



Land to the rear of 1 Whittington Road, London, N22 8YS

Townscape Visual Impact Assessment

Dorian A. T. A. Crone BA BArch DipTP RIBA MRTPI IHBC

Daniel Cummins MA (Oxon) MSc PhD IHBC

David Edwards MSc

of

Heritage Information Ltd

August 2026

Land to the rear of 1 Whittington Road, London, N22 8YS – Townscape Visual Impact Assessment

Issued August 2026

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Contact details: Dorian Crone, doriancrone@heritageinformation.co.uk

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1.0. INTRODUCTION

- 1.1. The subject site comprises the land to the rear of 1 Whittington Road, London, N22 8YS, a locally listed building. The subject site is located within the Bowes Park Conservation Area in the London Borough of Haringey. As the proposals only affect the area to the rear of 1 Whittington Road this will henceforth be referred to as the subject site.
- 1.2. This report has been produced to inform pre-application considerations and to accompany an application for planning permission. The proposals involve the provision of 2 three-bedroom dwelling houses at the subject site in addition to various alterations to the sites landscaping and boundary treatment. This report should be read in conjunction with the Heritage Statement (also authored by Heritage Information, April 2026).
- 1.3. This assessment complies with the requirements of the National Planning Policy Framework (NPPF, August 2026) and the online Planning Practice Guidance (PPG) in respect of Heritage issues. It also considers the National Design Guide (2019) [Appendix 2] and the *Buildings in Context Toolkit* (2001).
- 1.4. The proposals may have an impact on the character and appearance of the Bowes Park Conservation Area (“CA”) and the settings of nearby locally listed 1 Whittington Road. The site is formed of a narrow strip of land to the rear of 1 Whittington Road that runs parallel to the railway cutting. The surrounding area is comprised of suburban mixed residential and commercial streets lined with late 19th century semi-detached and terraced houses with some modern infill buildings. The streets to the east of the subject site have a largely tranquil and residential character while the streets and railway line to the west contribute to a somewhat urban character. The subject site is somewhat isolated from the rest of the Bowes Park Conservation Area due to its location to the rear of the buildings along Whittington Road resulting in it being virtually imperceptible from within the Conservation Area. However, it may be glimpsed in views from the west including from Bounds Green Road bridge, the opposite railway cutting and Bowes Park Station. The subject site is considered to be visually bland and somewhat unattractive, appearing as a piece of wasteland beside the railway cutting. Despite this, by virtue of the planting along its boundary it is considered to contribute to the open green character of the wider Conservation Area. Therefore, the subject site is considered to make a minimal and neutral contribution to the Character and Appearance of the Bowes Park Conservation Area and to the setting of locally listed 1 Whittington Road.
- 1.5. In its glossary, the NPPF defines the setting of a heritage asset as “the surroundings in which a heritage asset is experienced”. The extent of a setting is not fixed, and it may change as the asset and its surroundings evolve. The setting of a heritage asset can affect the ability to appreciate the heritage significance of an asset – or it may even contribute to the significance of the asset itself.
- 1.6. Historic England’s **Good Practice Advice in Planning Note 3** (December 2017) [Appendix 1] observes that the contribution of setting to the significance of a heritage asset is often expressed by reference to views, a purely visual impression of an asset or place which can be static or dynamic, long, short or of lateral spread, and include a variety of views of, from, across, or including that asset (paragraph 10). The document states that the protection and enhancement of setting is intimately linked to townscape and urban design considerations. Setting often relates to townscape attributes such as enclosure, definition of streets and spaces and spatial qualities as well as lighting, trees, and verges, or the treatments of boundaries or street surfaces. The document also recommends that where complex issues involving views come into play in the assessment of setting – whether for the purposes of providing a baseline for plan-making or for development management – a formal views analysis may be merited.

1.7. Authorship

- **Dorian A T A Crone** BA BArch DipTP RIBA MRTPI IHBC - Heritage and Design Consultant. Dorian has been a Chartered Architect and Chartered Town Planner for over 35 years. He has also been a member of the Institute of Historic Building Conservation for over 30 years. Dorian is a former committee member of The Society for the Protection of Ancient Buildings ("SPAB"), the International Committee on Monuments and Sites (ICOMOS) and ICOMOS UK. He is currently a committee member of the Institute of Historic Building Conservation. He has been a court member with the Worshipful Company of Chartered Architects and a trustee of the Hampstead Garden Suburb Trust. He is currently a trustee and chairman of both the Dance and Drake Trusts and a scholar of SPAB. He is the Vice Chairman (formerly Chairman) of the City Heritage Society, and a panel member of the City Conservation Area Advisory Committee.

Dorian has worked for over 30 years as Historic Buildings and Areas Inspector with English Heritage, responsible for providing advice to all the London Boroughs and both the City Councils. Dorian has also worked as a consultant and expert witness for over 20 years advising a wide variety of clients on heritage and design matters involving development work, alterations, extensions and new build projects associated with listed buildings and conservation areas in design and heritage sensitive locations. He is a panel member of the City of London Heritage Award. He is also a Design Review Panel (DRP) member of the Design: South-West, South-East, and the London Boroughs of Wandsworth, Richmond-upon-Thames and Croydon (and formerly on the London Boroughs of Lewisham and Islington DRP and the Design Council). In addition, Dorian has also been involved with the Royal Academy Summer Exhibition Architectural Awards, John Betjeman Design Award and the Philip Webb Award along with a number of other public sector and commercial design awards.

- **Dr Daniel Cummins** MA (Oxon) MSc PhD IHBC – Historic Environment Consultant. Daniel is an historian with a BA and Master's in History from Oxford University and a doctorate from the University of Reading, where he specialised in ecclesiastical buildings and estates and had his work published in leading academic history journals.

Daniel has a Master's in the Conservation of the Historic Environment and provides independent professional heritage advice and guidance to leading architectural practices and planning consultancies, as well as for private clients. He undertakes detailed historical research, significance statements, character appraisals, impact assessments and expert witness statements for new development projects, as well as for alterations and extensions which affect the fabric and settings of Listed Buildings and Locally Listed Buildings, the character and appearance of Conservation Areas, the outstanding universal value of World Heritage Sites, and all other types of heritage assets.

- **David Edwards** BA MSc – Historic Environment Consultant. David is an archaeologist and heritage consultant with a first-class BA (Hons) in Ancient History and Archaeology from the University of Manchester and an MSc with Distinction in Historic Conservation from Oxford Brookes University and the University of Oxford. David is a trustee of the Brighton Society and a panel member of the Brighton and Hove Conservation Advisory Group. He has worked on a numerous complex projects providing detailed advice and guidance to clients relating to all aspects of conserving and managing the historic built environment. David is currently working towards ClfA and IHBC professional accreditation.

2.0. METHODOLOGY AND CRITERIA

- 2.1. This Townscape Visual Impact Assessment (TVIA) takes into account the good practice guidance outlined in ‘*Guidelines for Landscape and Visual Impact Assessment*’, Landscape Institute (LI) and Institute of Environmental Management and Assessment (IEMA), 3rd Edition, 2013: (GLVIA3); this guidance pertains to urban townscape as much as landscape. The guidance does not provide a detailed universal methodology, but recognises that much of the assessment must rely on professional judgement.
- 2.2. This Townscape Visual Impact Assessment also takes into account relevant conservation guidance and principles, namely Historic England’s *Setting of Heritage Assets* for adopting a broad approach to assessment (see **Appendix 1** for an outline of the 5-Step approach described in the guidance), undertaken as a series of steps to assess the contribution of a view and landscape to the significance of heritage assets and the ability to appreciate that significance:
- **Step 1:** Identify which heritage assets and their settings are affected
 - **Step 2:** Assess the degree to which these settings make a contribution to the significance of the heritage asset(s) or allow significance to be appreciated
 - **Step 3:** Assess the effects of the proposed development, whether beneficial or harmful, on that significance or on the ability to appreciate it
 - **Step 4:** Explore ways to maximise enhancement and avoid or minimise harm
- 2.3. Historic England’s *Setting of Heritage Assets* observes that the contribution of setting to the significance of a heritage asset is often expressed by reference to views, a purely visual impression of an asset or place which can be static or dynamic, long, short or of lateral spread, and include a variety of views of, from, across, or including that asset (paragraph 10). The document also recommends that where complex issues involving views come into play in the assessment of setting – whether for the purposes of providing a baseline for plan-making or for development management – a formal views analysis may be merited.
- 2.4. A site visit was carried out on 24th February 2026, during which four key viewpoints were selected within the public realm from which the townscape character of the subject site may best be appreciated and understood (figure 1). These specific points have been chosen where the proposals might impact on townscape, landscape, scale, height, massing within the Bowes Park Conservation Area (“CA”) and the settings of other identified heritage assets, namely the locally listed 1 Whittington Road. Consideration has been given to the historical development of the area, its physical fabric (i.e. building types and materials), and key views to any notable historic buildings or other landmark structures. The analysis carries out a review of the proposals in the spirit of Policy DP1 of the NPPF using the accepted and established criteria of most Design Review Panels and in particular used by the Design Council.
- **Viewpoint 1:** View directly opposite the subject site on Bounds Green Road.
 - **Viewpoint 2:** View from the Bounds Green Road railway bridge.
 - **Viewpoint 3:** View looking south from the footpath at Felton Road.
 - **Viewpoint 4:** View from the platform of Bowes Park Station.



Figure 1: The location of the subject site and nearby statutorily listed buildings (marked with blue dots); and nearby locally listed buildings (marked with green dots). Views are labelled 1-4.

- 2.5. The TVIA will firstly establish a baseline for each view against which to judge the impact of proposals upon the local townscape. The townscape in each view is described in terms of its constituent elements and character, including development patterns and scale (including use of materials, massing, density and enclosure), any heritage assets, green and open spaces, transport routes and uses; the way in which the townscape is experienced and by whom also forms part of the assessment. In accordance with **Steps 1 and 2** of the Historic England criteria outlined above, the baseline will identify the heritage assets and the degree to which the townscape in the view contributes to an understanding and appreciation of their setting/significance. The extent to which proposals have an impact on the existing townscape character is often related to the sensitivity of the townscape to change. Criteria for assessing townscape sensitivity have been based on a variety of factors and attributes which are generally agreed to influence the existing character and value of the townscape:

Sensitivity	Criteria
Very High	Strong townscape structure and a distinctive intact character exhibiting unity, richness and harmony, and a strong sense of place. Internationally or nationally recognised townscape, e.g. a World Heritage Site or Grade I listed building, extremely susceptible to minor levels of change.
High	Strong townscape structure, distinctive features and a strong sense of place with some detracting features. Nationally or regionally recognised townscape or high quality and distinctive character, e.g. a Grade II* listed building or a conservation area containing a high proportion of listed buildings, susceptible to change.
Medium	Recognisable (perhaps locally recognised) townscape structure with some distinctive characteristics e.g. a Grade II listed building, a group of locally listed buildings or a conservation area, and in a reasonable condition. May be capable of low levels of change without affecting key characteristics.
Low	Undesignated townscape of local value with few distinctive characteristics. May contain elements in a poor state of repair. Capable of moderate levels of change/enhancement.
Negligible	Weak or disjointed townscape structure, capable of high levels of change/enhancement.

Source: Based on GLVIA3 (2013).

- 2.6. Using the baseline, the impact of the proposals on the views will be assessed by considering how the townscape and an appreciation and understanding of the setting and significance of identified heritage assets may be changed or affected by reason of the latter's location or design in accordance with **Steps 3 and 4** of the Historic England criteria outlined above. Aspects of design such as scale, height, mass, orientation, palette of materials and landscaping are particularly relevant. The assessment will illustrate how the proposals might affect the elements that make up the aesthetic and perceptual aspects of the townscape and its distinctive character, and how observers may be affected by any changes in the content and character of the views. The potential impacts have been categorised as:

Magnitude of Impact	Criteria
Negligible	Impacts considered to cause no material change to the visual quality of the view.
Minimal	Impacts considered to make a limited impact on a townscape where there is some sensitivity to change. Where the proposed change would form a minor component of the wider scene that may affect slightly the character and quality of the townscape in the view or the setting of a heritage asset.
Moderate	Impacts considered to make an appreciable difference or change the quality of the townscape where there is some sensitivity to change. Where the proposed change would form a recognisable new element within the scene that would noticeably have an impact on the quality and character of the townscape in the view or the setting of a heritage asset.
Substantial	Impacts considered to cause a fundamental change in the appreciation of the townscape where there is a high sensitivity to change. Where the proposed change would affect the quality and character of a valued view, the character and quality of a highly sensitive townscape, or the setting of a highly significant heritage asset.

Source: Based on GLVIA3 (2013).

- 2.7. Impacts are therefore assessed in terms of the sensitivity of the townscape affected and the magnitude of the impact or change, and whether the impact is considered to be positive, negative or neutral. If the proposals will enhance the character and quality of the townscape, then the impact on heritage significance within the view will be deemed **positive**; however, if they fail to sustain the quality of the townscape in the view by the removal of characterising elements or add new intrusive or discordant features then the impact will be deemed **negative**. If the proposals preserve the quality of the townscape in the view, or where positive and negative impacts are finely balanced then the impact will be deemed **neutral**.
- 2.8. **Summary of Townscape Context:**
- 2.8.1. The subject site is located along the western boundary of the Conservation Area. It comprises a long narrow strip of land to the rear of 1 Whittington Road running parallel to the railway line. Therefore, the site is located to the rear of multiple buildings along the northern side of Whittington Road. As a result, the subject site is virtually imperceptible owing to the significant screening provided by surrounding buildings. Despite this, the southern boundary of the subject site is visible from Whittington Road at its junction with Bounds Green Road (figure 3). This area comprises the entrance to the subject site. However, owing to the oblique angle of the view along the access path, the subject site is largely obscured from view by 1 Whittington Road. Owing to the open land of the railway line immediately adjacent to subject site, it is visible in views from the east, particularly from Bowes Park Station (figure 4) and the pedestrian path to the western side of the railway line, both of which are located within the Bowes Park Conservation Area. The subject site is also visible in views into the CA from Bounds Green Road, particularly from the bridge over the railway line (figure 5). From the east, the subject site appears as a piece of open land atop the railway cutting with views of the rear elevations of the buildings along Whittington Road beyond. The subject site comprises a number of mature trees, which contribute to the open green character of this part of the CA. However, overall, the subject site appears as a distinctly bland and somewhat utilitarian site. Accordingly, the subject site is considered to make a minimal and neutral contribution to the character and appearance of the Bowes Park Conservation Area. For a full account of the contribution made by the subject site as existing please refer to the Heritage Statement (also authored by Heritage Information, April 2026).
- 2.8.2. The Bowes Park Conservation Area encompasses the late-19th Century developments either side of the New River. Accordingly, the area is characterised by its planned Victorian street layout, comprising principally residential tree-lined streets with semi-detached and terraced housing. The northern portion of the CA is dominated Myddleton Road, a distinctly commercial road comprising parades of late 19th Century shopfronts. The western boundary of the Conservation Area is formed by the railway line and Bounds Green Road. However, the Bowes Park station and a portion of the northern cutting of the railway also forms part of the CA. Despite the overall uniformity in terms of scale, detailing and materiality of the area there has been a proliferation of incongruous alterations to many buildings including the use of UPVc window frames, alterations to historic shopfronts and the loss of boundary treatments/front gardens, resulting in the somewhat mixed architectural quality of the south-west portion of the Conservation Area.



Figure 2: View looking east along Myddleton Road.



Figure 3: View looking east along Thorold Road



Figure 4: View looking west along Whittington Road towards Bounds Green Road and the railway line.



Figure 5: View looking north towards 1 Whittington Road from the junction with Bounds Green Road.

3.0. TOWNSCAPE VISUAL IMPACT ASSESSMENT

3.1. Assessment of Design

- 3.1.1. *The National Design Guide* (Ministry of Housing, Communities and Local Government, January 2021), henceforth NDG, (ref. Appendix 2) has also informed the designs of the proposals, as well as this Townscape Visual Impact Assessment. The NDG is the national planning practice guidance for “beautiful, enduring and successful places”. It states that the components for good design are: the layout (or masterplan); the form and scale of buildings; their appearance; landscape; materials; and their detailing. The NDG focuses on what it terms the “ten characteristics”. Of particular relevance here are **Context (1)**: understanding the history of the area, the settings of heritage assets and the context of the site (appropriate form, appearance, scale, details and materials) in order that the proposal relates well to its surroundings; **Identity (2)**: reinforcing a coherent and distinctive identity (appropriate scale, height, materials and consideration of views) that relates well to the history and context of the site; **Built Form (3)**: designing an appropriate building type, form and scale to create coherent form of development which relates well the site and its context, and sits comfortably within the townscape (ref. Appendix 2 for details). These three principals have informed the designs of the proposals, as well as this Townscape Visual Impact Assessment. The proposed buildings are considered to respond to these three characteristics to provide a high-quality architectural response to the site and its context.
- 3.1.2. The design of the proposals has been carefully considered to ensure minimal impact upon the surrounding heritage assets, including the locally listed 1 Whittington Road and the character and appearance the Bowes Park Conservation Area. The proposals have been informed by a detailed understanding of this heritage context and are considered to not only preserve but enhance it. The proposed buildings present a high-quality contextual design employing a contemporary idiom that will sit comfortably within the streetscape. The proposals will add visual and architectural interest to an otherwise bland and utilitarian site. The design of the proposed scheme is considered appropriate in terms of height, bulk, scale and massing due to the low profile, stepped elevational treatment and single storey of the proposed buildings. Moreover, the use of large glazed window openings will ensure the proposed buildings appear as visually lightweight additions to the subject site. The careful choice of both traditional and modern materials that reflect the surrounding built environment will ensure the proposed scheme will sit comfortably within the streetscape. The design idiom, detailing and proportions of the proposed buildings are considered to enhance the setting of nearby heritage assets by virtue of increased architectural and visual interest on a site that otherwise makes a neutral contribution to the surrounding area due to its visually bland appearance as wasteland beside the railway cutting. Moreover, the proposed planting is considered to enhance the subject site’s contribution to the suburban and green character of the Conservation Area on its western boundary. It is considered that the proposals will cause no harm to the settings of any heritage assets, nor to the local townscape character due to their high-quality contextual design.
- 3.1.3. The eight principles of the *Building in Context Toolkit* (2001) which was formulated by English Heritage and CABE/the Design Council to stimulate a high standard of design for development taking place in historically sensitive contexts (see Appendix 3) have informed the designs of the proposals, as well as this Townscape Visual Impact Assessment. It is considered that the proposals have taken full account of the eight principles, particularly in assessing the value of retaining what is there (Principle 1), understanding the history of the place and lie of the land (Principle 2), ensuring the character and identity of the site will be appropriate to its use and context (Principle 3), designing forms and orientation so the buildings sit happily in the pattern of existing development (Principle 4), respecting the important views and vistas (Principle 5), respecting the scale of neighbouring buildings (Principle 6), and using high-quality materials to reflect those on neighbouring buildings (Principle 7). For greater review and description refer to the impact assessment within the accompanying heritage statement (Heritage Information April 2026).

3.2. Baseline Viewpoint 1 – View directly opposite the subject site on Bounds Green Road.



Figure 6: Baseline View 1 from directly opposite 1 Whittington Road looking north towards the subject site.

- 3.2.1. View 1 is taken from the junction of Whittington Road and Bounds Green Road looking north towards the subject site and locally listed 1 Whittington Road. Accordingly, this view provides a view of the subject site within the setting of 1 Whittington Road and it is located on the western boundary of the Bowes Park Conservation Area. The purpose of the View is to show the effect the subject site has on the townscape, the character and appearance of the Bowes Park Conservation Area and the setting of the aforementioned heritage asset.
- 3.2.2. The View is framed by the open space of the railway line (left) and the suburban character of Whittington Road (right). Only the southern portion of the subject site, which comprises part of the concrete driveway and the railway cutting fence are visible within this view. This view illustrates the impact of the existing subject site when viewed from within the immediate setting of 1 Whittington Road. Indeed, this appears to be the best place from which to appreciate the architectural interest of the locally listed building and as such is considered the primary aspect of its setting. Due to the utilitarian nature of the subject site as existing it currently appears visually bland. However, this is slightly mitigated by the large trees along the western boundary of the subject site. The townscape in this view is recognisably suburban in character and appearance. The boundary treatment in the foreground is modern, while the majority of buildings in the background such as those along Whittington Road date to the late 19th century.
- 3.2.3. It should be noted that the impact of the subject site on the townscape of Whittington Road is not encapsulated by this view alone, as the subject site is more likely to be seen kinetically by motorists/pedestrians when driving/walking along Bounds Green Road.
- 3.2.4. **The view has medium sensitivity** – there is a recognisable townscape structure with distinctive characteristics which form part of the setting of a locally listed building and contributes positively to the character and appearance of the CA. There is capacity for change and enhancement given the utilitarian nature of the subject site as existing.

Proposed View 1 – View directly opposite the subject site on Bounds Green Road.



Figure 7: Proposed View 1 from directly opposite 1 Whittington Road looking north towards the subject site.

- 3.2.5. View 1 with the proposals can be seen in figure 7. The proposed building will be virtually imperceptible from this view point owing to the significant screening provided by 1 Whittington Road. The proposals will involve the removal of part of the existing boundary treatment to the railway cutting and the provision of additional planting to screen the access road to the proposed houses. The existing boundary treatment is considered to be distinctly utilitarian in appearance and as such is at odds with the suburban character of the surrounding area. The removal of this boundary treatment and the provision of additional planting will remove part of this unsightly feature within the streetscape and soften the impact of the remaining fence on the setting of 1 Whittington Road. The provision of additional planting will enhance the subject site contribution to the suburban green character of the Conservation Area, thus resulting in a more unified and cohesive streetscape.
- 3.2.6. The subject site is more likely to be experienced kinetically than from any fixed viewpoint. Nevertheless, the impact of the proposals on View 1 is considered to be minimal with the proposals appearing to sit comfortably within the streetscape. Therefore, the key characteristics which contribute to the quality of the View are sustained and enhanced by the proposed scheme. **The magnitude of impact of the proposals on View 1 is therefore considered to be minimal and positive** – given the significant screening provided by neighbouring buildings, and the removal of part of the utilitarian boundary treatment to the railway cutting within the streetscape.

3.3. Baseline Viewpoint 2 – View from the Bounds Green Road railway bridge.



Figure 8: Baseline View 2 looking east from the Bounds Green Road railway bridge.

- 3.3.1. View 2 is taken from the Bounds Green Road railway bridge looking east towards the subject site. The purpose of the View is to show the effect the subject site has on views into the Bowes Park Conservation Area and on the rear elevations of the buildings along Whittington Road, particularly the locally listed number 1. Bounds Green Road is a busy through road and thus View 2 is most likely to be experienced by pedestrians and some motorists. Indeed, the subject site is more likely to be viewed kinetically than from any fixed viewpoint.
- 3.3.2. The View shows the rear elevations of the buildings along Whittington Road, some of which have had rear dormer windows added to their rooflines. Despite this, the roofscape creates an overall sense of visual unity between the buildings and the rear projections create a sense of rhythm within the terrace. 1 Whittington Road appears somewhat at odds with this uniformity owing to the multiple rear extensions to the building and its prominent position at the end of the terrace. Indeed, this is not the best place from which to appreciate the significance of the locally listed building.
- 3.3.3. View 2 includes some green space including trees/planting which are characteristic of the CA, and it is therefore considered to encapsulate some of the character and appearance of the CA in general. However, the site itself appears as a narrow piece of wasteland, which detracts from the positive contribution that is made by this open space. In addition, the most prominent aspect of the subject site within View 2 is the boundary treatment, which appears distinctly utilitarian in contrast with the residential character of the wider area.
- 3.3.4. **The view has low to medium sensitivity** – there is a somewhat recognisable townscape structure with some distinctive characteristics which form part of the setting of locally listed 1 Whittington Road and the character and appearance of the Bowes Park Conservation Area. There is capacity for change and enhancement given the somewhat disjointed and utilitarian appearance of the subject site as existing.

Proposed View 2 – View from the Bounds Green Road railway bridge.

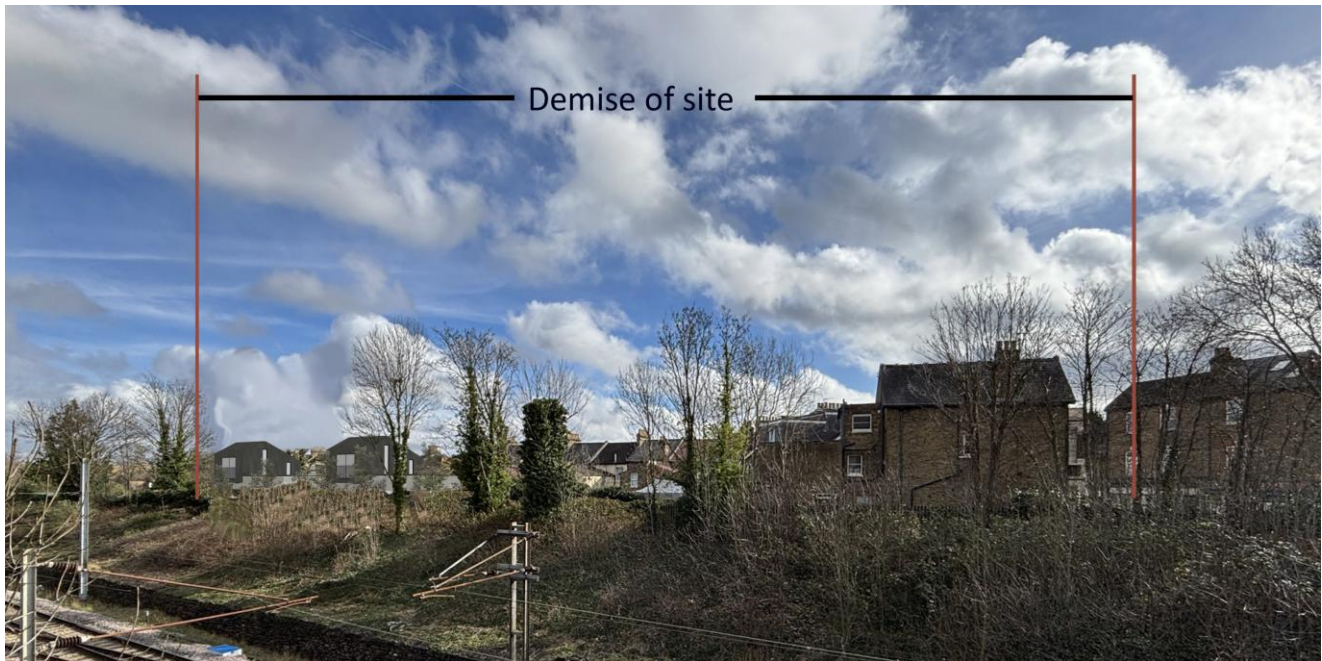


Figure 9: Proposed View 2 looking east from the Bounds Green Road railway bridge.

- 3.3.5. The View with the proposals can be seen in figure 9. The proposal will result in an increase in height, scale and massing. However, the impact of this increase will be mitigated by the design of the proposals, which reflects the proportions of neighbouring buildings. The proposals have been carefully designed to reflect the architectural detailing, proportions and materials of neighbouring buildings, particularly the use of buff brickwork to the ground floors and the use of anthracite grey zinc cladding to the upper floors, which will create visual unity with the slate roofs of neighbouring buildings. The proposed buildings are two storeys in height to ensure they are subservient to neighbouring buildings. Moreover, the proposed buildings have been set well away from the locally listed 1 Whittington Road, thereby forming part of a peripheral backdrop within its wider setting. The use of single storey elements will break up the massing of the proposals and ensure they appear as a visual step up to the roofline of buildings beyond, thereby sustaining the established building pattern and primacy of the street frontages. The use of a contextual and contemporary idiom for the proposed building would result in a sensitive addition to the townscape. Moreover, the proposals are considered to add visual and architectural interest to an otherwise bland and utilitarian site. The provision of additional planting along the boundary of the subject site and to the front and rear gardens will enhance the suburban verdant green character of the Conservation Area on its western boundary. Therefore, the proposals will result in a more balanced and visually coherent streetscape.
- 3.3.6. **The magnitude of impact of the proposals on View 2 is therefore considered to be low to moderate, and positive**, as the proposals will preserve and enhance the contribution made by the subject site to the CA and to the settings of nearby heritage assets. This is by virtue of creating a visually and architecturally subordinate backdrop due to the carefully considered and contextual design of the proposals reflecting the height, scale, massing and materiality of neighbouring buildings. Therefore, the proposals are considered to provide visual and architectural interest.

3.4. Baseline Viewpoint 3 – View looking south from the footpath at Felton Road.



Figure 10: Baseline View 3 from the footpath by Felton Road.

- 3.4.1. View 3 is taken from the footpath along the opposite side of the railway cutting by Felton Road. The purpose of this View is to show the effect the subject site has on the townscape, the character and appearance of the CA and the setting of the locally listed 1 Whittington Road when viewed from the north-west. Given that the view is taken from a footpath it is most likely to be experienced by pedestrians and some motorists along Felton Road. Indeed, the subject site is more likely to be viewed kinetically than from any fixed viewpoint.
- 3.4.2. The view is dominated by the open green space of the railway cutting, which largely screens the rear elevations of the buildings along Whittington Road from view. Towards the right of the view the much-extended rear elevation of the locally listed 1 Whittington Road may be glimpsed. The roofscape of the buildings along Whittington Road creates a sense of horizontality within this view, which is reinforced by the rear projections that create a sense of rhythm. The subject site appears as a somewhat visually bland area of wasteland beside the railway cutting. However, its contribution to the quality of the view is minimised by the mature trees and planting which contribute to the suburban and green character of this part of the Conservation Area.
- 3.4.3. **The view has low to medium sensitivity** – there is some recognisable townscape structure with distinctive characteristics which form part of the setting of locally listed 1 Whittington Road and the character and appearance of the Bowes Park Conservation Area. There is some capacity for change and enhancement given the visually bland subject site.

Proposed View 3 – View looking south from the footpath at Felton Road.



Figure 11: Proposed view 3 from the footpath by Felton Road.

- 3.4.4. The View with the proposals can be seen in figure 11. The scale of the proposed buildings sits comfortably within the townscape, acting as a visual step up to the roofscape of the neighbouring buildings along Whittington Road while preserving the legibility of the ridge line within the townscape to maintain a subordinate relationship with the primary street frontages. Care has been taken to reduce any impact as a result of increased bulk, scale and massing, namely the inclusion of a stepped elevational treatment and the use of large glazed window openings to ensure the proposals appear visually lightweight. Indeed, the first floors of the buildings will be clad in anthracite grey zinc cladding to reduce their visual impact and reflect the slate roofs of neighbouring buildings. Moreover, the buff brickwork to the ground floor will also reflect the London stock brick used for neighbouring buildings, thereby, ensuring the proposals appear as sensitive and contextual additions to the subject site. The proposed landscaping scheme will ensure that the suburban green character of the CA is preserved and enhanced on its western boundary by introducing new planting to the subject site. The proposals are considered to be of a high-quality contemporary design that will add visual and architectural interest to an otherwise bland and somewhat utilitarian site as existing. The proposals will sit comfortably within the townscape due to their proportion, massing, detailing and palette of materials reflecting their local context.
- 3.4.5. **The magnitude of impact is therefore considered to be moderate and positive**, as the proposals would sit comfortably within the townscape in this view. The proposals would provide enhanced visual unity within the townscape as a result of the high quality contextually-led design. The proposal will therefore add architectural and visual interest to the character and appearance of the CA and to the setting of locally listed 1 Whittington Road.

3.5. Baseline Viewpoint 4 – View from the platform of Bowes Park Station.



Figure 12: Baseline View 4 looking south from the platform of Bowes Park Station.

- 3.5.1 View 4, depicted in figure 12, is taken looking south along the railway line from Bowes Park Station. The view is intended to illustrate the impact of the subject site on the character and appearance of the Bowes Park Conservation Area. As existing, the subject site is significantly screened from view by the planting to the railway cutting and along the boundary of the subject site. However, glimpses of the rear elevation of 1 Whittington Road may be seen from this viewpoint. Indeed, any architectural interest of the locally listed building is not best appreciated from this position. Alexandra Palace may also be seen in the far distance from this view beyond the railway bridge. View 4 is taken from the platform of Bowes Park Station and as such will only be experienced by pedestrians. Indeed, the subject site is more likely to be viewed kinetically than from any fixed viewpoint.
- 3.5.2. **The view has low sensitivity** – There is little recognisable townscape structure with few distinctive characteristics. However, it does form part of the setting of nearby locally listed 1 Whittington Road, although in very much in a minimal and secondary context. There is some capacity for change and enhancement given the bland and utilitarian appearance of the subject site as existing.

Proposed View 4 – View from the platform of Bowes Park Station.



Figure 13: Proposed View 4 looking south from the platform of Bowes Park Station.

- 3.5.3. The view showing the proposed buildings at the subject site can be seen in Figure 13. The additional height, scale and bulk have been integrated comfortably into the surrounding built environment by adopting a design which reflects the existing buildings, drawing on their use of materials, architectural details and proportions. The design of the proposals has been carefully considered to reflect the height of the existing buildings along Whittington Road to create a more visually coherent streetscape. Moreover, the proposed building will screen the somewhat disjointed rear elevation of 1 Whittington Road from view and create visual unity and horizontality with the buildings to the other side of the railway cutting towards Bounds Green. The proposals will create visual and architectural interest by virtue of the contextually-led contemporary design. The subject site will remain subservient in scale and massing to the buildings along Whittington Road. The proposals will sit comfortably within the townscape by reflecting the proportions and architectural detailing of neighbouring buildings. The proposed buildings will be significantly screened from view by mature planting along the railway cutting and will be further screened by additional planting proposed at the subject site, this will soften the impact of the proposals on the townscape of this view. Only the upper floors of the proposed buildings will be visible from this view. The use of dark zinc cladding will make them visually recessive, thereby further reducing the impact of the proposals and reflecting the slate roofs of neighbouring buildings to ensure the proposed buildings are a sensitive and contextual addition to the subject site. Therefore, the proposals are considered to preserve and enhance the character and appearance of the conservation area and the setting of locally listed 1 Whittington Road.
- 3.5.4. **The magnitude of impact is therefore considered to be minimal and positive**, as the proposals would sit comfortably within the townscape in this view. The proposals will also add visual and architectural interest within the backdrop of the setting of the locally listed 1 Whittington Road while creating better cohesion within the streetscape/roofscape on the western boundary of the Conservation Area.

4.0. CONCLUSION

- 4.1. This Townscape Visual Impact Assessment has reviewed the visual impact of the proposed provision of 2 three-bedroom dwelling houses at the subject site in addition to various alterations to the site's landscaping and boundary treatment on the local townscape. **The quality and sensitivity of the townscape in the four assessed views is generally low to medium, but capable of some change** given the poor townscape value of the subject site as existing and that most of the views are experienced kinetically. The proposals have been designed to suitably address the local townscape character on the western boundary of the Conservation Area and the settings of nearby heritage assets, particularly the locally listed 1 Whittington Road. The impact on the significance and settings of nearby heritage assets is discussed in detail in the Heritage Statement that accompanies this report.
- 4.2. The proposed provision of 2 three-bedroom dwelling houses at the subject site in addition to various alterations to the site's landscaping and boundary treatment is considered to be an appropriate addition to the existing townscape by virtue of their design reflecting the materials, architectural details and proportions of neighbouring buildings. The subject site as existing is visually bland due to its appearance as a piece of wasteland beside the railway cutting. Therefore, the proposals will add visual and architectural interest to the site while also creating unity and coherence within the townscape and roofscape of the buildings along Whittington Road. The high-quality contextually-led design of the proposals will ensure that the impact of the increase in height, scale and bulk of the proposals will be minimised by the low profile of the buildings, the use of single storey elements, the stepped elevational treatment and the use of large glazed window openings to ensure the buildings appear as lightweight contemporary additions to the subject site. Indeed, care has been taken to ensure the proposals will be subservient to the locally listed 1 Whittington Road, in relation to which the proposals will appear as architecturally and visually subordinate backdrops. Where glimpsed in conjunction with the locally listed building, the proposals will be seen with the much-extended rear elevation or side elevation where the significance of the building is not best appreciated. The contextually-led design of the proposals will utilise materials that reflect the surrounding built environment such as buff brick and zinc cladding to ensure the proposals are a sensitive addition to the townscape. Moreover, the proposed landscaping and increased planting will enhance the subject site's contribution to the open and green character of the Conservation Area. Thus, it is considered that the proposals will preserve and indeed enhance the character and appearance of the Bowes Park Conservation Area and the setting of locally listed 1 Whittington Road.
- 4.3. The Ministry of Housing, Communities and Local Government's National Design Guide (2019) [Appendix 2] and English Heritage and CABI/Design Council the Building in Context Toolkit (2001) [Appendix 3] have both been used to inform the proposals (the architectural quality of the proposed building, as well as its sensitivity to the distinctive townscape and character and appearance of the Bowes Park Conservation Area). The NDG and Building in Context Toolkit have also been considered in this TVIA when evaluating the designs of the proposals, and their impact on the surrounding townscape, as well as the character and appearance of the Conservation Area. Additionally, the TVIA has taken into account the good practice guidance outlined in Historic England's 'The Setting of Heritage Assets'.
- 4.4. The proposed building would sit comfortably within the townscape by nature of its contextual-led design, which employs a contemporary idiom reflecting the architectural proportions and detailing of neighbouring buildings. When experienced kinetically in each of the four Viewpoints assessed in this TVIA, it is considered that there would be **an overall minimal to moderate and positive visual impact on the local townscape character and on the character and appearance of the Bowes Park Conservation Area**. The design of the proposed work has been based on a thorough understanding of the history and development of the subject site, and also of the historic and existing townscape of the Conservation Area within the four assessed Views.

APPENDIX 1: NATIONAL GUIDANCE (*THE SETTING OF HERITAGE ASSETS*, DECEMBER 2017)

This note gives assistance concerning the assessment of the setting of heritage assets. Historic England recommends the following broad approach to assessment, undertaken as a series of steps that apply proportionately to the complexity of the case, from straightforward to complex:

Step 1: Identify which heritage assets and their settings are affected.

The setting of a heritage asset is ‘the surroundings in which a heritage asset is experienced’. Where that experience is capable of being affected by a proposed development (in any way) then the proposed development can be said to affect the setting of that asset. The starting point of the analysis is to identify those heritage assets likely to be affected by the development proposal.

Step 2: Assess the degree to which these settings make a contribution to the significance of the heritage asset(s) or allow significance to be appreciated.

This assessment of the contribution to significance made by setting will provide the baseline for establishing the effects of a proposed development on significance. We recommend that this assessment should first address the key attributes of the heritage asset itself and then consider:

- the physical surroundings of the asset, including its relationship with other heritage assets
- the asset’s intangible associations with its surroundings, and patterns of use
- the contribution made by noises, smells, etc to significance, and
- the way views allow the significance of the asset to be appreciated

Step 3: Assess the effects of the proposed development, whether beneficial or harmful, on that significance or on the ability to appreciate it.

The wide range of circumstances in which setting may be affected and the range of heritage assets that may be involved precludes a single approach for assessing effects. Different approaches will be required for different circumstances. In general, however, the assessment should address the attributes of the proposed development in terms of its:

- location and siting
- form and appearance
- wider effects
- permanence

Step 4: Explore ways to maximise enhancement and avoid or minimise harm.

Enhancement may be achieved by actions including:

- removing or re-modelling an intrusive building or feature
- replacement of a detrimental feature by a new and more harmonious one
- restoring or revealing a lost historic feature or view
- introducing a wholly new feature that adds to the public appreciation of the asset
- introducing new views (including glimpses or better framed views) that add to the public experience of the asset, or
- improving public access to, or interpretation of, the asset including its setting

Options for reducing the harm arising from development may include the repositioning of a development or its elements, changes to its design, the creation of effective long-term visual or acoustic screening, or management measures secured by planning conditions or legal agreements. For some developments affecting setting, the design of a development may not be capable of sufficient adjustment to avoid or significantly reduce the harm, for example where impacts are caused by fundamental issues such as the proximity, location, scale, prominence or noisiness of a development. In other cases, good design may reduce or remove the harm, or provide enhancement. Here the design quality may be an important consideration in determining the balance of harm and benefit.

Step 5: Make and document the decision and monitor outcomes.

It is good practice to document each stage of the decision-making process in a non-technical and proportionate way, accessible to non-specialists. This should set out clearly how the setting of each heritage asset affected contributes to its significance or to the appreciation of its significance, as well as what the anticipated effect of the development will be, including of any mitigation proposals.

Assessment Step 2 Checklist

The starting point for this stage of the assessment is to consider the significance of the heritage asset itself and then establish the contribution made by its setting. The following is a (non-exhaustive) check-list of potential attributes of a setting that may help to elucidate its contribution to significance. It may be the case that only a limited selection of the attributes listed is likely to be particularly important in terms of any single asset.

The asset's physical surroundings

- Topography
- Aspect
- Other heritage assets (including buildings, structures, landscapes, areas or archaeological remains)
- Definition, scale and "grain" of surrounding streetscape, landscape and spaces
- Formal design (eg. hierarchy, layout)
- Orientation and aspect
- Historic materials and surfaces
- Green space, trees and vegetation
- Openness, enclosure and boundaries
- Functional relationships and communications
- History and degree of change over time

Experience of the asset

- Surrounding landscape or townscape character
- Views from, towards, through, across and including the asset
- Intentional intervisibility with other historic and natural features
- Visual dominance, prominence or role as focal point
- Noise, vibration and other nuisances
- Tranquillity, remoteness, "wildness"
- Busyness, bustle, movement and activity
- Scents and smells
- Diurnal changes
- Sense of enclosure, seclusion, intimacy or privacy
- Land use
- Accessibility, permeability and patterns of movement
- Degree of interpretation or promotion to the public
- Rarity of comparable survivals of setting
- Cultural associations
- Celebrated artistic representations
- Traditions

Assessment Step 3 Checklist

The following is a (non-exhaustive) check-list of the potential attributes of a development affecting setting that may help to elucidate its implications for the significance of the heritage asset. It may be that only a limited selection of these is likely to be particularly important in terms of any particular development.

Location and siting of development

- Proximity to asset
- Position in relation to relative topography and watercourses
- Position in relation to key views to, from and across
- Orientation
- Degree to which location will physically or visually isolate asset

Form and appearance of development

- Prominence, dominance, or conspicuousness
- Competition with or distraction from the asset
- Dimensions, scale and massing
- Proportions
- Visual permeability (i.e. extent to which it can be seen through), reflectivity
- Materials (texture, colour, reflectiveness, etc)
- Architectural and landscape style and/or design
- Introduction of movement or activity
- Diurnal or seasonal change

Wider effects of the development

- Change to built surroundings and spaces
- Change to skyline, silhouette
- Noise, odour, vibration, dust, etc.
- Lighting effects and “light spill”
- Change to general character (eg. urbanising or industrialising)
- Changes to public access use or amenity
- Changes to land use, land cover, tree cover
- Changes to communications/ accessibility/ permeability, including traffic, road junctions and car-parking, etc
- Changes to ownership arrangements (fragmentation/ permitted development/ etc)
- Economic viability

Permanence of the development

- Anticipated lifetime/ temporariness
- Recurrence
- Reversibility

APPENDIX 2: NATIONAL DESIGN GUIDE CHARACTERISTICS (EXCERPTS)

1. Context is the location of the development and the attributes of its immediate, local and regional surroundings.

C1 Understand and relate well to the site, its local and wider context

40 Well-designed new development responds positively to the features of the site itself and the surrounding context beyond the site boundary. It enhances positive qualities and improves negative ones. Some features are physical, including:

- the existing built development, including layout, form, scale, appearance, details, and materials;
- local heritage – see below – and local character;
- landform, topography, geography and ground conditions;
- landscape character, drainage and flood risk, biodiversity and ecology;
- access, movement and accessibility;
- environment – including landscape and visual impact, microclimate, flood risk, noise, air and water quality;
- views inwards and outwards;
- the pattern of uses and activities, including community facilities and local services; and
- how it functions.

Well-designed new development is integrated into its wider surroundings, physically, socially and visually. It is carefully sited and designed, and is demonstrably based on an understanding of the existing situation, including:

- the landscape character and how places or developments sit within the landscape, to influence the siting of new development and how natural features are retained or incorporated into it;
- patterns of built form, including local precedents for routes and spaces and the built form around them, to inform the layout, form and scale;
- the architecture prevalent in the area, including the local vernacular and other precedents that contribute to local character, to inform the form, scale, appearance, details and materials of new development.

C2 Value heritage, local history and culture

When determining how a site may be developed, it is important to understand the history of how the place has evolved. The local sense of place and identity are shaped by local history, culture and heritage, and how these have influenced the built environment and wider landscape.

Well-designed places and buildings are influenced positively by:

- the history and heritage of the site, its surroundings and the wider area, including cultural influences;
- the significance and setting of heritage assets and any other specific features that merit conserving and enhancing;
- the local vernacular, including historical building typologies such as the terrace, town house, mews, villa or mansion block, the treatment of façades, characteristic materials and details

2. The identity or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine together and how people experience them. It is not just about the buildings or how a place looks, but how it engages with all of the senses.

I1 Respond to existing local character and identity

Well-designed new development is influenced by:

- an appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents;
- the characteristics of the existing built form;
- the elements of a place or local places that make it distinctive; and
- other features of the context that are particular to the area – see Context .

This includes considering:

- the composition of street scenes, individual buildings and their elements;
- the height, scale, massing and relationships between buildings;
- views, vistas and landmarks;
- the scale and proportions of buildings;
- façade design, such as the degree of symmetry, variety, the pattern and proportions of windows and doors, and their details;
- the scale and proportions of streets and spaces;
- hard landscape and street furniture;
- soft landscape, landscape setting and backdrop;
- nature and wildlife, including water;
- light, shade, sunshine and shadows; and
- colours, textures, shapes and patterns.

I2 Well-designed, high quality and attractive

Well-designed places contribute to local distinctiveness. This may include:

- adopting typical building forms, features, materials and details of an area;
- drawing upon the architectural precedents that are prevalent in the local area, including the proportions of buildings and their openings;
- using local building, landscape or topographical features, materials or planting types;
- introducing built form and appearance that adds new character and difference to places;
- creating a positive and coherent identity that residents and local communities can identify with.

I3 Create character and identity

Design decisions at all levels and scales shape the character of a new place or building. Character starts to be determined by the siting of development in the wider landscape, then by the layout – the pattern of streets, landscape and spaces, the movement network and the arrangement of development blocks. It continues to be created by the form, scale, design, materials and details of buildings and landscape. In this way, it creates a coherent identity that everyone can identify with, including all residents and local communities.

3. Built Form is the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces. It is the interrelationship between all these elements that creates an attractive place to live, work and visit, rather than their individual characteristics.

B1 Compact form of development

Compact forms of development bring people together to support local public transport, facilities and local services. They make destinations easily accessible by walking or cycling wherever this is practical. This helps to reduce dependency upon the private car.

Well-designed new development makes efficient use of land with an amount and mix of development and open space that optimises density. It also relates well to and enhances the existing character and context.

Built form is determined by good urban design principles that combine layout, form and scale in a way that responds positively to the context. The appropriate density will result from the context, accessibility, the proposed building types, form and character of the development.

B2 Appropriate building types and forms

Well-designed places also use the right mix of building types, forms and scale of buildings and public spaces to create a coherent form of development that people enjoy. They also adopt strategies for parking and amenity that support the overall quality of the place.

The built form of well-designed places relates well to:

- the site, its context and the opportunities they present;
- the proposed identity and character for the development in the wider place;
- the lifestyles of occupants and other users; and
- resource efficiency, climate change mitigation and adaptation.

Built form defines a pattern of streets and development blocks. Streets are places for people as well as for movement. Street types will depend on:

- their width, relating to their use;
- the height of buildings around them, the relationship with street width, and the sense of enclosure that results; ■ how built up they are along their length, and the structure of blocks and routes that this creates;
- the relationship between building fronts and backs, with successful streets characterised by buildings facing the street to provide interest, overlooking and active frontages at ground level; and
- establishing an appropriate relationship with the pattern, sizes and proportions of existing streets in the local area.

APPENDIX 3: THE BUILDING IN CONTEXT TOOLKIT

The Building in Context Toolkit grew out of the publication **Building in Context**[™] published by English Heritage and CABE in 2001. The purpose of that publication was to stimulate a high standard of design for development taking place in historically sensitive contexts. The founding and enduring principle is that all successful design solutions depend on allowing time for a thorough site analysis and character appraisal to fully understand context.

The eight Building in Context principles are:

Principle 1

A successful project will start with an assessment of the value of retaining what is there.

Principle 2

A successful project will relate to the geography and history of the place and lie of the land.

Principle 3

A successful project will be informed by its own significance so that its character and identity will be appropriate to its use and context.

Principle 4

A successful project will sit happily in the pattern of existing development and the routes through and around it.

Principle 5

A successful project will respect important views.

Principle 6

A successful project will respect the scale of neighbouring buildings.

Principle 7

A successful project will use materials and building methods which are as high quality as those used in existing buildings.

Principle 8

A successful project will create new views and juxtapositions which add to the variety and texture of the setting.