

Officer's Report

Application Number	HGY/2022/2762
Type	Full planning permission
Location	Christ Apostolic Church, High Road, London, N15 4BN
Proposal	Perimeter security fencing, gates and vehicle crossovers to the road facing areas
Case Officer	Sabelle Adjagboni
Valid Date	22/09/2022
Applicant	Pastor Emanuel Tukasi
Agent	Mr Peter French

RECOMMENDATION

Refuse

SUMMARY OF RECOMMENDATION

REFUSE PERMISSION

Reasons for Refusal:

The proposal by reason of its unsympathetic design and materials, as well its excessive and overbearing scale, is considered to be out of keeping and would detract from the character and appearance of the host building and wider THRHC/Seven Sisters/Page Green the conservation areas, contrary to policies, DM1, DM3, DM9, SP11 AND SP12 of the Haringey Local Plan 2017.

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

This is an application for a perimeter security fence, gates and vehicle crossovers to the road facing areas.

Site and Surroundings

The application site is a church at the intersection of Page Green Terrace and Pembroke Road. It is in the THRHC, Seven Sisters, and Page Green conservation areas. It is also a locally listed building.

Relevant Planning and Enforcement history

There is no planning history in relation to the site.

CONSULTATION RESPONSE

The responses below were received following consultation on the application:

External:

Tottenham Conservation Area Advisory Committee:

This is the former Salvation Army building at 202-204 High Road. It is locally listed and within the Seven Sisters/Page Green CA. Neither of these facts are mentioned in the Design access and planning statement (pdf 50.100). Para 15.16 of the draft appraisal for the area says "The tall red brick building and the hall to its north form a characterful element in the street scene. The church is two storeys high with prominent twin castellated turrets and the single-storey hall has a stepped gable."

The fencing would run right across the High Road boundary and round onto Earlsmead Road. It is 2.4m high, in dark grey or black powder coated mesh. According to the drawings it will obscure the lower half of the ground floor elevations. The fencing is totally inappropriate for the conservation area setting and not only does it not match the architecture of this historic building but it would have a very negative effect on the building and the Page Green setting where the council has recently carried out improvement works.

TCAAC does not object to the principle of the church protecting its building but there are design solutions that would allow for both a secure boundary that can achieve 'secure by design' and one that would meet planning requirements, including Haringey's DPD planning policies.

In addition, there are two new vehicle crossovers which are unsightly and impede pedestrian rights.

Please note that the church has already installed windows that are not in keeping with CA guidelines.

The scheme does not preserve or enhance the character or appearance of the conservation area and so TCAAC asks the council to refuse permission.

Transport for London (TfL):

The site of the proposed security fencing, gates and vehicle crossovers is on Page Green Terrace but adjacent to A10 High Road, which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN and is therefore concerned about any proposal which may affect the performance and/or safety of the TLRN.

TfL does not object to the fencing in principle however requests design of fencing is altered to better match the architecture of the locally listed building. The alternative fencing should not have a negative effect on the building and the Page Green setting where the council has recently carried out improvement works.

LOCAL REPRESENTATIONS

The application has been publicised by way of a site notice displayed in the vicinity of the site and 43 letters. 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:

Objecting: 0

Supporting: 1

The following issues were raised in representations that are material to the determination of the application and are addressed in the next section of this report:

- Design of fencing does not match the architecture the building
- Negative impact of proposed vehicle crossovers on pedestrians

The following issues raised are not material planning considerations:

- Lack of details in the Design and Access Statement.

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design and appearance;
3. Impact on the character and appearance of the conservation area; and
4. Transport considerations.

Principle of development

London Plan (2021) Policy H2A outlines a clear presumption in favour of development proposals for small sites (below 0.25 hectares in size) and sets out a minimum target in Table 4.2 for boroughs (Haringey –10 year target is 2,600).

London Plan Policy D3 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services.

The principal of securing the perimeter to protect the architectural value of the building is acceptable. The proposed gates and crossovers will ensure transport accessibility to the building. Although the proposal removes about 12m of parking permit bays along the street to accommodate for the proposed crossovers, approximately 18m worth of parking is still available on both streets cumulatively. On the basis that the aim of the application is to provide security to the building, reduced parking and fencing on its perimeter is acceptable.

As such the proposal is in line with the above policies.

Design and appearance

DPD Policy DM12 'Housing Design and Quality' states that extensions or alterations to residential buildings, including roof extensions will be required to be of a high, site specific, and sensitive design quality, and respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original building, including external features such as chimneys, and porches. High quality matching or complementary materials should be used appropriately and sensitively in relation to the context. DPD Policy DM1 'Delivering High Quality Design' requires development proposals to relate positively to their locality, while Local Plan (2017) Policy SP11 requires the highest standard of design that respects local context and character and historic significance, which is equally supported by London Plan (2021) Policy D6.

The proposed fence is 2.4m high and will be dark grey or black. It is made of vertical and horizontal lines. It includes two gates of 1m x 2.4m and 2.75m x 2.4m for pedestrian and delivery access respectively. The apertures are 50mm wide and each vertical bar of the fence is about 40mm tick. This makes the fence very dense and harsh against the building thus obscuring and obstructing the views of and within the church site. Additionally, a height of 2.4m is excessive and overbearing.

Therefore, the proposed fence by reason of its scale and design is insubordinate and will have a negative impact on visual appearance of the building and detract from the design character of the area.

As such the proposal is at odds with the above policies.

Impact on the character and appearance of the conservation area

London Plan Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and DPD Policy DM9 set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment.

DPD Policy DM9 states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. In relation to extensions or alterations to residential buildings, including roof extensions, Policy DM9 requires proposals to be of a high, site specific, and sensitive design quality, which respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original buildings, including external features such as chimneys, and porches. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.

The Tottenham Conservation Area Advisory Committee has been consulted and object to the design of the fence.

The design of the proposed fence is out of keeping with the architectural characteristics of the building and conservation area. Furthermore, although the main function of the fence is

to provide security for the building, the proposed fence due to its dense design makes it an uninviting and enclosed place contrary to the current openness of the church. In broad terms, the proposal also detracts from recent improvement works done by the council in the area.

As such the proposal is at odds with the above policies.

Transport considerations

London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

Local Plan 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. This is supported by DPD Policy DM31 'Sustainable Transport'.

DPD Policy DM32 'Parking' states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development, parking is provided for disabled people; and parking is designated for occupiers of developments specified as 'car capped'.

The Transport for London Team has been consulted and advises that the proposal is acceptable in principle. However, they also request a better design that match the architecture of the locally listed building.

The proposed vehicle crossovers will reduce the existing permitted parking space; however, the remaining permitted parking space is deemed sufficient.

As such, the proposal is in line with the above policies.

Conclusion

In conclusion, the proposal is acceptable in principle and has no negative impacts on transport considerations, however, the proposal can not be supported by reason of its unsympathetic design and overbearing scale, together with the impact of the host locally listed building and the wider conservation area.

Therefore, the proposal is not acceptable.

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

CIL APPLICABLE

The increase in internal floor area would not exceed 100 sq.m. and therefore the proposal is not liable for the Mayoral or Haringey's CIL charge.

RECOMMENDATION

REFUSE PERMISSION for the following reason(s):

Refusal Reasons:

The proposal by reason of its unsympathetic design and materials, as well its excessive and overbearing scale, is considered to be out of keeping and would detract from the character and appearance of the host building and wider THRHC/Seven Sisters/Page Green the conservation areas, contrary to policies, DM1, DM3, DM9, SP11 AND SP12 of the Haringey Local Plan 2017.