



EMPYREAN  
DEVELOPMENTS

---

718-722 Seven Sisters Road, London, N15 5NH

## Design and Access Statement



This application is for the Prior Approval for four new flats on top of terraced commercial building under Permitted Development Class AB, comprising 2x 1B1P and 2x 1B2P flats.



## Context:

The site sits in a triangle of land defined by Seven Sisters Road to the North and the White Hart Lane branch and the Seven Sisters branch of the Lea Valley Lines to the South and East. This triangle is predominantly former light industrial buildings. Some are still used for light industry, however many are now used for other uses such as retail shops, training facilities and some residential units.

The nature of the wider area is almost entirely residential. In a 300m radius from the site, the vast majority of buildings are housing estates built at various stages post-war. These estates have generous green public areas which are spacious and fairly pleasant, but they tend to have poorly defined street edges and a fragmented and incoherent roadway network.

718-720: The front half of the building is a warehouse style building typical of the area. It has large steel windows and simple but pleasant modern brickwork with rounded corner detailing. The rear part of the building elevation is a later build and generally not as appealing. It's windows are of very low quality and the brickwork around them is of an inferior quality. The lower rear part of the elevation is dark engineering brick.

722 : The building itself is generally pleasing to the eye. It was as part of a row of 4 similar properties. The most notable feature of the buildings is their decoratively patterned glazed brick facade. Despite this decorative motif, the building's massing tends toward streamlined and modern. The proportions are horizontal with wide windows punctuated by slender verticals.



722

718-720

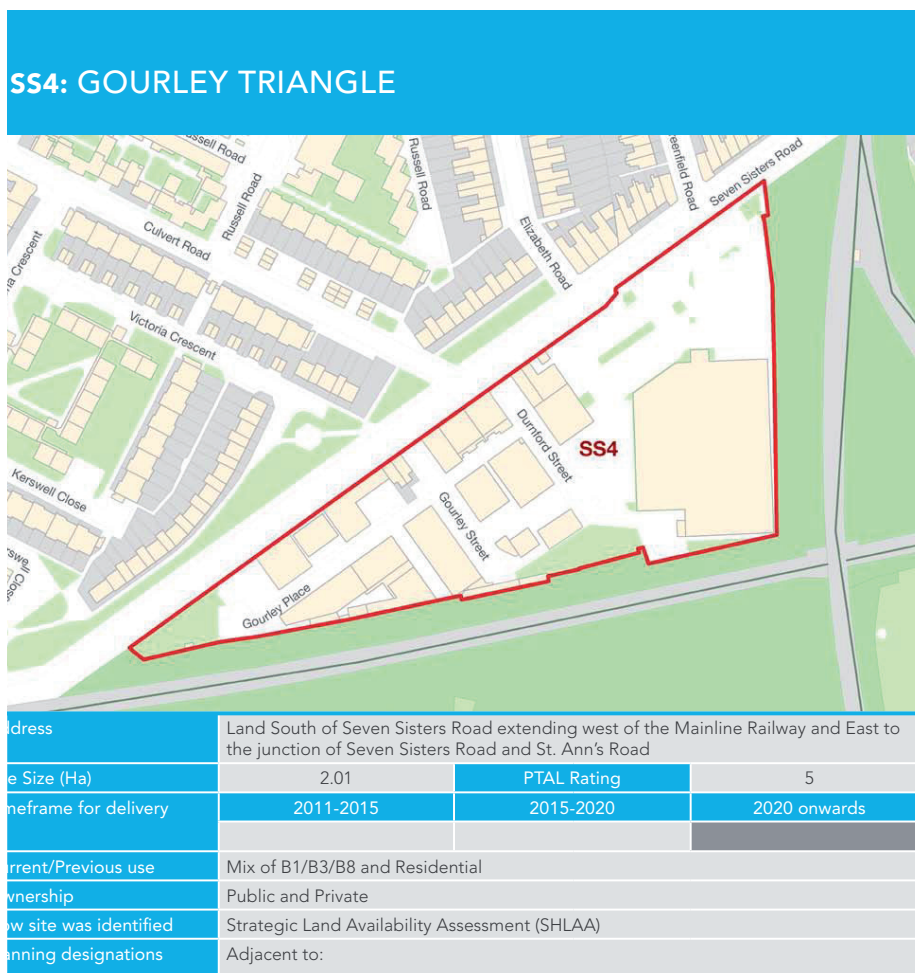


## Policy:

The site is part of SS4 (Gourley Triangle) of the Tottenham Area Action Plan. The SS4 area has been marked for comprehensive mixed use redevelopment providing new employment and residential use.

The proposal seeks to improve the existing building and does not prevent or distract from the overall redevelopment of the SS4 area. If these buildings were to be retained as part of the wider masterplan they could set an example for other sites.

fig. 1 Tottenham Area Action Plan - SS4



Site Allocation

### Site Allocation

**5.32** Comprehensive mixed use redevelopment in accordance with a site wide masterplan providing new employment space and residential use.

### Commentary

**5.33** The Council is seeking to encourage redevelopment of the area to introduce a range of higher density employment to exploit the excellent access provided by Seven Sisters Station. Residential use is permitted to optimise the delivery of employment uses which will be aimed at creating flexible workspace for business in the knowledge-driven economy.

## Use:

Our Proposal fits into SS4, as it combines residential units with employment and retail. The proposed combination of uses, retail and residential, are well suited to each other and are unlikely to create conflicts.



## Design:

718-720 & 722: The design of the additional floor has been driven by the desire to be as sensitive to the fabric of the building as possible to make units of high quality and to preserve the external appearance of the building.

The proposed top floor will match the materiality and design of the existing facade of floors below.



No 722 - front elevation



No 718-720 - front elevation

## Scale and Appearance:

The proposed additional floor on both buildings will be just under 3.5m and will be sit on the principal part of the building. All elevation will match the style and materials of the existing facade of the floors below, i.e. warehouse style building with metal large windows and brick facade.

## Impact on amenity and neighbouring premises:

There is no impact on neighbouring premises. None of the buildings in the vicinity have amenity space, as most of them are industrial warehouses. No 716, opposite Gourley St facade, has no windows facing this building, apart from the ground floor commercial unit. No 724, has no windows facing the site and the properties to the rear, including No 2 Gourley St are all low level warehouse type buildings with no windows facing the site.



## Mix and Layout:

All four flats are accessed via the existing staircase and entrance from Gourley Road. The two 1B1P at 40sqm each, are above the minimum size standard, as well as one of the 1B2P flats exceeding them by 7sqm. Furthermore, special attention has been paid to accommodating all the furniture and fixtures outlined in the Mayors London Housing Design Guide.

fig. 2 Existing Schedules

| 718-720 SEVEN SISTERS |      |      |          |             |
|-----------------------|------|------|----------|-------------|
| EXISTING              |      |      |          |             |
| FLOOR                 | UNIT | TYPE | SQM/UNIT | GIA / FLOOR |
| GF                    | 2    | COM  | 100      | 130         |
| 1F                    | 3    | COM  | 33       | 130         |
|                       | 4    | COM  | 62       |             |
|                       | 8    | COM  | 10       |             |
| 2F                    | 6    | COM  | 108      | 130         |
| TOTAL COM             | 5    |      | 313      | 390         |

| 722 SEVEN SISTERS |      |      |          |             |
|-------------------|------|------|----------|-------------|
| EXISTING          |      |      |          |             |
| FLOOR             | UNIT | TYPE | SQM/UNIT | GIA / FLOOR |
| GF                | 1    | COM  | 78       | 80          |
| 1F                | 5    | COM  | 78       | 80          |
| 2F                | 7    | COM  | 78       | 80          |
| TOTAL COM         | 3    |      | 234      | 240         |

fig. 3 Proposed Schedule

| 718-722 SEVEN SISTERS     |       |         |          |            |
|---------------------------|-------|---------|----------|------------|
| PROPOSED (combined sites) |       |         |          |            |
| FLOOR                     | UNITS | TYPE    | SQM/UNIT | GIA/ FLOOR |
| GF                        | 1     | COM     | 78       | 210        |
|                           | 1     | COM     | 100      |            |
| 1F                        | 3     | COM     | 33       | 210        |
|                           | 4     | COM     | 62       |            |
|                           | 5     | COM     | 78       |            |
|                           | 8     | COM     | 10       |            |
| 2F                        | 6     | COM     | 108      | 210        |
|                           | 7     | COM     | 78       |            |
| 3F                        | 1     | 1B1P    | 40       | 210        |
|                           | 1     | 1B1P    | 41       |            |
|                           | 1     | 1B2P    | 50       |            |
|                           | 1     | 1B2P    | 57       |            |
| TOTAL COM                 | 8     | COM     | 547      | 630        |
| TOTAL RESI                | 4     | 1B1P/2P | 188      | 210        |

## Access:

Seven Sisters Station is located approximately 400m from the property down Seven Sisters Road. The site is served by the 259 and 279 buses going from Kings Cross all the way up to Waltham Cross bus station. The site has no possibility for an associated parking space. The residents are just a 5-10 minute walk from the amenities of High Road. They will generally need to rely on public transport or cycling for journeys beyond the local area.

There is not currently reliable access to the rear of the property. This means that all servicing for the retail spaces at ground, first and second floor and the four residential units above will be handled at the front of the building. This is the arrangement the neighbouring buildings are currently using. Special attention has been given to accommodating cycle storage and recycling bins within the flats where possible since central storage and collection are not possible.

As is typical for the renovation of older buildings there is not sufficient scope for a lift. Consequently the residential units will not be suitable for wheelchair users or people with serious mobility issues.