the conservation area as well as the building. The proposal would also enhance the current retail and commercial centre of Bruce Grove; therefore, resulting in public benefit. Following the revised drawings, she is of the opinion, that the heritage and public benefit of the scheme would outweigh the less than substantial harm caused due to the scale of the proposed development and would be, therefore, acceptable. In making this assessment, she has given great weight to the preservation of the heritage assets as per the Council’s statutory requirement.

6.4.12 Therefore it is considered that the proposed development, by virtue of its scale and proximity to the locally listed station and its location within the conservation area, would cause some harm to the setting of the building as well as the area. However, its high quality and bold design would be catalyst in regenerating the town centre as well as enhancing the character and appearance of the conservation area. These heritage and public benefits would outweigh the less than substantial harm caused the proposal would therefore satisfy the statutory duties set out in Sections 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, and accord to the design and conservation aims and objectives as set out in the NPPF, London Plan Policies 7.4, 7.5 and 7.6, saved UDP Policy UD3, Local Plan Policies SP11 and SP12.

6.5 Transportation and highway safety

6.5.1 Local Plan (2013) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport.

6.5.2 The Council's Transportation Team have been consulted and advise that the application site has a high PTAL level of 6 and is situated within the immediate vicinity of Bruce Grove rail station. The site is also served by a number of bus routes, available on Bruce Grove and High Road Tottenham, which run with a combined two-way frequency of 157 buses per hour. The Transportation Team consider that the majority of prospective patrons of the new units are likely to use public transport for journeys to and from the site. There are parking restrictions on Bruce Grove and the High Road to prevent illegally parked vehicles. Consequently the transportation and highways authority would not object to this application.

6.5.3 The proposal would provide an additional 1 metre of footway space within the site boundary as the footpath is currently narrow and can be obstructed by people waiting at the bus stops. This would improve pedestrian accessibility around the site in accordance with the above policies. Although TFL has requested a 1.5 metre set back from the public footpath the proposed set back of 1 metre is considered to strike the appropriate balance between enhancing the pedestrian environment and providing a viable commercial use.

6.6 Impact on trees

6.6.1 Under Saved UDP Policy OS17 'Tree Protection, Tree Masses and Spines' the Council will seek to protect and improve the contribution of trees to local character. London Plan Policy 7.4 'Trees and Woodlands' states that existing trees of value should be retained and any loss as the result of development should be replaced.

6.6.2 Concerns have been raised in relation to the loss of trees on the site. The proposal includes the removal of six trees on the site. The applicant has submitted an arboricultural survey which has assessed the quality of the existing trees. Three of the trees are standing dead and the remaining three are in poor condition and do not have a long predicted life expectancy. They are considered to afford very little landscape value. The arboricultural survey recommends the dead trees are removed regardless of the proposed development and that the remaining trees are unworthy of retention or protection. A tree is proposed in the yard area to the north of the site which would compensate for the loss of the existing poor quality trees. Therefore given the predicted lifespan of the existing trees and the benefits of the proposal set out above it is considered that the loss of the trees is acceptable.

6.7 Impact on the amenity of adjoining occupiers

6.7.1 London Plan Policies 7.6 and 7.15 and Saved UDP Policies UD3 and ENV6 require development proposals to have no significant adverse impacts on the amenity of surrounding development. Saved UDP Policy TCR5 states that when assessing proposals for restaurants, cafes, the council will take into account the following the effectiveness of measures to mitigate litter, undue smell, odours and noise from the premises the hours of opening, operation and delivery.

6.7.2 There are residential properties on the upper floors of the adjoining terrace to the south. There are no windows in the flank elevation of the terrace so the proposal would not impact on the amenity of these properties. The site is located in a busy town centre close to the station and the proposed uses would not significantly increase in noise and disturbance. A condition controlling any required ventilation/extraction is nevertheless proposed to ensure control of any such structures (in the interests of both appearance and residential amenity) during implementation. The proposal is in a busy town centre location with other complementary uses so would not result in a significant increase in litter.

6.8 Waste and Recycling

6.8.1 London Plan Policy 5.17 'Waste Capacity', Local Plan Policy SP6 'Waste and Recycling' and Saved UDP Policy UD7 'Waste Storage', require development proposals make adequate provision for waste and recycling storage and collection.

6.8.2 The waste management team has advised that the proposal will require each individual business unit to make its own fit for purpose bespoke arrangements for the collection and storage of commercial waste. They require waste to be stored off the highway in a designated area where the waste is not detrimental to the local amenity. The proposal does not provide details of a waste storage area, or how waste will be collected.

6.8.3 The applicant has advised that due to the site constraints, waste would have to be stored internally prior to removal. As the occupants are currently unknown this information cannot be provided given the potential for varying requirements and strategies. Given the prominence of the site and potential for waste to impact the public realm around the site it is considered necessary to impose a condition requiring details of waste storage and collection arrangements for the site.

6.9 Conclusion

6.9.1 The application has prompted considerable public interest surrounding the land use, design and impacts of the proposals. Officers consider that the principle of additional A1/A3 floorspace should be supported within the Bruce Grove District Centre. The QRP has validated officers' view that the proposed development is of high quality and supports the aspirations for the continued prosperity of the area through the quality of the design, the accessibility and the improvement to the existing site in terms of appearance and commercial viability. The proposal would result in some harm to the setting of the locally listed building but its high quality design is considered to enhance the conservation area and result in regeneration benefits which would outweigh the less than substantial harm.

6.9.2 The proposal would result in the loss of 6 trees of low amenity value and provide 1 replacement, given the benefits of the proposal this is considered acceptable. The proposal would not impact on highway safety and would improve pedestrian accessibility around the site. There would be no impact on neighbouring amenity.

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

6.10 CIL

6.10.1 Based on the information given on the plans, the Mayoral CIL charge will be £6,020 (172 sqm x £35) and the Haringey CIL charge will be £0 (Small scale retail are charged at a NIL Rate). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

7.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions

Applicant's drawing No.(s) A-618-001 REV1, 002 REV1, 003 REV1, 004 REV1, 005 REV1, 006 REV1, 007 REV1, 010 REV1

Subject to the following condition(s)

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 accordance with the following approved plans and specifications:

A-618-001 REV1, 002 REV1, 003 REV1, 004 REV1, 005 REV1, 006 REV1, 007 REV1, 010 REV1

Reason: In order to avoid doubt and in the interests of good planning.

3. Before any works hereby approved are commenced details shall be submitted to and approved in writing by the Local Planning Authority showing

- a) precise details/specification of the external materials
- b) detailed drawings (1:20 scale) showing the junctions and fixing between the different materials in particular the top-most edge of the Cor-ten, and the junction between the glazed panels and the roof.
- c) measures to manage surface water run-off from the Cor-ten steel panels in order to minimise the risk of staining to the elevations and footway.

The proposal shall be implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

4. Prior to the occupation of the development full details of proposed extract ventilation systems shall be submitted to and approved in writing by the local planning authority. The details shall include proposed odour control measures, fan location and discharge positions. Such schemes shall be approved and installed to the local planning authority's satisfaction prior to the commencement of the uses.

In order to retain control over the external appearance of the development and to ensure appropriately designed extraction equipment is provided in the interests of the visual amenity of the area and neighbouring amenity consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

5. The use hereby permitted shall not be operated before 07:00 hours or after 00:00 hours at any time.

Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished consistent with Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

6. No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:

- a) parking and management of vehicles of site personnel, operatives and visitors
- b) loading and unloading of plant and materials
- c) storage of plant and materials
- d) programme of works (including measures for traffic management)
- e) provision of boundary hoarding behind any visibility zones
- f) wheel washing facilities:

have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period.

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies 6.3, 6.11 and 7.15 of the London Plan 2011, Policies SP0 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

7. Details of a scheme for the storage and collection of refuse from the premises shall be submitted to and approved by the Local Planning Authority prior to the commencement of the use. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to comply with Saved Policy UD7 of the Haringey Unitary Development Plan 2006 and Policy 5.17 of the London Plan 2011.

8. The existing architects or other such architects as approved in writing by the Local Authority shall undertake the detailed design of the project.

Reason: In order to retain the design quality of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

9. Prior to the commencement of the development hereby permitted, a shutter and signage strategy shall be submitted to and approved in writing by the Local Planning Authority all future proposal for shutters and signage shall be in accordance with this strategy.

Reason: In order to retain the design quality of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

10. Details of the species of the proposed tree (20-25cm stem girth) shall be agreed with the Local Planning Authority in writing before commencing the work permitted, and shall be planted within the first planting season following the completion of the proposed development hereby approved.

Reason: In the interests of visual amenity and to conserve the contribution of trees to the character of the area.

Informatives:

INFORMATIVE : In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE : CIL

Based on the information given on the plans, the Mayoral CIL charge will be £... (£6,020 172 sqm x £35) and the Haringey CIL charge will be £0 (Small scale retail are charged at a NIL Rate). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE :

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

- 8.00am - 6.00pm Monday to Friday
- 8.00am - 1.00pm Saturday
- and not at all on Sundays and Bank Holidays.

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

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

INFORMATIVE : Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Conservation	<p>Background: The site forms part of the cartilage of Bruce Grove Station, a locally listed building within the Bruce Grove Conservation Area. The scheme proposes a continuous one and half storey (incorrectly referenced as single storey in the description of works) building of shop front units within the courtyard. There have been enforcement issues with regards to the use of the courtyard. I have been involved in some pre-application discussions, but this was prior to the involvement of Landolt + Brown architects involvement in this case. Following the previous concerns further discussions have been undertaken with the architects and the scheme has been revised accordingly along with further detailed sketches and illustrations of the structure and its interiors submitted.</p> <p>Significance of the asset:</p> <p>Following the previous concerns raised, the application has been revised and greater details included in the Heritage Statement regarding the concept of the structure proposed. Notwithstanding the changes, I still consider the applicant's assessment of the building's quality somewhat dismissive.</p> <p>The applicant, within the Heritage Statement states in paragraphs 6.25-6.26 :</p> <p>6.25 [...] 'The 'stripped back' gothic style of the station</p>	Noted

Stakeholder	Question/Comment	Response
	<p>is one that does not remain intact due to modernization works – see Appendix 3 - and as such is deemed only to merit a local listing rather than that of a full statutory one.</p> <p>6.26 It is therefore considered that it is not the design of the building itself which is of the main importance but the presence the station building has due to the elevated railway and the dominance it has within the BGCA. Furthermore, the building fascia that now faces High Road and the units within, were part of an operational coal yard highlighted in paragraph 6.27 of the THRHC appraisal and located behind purpose built retail units facing onto High Road. Therefore, the station façade was never designed to be visible to High Road – see Appendix 3.</p> <p>As stated before, I disagree with this assessment. Whilst there is evidence that the High Road frontage of the building has been occupied by a yard, and then shops, these elements were all single storey and the upper floors of the station were always exposed. Prior to the occupation of the station, the site had two storey terraces, which were demolished to make way for the station.</p> <p>I also disagree that ‘it is not the design of the building which is of main importance’. Whilst the station played an important role in the urbanisation of the High Road and Bruce Grove area, this was already achieved through Tramways and bus routes prior to the introduction of railways. The building’s architectural importance is reflected in its detailing and the fact that it</p>	

Stakeholder	Question/Comment	Response
	<p>a more complete example of its style compared to Seven Sisters and White Hart Lane. It also occupies a prominent location within the area, thus has significance in terms of townscape contribution. As such the applicant's submission fails to aptly describe the significance of the asset as per NPPF requirements and good practice by Historic England.</p> <p>The significance of the building is set out below, included in the Tottenham Historic Corridor Conservation Area Appraisal:</p> <p>Bruce Grove Station is a Victorian building built in the 'Stripped Gothic' style and is a locally listed building. The building is located at a prominent location at the corner of Bruce Grove and Tottenham High Road forming an important set piece within the conservation area along with the toilets and the bridge over Bruce Grove.</p> <p>The building is part single storey part two storeys in yellow stock brick with glazed red brick detailing such as string course and arches. The architectural language of the station follows on from the other stations built along this line including London Fields Station in Hackney and Cambridge Heath Station in Tower Hamlets. Whilst the building has not been maintained appropriately and has undergone some alterations, it is one of the most complete examples of this type of station in Haringey, Seven Sisters and White Hart Lane being the others. The station retains an original locally listed cast iron Royal Mail Box inscribed 'VR', contemporary with the station building, set into the ticket office wall to the left of</p>	

Stakeholder	Question/Comment	Response
	<p>the main entrance doors.</p> <p>In addition, grants were given in 1995-98 to restore and reinstate some of the original architectural features including the cast iron and fretted timber platform canopies and to create an open courtyard on the High Road frontage using York stone, granite sets, Rowan trees and seating behind metal gates and railings. These elements contribute positively to the setting of the locally listed station as well as the conservation area.</p> <p>There have been enforcement issues regarding illegal trading within the courtyard which has detracted from the conservation area. As such the utilisation of this space appropriately could enhance the significance of the building, its setting as well as the conservation area.</p> <p>Impact of proposed development: The scheme proposes a one and half storey structure along with a parapet along the building line. The ground floors of this structure would contain shop units and the upper floor would be clad with corten steel, the cladding forming part of the parapet. This creates an almost two storey a structure along the street frontage.</p> <p>Following previous concerns raised regarding the apparent scale of the building fronting the High Road, the cladding at the top most level has been 'feathered'. The revised structure, in its form and material, would appear lighter and less intrusive whilst still creating a corner feature at this prominent junction of the conservation area. As such, in my opinion, the harm to the conservation area and the setting of the locally listed</p>	

Stakeholder	Question/Comment	Response
	<p>building would be less than substantial. In lieu of the Council's statutory duty, I have given the harm great weight in assessing whether the proposal preserves or enhances the conservation area and the setting of the other listed buildings on Bruce Grove as well as the locally listed station itself.</p> <p>In assessing the impact of the new structure, the applicant has submitted further details and conceptual sketches including 3 dimensional drawings. These illustrations along with the details of the internal configuration demonstrate the high quality space that could be created by the proposal. There is no doubt that, once inside the building, one would be able to thoroughly appreciate the exposed façade of the Station. The glass façade at the ground floor and the part 'curtained' parapet would ensure that glimpses of the interiors and the arches would be visible externally from the High Road, especially in the evenings due to the structure being lit internally.</p> <p>In addition, I am conscious that there has been a general apprehension about the use of the material Corten steel for the cladding of the structure. In my experience, the material is high quality, with longevity and extremely good weathering properties. In an area dominated by red and yellow stock brick, they appear to blend appropriately whilst still being contemporary and bold. I also agree with the architect's concept of the structure being 'nostalgic' of its railway history.</p> <p>In this regard, therefore, I consider the new structure to be of a high quality, creating a bold 'statement' building that would be a catalyst towards the wider regeneration of the area. In addition, there is merit in creating a</p>	

Stakeholder	Question/Comment	Response
	<p>continuous frontage at this edge as the current 'informal occupation' of the site detracts from the conservation area as well as the building. The proposal would also enhance the current retail and commercial centre of Bruce Grove; therefore, resulting in public benefit. Following the revised drawings, I am of the opinion, that the heritage and public benefit of the scheme would outweigh the less than substantial harm caused due to the scale of the proposed development and would be, therefore, acceptable.</p> <p>In making this assessment, I have given great weight to the preservation of the heritage assets as per the Council's statutory requirement. The proposed development, by virtue of its scale and proximity to the locally listed station and its location within the conservation area, would cause some harm to the setting of the building as well as the area. However, its high quality and bold design would be catalyst in regenerating the town centre as well as enhancing this prominent corner within the conservation area. These heritage and public benefits would outweigh the less than substantial harm caused and would accord with National policies. The scheme is, therefore, acceptable from a conservation point of view.</p>	
Transportation	<p>The application site has a high PTAL level of 6 and is situated within the immediate vicinity of Bruce Grove rail station. The site is also served by a number of bus routes, available on Bruce Grove and High Road Tottenham, which run with a combined two-way frequency of 157 buses per hour. It is therefore considered that the majority of prospective patrons of the newly great A1 units of some (89.2 sqm) and A3 units of</p>	Noted

Stakeholder	Question/Comment	Response
	<p>(95.3 sqm) are likely to use public transport for journeys to and from the site. There are parking restrictions on Bruce Grove and the High Road to prevent illegally parked vehicles.</p> <p>Consequently the transportation and highways authority would not object to this application.</p> <p>Further comments 18/06/2015:</p> <p>The applicant has submitted amended plans. However, the amendments are not considered significant. Therefore, we as borough highway and transportation authority do not wish to add any further comment.</p>	
Waste Management	<p>The proposal will require each individual business unit to make its own fit for purpose bespoke arrangements for the collection and storage of commercial waste. Waste should be stored off the highway in a designated area, whilst stored the waste should not become detrimental to the local amenity. The attached application does not provide any plans showing a waste storage area, or how waste will be collected on a regular basis.</p>	<p>Noted condition attached requiring details of waste storage and collection.</p>
EXTERNAL		
Historic England	<p>The principle of development on this site and of the scale envisaged is to be encouraged. However the materials and the quality of detailing will require the committee's careful consideration in order to ensure that they are satisfied the proposal meets the requirements of policy and legislation.</p>	<p>Noted</p>
TFL	<p>Subject to a construction statement , outlining the loading and unloading strategy during the construction</p>	<p>Noted, it is not considered viable to provide a further separation between the property</p>

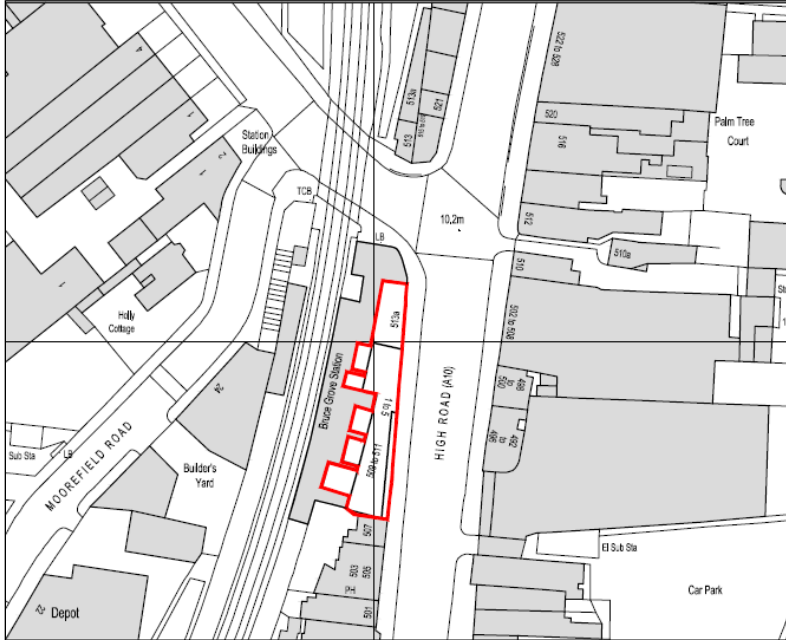
Stakeholder	Question/Comment	Response
	<p>period, secured by condition and submitted to TfL for approval prior to commencement TfL has no objections to the proposals. TfL also recommends that the width of the footway between the shop frontages and railings is increased to 1.5m in order to improve accessibility.</p>	<p>boundary and the shopfronts. A 1 metre space is proposed to widen the footway and any increase would severely compromise the internally layout of the proposal. A construction management plan is required as a condition.</p>
<p>London Fire & Emergency Planning Authority</p>	<p>The Brigade is satisfied with the proposal, subject to the project meeting ADB B5 Access and Facilities for the fire and rescue service.</p>	<p>Noted.</p>
<p>NEIGHBOURING PROPERTIES</p>	<ul style="list-style-type: none"> • Additional retail space will add to congestion on the pavement around the bus stops • The site should be used to assist public transport • A lift should be installed on the site • The station will soon be controlled by TfL who should take a coordinated approach to public transport on the site • Would like a guarantee that the units will not be occupied by a betting shop, a pawn shop or loan provider • The site is one of few opportunities to provide green space in Bruce Grove • The scheme would probably also require the removal of the memorial to Laureen Hickey on the northern arch • Council policies require the improvement of biodiversity • The Council needs a comprehensive plans for Bruce 	<p>A 1 metre wide space will become public realm reducing pavement congestion The proposed yard area is safeguarded should proposals come forward to install a lift to the platforms Network rail have retained ownership of the site as part of their commercial assets, the proposal has been design to boost regeneration as well as provide a commercial opportunity. Planning permission would be required for these uses and current policies would not support such a use. The proposal aims to strike a balance between provide commercial opportunities and regeneration while providing some green space. The memorial is located in the proposed courtyard area will be retained as part of the proposals.</p> <p>The site is not designated for biodiversity so there is no requirement to enhance</p>

Stakeholder	Question/Comment	Response
	<p>Grove</p> <ul style="list-style-type: none"> • The aims of the redevelopment of the site to provide a quality retail environment that will make a positive contribution to the Bruce Grove Conservation Area seem to be generally sound • The existing lease for operating the station will expire in two years and will then pass to TfL which suggests that any proposed redevelopment for the forecourt area should be deferred until then, to allow all the issues to be addressed in the round and TfL • This proposal does not respect the Conservation and should have a traditional shopfront • The trees lost should be replaced • The provision of two lines of box planters around the open-air seating area in its current proposal is not sufficient compensation for the trees it wishes to remove • The last unit should be removed and replaced by a plaza to attract nation retail chains • The standing room for the bus stops on the pavement should be increased • There is no increased access to the station • Haringey should buy part of the land to create a green space • There is no space for the installation of a lift • <p>The proposal gives priority to commercial interests over local and historic interests</p>	<p>biodiversity. The Council Tottenham Area Action Plan provides comprehensive plans for Bruce Grove. Noted</p> <p>TFL now control the station and Network Rail has retained the site.</p> <p>The proposal has not be designed with a traditional appearance but is a bold modern design. A single tree will replace the existing rees on site. The regeneration benefits of the proposal are considered to outweigh the loss of trees on the site.</p> <p>The scale of the proposal has been designed to attract local restaurant businesses. The footpath would be increased by 1 metre. Noted</p> <p>Noted</p> <p>The proposal safeguards an area for lift</p>

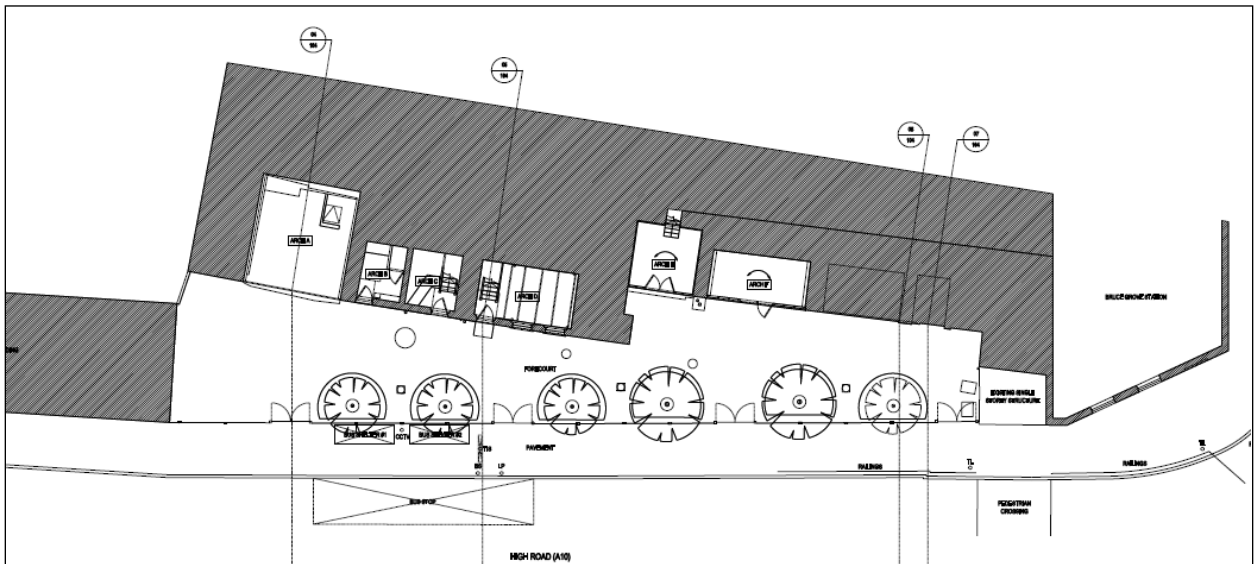
Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • TfL have not be adequately consulted on the proposal • If the site becomes sub-divided into 3 units the historical features completely obscured • The small units are likely to attract retailers already present in the area • The proposal would not reveal the existing brickwork arches and windows as proposed • The proposal resembles a rusty good container and is not a sensitive addition to the area • The proposal does not form an appropriate relationship with the neighbouring building to the south • The design obscures the upper level of the station • The proposed yard is too small and could be reduced by step free access proposals • Seating should be provided in the yard • The site will attract antisocial behaviour 	<p>provision</p> <p>The proposal aims to provide a high quality design enhances the conservation area and provides a viable commercial proposal.</p> <p>TFL have been consulted and raised no objections</p> <p>The current proposal could be subdivided without obscuring the existing features of the station</p> <p>Noted</p> <p>The current proposal would provide internal views of the existing arches and station building brickwork</p> <p>The proposal has been designed to provide a modern contrast which reflects the railway heritage of the site.</p> <p>The scale of the proposal remains subordinate to the building to the south and takes cues from the buildings to the north.</p> <p>The proposal has been designed with glazing to provide views through to the locally listed station building.</p> <p>The proposed yard is to provide an entrance area to the building set off the high road, it is not designed as an public area.</p> <p>The yard will be secured by the proposed gate at night.</p>

Appendix 2 Plans and Images

Location Plan



Existing ground floor plan



Existing site looking south



Existing site looking south



Existing site looking north



Existing site looking north



Proposed view



Proposed view



Proposed view looking south



Proposed view looking north



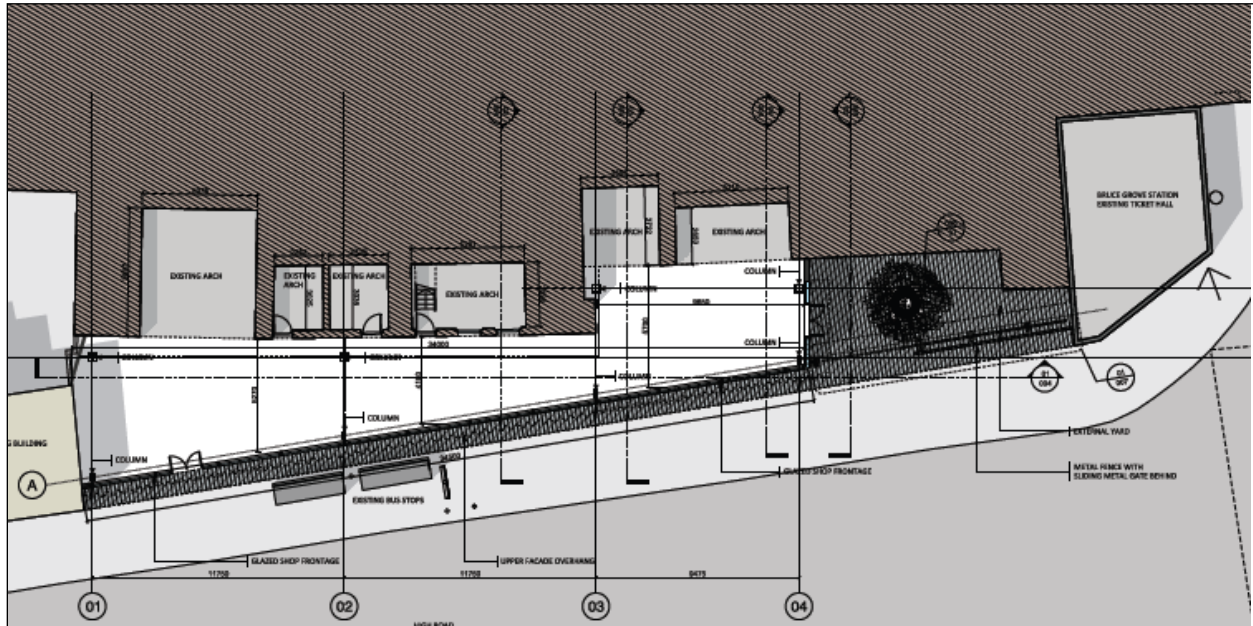
Proposed view looking north - evening



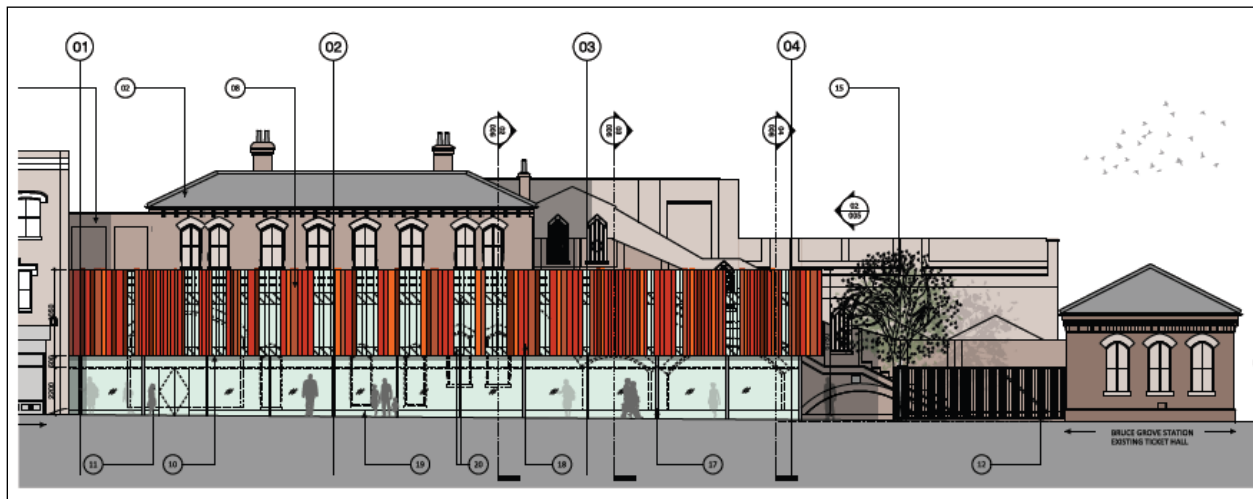
Proposed view - evening



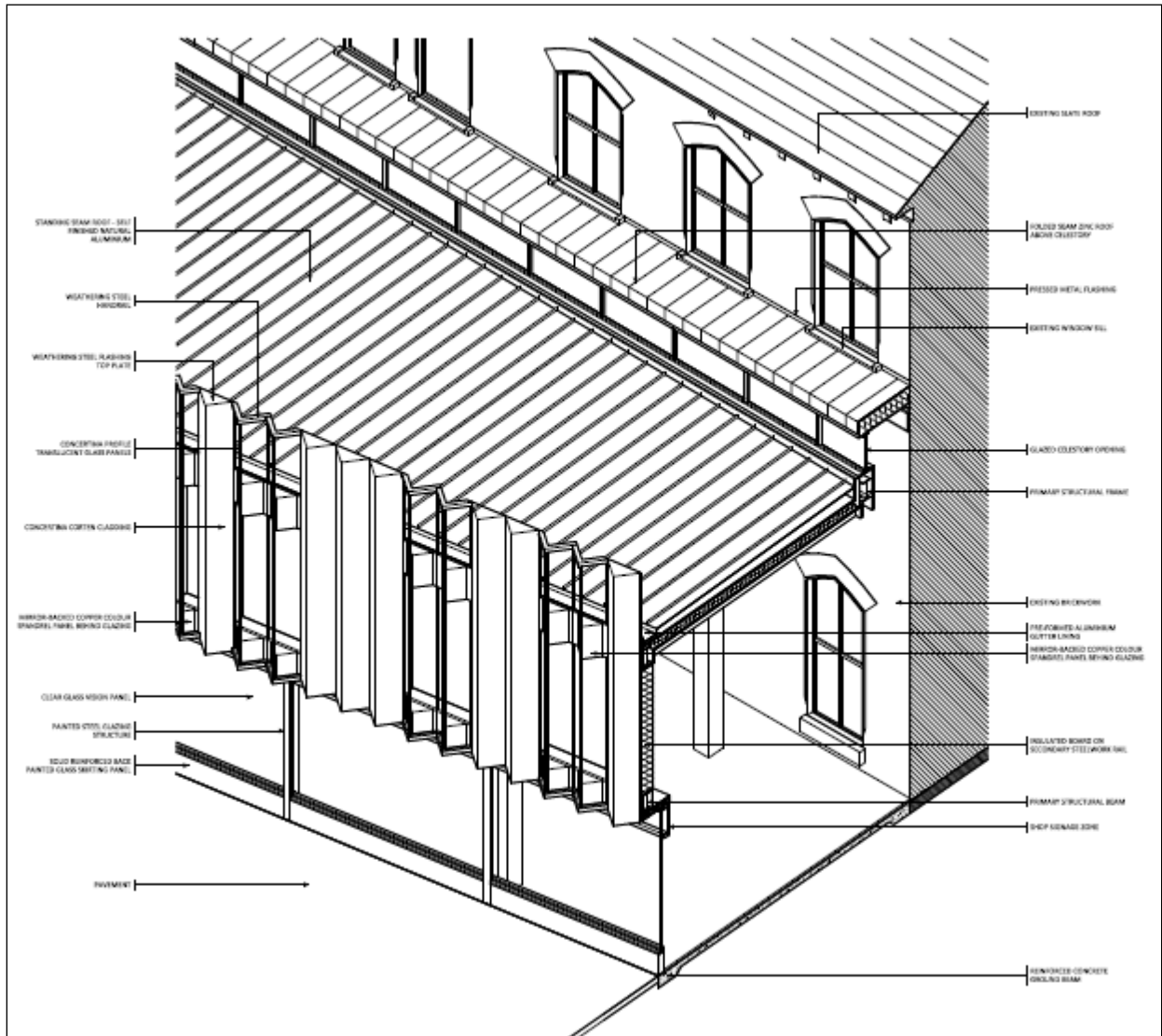
Proposed floor plan



Proposed elevation



Section detail



Appendix 3 QRP Note

London Borough of Haringey Quality Review Panel

Report of Chair's Review Meeting: Bruce Grove Station

Wednesday 16 September 2015

River Park House, 225 High Road, London, N22 8HQ

Panel

Peter Studdert (chair)

Annalie Riches

Attendees

Emma Williamson London Borough of Haringey

Richard Truscott London Borough of Haringey

Robbie McNaugher London Borough of Haringey

Deborah Denner Frame Projects

Sarah Carmona Frame Projects

Apologies / report copied to

Stephen Kelly London Borough of Haringey

Nairita Chakraborty London Borough of Haringey

Suzanne Johnston London Borough of Haringey

1. Project name and site address

Bruce Grove Station Commercial Redevelopment

Units 1-5, Bruce Grove Station, 509 – 513 High Road, Tottenham, N17 6QA

2. Presenting team

Adam Brown Landolt + Brown

Wendy Hardie Landolt + Brown collaborating artist

3. Planning authority's views

Officers asked the panel to comment upon the architectural design of the proposal with particular regard to the proposed materials, in addition to considering how the development would relate to the local architectural context of the High Road.

4. Quality Review Panel's views

Summary

The Quality Review Panel supports the proposal, and feels that it is a sophisticated contemporary building that has the potential to become a local landmark, whilst drawing the right lessons from the historic buildings nearby. The panel felt that the design

elegantly represents the meeting of the industrial nature of the rail infrastructure and bridge with the Georgian architecture on the High Road. It was felt that due to the distinctive and iconic nature of the proposal, the detailed design (and construction details) of the scheme would be critical to ensuring the quality of the finished development. In this regard, the panel strongly recommends that the existing architects (or other such architects to be approved by the Local Authority) should undertake the detailed design of the project. More detailed comments are provided below on scheme layout, architectural details and relationship to surrounding buildings.

Scheme layout and massing

- The panel welcomed the move (from the previous proposal) to increase the roof height and maintain a double-height space internally to retain integrity of the existing railway arches.
- The panel would welcome further thought about the potential nature and design of the courtyard and railings (at the northern end of the site), to allow it to be used by the public, as well as by the cafe.
- The courtyard railings/gates appear slightly oppressive at present; the panel suggested that the project team consider introducing bespoke railings, rather than off-the-peg components.

Architecture

- The panel welcomed the use of Cor-ten steel on the façade of the building, providing a velvet texture that will age over time.
- Potential issues with vandalism and water run-off (from the Cor-ten) staining surrounding surfaces can be avoided through careful design and detailing.
- Techniques for fabricating the Cor-ten steel panels should be explored to ensure that crisp edges are maintained.
- The panel felt that the detailing of the junctions of the different materials and panels needs careful attention; with particular regard to the top-most edge of the Cor-ten, and the junction between the glazed panels and the roof.
- A signage strategy is required so that all signage will be in keeping with the building, whether as a single unit occupancy, or if carved into three units, or if multiple occupancy in a single space.
- The panel welcomed the full-height window at the side of the building seen from the northern end of the High Road, and identified an opportunity for signage on the exposed bulkhead behind.
- The panel felt that if shutters were required on the glazed elements of the building they should be sensitively designed and discreet.
- The vertical glazing at high level at the junction with the old railway building requires further thought, as there is the potential to increase visual links with the railway building façade and windows above whilst retaining maintenance access.

Relationship to surroundings

- The panel welcomed the 'lightness of touch' between the junction of the new building and the existing railway building.

- It was felt that the proposal presented to the panel is distinctive and brave, and has the potential to define the character of the location.
- The panel felt that the scheme successfully marries elements of the local High Road architecture together with elements of rail infrastructure to create an enduring local landmark building.

Next steps

- The panel is confident that the project team will be able to address the points above, in consultation with Haringey officers.
- It was felt that as the detailed design stage will be critical to the scheme's success, the panel strongly recommends that the existing architects (or other such architects to be approved by the Local Authority) should undertake the detailed design of the project.