Obviously a very careful feasibility study would need to be done if our suggestion were to be considered but owing to our experience in the housing field we have the manpower and expertise to do this.

We would therefore respectfully ask you to give serious consideration to our proposals and consequently an opportunity to embark upon a really worthwhile projecy.

Yours faithfully,

Margaret Gibson

Margaret Gibson
Co-ordinator, HHC

Jill Edwards
Haringey Under 5's Group

copies to: Councillor McBrearty
Borough Planning Officer

Salvaging. Chestnuts Clinic.

BD
Ring Margaret
Gibson on
Tuesday 10 July.

HARINGEY
TOWN PLANNING SERVICE
- 6 JUL 1979
DPO | DPDO | CAPO | SEC

22nd. June 1979

Attn. Bob Dawes
Borough Planning Officer
Hornsey Town Hall
The Broadway
Crouch End
London N8

Dear Sir,

Re: Chestnut Clinic, Chestnut Park, St Ann's Rd, N15

It has come to our notice that the above property has been standing empty for some time. Our co-operative is interested in occupying the property on a short-life basis until such a time as the local authority implements whatever plans it may have for the building.

We have worked with the local authority for the last four years housing single people and childless couples in Council and Housing Association property that would otherwise be standing empty prior to rehabilitation or redevelopment. We operate under a no rent/no repairs agreement which means that we are responsible for all repairs and maintenance, insurance of buildings and public liability insurance. We will take on any property in reasonable condition that has a life of at least nine months.

However, where a property requires considerable initial improvements to bring it up to a standard which is 'adequate for the time being' (DoE) we usually look for a life of two years to make such expenditure worthwhile.

If it is the intention of the local authority not to rehabilitate or demolish Chestnut Clinic for some time I would very much appreciate it if you would give serious consideration to our offer of bringing it into short-term housing use during this period.

Yours faithfully,
Margaret Gibson

Margaret Gibson
Co-ordinator, HHC

1570/867 & 869/BC/JAN

Borough Planning Officer

Borough Architect

15 August 1980

867 & 869 High Road, Tottenham. N17.

The attached draft report of the Borough Planning Officer, to Planning and Development Committee of 4 September 1980, proposes the appointment of a Consultant Architect to prepare a feasibility and repair report for these two Listed Buildings which are situated within the North Tottenham Conservation Area.

Mr. Clare of my Service discussed the initial draft with Mr. Shorten who raised no objection to its content. Mr. Shorten was also shown a confidential report prepared by the proposed Cpnsultant for a similar building in another London Borough. Because of the confidentiality of that report I cannot make it generally available, but you may, of course, have a sight of it should you wish.=

I look forward to receiving your comments on this matter at the earliest opportunity, but, should you require any further information perhaps you will contact Mr. Clare on extension 267.

Brian Smith
Principal Planning Officer.

BOROUGH OF HARINGEY

MEMORANDUM

Your reference 1570/867 & 869/BC/JAN

My reference CS/DS/SW

FROM: Borough Architect	TO: Borough Planning Officer Principal Planning Officer

867 & 869 High Road
Tottenham N17

27 August 1980

Referring to your memo of 15 August, I agree the contents and the draft report.

On receiving committee approval, can you kindly advise me so that I can get Chairman of Public Works Committee Approval, to the named architects then arrange the commissioning of the firm.

Derrick Shorten.
Team Leader
Central Services

C 1570/867/809P/File

LONDON BOROUGH OF HARINGEY

TOWN PLANNING SERVICE

Date of Council Meeting 13th October 1980

Report of the P+D cttee Date 4/9/80

Extracts from Minutes

-X- B215 NOS. 867/809 HIGH ROAD, N17 (B58):- The Committee considered a further report on the attempts being made to preserve this building and noted that, in the event of a public inquiry taking place into the application for consent to demolish, the Society for the Protection of Ancient Buildings (SPAB) intended to present evidence by one of their specialist architectural advisers. The evidence would be based on a feasibility study similar to that requested by this Council and the Committee agreed that it would be appropriate to commission the SPAB's adviser to act jointly for the Council and the Society. It was noted that finance for the study was available from a saving in approved expenditure on technical services for the Dial House (790 High Road N17) conservation project.

The Committee were pleased to note that an initial inspection confirmed that the building could be repaired and that the feasibility study would better identify its potential for re-use.

Resolved:-

1. That the Public Works Committee be requested to include the name of Mr J Harrap, Architectural Adviser to the Society for the Protection of Ancient Buildings, on the Council's approved list of consultant architects.

2. That, subject thereto, Mr J Harrap be commissioned to carry out a survey of condition and prepare a costed report on the feasibility of repairing and re-using Nos. 867 & 869 High Road N17 subject to a maximum expenditure of £1,000.

3. That the fees for the survey and report be met from the provision of £1,000 previously made for structural design work for Dial House, N17.

(Park Ward)

1570/867-869 Purely file.

GC/JEM

Borough Planning Officer

Derek Shorten
Team Leader Central Services

11 September 1980

867/869 High Road N17

Further to your memo of 27 August, the Planning{Development Committee of 4 September, agreed the following recommendations:

1 The Public Works Committee be asked to add the name of J.Harrap of 21A Stoke Newington Road, London N16 8XA to the list of approved Consultant Architects.

2 J. Harrap be commissioned to carry out a survey of condition and prepare a costed report on the feasability of preparing and re-using 867 and 869 High Road N17, subject to a maximum cost of £1000.

3 His fees be paid out of £1000 lottery money previously set aside for structural design work for "Dial House".

Can you please get the approval of the Chairman of the Public Works Committee, and arrange the commissioning of the firm.

GC

GAVIN CLARK
Urban Design

Card | 1570 | 867 & 869 | 13/18

T. Green Esq
Allen Best & Co
26 Park Street
Croydon
Surrey
CR0 1YB

BC/CK
Your Ref TG/JR

15 September 1978

Dear Sir

Old Buildings for Office Accommodation

I thank you for your interest in the above matter and list below three properties and their agents which may be of interest to your client.

All three of these buildings are Listed by the Secretary of State as being of Architectural or Historical Interest and we are, therefore, anxious to find new uses for them. It may well be that there will have to be negotiations over the exact conditions of conversion and the future use but, my Officers are available for advice in these matters.

* 867 & 869 High Road, Tottenham, N17

Agent : C.J. Webster, National Freight Corporation, Argosy House, 215 Great Portland Street, London, W1N 6HD
Tel. No. 01 636 8688
N.B. This Council is anxious to find a future for this building and change of use to offices may well be allowed: There is potential for car parking at the rear of the premises.

* 15, 15A and 16 Bruce Grove, Tottenham, N17

Agent : Olins John Associates, Lynwood House, 24-32 Kilburn High Road, London NW6 2QJ
Tel. No. 01 328 7131
N.B. These premises have an outstanding permission for offices and car parking.

* 71 High Street, Hornsey, London, N8

Agent : Fuller, Horsey, Sons & Cassell, 52 Bow Lane, London EC4M 9ET
Tel. No. 01 248 7954
N.B. This property has an outstanding permission for office use and car parking.

..../2

Before acting on any information provided to you by these agents, may I urge you to contact Mr. Clare of this Service in order that any additional relevant information may be conveyed to you.

Yours faithfully

for Borough Planning Officer

Attention: Mr Seager
National Freight Corporation
Argosy House
215 Great Portland Street
London W1

1570/867 & 9 /DC/CM

15 September 1980

Dear Sir

867 and 869 High Road, Tottenham N17

Further to your recent correspondence I confirm that officers of Haringey Council are currently examining the problem of preserving these buildings and I will write again when this work has been completed.

I confirm that it will be necessary for various officers of the Council and the Greater London Council to gain access to the buildings over the next month and I would be grateful if you would ensure that the Manager of the Tottenham Depot of Roadline UK Ltd is made aware of this need. In the past my officers have had the co-operation of both Mr Dunkin and Mr Gough in this respect and I trust that such co-operation will continue under Mr Sandy's management.

Finally the Council's Planning and Development Committee have instructed me to request that you put these two Listed Buildings forward for inclusion in the Historic Building Bureau, 'Quarterly List of Buildings which are for sale or let'.

The Bureau was established by the Department of the Environment in order to find purchasers for redundant Listed Buildings and it offers a free service by publishing details of properties for sale in its quarterly list. I understand that it is a condition that the properties should also be on the books of local Estate Agents. As I understand that your Company wishes to relieve itself of the burden of these buildings, I suggest that their inclusion on the Bureau's list would be sensible and may perhaps lead to an acceptable solution to the problem of their future use.

I understand that the next list will be published in October, but that the deadline for receipt of items is the end of September. I urge you to contact the Bureau as soon as possible. Its telephone number is 734 6010 extension 688, while its address is, Historic Buildings Bureau, Department of the Environment, 25 Saville Row, London W1X 2BP

I will be grateful if you will inform me whether or not you are willing to take this step and if you are, whether or not you have been successful.

Yours faithfully

Peter Norman
Principal Planning Officer

cc. Historic Building Bureau
Department of the Environment
25 Saville Row
London W1X 2BT

2 1570/867-869 BC

ALAN BEST & CO

CHARTERED SURVEYORS
and ESTATE AGENTS

G A BEST FRICS

26 Park Street Croydon Surrey CR0 1YF

Telephone 01-686 5111

HARINGEY
SERVICE
- 6 OCT 1978

TG/MF
Yr.ref. BC/CK

4th October, 1978

B. Clare, Esq.,
Borough Planning Officer,
Hornsey Town Hall,
The Broadway,
Crouch End, N.89JJ.

Dear Mr. Clare,

re: 867/9 High Road, N.17
71 High Street, N.8.

Further to my letter of the 20th ultimo, I received information of the above from the Agents you mentioned, but nothing concerning 15,15a and 16 Bruce Grove, N.17, as yet although I wrote for details.

As you know these respective properties fairly well, may I suggest that you telephone my contact, Mr. H. Graham Cook, A.R.I.C.S., on 892-9907 as he asked me yesterday for any Plans and it is possible you can assist further in this direction.

Would you please keep me informed of developments in due course.

Yours sincerely,

Thomas Green

T. Green,
ALAN BEST & CO.

prop's file

J. S. SEAGER *Solicitor*

ARGOSY HOUSE · 115 GREAT PORTLAND STREET · LONDON W·N 6BD
TELEPHONE 01 · 636 8688

Your ref: 1570/867 & 9 /BC/CM
Our ref: JSS/CAM

14th October, 1980

P. Norman, Esq.,
Principal Planning Officer,
Borough of Haringey,
Hornsey Town Hall,
The Broadway,
Crouch End. N8 9JJ.

Dear Sir,

867 and 869 High Road, Tottenham N17

I refer to your letter of 15th September and must apologise for not replying sooner due to extreme pressure.

In fact I have been in contact with the Historic Buildings Bureau with a view to the above property being included in the Circulation List.

Yours faithfully,

J. S. Seager

HARINGEY
TOWN PLANNING DEPARTMENT
1 SEP 1980

1570/867-869 P/File

LONDON BOROUGH OF HARINGEY

TOWN PLANNING SERVICE

Date of Council Meeting 27th NOVEMBER 1980

Report of the Public Works Ctte Date 21/10/80

Extracts from Minutes

B 418 867 AND 869 HIGH ROAD, TOTTENHAM N17: (B 215):– Arising from the Planning and Development Committee's consideration of a report on work required for the conservation of listed buildings at the above address it was agreed that the Public Works Committee be recommended to add the name of J. Harrap to the approved list of Consultant Architects in view of the firms experience and success in the type of work required to the property.

Resolved:–

That J. Harrap be included in the Council's list of approved Consultant Architects.

Park Ward

property. file 570/867-869

BOROUGH OF HARINGEY

MEMORANDUM

Your reference

My reference CS/DS/CNN

FROM: Borough Architect	TO: Borough Planning Officer Urban Design For the attention of Gavin Clark



c.c. Borough Architect
Roy Head
Glyn Wiltshire
Brian Painter
W Hill

27 October 1980

867/869 HIGH ROAD N17

Referring to your memorandum of 14 December and our conversation on 23 October, I wish to confirm the following points:-

1. Due to the present hold on DOE approvals, the architect area team covering this area now has a short term spare capacity for the brief feasibility study. Glyn Wiltshire can do the work in the time span you find acceptable: His salary and overhead £ will be charged to the relevant cost code and the £1,000 limit will not be exceeded.

   On the general point, this Service cannot obtain Chairman's approval to appoint a consultant when there is a capacity and expertise within the Service.

   I assume you will contact Glyn.

2. On a point of information, this Service carried out a feasibility study on the building some years ago.

3. Can we please discuss the following series of similar buildings and studies?

John Nellist

for D Shorten
Team Leader - Central Services

1570/867-9
file. property file.

BOROUGH OF HARINGEY

MEMORANDUM

Your reference
My reference TC/allocation/232

FROM: BA SERVICE
Central Services Team

TO: see circulation list below

PROJECT ALLOCATION*

Project number -

Project 867/869 High Rd N17 feasibility study

HARINGEY
TOWN PLANNING SERVICE
-5 NOV 1980

The project/~~liaison~~ architect for this project will be:

G. Wiltshire

Area Team T3

1. Client BPO (Gavin Clark)
2. Comptroller & Treasurer (attn. C. Harris)
3. Project Coordination, Hornsey Town Hall
4. Area Team T3
5. D.B.A.
6. C.Q.S.
7. C.E.E.
8. C.A.O.
9. C.I.U.
10. file

Central Services
Programme Control
Date 5.11.80

*for Housing Rehabilitation see Rehab Project Description Forms

BOROUGH OF HARINGEY

MEMORANDUM

Your reference

My reference 14/11/77

FROM: BV & ES

TO: Borough Planning Officer

867/869 High Rd N.17

I had occasion to visit the above alleged Colony. The building is in the same but pathetic condition

In view of the fact that it is very unlikely that the present government will make available public funds for a municipal use of this building and that no economic use has been found by the private sector that will justify the cost of restoration, could not the building now be decently demolished & BRS required to put up a nice brick wall?

for BV ES

HARINGEY
TOWN PLANNING SERVICE
15 NOV 1979

DPO	DPBO	CAPO	SEC
DP/1	DP/2	DP/3	DP/4
DP/A	DC	DC/A	PERS
RES	LIB	LLC	

BOROUGH OF HARINGEY

MEMORANDUM

Your reference

My reference BPO/VM

FROM: Borough Planning Officer	TO: Gavin Clark

14 November 1979

Could you please let me know the latest position on Dial House and the National Freight Corporation properties in Tottenham High Road.

BOROUGH PLANNING OFFICER

1570/867-869
Property file.

Department of the Environment
Room 12/15
Tollgate House Houlton Street Bristol BS2 9DJ

Telex 449321 Direct line 0272 218827
Switchboard 0272 218811

LONDON BOROUGH OF HARINGEY
LEGAL DIVISION
[illegible]
[illegible]
[illegible]

Your reference
GS/LEG/70
Our reference
APP/E015/[illegible]74/032
Date
- 8 DEC 80

Dear Sir

TOWN AND COUNTRY PLANNING ACT 1971
APPEAL by ROADLINE UK LTD

I am writing to inform you that the above-mentioned appeal has been withdrawn and the Secretary of State will therefore take no further action on it.

LONDON BOROUGH OF HARINGEY
LEGAL SERVICE
11 DEC 1980
FOR ATTENTION OF [illegible]

CS		SOL	GS
DCS		LIT. MAN.	
PCL		CONV. MAN.	
P. SOL		D.O.S.M.	

Yours faithfully

MR M. D. ADAMS

TCP 2088

Btl 16312/2/2 2m 11/77 EL

Re 867-869 High Rd. N 17

1570 | 867-869

Julian Harrup,
21a, Stoke Newington Road,
London N16 8XA.

GC/JAN

30 December 1980

Dear Mr. Harrup,

867/869 High Road, N17.

Following the Planning Service's invitation to you, to undertake a feasibility study on 867/869 High Road, N17, it is regretted that the Council's Architectural Service, responsible for commissioning Consultant Architects, did not confirm this agreement. I believe that you have already spoken by telephone to Derek Shorten of the Architect's Service, and the reasons for this decision have been explained.

However, I hope in the future this Service can make use of your services in helping to preserve the listed buildings of Haringey. In the meantime can I thank you for your interest in trying to preserve 867/869 High Road, and if you have retained any information from the meeting of 15 September with Mr. Clark and Mr. Clare of this Service could you please return in in the enclosed envelope.

Yours sincerely,

Peter Norman
Assistant Borough Planning Officer.

1570 | 867-869

CW/JAN

Borough Planning Officer

Borough Architect
Attention : Derek Walton.

30 December 1980

Feasibility Study 867/869 High Road, N17.

Following your decision not to recommend the appointment of Julian Harrup to carry out the feasibility study for 867/869 High Road N17, due to there being spare capacity, and the appropriate expertise in Glyn Wiltshire, in your Department, I set out below the work which is now required to be prepared by yourselves. Services:

1. Carry out a survey of condition;

2. Prepare a costed report on the feasibility of repairing and re-using 867 and 869, defining urgent repairs, including costings, which should be carried out immediately, while options for re-use should include offices and flats;

3. Maximum fees are to be £1,000;

4. The starting date should be before the end of January 1981, with completion by mid-February.

For further information please contact Mr. Clark of this Service on extension 248.

Peter Norman
Assistant Borough Planning Officer.

1570 | 867-869

DK/CS

Borough Planning Officer

Comptroller & Treasurer.

26 February, 1981

Utilisation of Lotteries Income : Restoration of Historic Buildings and Buildings Within Conservation Areas

I write to confirm that the sum of £5,000 which was made available from the Council's Lottery Income for expenditure on restoration of historic buildings (Min. B670 1978/9) has been committed and will be spent as follows :

i) £3,500 - Towards the cost of carrying out works to 790 High Road, N17 (Dial House).
Letter to Architect (5.8.80) confirms payment of grant to be made when work completed, to satisfaction of Borough Planning Officer (Minute B774 1979/80 refers).

ii) £1,000 - For survey and costed report on feasibility of repairing and re-using Nos. 867 and 869 High Road, N17. (Minute B215 1980/81 refers).

iii) £500 - To meet establishment costs and initial expences of the Haringey Historic Buildings Preservation Trust.

It is intended to establish the Trust before the end of March, 1981. Approximately £300 required to set up the Trust, the remaining £200 being required to open a Bank Account tomeet initial running costs. (Minute B774 1979/80 refers).

R. SIMMONS
Chief Administrative and Programme Officer.

P.S. Utilisation of Lotteries Income : Environmental Improvements

I also wish to confirm that £4,000, Lotteries Income, allocated for Environmental Improvements, has been committed (Development Control Sub-Committee,17 February 1981) and will be spent on Environmental Improvement Project No. 6520, Blevna Crescent Phase I .

SUE

ROAD LINE U.K. 867-879 High Road N.17

A. Comments on brief.

1.1. ? Site Area 2.96 acres.

3.3. Access through site.
- Its a nice idea but I doubt if developers would be interested because of:-
(a) Inevitably some loss of floorspace where road goes through the end of the site.
(b) Would the other landowners want a through road anyhow?

Units arranged either side of spine road: may not give a very attractive appearance. Will probably need some units running across the site at the far end.
Millmead Road (Harris Lebus) Sports Ground shows what can be done ~~on paper~~ with some imagination.

3.4. Should add that Highway Requirements of BE & S must be complied with.

3.5. Parking Standards: - can you omit the words "These standards are guidelines only" - I know they are, but if you tell that to a developer he'll put a scheme in with only a few parking spaces.

3.7. I think we should state more clearly that we will not give favourable consideration to any scheme for industrial development on land at rear unless a scheme for refurbishment of listed buildings is submitted, and made subject of a Sec 52 agreement to carry it out.
Also any new development will have to be at a respectable distance from ~~the~~ the rear of listed buildings (no more 15-16 Bruce Grove situations!).
If 867-869 used for offices / showrooms, possibility of a linking corridor to warehouse at rear could be explored.

P.T.O

~~Contacts~~
Approaches from Developers

So far about ~~Re~~ 4/5. Most enquiry about industry/warehousing: some small units proposed.

One inquiry proposed - 30,000sq ft of industry, in small units

- 30,000sq ft. D-I-Y retail centre, for Marley Homecare.

& further enquiry for a Tesco-type superstore.

I have discouraged the latter, but said the Marley + industry scheme might be OK.

I have emphasised the need to submit scheme for restoring listed buildings, and that we are unlikely to grant consent on land at rear unless this is done.

Paul Tomkins. 5/3/81.

ROADLINE DEPOT : 867-879 HIGH ROAD, N17

PLANNING BRIEF

1. Location and Site Characteristics

1.1 The Site is at the northern end of Tottenham High Road, close to the Borough Boundary with Enfield. It extends from the High Road to the east to the Liverpool Street to Enfield Town Railway line, to the west. The site has a frontage of about 70 metres (230 feet) and a depth of 150 metres (525 feet), giving an area of approximately 1.2 hectares (2.96 acres).

1.2 The surrounding development consists of various industrial premises to the north and south, and shops with residential and storage over on the frontage to the High Road.

1.3 Vehicular access is from the High Road, at a point approximately 800 metres south of the North Circular Road.

1.4 The buildings on the site comprise the following: (See Plan)

(A) 867-869 High Road - a pair of Georgian houses at the front of the site, which are listed Grade 2.

(B) Various brick and corrugated iron clad storage buildings, in poor condition.

(C) Brick built storage building with loading bays, single storey offices at western end.

(D) Central storage building with loading bays both sides.

(E) Two storey office building used by Scandinavian Steel Sink (UK) Ltd., canteen and vehicle repair workshop.

1.5 The site has been used for storage with ancillary parking and repair of vehicles and has an established use for this purpose.

1.6 Attached is a list of Planning Application Decisions on this site.

2. Council Policies

2.1 On the initial Development Plan, approved in March 1965, the frontage of this site is allocated for shopping/business and the main rear part of the site for industry.

2.2 The Haringey District Plan is now awaiting adoption following a public inquiry. When adopted, the Haringey District Plan will replace the initial Development Plan as a guide for development in the Borough.

2.3 The main part of the site is in a defined industrial area on the Haringey District Plan Proposals Map. In such areas there is a presumption in favour of industry and industrial development will be encouraged.

2.4 The whole of the site is in an industrial improvement area designated under the Inner Urban Areas Act 1978, to become operative on 1st May 1981. Finance in the form of grants and loans, on conditions to be determined by the Council may be available for improvement measures such as landscaping, carparking places, access roads, turning and loading facilities. In addition, grants of up to 50% of the costs of works involved may be made for the improvement (including restoration of listed buildings for industrial or commercial use) conversion or extension of buildings.

2.5 The front part of the site, (including 867-869 High Road), is in the North Tottenham Conservation Area. The Council seeks to conserve and enhance the character of conservation areas and is now preparing a policy document for the North Tottenham Conservation Area.

2.6 The Council also seeks to conserve and enhance the character of each listed building. It will:

(a) Insist on high standards of design for both new development and alterations which may affect listed buildings, and apply such standards to those listed buildings which it owns.

(b) For both listed buildings and those on the non-statutory list, relax the land use and design standards normally applied if their strict application would result in incongruities or the abandonment of otherwise desirable works of renovation or enhancement.

(c) Use its powers to protect listed buildings from dilapidation, demolition or unapproved alterations and to secure urgent repairs to unoccupied buildings on the non-statutory list in conservation areas.

(d) Take other measures within the limits of its powers and financial resources.

2.7 The site (excluding the listed buildings and appropriate curtilage, depending on the proposed use) is most suitable for redevelopment for industry, and this is the preferred possibility. Redevelopment for warehousing or for a combined warehouse/industrial scheme may also be acceptable but this is less desirable due to the smaller number of jobs likely to be created.

2.8 The listed buildings could be converted to offices or workshops or sold separately for housing use.

3. Detailed Planning Requirements for Redevelopment

3.1 There is a shortage of accommodation for small businesses in the area and an industrial estate comprising small units (i.e. between 1,000 square feet and 10,000 square feet) would be an acceptable form of development. Site coverage of 50-60%, giving approximately 60,000 square feet of industrial floor-space, would be expected.

3.2 For warehousing development, the following conditions must be met:

(i) The applicant must be able to name a tenant

(ii) The density of employment is more than one worker per 100 square metres.

3.3 The Council wish to discuss with potential developers the possibility of providing access through the site to the industrial premises to the south. Financial aid may be available.

3.4 Access is to be gained from Tottenham High Road, which is a Metropolitan (Category B) road. Although the G.L.C. may offer comment on the proposal, it is the responsibility of the Borough to achieve a safe design of vehicle access with the developer.

The form of access, its location and geometry will depend on the development envisaged and should be discussed with the Borough Engineer and Surveyor.

3.5 The Council's parking standards are four spaces for the first 1000 square feet, one space per 1500 square feet up to 10,000 square feet, and one space per 1000 square feet thereafter. One loading bay per 5000 square feet should be provided. Interested developers should contact this office for further advice on parking and loading requirements.

3.6 The Council expects factories and warehouses to be of good appearance and will need to be satisfied that design and materials used for developments and treatment of boundaries are compatible with each other and their immediate environment. In addition, possible conflicts with adjacent uses should be minimised, by control of noise, smell, fumes and vibrations.

3.7 The buildings at 867-869 High Road (marked A) are listed Grade 2 and are within the Conservation Area. A recent application for demolition was refused by the Council and an appeal was submitted, but has since been withdrawn. The buildings are in poor condition and require urgent renovation. The Council is at present preparing a feasibility study to encourage their preservation. If urgent repair works are found to be necessary, the Council will serve a notice under Section 101 of the Town and Country Planning Act 1971 which enables repairs to be carried out by the Council at the owners expense.

3.8 The Council has requested the Department of Environment approval of a town scheme for this area which would allow grants of up to 50% of the cost of works involved for the repair of important listed buildings such as 867-869 High Road. A decision by the Department of the Environment is expected soon.

4. Contacts : General Enquiries - Miss S. Flack
Employment/Industrial Improvement Areas - Mr.P.Weiss
Development Control - Mr. P. Tomkins
867-869 High Road - Mr. G. Clark
Access - Mr. P. Witshire (Borough Engineer and Surveyor Highways Section)

SCHEDULE OF PLANNING APPLICATIONS

867-879 High Road, N17

Type of Application	Decision	Date of Decision
Raising roof, inserting 1st floor for installation of milk cleaning machinery	Approved	2.11.48
Application for determination under Section 2 of Building Restrictions (War Time Contraventions) Act 1946	Used for storage of furniture and offices deemed to comply with Planning Control	26.09.50
Extension and use of an existing loading platform	Approved	28.05.58
Use for repair of car bodies and cellulosing	Refused	4.10.61
Garage at rear for repair of car bodies	Consent	16.05.62
Single-storey brick warehouse with ancillary offices	Approved	11.05.64
Extension of Outbuilding to house heating unit	Approved	9.12.65
Erection of vehicle maintenance workshop	Approved	17.03.67
Erection of extension to covered vehicle wash bay	Approved	15.08.72
Erection of single storey extension to existing yard toilets	Approved	18.01.74

867-869 High Road, N17

Type of Application	Decision	Date of Decision
(867) Continuation of use for manufacture of wooden cases	Approved	14.12.50
(867) Concrete hut for storage	Approved	26.11.52
(867) Continuation of use for manufacture of wooden cases	Approved	9.02.54
Demolition 867/869 and erection of 3-storey office block	Withdrawn	21.08.74
Conversion of whole premises to offices	Refused	I4.I0. 8I
Demolition of existing building leaving clear site	Refused	22.08.78

ROADLINE DEPOT

867-879 High Road, N.17

Site boundary

Conservation Area

Industrial Improvement Area

Rubberware Factory

Transport Depot

Printing Case Factory

Paper Bag Factory

Joinery Works

Paint Box Factory

Printing Works

Coal Depot

Hopper

Hopper

Boundary Court

Surgery

Stellar House

Broadway

Broadway Parade

Broadway Close

Broadway Mews

Broadway Terrace

Broadway Avenue

Broadway Gardens

Broadway Crescent

Broadway Court

Broadway Lodge

Broadway Villas

Broadway Cottages

Broadway Place

Broadway Square

Broadway Walk

Broadway Way

Broadway Drive

Broadway Lane

Broadway Road

Broadway Street

Broadway Avenue

Broadway Gardens

Broadway Crescent

Broadway Court

Broadway Lodge

Broadway Villas

Broadway Cottages

Broadway Place

Broadway Square

Broadway Walk

Broadway Way

Broadway Drive

Broadway Lane

Broadway Road

Broadway Street

Haringey
TOWN PLANNING

DW Firth (acting) Director of Environmental Services
Borough Planning Office
Haringey Town Hall
The Broadway, Crouch End
London N8 9JJ

9 3 81
DJW
5456
1/1250

Chamberlain & Willows

Estate Agents · Surveyors · Valuers

Head Office:
Church House,
Ironmonger Lane,
London EC2V 8EU
Tel: 01-606 9611

West End Office:
1 South Audley Street,
Mayfair,
LondonW1Y 6JS
Tel: 01-493 7863

Industrial Departments:
Hale House,
Green Lanes,
London N13 5TG
Tel: 01-882 4633

Telex number all departments 299161

Charles F. Wilson FRICS
R. G. Hemingway FRICS
John A. G. Dines FRICS
David V. Read FRICS
Brian C. De'Ath FRICS
John W. Page FRICS
H. H. Merriman FRICS
E. R. G. Linham FSVA
Leslie J. Law FRICS
Gerald T. Betts
Nigel E. King

Associates
Kenneth E. Brown
Herbert Opie
Peter G. Orfeur

Partnership Secretary
Geoffrey L. Mather

Consultants
D. Bowen-Davies DFC FRICS
George F. Crisp FRICS
E. A. Thompson FRICS

Mr. Read

Please reply to: Hale House

Dept. PSD Our Ref. PGM/MJM Your Ref.

Date 19 February 1981

HARINGEY
PLANNING SERVICE
20 FEB 1981
REC'D | SEC.
DEPT. | DP/4
REPLY | FILES
ACK. |

Chief Planning Officer
London Borough of Haringey
Hornsey Town Hall
The Broadway
Crouch End
London N8 9JJ

Dear Sirs,

re: Roadline Depot 867/879 High Road N17

We are making enquiries in respect of the above property and would be obliged if you would kindly let us have answers to the following questions:-

1. What is the primary zoning for the area in which the property is situated.

2. Is the property programmed for re-development.

3. What is the current permitted use of the premises.

4. Is the property likely to be affected by any proposals, schemes or resolutions including road widening or road improvement schemes.

5. Is the property subject to any temporary town planning or bye-law consent.

When replying, perhaps you would be kind enough to forward to us copies of any planning consents or refusals that relate to the premises and if, of course, there is a fee payable for your services in supplying this information, perhaps you would be kind enough to advise us of the amount and we will arrange for immediate payment.

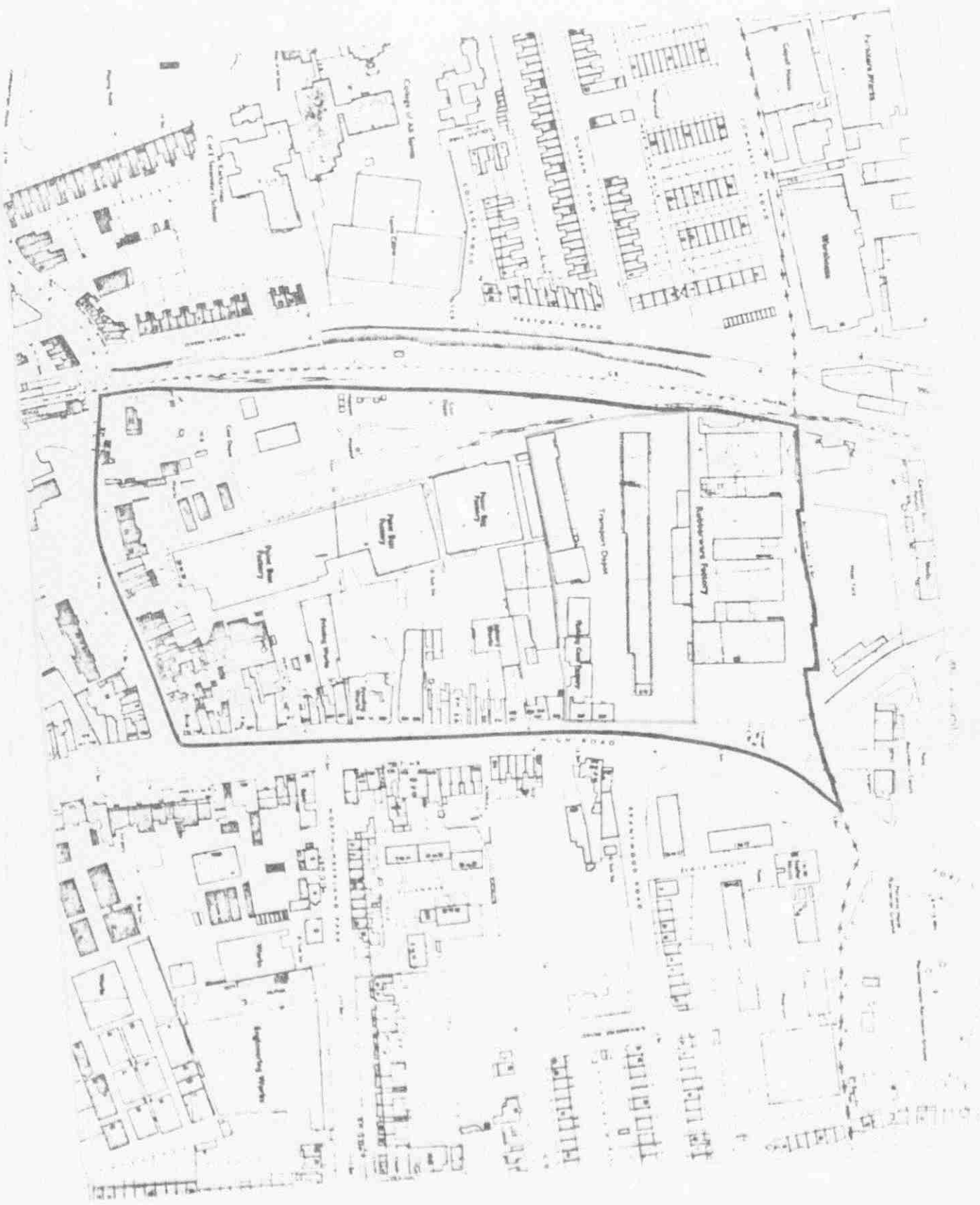
In order to assist you in identifying the site we enclose herewith a location plan on which the site is edged in red.

Your prompt attention in this matter will be much appreciated.

Yours faithfully,

P.G. Mason

CHAMBERLAIN & WILLOWS
P G Mason


Transport Depot
Rubberware Factory

PGM/MJN
SF/TS/1570/879

Sue Flack

9th March 1981

Chamberlain & Willows,
Hale House,
Green Lanes,
LONDON, N13 5TG.

Dear Sirs,

Roadline Depot - 867/879 High Road, London, N17

I thank you for your letter dated 19th February 1981.

I attach a copy of a planning brief which has been prepared for the site, which I hope answers most of the questions in your letter.

As requested, I attach copies of significant Decision Notices (plus invoice). The full schedule of planning applications made on the site is attached to the brief.

I also attach a copy of detailed information on grants and loans available under the Industrial Improvement Area Provisions. However, I would ask you to note that the area will not be finally designated as an industrial improvement area until last May 1981.

If you require any further information or if you need further copies, please contact my Assistant, Miss Flack, at this office.

Yours faithfully,

CH

Clive Hollyman

Assistant Borough Planning Officer

1570/867-879

Chamberlain & Willows

Estate Agents · Surveyors · Valuers

Head Office:
Church House,
Ironmonger Lane,
London EC2V 8EU
Tel: 01-606 9611

West End Office:
1 South Audley Street,
Mayfair,
LondonW1Y 6JS
Tel: 01-493 7863

Industrial Departments:
Hale House,
Green Lanes,
London N13 5TG
Tel: 01-882 4633

Telex number all departments 299161

Charles F. Wilson FRICS Associate
R. G. Hemingway FRICS Kenneth E. Brown
John A. G. Dines FRICS Herbert Opie
David V. Read Peter G. Orfeur
Bryan C. De'Ath FRICS
John W. Page Partnership Secretary
H. H. Merriman FRICS Geoffrey L. Mather
E. R. G. Lanham FRICS Consultants
Leslie J. Law FSVA D. Bowen-Davies DFC FRICS
Gerald T. Betts FRICS George F. Crisp FRICS
Nigel E. King E. A. Thompson

Please reply to: Dept. Hale House Our Ref. DVR/CB Your Ref. /TS/1570/879

Date 13th March 1981

please file
879 High Rd.

C. Hollyman Esq.,
Borough of Haringey,
Borough Planning Officer,
Hornsey Town Hall,
The Broadway,
Crouch End,
LONDON N8 9JJ

Dear Mr. Hollyman,

re: Roadline Depot - 867/879 High Road N17.

Thank you for your letter of the 9th March together with enclosures which will be most useful.

As requested I enclose herewith our cheque for £5.50 being payment in respect of the copies supplied.

Yours sincerely,

D.V. READ
Chamberlain & Willows

Encl.

HARINGEY
TOWN PLANNING SERVICE
18 MAR 1981

DPO	DPSO	CAPO	SEC
DP/1	DP/2	DP/3	DP/4
DP/A	DC	DC/A	PERS
RES	LIB	LLC	

P.S. As a matter of interest on page 4 of your planning brief you refer to the North-South Road. Do you have any further up to date information with regard to the programming of this road ?

Chamberlain and Willows,
Hale House,
Green Lanes,
London N13 5PG.

DVR/CB
1570/879/SF/JAN

25 March 1981

Dear Sirs,

Roadline Depot, 867-879 High Road, N17.

Thank you for your letter dated 13 March 1981.

I attach a receipt for your cheque.

The North-South Road is not included in the present GLC road programme, which includes roads to be constructed up to 1988-89. Haringey Council is now in the process of negotiating with the GLC, firstly to attempt to have the North-South Road put back into the programme, and secondly to discuss whether a phased scheme might be more acceptable. The reason given by the GLC for deferring the road was the high cost of the scheme.

I hope that this information is helpful to you.

Yours faithfully,

Clive Hollyman
Assistant Borough Planning Officer.

Property file
1570/867-879

DVR/CB
SF/TS/1570/867/879
Sue Flack

16th April 1981

Chamberlain & Willows,
Hale House,
Green Lanes,
LONDON, N13, 5TG.

Dear Sirs,

867-879 High Road, London, N17

I thank you for your letter dated 8th April 1981.

There are two main grant sources. Firstly, the repair and restoration of the listed buildings as a project under the provisions of the inner Urban Area Act in an Industrial Improvement Area, could attract grant aid. The Council was allocated approximately £270,000 by the Government for industrial and commercial projects in the financial year 1980/81. This allocation was for use throughout the Borough, but was mainly used in the four industrial improvement areas.

As yet, the Government have not informed the Council of the allocation for 1981/82 but it is understood that no additional funds will be available in real terms over and above last year's allocation.

There are already a number of commitments on the allocation, therefore the uncommitted funds are likely to be severely constrained. However, applications for loans and grants from firms will be considered on their merits, bearing in mind the employment generation of the project as well as other environmental gains.

For further information and an application form for the Inner Urban Area Acts funds please contact Paul Weiss on extension 242.

Secondly, grants are available specifically for the restoration of listed buildings. If the Department of the Environment approve the Council's application for a Town Scheme for the North Tottenham Conservation Area, then a grant of up to 50% of the cost of restoration, with up to 25% being contributed by the historic buildings council and this amount matched by Haringey Council, may be available. A decision on the Town Scheme application should be made in approximately two months time. So far, it appears hopeful that the decision will be favourable.=

Haringey Council is now applying for a grant for 867-869 High Road from the Historic Buildings Council, and again the decision should be made within about two months.

There are various other trusts and grant giving bodies which you may wish to contact for grant aid. The following have been previously contacted by Haringey Borough Council on other projects, but there are numerous others, and I will supply names and addresses if requested.

1. The Landmark Trust
   21 Deans Yard
   London SW1P 3PA.

2. Monument Trust
   17 New Row
   St Martins Lane
   London WC2N 4LF.

3. Pilgrim Trust
   Fielden House
   Little Cottage Street
   London SW1

4. Leche Trust
   BM Box 4171
   London WC1N 3XX.

The feasibility study prepared by the Borough Architect Service is now being worked up into a presentation booklet for grant applications, and should be ready by the end of next week. If you would like copies for grant applications, please contact Gavin Clark, Ext. 248.

I hope that this information is helpful to you.

Yours faithfully,

CLIVE HOLLYMAN

Assistant Borough Planning Officer

SF.:

Chamberlain & Willows

Estate Agents · Surveyors · Valuers

Head Office:
Church House,
Ironmonger Lane,
London EC2V 8EU
Tel: 01-606 9611

West End Office:
1 South Audley Street,
Mayfair,
LondonW1Y 6JS
Tel: 01-493 7863

Industrial Departments:
Hale House,
Green Lanes,
London N13 5TG
Tel: 01-882 4633

Telex number all departments 299161

Charles F. Wilson FRICS
R. G. Hemingway FRICS
John A. G. Dines FRICS
David V. Read
Bryan C. De'Ath FRICS
John W. Page
H. H. Merriman FRICS
E. R. G. Lanham FRICS
Leslie J. Law FSVA
Gerald T. Betts FRICS
Nigel E. King

Associates
Kenneth E. Brown
Herbert Oyio
Peter G. Orfeur

Partnership Secretary
Geoffrey L. Mather

Consultants
D. Bowen-Davies DFC FRICS
George F. Crisp FRICS
E. A. Thompson FRICS

Please reply to: Hale House
Dept.

Our Ref. DVR/CB Your Ref. SF/TS/1570/867/879 Date 21st April 1981

C. Hollyman Esq.,
Assistant Borough Planning Officer,
Borough of Haringey,
Borough Planning Office,
Hornsey Town Hall,
The Broadway,
Crouch End,
LONDON N8 9JJ

Dear Mr. Hollyman,

re: 867-879 High Road, London N17

Thank you for your letter of the 16th April the contents of which we have conveyed to our clients.

Yours sincerely,

D.V. READ
Chamberlain & Willows

HARINGEY
TOWN PLANNING SERVICE
22 APR 1981

DPO	DPDO	CMPO	SEC
DP/1	DP/2	DP/3	DP/4
DP/A	DC	DC/A	PERS
RES	LIB	LLC	

Sue PSM.

Chamberlain & Willows

Estate Agents · Surveyors · Valuers

Head Office:
Church House,
Ironmonger Lane,
London EC2V 8EU
Tel: 01-606 9611

West End Office:
1 South Audley Street,
Mayfair,
LondonW1Y 6JS
Tel: 01-493 7863

Industrial Departments:
Hale House,
Green Lanes,
London N13 5TG
Tel: 01-882 4633

Telex number all departments 299161

Charles F. Wilson FRICS
R. G. Hemingway FRICS
John A. G. Dines FRICS
David V. Read
Bryan C. De'Ath FRICS
John W. Pope
H. H. Merriman FRICS
E. R. G. Lanham FRICS
Leslie J. Law FSVA
Gerald T. Betts FRICS
Nigel E. King

Associates
Kenneth E. Brown
Herbert Opie
Peter G. Orfeur

Partnership Secretary
Geoffrey L. Marbet

Consultants
D. Bowen-Davies DFC FRICS
George F. Crisp FRICS
E. A. Thompson FRICS

Please reply to: Dept. Hale House Our Ref. DVR/CB Your Ref.

Date 8th April 1981

The Borough Planning Officer,
Borough of Haringey,
Hornsey Town Hall,
The Broadway,
Crouch End,
LONDON N8 9JJ

Dear Sir,

re: 867/879 High Road, London N17.

Thank you for your additions to your recent planning brief regarding the Roadline site.

We have noted the costs of the schemes concerned and would be grateful if you would kindly inform us if any grants and/or loans will be available to the purchasers to carry out these works.

Yours faithfully,

D.V. READ
Chamberlain & Willows

HARINGEY
TOWN PLANNING SERVICE
9 APR 1981

DPO	DPBO	CAPO	SEC
DP/1	DP/2	DP/3	DP/4
DP/A	DC	DC/A	PERS
RES	LIB	LLC	

Please file
1570/867-879

Agreed

Agenda Item No: 3.14.

PLANNING AND DEVELOPMENT COMMITTEE

16 JUNE 1981

REPORT OF THE BOROUGH PLANNING OFFICER

Description of Contents:
Members are asked to approve action by officers concerning the disposal and future use of the Roadline Site.

ROADLINE SITE : 867-869 HIGH ROAD N17

Ward : Park

DECISION ITEM

1.0 Introduction

1.1 The Roadline Depot, which is situated at the northern end of Tottenham High Road, has closed with the loss of about 150 jobs. The Depot was used for the service and distribution of all types of consumer goods.

1.2 On part of the frontage of the site are two Listed Buildings, 867-869 High Road, which are in a poor state of repair. They have been vacant for some years, without maintenance by the owners. It is still considered that these buildings should be repaired and restored in any redevelopment scheme, as the Council has always considered these buildings to be of special architectural and historic interest, and well worthy of preservation. The Council has in the past tried to encourage the previous owners to carry out repairs.

1.3 The site is also in the North Tottenham Industrial Improvement Area, and offers potential for improving the access to the industrial premises to the south, which presently have rather unsatisfactory access from either the High Road or White Hart Lane.

1.4 In view of these additional factors, a planning brief for the site has been drawn up for the guidance of potential developers. A feasibility study of the possible conversion of 867-869 High Road has been undertaken by the Borough Architect's Service, and this will also be an information base for grant application.

2.0 Proposed Uses

2.1 The site, which comprises about 1.2 ha (3 acres) is most suitable for industrial redevelopment. A mixed industrial and warehousing scheme would also be acceptable.

2.2 The planning brief recommends the construction of an industrial estate of small units giving a total floor space of approximately 60,000 square feet. The units should be laid out along a central spine road, with a turning head at the western end. The Council's car parking and loading requirements should be complied with, and the buildings should be compatible with the surrounding environment.

2.3 The brief recommends that the Listed Buildings on the frontage be converted for office use or alternatively for light industrial workshops or even housing. The feasibility study by the Borough Architect's Service shows how conversion to offices could be carried out whilst still retaining the important architectural features.

2.4 A mixed use involving a large cash and carry type store, industrial units at the back and the retention of the Listed Buildings for offices has also been put forward by a potential developer.

3.0 Opportunities for access improvements

3.1 The Borough Engineer and Surveyor comments

"Members may wish to consider the adoption of the spine road and the construction of its extension to the south to connect with White Hart Lane. Possible benefits may be the pedestrianisation of White Hart Lane at the junction with the High Road, the removal of the heavily overloaded signal controlled junction and its replacement with a small roundabout at the junction of Brantwood Road, the High Road and the new spine road. The disbenefits would include the cost (although some contribution may be made by the GLC) and the possible attraction of commuter traffic onto White Hart Lane.

The imposition of a requirement upon the developer to construct a spine road to adoptable standard would provide the opportunity for its extension at some later date if the Council so desired but may require a financial contribution from the Council."

3.2 The possibility for improving access arrangements to the south would exist if a route were to be provided through to the south-west corner of the site to White Hart Lane, running adjacent to the railway. This would involve using land owned by British Rail now leased out for open storage. The proposed linked access would open up the storage area for new development and improve access to two large units. This is considered to be a worthwhile gain in planning terms. However in my opinion, the Borough Engineer's suggestion that a public road should be constructed through the site to White Hart Lane should not be adopted for the following reasons:

1. The negotiations for the new road would be likely to delay the development of the Roadline Site.
2. The advantages of the new road would be limited and there would be little or no improvement in conditions on the High Road.
3. Any further requirements imposed on the developers might make it more difficult to preserve the historic buildings.

4.0 Listed Buildings

4.1 The feasibility study indicates that the cost of restoring the buildings and converting them to office use is in the order of £350,000 to £375,000. To finance the restoration, it will be necessary for developers to use the profit realised from the development of the rest of the site.

4.2 As the buildings are in such poor condition ,the timescale of development is of the utmost importance. To ensure their retention, it will be necessary to negotiate a formal agreement with the developers under Section 52 of the Town and Country Planning Act 1971, Section 126 of the Housing Act 1974. This would require the develcpers to complete the repair works to the Listed Buildings within, say, two years of the grant of planning permission for the redevelopment of the rest of the site.

5.0 Sources of Finance and Grant Aid

5.1 As the site is within an Industrial Improvement Area, limited grant aid may be available under the terms of the Inner Urban Areas Act 1978. This could be used for conversion work on the Listed Buildings.

5.2 An application has been made to the Department of the Environment for a 'Town Scheme' for North Tottenham Conservation Area and if approved, this may allow for additional grant aid for the Listed Buildings. It may also be possible to obtain grants from various Trusts for the repair of the Listed Buildings.

5.3 A further possibility is for the Council to agree with the developer to convert and use the buildings for industrial co-operatives. The cost of the works might then be shared between the developer and the Council (subject to the availability of finance for industrial co-operatives).

5.4 However, it is likely that total grant aid will be small in relation to the cost of the works required. Most of the finance for repairs and conversion will have to come from the developer of the site.

6.0 Consultations

6.1 The Borough Valuer and Estate Surveyor comments that the site has now been sold, but that he is still willing to investigate possibilities for Council involvement.

6.2 The Comptroller and Treasurer comments that there is at present no specific financial provision to cater for possible future input by the Council toward:

1. The preservation of the Listed Buildings.
2. The construction of a new spine road.
3. Any direct Council involvement in the development of the site.

It may therefore be necessary for the Committee to consider more detailed financial implications, subject to the outcome of fur'her negotiations to be conducted with prospective developers.

7.0 RECOMMENDATIONS

7.1 That the uses and recommendations set out in the planning brief (summarised in paragraphs 2.1, 2.2 and 2.3 above) be approved.

7.2 That applicants be advised that the Council desires that an agreement under Section 52 of the Town and Country Planning Act 1971/Section 126 of the Housing Act 1974 (covering the restoration of the Listed Buildings) be entered into before planning permission is granted for the redevelopment of the Roadline Site.

7.3 That the Borough Valuer and Estate Surveyor, in collaboration with the Planning Service, investigate the feasibility of converting 867-869 High Road for use by industrial co-operatives.

7.4 That the officers investigate with potential developers, the costs that the Council would be required to bear if the spine road were to be aligned and constructed to allow access to the south-west corner of the site.

D.W. FRITH
Borough Planning Officer

1570/467-869

DBPO/MG

Mr.Oliver,
Fairview Estates Ltd.,
Ware
Herts

26 June 1981

Dear Mr.Oliver,

Roadline Depot, 867-869 High Road, N17

I am sending you a copy of the Planning Brief for this site which did not seem to reach you via Chamberlain & Willows and a copy of the Borough Planning Officer's report to Committee on 16 June 1981.

As mentioned, we are not putting too much emphasis on the link road through the site but are very concerned that the listed buuldings should be restored. We shall be seeking a formal agreement under Section 52 of the 1971 Act regarding this restoration. Please see paras. 5.1 to 5.4 of the report to Committee regarding possible financial contributions.

Although the documents say little about retail uses I still think the alternatives we discussed regarding various industrial/retail mixes merit inveistigation. I look forward to hearing from you again.

Yours sincerely,

K S Gardner
Deputy Borough Planning Officer.

See PT
C
1570(871-879

BOROUGH OF HARINGEY

MEMORANDUM

Your reference

My reference DBPO/MG

FROM: Deputy Borough Planning Officer

TO: Peter Norman
Gavin Clark
Carolyn Luke
Barry Turner
Paul Weiss
David Lewis
Paul Tomkins
Clive Hollyman.

cc. Borough Planning Officer

13 July 1981

Roadline Depot, High Road, N17

Further to my discussion with various members of the staff last Friday, this is to confirm that urgent consideration is to be given to Fairview's initial ideas for the development of this site with a super market and lock-up shops and the refurbishment of Nos.867 & 869 without any industrial development at all. I have undertaken to advise Mr.Oliver within a fortnight whether or not this development is acceptable in principle after having taken Member advice. Actions set out below need to be taken before Friday 17 July and I would like a round table discussion to conclude officer views at 3.30p.m. on that day.

Mr.Oliver is aware and at this stage accepts that the Council's principle objective is the refurbishment of 867 & 869, but clearly this cannot be at any cost in terms of planning principles. According to Oliver the refurbishment depends upon the major retail user but options are open vis-a-vis the remainder of the site.

There is no comittment to a wholely retail solution but I personally welcome an injection of private capital in this form and the idea needs to be realistically appraised as follows:-

1. Paul Weiss - Industrial Policy.
   - Examine whether or not it is essential to maintain an industrial side to this site which is in a defined industrial area and an industrial improvement area. Oliver estimates that 220 jobs will be created whether the use is retail or manufacturing.
   - Please assess which type of employment is more appropriate to local needs.
   - Please assess whether the amount of manufacturing floor space currently available and in preparation is such that this site is essential to this Council's manufacturing employment objectives. Oliver estimates that there is 816,000 sq.ft. of industrial floor space currently available in N15 and N17 not including such sites as Ferry Lane Wharf, Millmeads, Keith Blackburn etc.

2. C.Luke - Shopping Policy
   - Please assess relationship of Oliver's ideas to the Council's shopping policies and the overall pattern of shopping in the Borough particularly regarding the distribution of major super markets, super markets with car parks and individual sites with potential for major

super markets with car parking. This information could with advantage be mapped.

- Possible effect on the shopping in the North Tottenham Conservation Area and the protected frontage policy.

3. Gavin Clark - Urban Design
- Relation of the massing of the new buildings etc. to 867 & 869 with views as to the style of building preferred.

- The purity of the refurbishment may well be an issue on cost grounds if none other and I would like to be assured that Haringey & GLC officers would be seeking common objectives in the knowledge that too high a standard may cause the whole objective to misfire.

- Oliver is prepared to accept Section 52 agreement in principle.

4. Paul Tomkins - To contact Peter Wiltshire regarding access etc.

5. DBPO - To contact Norman Stonnard of Enfield regarding their likely reaction.

K S Gardner
Deputy Borough Planning Officer

DBPG/MG

Councillor Mrs.E.Garwood & Councillor N.Harrison

22 July 1981

Dear Councillors,

Former Roadline Depot, High Road, Tottenham, N17

Redevelopment of this depot which is in Park Ward will be of some significance particularly, if thethe new owners suggest, modern shops are provided.

I enclose for your information a copy of a report I put to the Development Control Sub-Committee on 21 July. The report was submitted because the new owners desire an indication of the Council's likely reaction before committing resources to further design work. The Sub-Committee did not feel they had adequate time to consider the issues and declined to give informally views which were sought.

I think it is likely that the new owners will proceed to prepare an outline scheme and if you have any views at this juncture I should be happy to receive them.

Yours sincerely,

K S Gardner
Deputy Borough Planning Officer

File - 1570/867-869 ~~Clive Cooling house acquisition plans~~

Deputy Borough Planning Officer

Clive Hollyman
F.Norman/C.Luke/G.Cla.k.
P.Turner/P.Weiss

22 July 1981

Roadline Depot, High Road, N17

The enclosed report seeking the informal views of the DUSC was put to Members on 21 July but they declined to express a view one way or another.

The report attempts to distil the essence of the views expressed within the Department and will ~~not~~ form the basis of a future report to the Sub-Committee.

I shall be pleased to know of any essential omissions which you wish to see rectified or changes in the emphasis which I have placed.

K S Gardner
Deputy Borough Planning Officer

DEVELOPMENT CONTROL SUB-COMMITTEE

21 July 1981

REPORT OF THE BOROUGH PLANNING OFFICER

WARD : PARK

Former Roadline Depot, High Road, Tottenham, N17

1. Members informal views are sought on the possible redevelopment of this 3 acre site with a supermarket, a range of lock-up shops and a large shoppers car park. The near derelect but finely proportioned pair of listed houses (Nos.867 and 869 High Rd.) would be refurbished as offices.

2. The new owners are keen to include a supermarket and shoppers car park in any redevelopment but also are prepared to combine it with industrial or warehouse buildings.

3. Factors in favour of the retail proposal include:-

3.1. Provision of modern, competitive shopping facilities away from traffic noise, fumes and inclement weather in a part of Tottenham where few now exist, thereby improving the spread of such facilities across the Borough.

3.2. The location is good for shoppers on foot and by bus as well as for those driving cars upon which modern, competitive facilities depend. There is no other site in the locality capable of meeting these needs and if this opportunity is not taken, the centre is likely to continue to decline.

3.3. A wide range of trades would be represented which would complement existing facilities such as the post office, doctor's surgeries, pubs and specialist trades and agencies.

3.4. The proposal offers the best prospect of refurbishing the very important listed buildings to a good standard.

4. Factors against the retail proposal

4.1. The proposal would probably draw off some trade from other shops particularly car borne shoppers now using Fore Street, Edmonton and to a lesser extent Bruce Grove. The scheme could lessen the viability of a similar but more problematical supermarket suggestion for the cinema/bingo site in Bruce Grove itself The number of retailers in the part of the High Road around White Hart Lane has much reduced in recent years. Those who now exist are likely to either move to the new precinct, remain in situ in a complementary role or succumb to new competition. Nevertheless in total the shopper is likely to benefit but non retail uses could be expected to increase in the High Road.

4.2. A potential of some 150 jobs in manufacturing would not be realised if the whole site were not to be developed for industry in accordance with the Council's expressed policy.

To → Property File: 15701 867/869 High Rd SF N17.

BOROUGH OF HARINGEY

MEMORANDUM

Your reference

My reference PJW/CS/86/10

FROM: Borough Engineer & Surveyor

TO: Borough Planning Officer - Attn C Hollyman

13 August 1981

Road Line Site N17

I have now completed some preliminary investigations into the proposals of Messrs Fairview for a shopping development on this site shown on their drawing No. HR/1. My comments are as follows :

1. The planning standard for the provision of car parking spaces in district centres is one space for 600 sq. ft. G.F.A. Applying this standard would result in some 87 spaces for this particular site. Evidence exists that a more appropriate figure for the provision of car parking spaces with no allowance being made for restraint, would be one space for every 200 sq. ft. of G.F.A. Thus, if this particular site is not considered to be a district centre then perhaps the provision of parking spaces should be closer to 250 and if it is considered to be within the district centre, then the provision should be closer to 100 parking spaces.

2. Sufficient space must be provided within the site for turning 13 m long articulated vehicles. In my view, insufficient space exists with the scheme shown on drawing No. HR/1.

3. Provided that late-night shopping were not permitted and the site operated with opening hours only between 0900 hrs and 1800 hrs, then a simple priority junction with the central access road aligned directly opposite Brantwood Road would probably be adequate. If, however, the operation of the shops were to coincide with peak hour traffic movements on the High Road, then a simple priority junction would probably not be adequate in terms of safety and capacity and either traffic signals, a small roundabout or a more complex priority junction may need to be contrived.

A DREW
for Borough Engineer & Surveyor.

HARINGEY
TOWN PLANNING SERVICE
13 AUG 1981

MG

Copies to be (PT)
CLH
and self please

C 1570/871-879 P/File

PS/JN

Deputy Borough Planning Officer

Peter Norman

18 August 1981

Roadline Depot, High Road, N17.

With reference to your draft report on the Roadline site, I would make the following additions:

3.4 add : 'And it is hoped that this in turn will encourage further improvements in the North Tottenham Conservation Area, which has some of the finest buildings of historic and architectural interest in the Borough'.

Policy Considerations. Additional Paragraph:

'5.4 The District Plan and DOE Circular 12/81 state that new uses for old buildings may often be the key to preservation and urge that control over land use allocation, density, plot ratio, daylighting and other controls should be relaxed where this would enable historic buildings to be given a new lease of life.'

7.1 add : 'And saving some of the most historic buildings in the Borough.'

On Section 7.3, the Council's policy is that, apart from local centres of which North Tottenham is one, shopping should be concentrated in a few large centres (six in number, including Wood Green). Large-scale retail development at this site would have the effect of drawing trade from Bruce Grove into this Centre, which is a local centre only, so distorting Council policy. I think the paragraph is drafted too widely, as if this development would affect 'purely local centres' and 'large centres' generally, whereas in fact the discussion should be in terms of Bruce Grove and the local centres in Tottenham. However, I understand, that the closure of the Co-op may force discussion of this issue in a wider context, and necessitate some re-drafting of the report.

Peter Norman
Assistant Borough Planning Officer.

Borough of Haringey
Civic Centre
Wood Green N22 4LE
01 XXXXXXX
881 3000

With Compliments
from the Press and Public Relations Office
~~Chief Personnel Officer~~

Mr. Frith
Borough Planning Officer

Prop File

Facelift for site

W/HERALD
10-9-81

PLANS for a supermarket and shopping precinct for the former Roadlines site in High Road, Tottenham, are being studied by Haringey Planners.

The site is near White Hart Lane.

The plans submitted by a developer included three separate schemes:

- A shopping complex
- An industrial site
- A joint shopping and industrial centre.

It is felt the council will probably favour the first scheme due to the recent deterioration of shopping facilities in the area.

Haringey Council are proposing to make Bruce Grove a Shopping Improvement Area providing they can find money and there is support from the traders.

Fronts of buildings and shops would be improved and the area generally brightened up.

HARINGEY
TOWN PLANNING SERVICE
14 SEP 1981

DPO	DMBO	CAPO	SEC
DP/1	DP/2	DP/3	DP/4
DP/A	DC	DC/A	PERS
RES	LIB	LLC	

35. FORMER ROADLINE DEPOT, HIGH ROAD, TOTTENHAM,N.17.
PARK

- 8 SEP 1981

Introduction

1. On 21 July 1981 I tabled a report seeking Members' informal views upon possible redevelopment of this 3 acre site to include a significant amount of shopping and in particular a supermarket.

2. Members declined to express an opinion, in part at least, because of insufficient time given for them to consider the matter.

3. In the interim a further large shop (The Co-op Department Store) has closed in the High Road and the future of the shopping centre is viewed with increasing anxiety.

4. Changes in shopping habits and patterns are bound to occur but it is clear that major retailers are increasingly dependent upon modern buildings with good access, adequate delivery bays and large car parks if they are to remain competitive. This means they are not tied to High Street locations. If suitably sized and serviced sites are not available, they will in fact be forced out of High Street locations.

5. From the Council's point of view it is important to maintain and improve good, competitive and varied shopping in High Street locations so that those without cars may conveniently shop.

6. In Tottenham High Road, the Tesco's on the corner of Broad Lane is under construction because it makes sense to both the retailer and the Council. Similar suitable sites are few; even fewer if those not available at the right time are discounted. The Roadline site is one of the few.

The Roadline Site

7. Alternatives being considered by the owners are:-

   7.1 Supermarket, plus say 12 lock-up shops plus large shoppers car park.

   7.2 Supermarket and large shoppers car park plus industrial/warehouse units instead of lock-up shops.

   7.3 Industrial/Warehouse Units only.

8. In each of the alternatives, the near derelict but finely proportioned pair of listed houses (Nos. 867 and 869 High Road) would be refurbished as offices. The owner says it would be difficult to finance a high standard of refurbishment without a large retail element.

9. Factors in favour of major retail development include:-

9.1 Provision of modern, competitive shopping facilities away from traffic noise, fumes and inclement weather in a part of Tottenham where few now exist, thereby improving the spread of such facilities across the Borough.

9.2 The location is good for shoppers on foot and by bus as well as for those driving cars upon whom modern competitive facilities depend. There is no other site in the locality capable of meeting these needs and if this opportunity is not taken, shopping facilities in the High Road are likely to continue to decline.

9.3 A wide range of trades would be represented which would complement existing facilities such as the post office, doctors' surgeries, pubs and specialist trades and agencies.

9.4 The proposal offers the best prospect of refurbishing the very important listed buildings to a good standard.

10. Factors against major retail development include:-

10.1 The proposal would probably draw off some trade from other shops particularly car borne shoppers now using Fore Street, Edmonton and to a lesser extent Bruce Grove. The number of retailers in the part of the High Road around White Hart Lane has much reduced in recent years. Those who now exist are likely to either move to the new precinct, remain in situ in a complementary role or succumb to new competition. Nevertheless in total the shopper is likely to benefit but non retail uses could be expected to increase in the High Road.

10.2 A potential of some 150 jobs in manufacturing would not be realised if the whole site were not to be developed for industry in accordance with the Council's expressed policy.
Conversely the retail proposal would provide some 150 jobs but clearly of a different kind. Although the site is eminently suitable for industry, there are many others. Upwards of 500,000 sq.ft. (say 1,000 jobs) is currently available for occupation in N.15 and N.17 and there are numerous other sites in the pipeline. Suitable retail sites are very few. There are probably none in North Tottenham.

11. Other factors:-

11.1 Different types of retail trade carried on in the supermarket will have different effects. For example a food/hardware trade would benefit local people more than a DIY store which would serve mainly car borne customers. A food/hardware trade would however be more likely to take business from nearby centres whereas a DIY store would tend to create a new market.

11.2 A mixed retail/industrial development may appear the best of the three alternatives. It would however not provide a range of trades or such a good shopping environment.

Policy Considerations

12. The District Plan states that the Council will not look favourably on proposals for major shopping developments located away from established centres where they are likely to have a detrimental effect on those centres.
The newly elected GLC has adopted a general policy statement on Planning which gives priority to improvement and development of existing shopping centres that are accessible to all people especially those without cars and to facilities which will benefit local people and help urban renewal. The statement opposes hypermarkets - the current proposal is not a hypermarket. For these purposes the Roadline site is within an established centre which extends along this part of the High Road.

13. The District Plan also states that the Council will promote and encourage the expansion of manufacturing industry in the Define Industrial Areas one of which includes this site. In the light of this policy the Planning and Development Committee on 16 June 1981 decided to support industrial or mixed industrial and warehousing uses.

14. Ward Councillors have been consulted. They (Councillors Mrs.Harrison and Mrs. Garwood) support retail development.

Conclusions

15. This site offers the best and possibly the only opportunity of significantly reversing the decline of North Tottenham as a shopping centre.

16. If the opportunity is taken it is likely, at least in the short run, to take trade from other centres particularly Fore Street, Edmonton.

17. If the opportunity is not taken, shopping, other than in small, purely local, centres, will become increasingly concentrated in very few large centres especially those with modern facilities including Wood Green.

RECOMMENDATION

18. That the Planning & Development Committee be recommended to advise the owners of the Roadline site that each of the alternatives set out in para 7. would be acceptable in principle provided Nos. 867 and 869 High Road are refurbished to a high standard maintaining existing external features in particular and that the alternative comprising supermarket, lock-up shops and shoppers car park is preferred.

Of the 32 applications referred to in this report, 10 have exceeded the statutory period within which a decision should be made.

D.W.FRITH
Borough Planning Officer

1 September 1981

D R A F T

DCSC 8 September 1981

Former Roadline Depot, High Road, Tottenham, N17

WARD: Park

Introduction

1. On 21 July 1981 I tabled a report seeking Members' informal views upon possible redevelopment of this 3 acre site to include a significant amount of shopping and in particular a supermarket.

2. Members declined to express an opinion, in part at least, because of insufficient time given to them to consider the matter.

3. In the interim a further large shop (The Co-op Department Store) has closed in the High Road and the future of the shopping centre is viewed with increasing anxiety.

4. Changes in the shopping habits and patterns are bound to occur but it is clear that major retailers are increasingly dependent upon modern buildings with good access, adequate delivery bays and large car parks if they are to remain competitive. This means they are not tied to High Street locations. If suitably sized and serviced sites are not available, they will in fact be forced out of High Street locations.

5. From the Council's point of view it is important to maintain and improve good, competitive and varied shopping in High Street locations so that those without cars may conveniently shop.

6. In Tottenham High Road, the Tesco's on the corner of Broad Lane is under construction because it makes sense to both the retailer and the Council. Similar suitable sites are few; even fewer if those not available at the right time are discounted. The Roadline site is one of the few.

The Roadline Site

7. Alternatives being considered by the owners are:-

7.1. Supermarket, plus say 12 lock-up shops plus large shoppers car park.

7.2. Supermarket and large shoppers car park plus industrial/warehouse units instead of lock-up shops.

7.3. Industrial/Warehouse Units only.

8. In each of the alternatives, the near derelict but finely proportioned pair of listed houses (Nos.867 and 869 High Road) would be refurbished as offices. The owner says it would be difficult to finance a high standard of refurbishment without a large retail element.

9. Factors in favour of major retail development include:-

9.1. Provision of modern, competitive shopping facilities away from traffic noise, fumes and inclement weather in a part of Tottenham where few now exist, thereby improving the spread of such facilities across the Borough.

9.2. The location is good for shoppers on foot and by bus as well as for those driving cars upon whom modern competitive facilities depend. There is no other site in the locality capable of meeting these needs and if this opportunity is not taken, shopping facilities in the High Road are likely to continue to decline.

9.3. A wide range of trades would be represented which would complement existing facilities such as the post office, doctors' surgeries, pubs and specialist trades and agencies.

9.4. The proposal offers the best prospect of refurbishing the very important listed buildings to a good standard.

10. Factors against major retail development include:-

10.1. The proposal would probably draw off some trade from other shops particularly car borne shoppers now using Fore Street, Edmonton and to a lesser extent Bruce Grove. The number of retailers in the part of the High Road around White Hart Lane has much reduced in recent years. Those who now exist are likely to either move to the new precinct, remain in situ in a complementary role or succumb to new competition. Nevertheless in total the shopper is likely to benefit but non retail uses could be expected to increase in the High Road.

10.2. A potential of some 150 jobs in manufacturing would not be realised if the whole site were not to be developed for industry in accordance with the Council's expressed policy.

Conversely the retail proposal would provide some 150 jobs but clearly of a different kind. Although the site is eminently suitable for industry, there are many others. Upwards of 500,000 sq.ft. (say 1,000 jobs) is currently available for occupation in N.15 and N.17 and there are numerous other sites in the pipeline. Suitable retail sites are very few. There are probably none in North Tottenham.

11. Other factors:-

11.1. Different types of retail trade carried on in the supermarket will have different effects. For example a food/hardware trade would benefit local people more than a DIY store which would serve mainly car borne customers. A food/hardware trade would however be more likely to take business from nearby centres whereas a DIY store would tend to create a new market.

11.2. A mixed retail/industrial development may appear the best of the three alternatives. It would however not provide a range of trades or such a good shopping environment.

Policy Considerations

12 The District Plan states that the Councill will not look favourably on proposals for major shopping developments located away from established centres where they are likely to have a detrimental effect on those centres.

The newly elected GLC has adopted a general policy statement on Planning which gives priority to improvement and development of existing shopping centres that are accessible to all people especially those without cars and to facilities which will benefit local people and help urban renewal. The statement opposes hypermarkets - the current proposal is not a hypermarket.

For these purposes the Roadline site is within an established centre which extends along this part of the High Road.

13. The District Plan also states that the Council will promote and encourage the expansion of manufacturing industry in the Defined Industrial Areas one of which includes this site. In the light of this policy the Planning & Development Committee on 16 June 1981 decided to support industrial or mixed industrial and warehousing uses.

14. Ward Councillors have been consulted. They (Councillors Mrs.Harrison and Mrs.Garwood) support retail development.

Conclusions

15. This site offers the best and possibly the only opportunity of significantly reversing the decline of North Tottenham as a shopping centre.

~~15.~~ If the opportunity is not taken, shopping, other than in small purely local centres, will become increasingly concentrated in very few large centres especially those with modern facilities including Wood Green.

Recommendation

~~16~~

16. If the opportunity is taken it is likely, at least in the short run, to take trade from other centres particularly Fore Street, Edmonton.

17. If the opportunity is not taken, shopping, other than in small, purely local, centres, will become increasingly concentrated in very few large centres especially those with modern facilities including Wood Green.

Recommendation

18. That the Planning & Development Committee be recommended to advise the owners of the Roadline site that each of the alternatives set out in para 7 would be acceptable in principle provided Nos.867 and 869 High Road are refurbished to a high standard maintaining existing external features in particular and that the alternative comprising supermaket, lock-up shops and shoppers car park is preferred.

D W FRITH
BOROUGH PLANNING OFFICER.

28.8.81