

DESIGN AND ACCESS REPORT INCLUDING HERITAGE STATEMENT



491A HIGH ROAD · N17 6QA

DOUBLE STOREY EXTENSION
ABOVE EXISTING SINGLE
STOREY RETAIL UNIT TO
CREATE TWO SELF-CONTAINED
SINGLE BEDROOM FLATS



SSHR 7101
March 2024

RS ARCHITECTS
31 KENERNE DRIVE
EN5 2NW

RS ARCHITECTS

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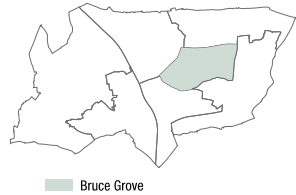
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INTRODUCTION

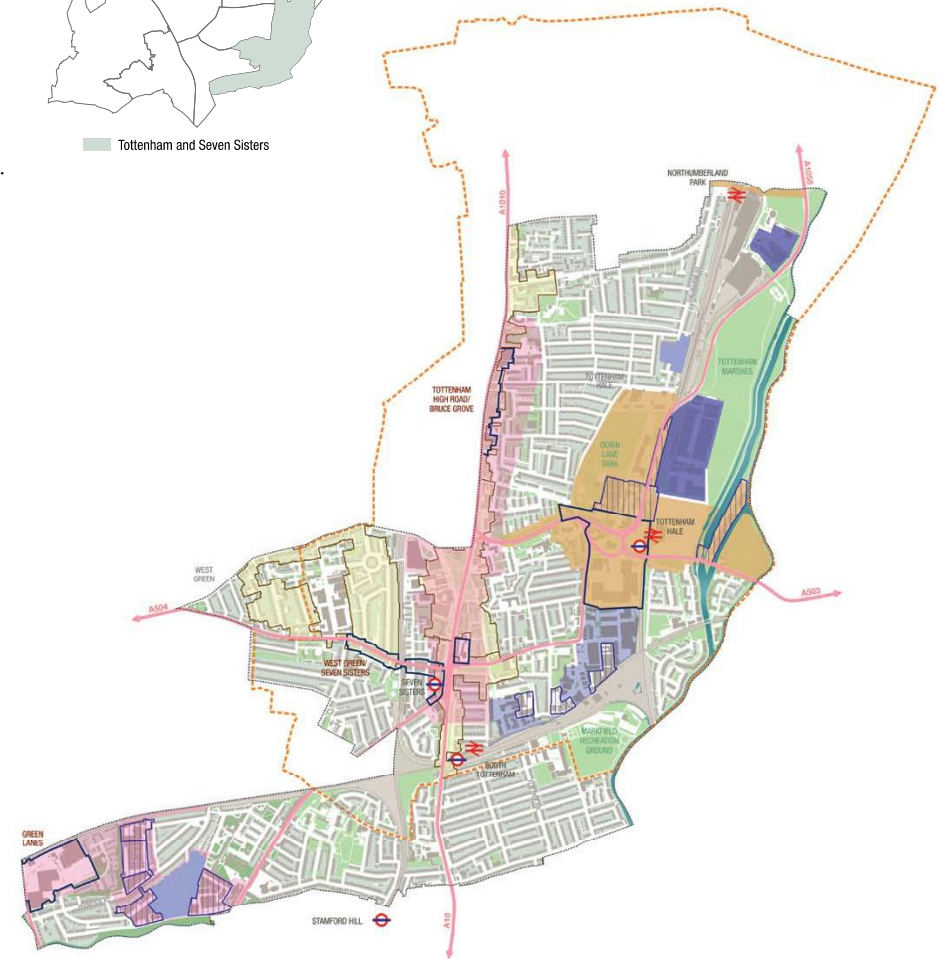
This is a single storey middle terrace retail unit located in the London Borough of Haringey. This application seeks permission for double storey extension above existing a retail unit to create two self-contained single bedroom flats.



LOCATION



The property is located in the London Borough of Haringey within the Bruce Grove (THRHC) Conservation area on High Road. The road runs along the boundary between the West Green-Bruce Grove and Tottenham-Seven Sisters neighbourhoods. It holds significant historic value as part of the Tottenham High Road Historic Corridor, which spans about 3.7km from Enfield to Stamford Hill.

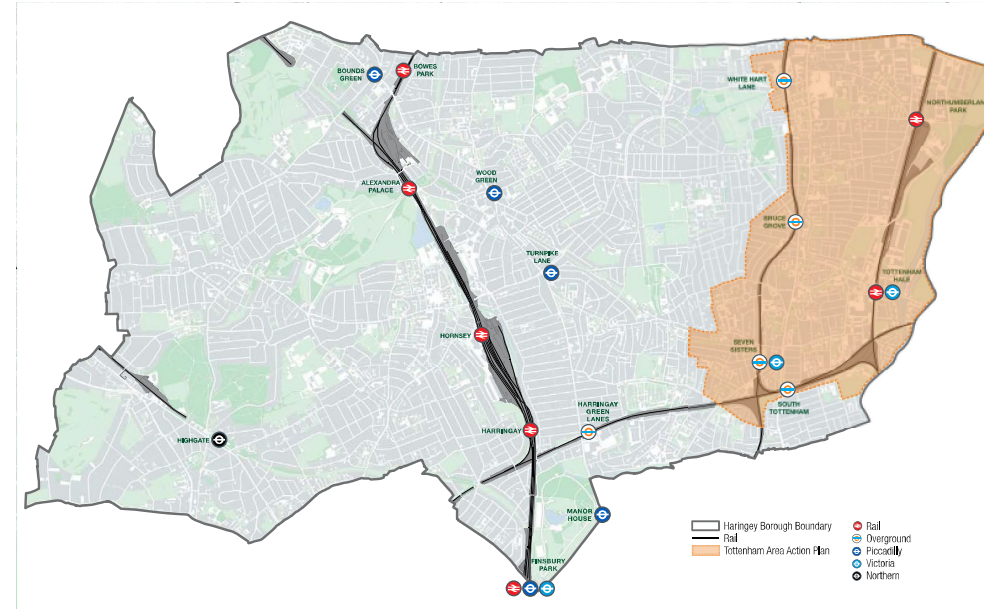


HISTORY

The history of Tottenham dates back to 1086, as documented in the Domesday Book, with signs of habitation in Tottenham Hale due to the presence of a weir and mill. The current layout of Tottenham High Road, originally part of Ermine Street during the Roman Period, was established in the 16th century to prevent flooding from the Moselle River. The introduction of the Great Eastern Railway in 1872 brought a significant increase in population, with terraced housing accommodating artisans and clerks. By the 18th century, Tottenham High Road was lined with a mix of residential, commercial, and philanthropic buildings, featuring villas along branching lanes.

Despite its rich history, economic challenges have resulted in the neglect of heritage assets in Tottenham. Some sites are at risk of being lost, leading Historic England to list several buildings and conservation areas in the Heritage at Risk Register. The vision for the transformation of Tottenham presents both opportunities for improvement and challenges in preserving the area's historic fabric. In search of a balance between continuity, preservation,

and the need for vibrant living spaces that cater to the local community, specific plans for redevelopment have been outlined in the Tottenham High Road Corridor Area Action Plan.

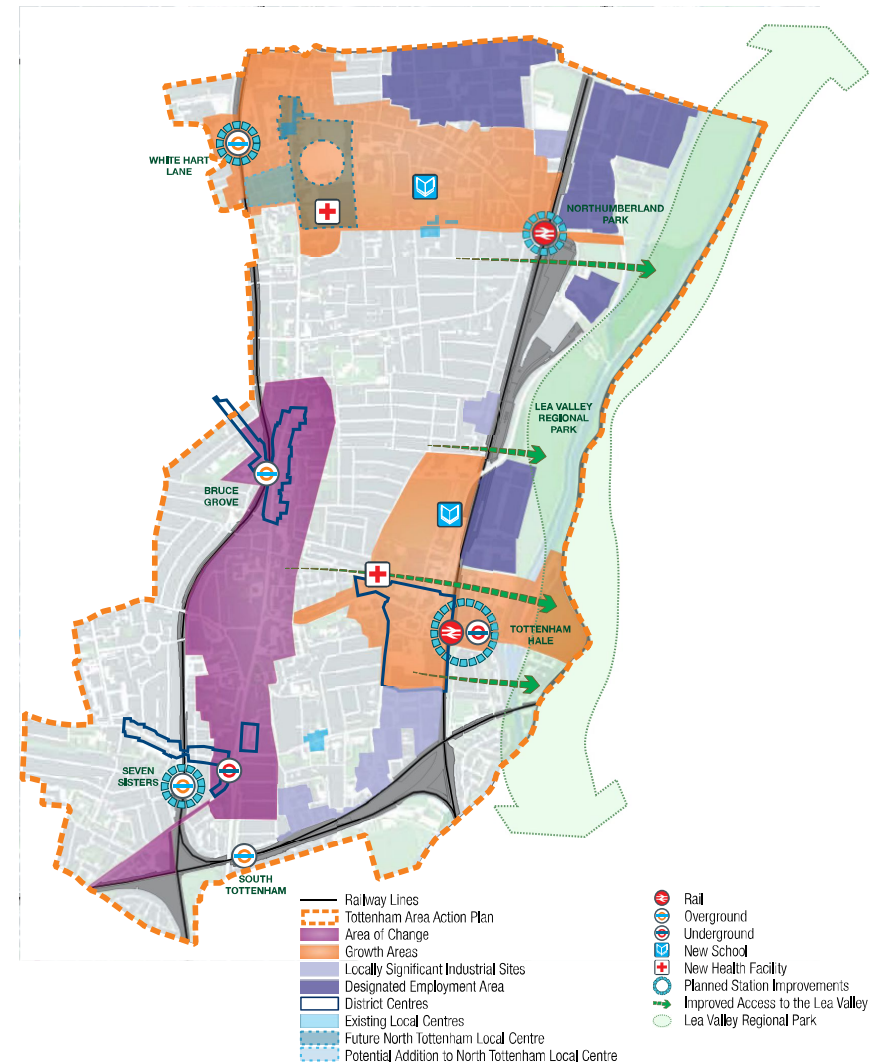


TOTTENHAM AREA ACTION PLAN

Tottenham's heritage is viewed as an asset that can enhance the character of new developments and prevent uniformity. The Area Action Plan (AAP) aims to protect and incorporate heritage assets into regeneration plans through collaboration with Historic England.

High Road, particularly the area around the development site, has been identified as an area of significant potential for expansion. The area is strategically situated to facilitate growth and includes specific sites that are accessible and suitable for potential development. Bruce Grove blends Victorian structures and modern additions, with the elevated railway line near Bruce Grove Station adding to the area's urban charm and setting a precedent for new development opportunities within a diverse architectural landscape.

The residential area within the AAP comprises a mix of late Victorian and Edwardian housing, high rise tower blocks, and social housing. Tottenham houses more than 60% of the Borough's social housing, with Northumberland Park having the highest concentration. The majority of Tottenham residents are renters, with Northumberland Park having the highest number of renters. Tottenham also leads in the number of individuals living in temporary accommodation in the UK. The area attracts many migrants due to its lower cost of living compared to other parts of London.



HOUSING REGENERATION PLAN

Bruce Grove is one of four distinct areas in Tottenham identified for significant investment and is poised for new development initiatives.

In Bruce Grove, a more moderate approach to change is proposed in comparison to other Tottenham neighborhoods. This will involve enhancing existing retail, preserving historical features, and upgrading residential properties. Commercial establishments along the High Road are slated for improvement, as well as addressing issues like poor building modifications and cluttered streets.

Improving housing quality in Tottenham is a key challenge, with many homes suffering from poor layouts and overcrowding. London's population is rapidly growing, putting pressure on all boroughs to accommodate housing growth. Haringey's population is projected to increase by 37,300 people by 2026, requiring 19,800 new homes, with 10,000 in Tottenham. The focus is on sustainable residential development, higher density, and well-designed buildings. Delivery of the growth agenda aligns with the regeneration agenda to address population expansion, improve education, provide family housing, enhance the environment, and create job opportunities in Tottenham, and aims to make the area desirable for long-term residents.

Table 3.1: Broad distribution of new housing

Development Plan Document		Location & minimum total number of dwellings	0-5 years (2011/12 -2015/16)	6-10 years (2016/17-20/21)	11-15 years (2021/22-2025/26)
Site Allocations		Wood Green 4,610 units	185	920	3,505
		Areas of Limited Change 5,940 units	1,285	2,825	1,830
	Tottenham Area Action Plan	Seven Sisters Corridor (south) 2,020 units	25	1,200	795
Tottenham Hale 5,665 units		2,230	1,975	1,460	
North Tottenham 4,695 units		275	920	3,550	
Tottenham High Road Corridor Bruce Grove 1,080 units		570	380	130	
Totals		24,010	4,570	8,220	11,220

SITE WITHIN HISTORIC HERITAGE

The High Road stretches across the Tottenham High Road Historic Corridor, which is divided into six Conservation Areas, each with its own design characteristics. The High Road is a wide and busy road lined with predominantly three to four-storey terraced buildings. Although the road was first developed in the 16th century, connecting North London with Cambridge, the area has undergone major transformation, with most of the buildings being rebuilt in the 19th and 20th centuries. This has resulted in various scale structures, architectural styles, and period features from different development eras. The High Road's appearance is relatively diverse, with no significant architectural dominance. It is mainly characterized by commercial buildings with Victorian shopping parades on the ground floor and residential units above, interrupted by a few open spaces of historic significance. The High Road features a mix of Georgian, Victorian, and Edwardian buildings, some of which are recognized as national heritage assets.



BRUCE GROVE RETAIL HUB

MARKET



BRUCE GROVE OVERGROUND STATION



Bruce Grove is a retail hub with mostly independent shops along Tottenham High Road, centered around Bruce Grove Station. There are also larger chain stores such as Peacocks and McDonald's. Towards the eastern end, there are two distinct retail areas, including a market at Holcombe Road. The site is conveniently located with a variety of shops at the doorstep.

RETAIL HUB EXAMPLE ALONG HIGH ROAD



TRANSPORT

BRUCE GROVE OVERGROUND



Overground



1 min



2 min



1 min

WITHIN WALKING
DISTANCE FROM SITE

SITE LOCATION

491A HIGH ROAD

BUSES



SEVEN SISTERS



Overground



7 min



4 min



19 min



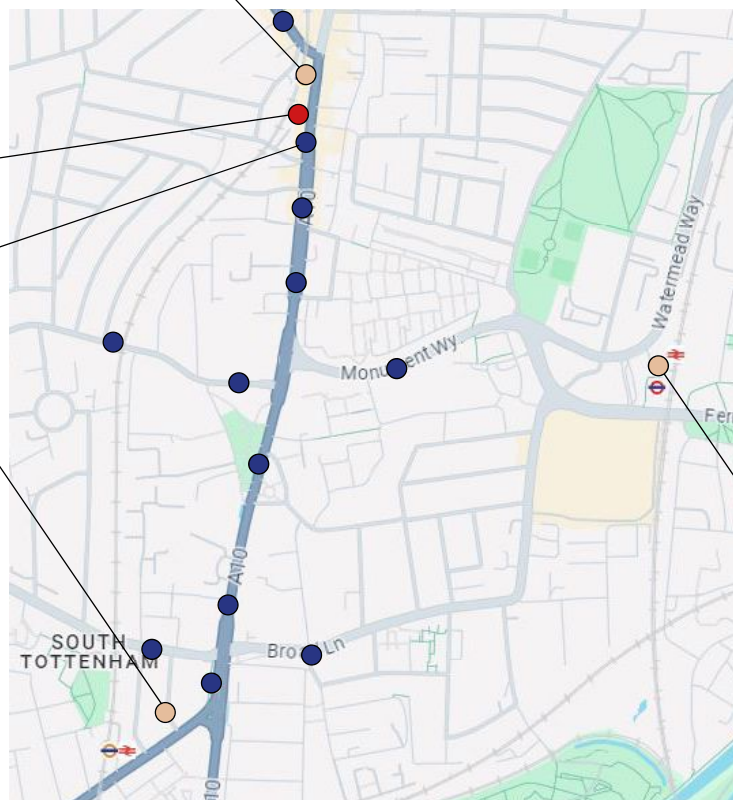
4 min

WITHIN WALKING
DISTANCE FROM SITE

Haringey benefits from a good public transport system, connecting its residents to job opportunities in the City and West End as well as the London-Stansted-Cambridge-Peterborough Corridor. Most Haringey residents commute outside of the borough, with

high levels of accessibility to public transport at key locations like Tottenham Hale, Seven Sisters, etc. Tottenham's transportation network is set to improve and expand significantly by 2026 with the introduction of Crossrail 2 stations. The area has a strong bus network and easy access to regional and national roads.

In Haringey, 34% of all trips are on foot, surpassing car trips. The council is seeking funding to improve walking routes to key destinations, conduct walking audits, and enhance public rights of way.



TOTTENHAM HALE



4 min



9 min



15 min



4 min

WITHIN WALKING
DISTANCE FROM SITE

TRANSPORT

Walking is a sustainable form of travel that reduces pressure on infrastructure, promotes healthy lifestyles, and creates vibrant streets. It is seen as a 'zero carbon' form of travel that helps to reduce pressure on infrastructure and promote active, healthy lifestyles. The site is well located between a number of train/underground stations located within walking distance.

The Council in Haringey is committed to promoting cycling as a sustainable means of travel to reduce congestion and enhance healthy active lifestyles. They are working to improve conditions for cycling across the borough with a network of cycle routes, cycle lanes, and cycle tracks. Additionally, the Council is working with the Mayor on Cycle Superhighways, installing on-street cycle parking, and providing cycle training. Site is conveniently situated in close proximity to C1 cycleway route that runs between Tottenham and the City, completed in April 2016.



There are a number of Bikehangars installed around the site for storing bikes.



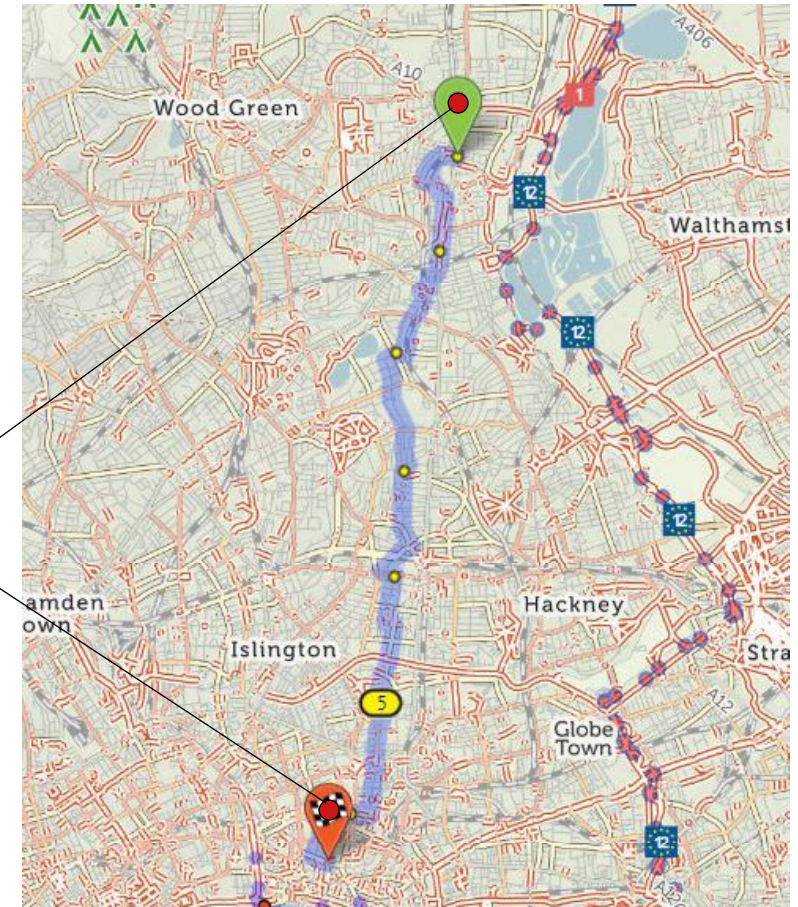
E-scooters and e-bikes are becoming popular, and available to hire.

SITE LOCATION

491A HIGH ROAD

CITY OF LONDON

DESTINATION

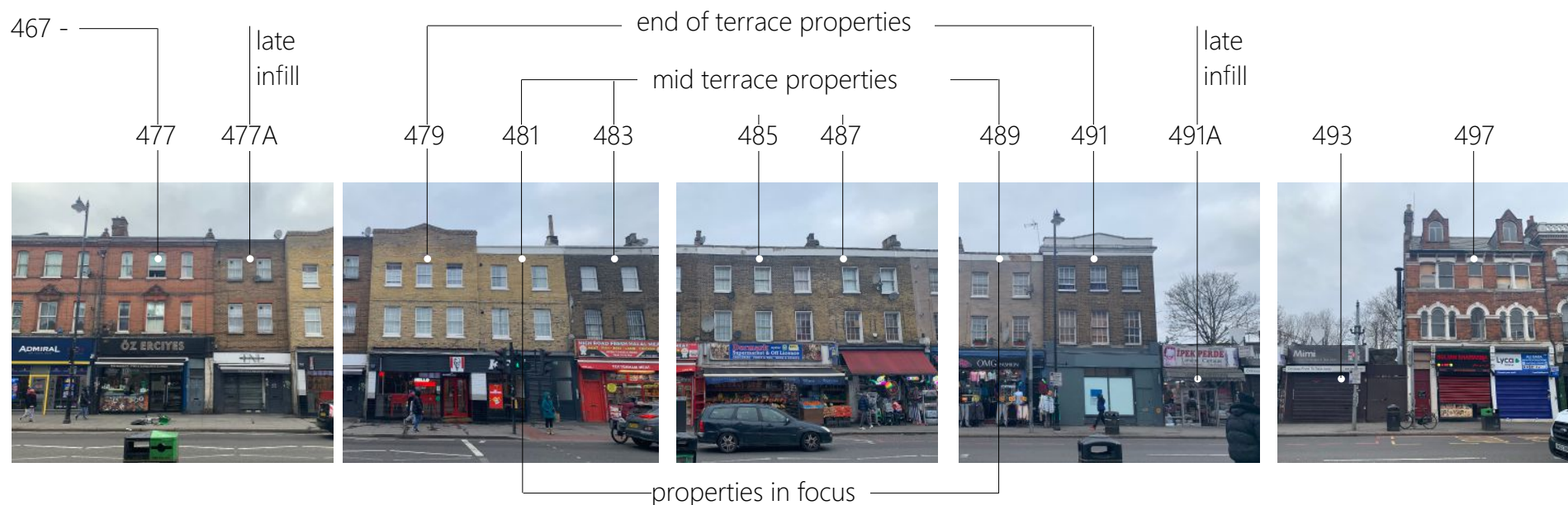


TYPICAL BIKE ROUTE VIA CYCLEWAY

SITE WITHIN STREET CONTEXT

FRONT VIEW

The site 491A will be looked at in context with the row of heterogeneous style and mass neighbouring properties along High Road. The property in question sits alongside a terrace building 479-491 with its well-defined ends on each side. The front wall of the terrace properties 481-489 is noted to be shorter and slightly recessed to emphasize the architectural dominance of the end of terrace properties no. 479 and 491. The first/second-floor front wall of the properties 481-489 is recessed from the front wall line of no. 479 and 491. A clear distance was originally kept between the end of terrace houses 477 and 479 which has been filled with property no. 477A built at a later stage. The properties 491A and 493 do not seem to be originally built as they appear today as they fall out of the design and scale category of the streetscape. Properties to the right starting from no. 497 present a grander scale and dissimilar design and, although they are close to the proposal, will not serve as a precedent for the proposal.



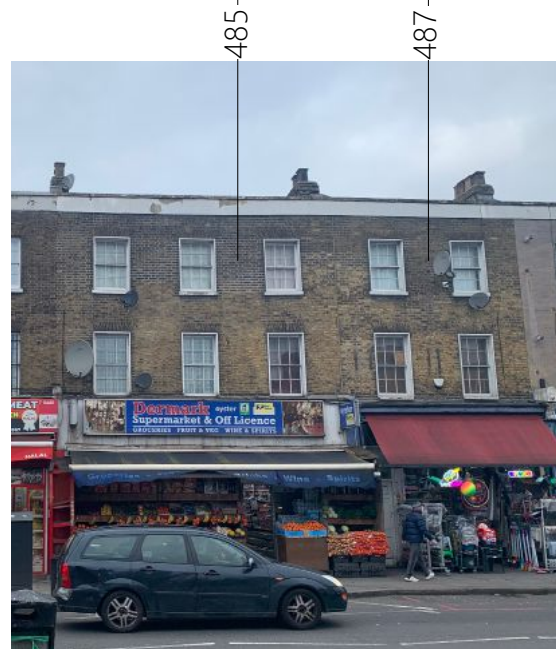
PRECEDENTS

The site is situated within a mix of use terrace properties with a historically established shop parade on the ground floor and two-story residential units above. Our intention is to retain the retail unit on the ground floor and provide a two-story extension to accommodate two residential units. The Historic Corridor is part of a regeneration scheme outlined in The London Plan (2015) and Haringey's Strategic Policies Local Plan (2013), which

welcomes the adaptation of historic assets to meet the growing population and demands of modern society.

Our focal point is the three-story middle terrace properties at numbers 483-489, which feature original brick walls, white timber sash windows with a soldier course above each, and a white rendered parapet wall with a concrete coping on top.

precedents



SITE WITHIN STREET CONTEXT

REAR VIEW



BIRD'S EYE VIEW FROM REAR



BIRD'S EYE VIEW FROM FRONT

The proposal is not anticipated to affect the privacy or amenities of neighboring properties. This is because the rear of the property abuts a vehicle repair workshop roof and a railway line.

PLANNING HISTORY

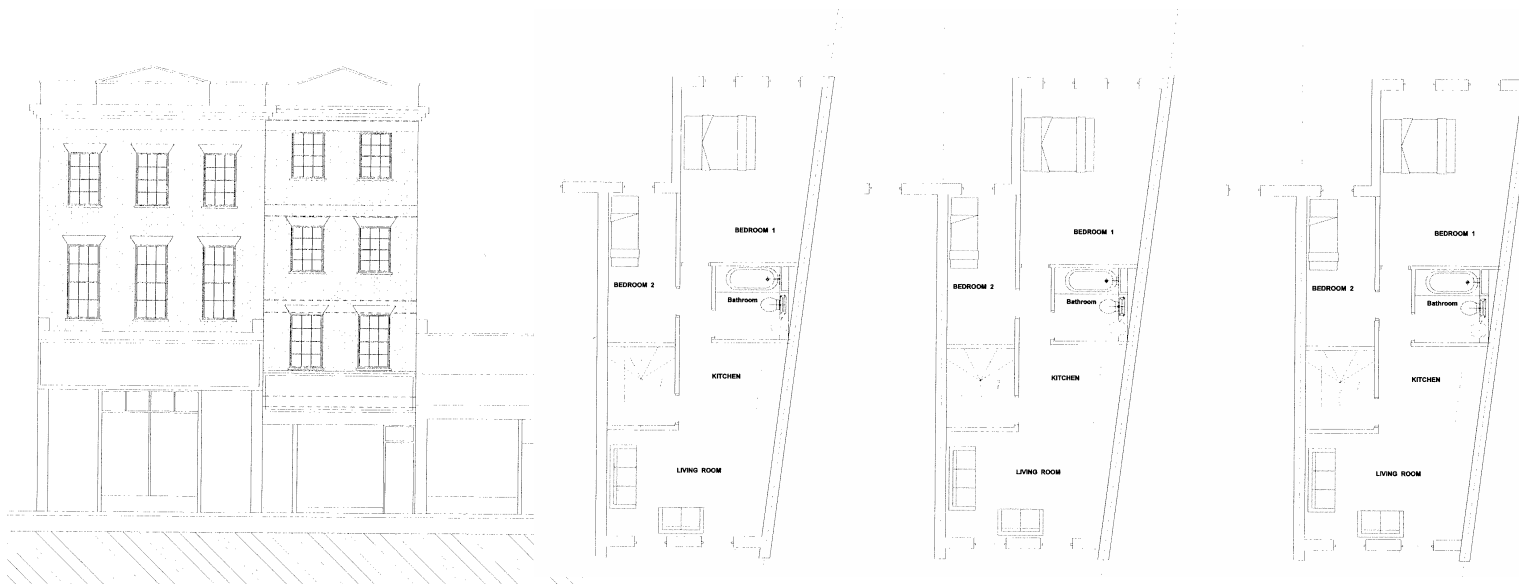
PA REF: HGY/2010/1662, DATE: 14/12/2010

Proposal: Erection of first and second storey extension to provide 2 x two bed self-contained flats.

This planning application was originally submitted for a three-storey extension proposal approval. During the planning process, with a number of consultants on board, approval was granted for two-storey two-bedroom units. Due to unforeseen circumstances, the development was delayed.

During our design development, a careful and detailed analysis of this application was made, and all necessary criteria or conditions have been identified and evaluated to ensure all recommendations and requirements outlined in the planning report are successfully addressed in our current design proposal. Although the proposal was approved, it would not have complied with the London Housing Design Guide as it is missing a lobby and a storage space. The design does not propose

a new wall against no. 491, attaching a new structure to the existing side wall of no. 491, failing to comply with the Party Wall etc. Act 1996. A larger first and second-floor extension footprint would be required to accommodate all essential areas to provide a quality design for contemporary living.



PLANNING HISTORY

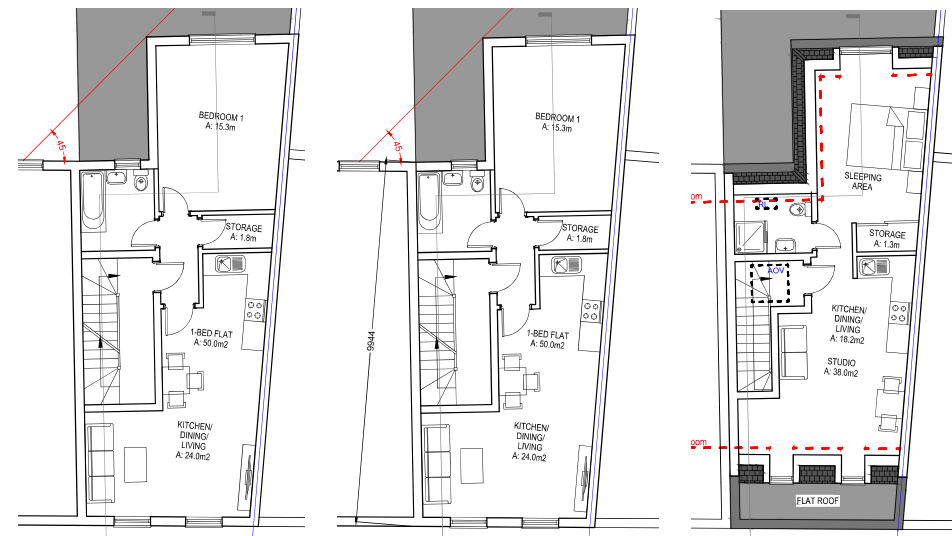
PA REF: HGY/2020/0656, submitted: 19/02/2020

Ptproposal: Erection of 1st, 2nd and mansard roof extension to provide 3 x residential units (2 x 1-bed & 1 x studio self-contained flats.

A new proposal with a mansard roof was submitted to Planning Authorities and soon withdrawn.

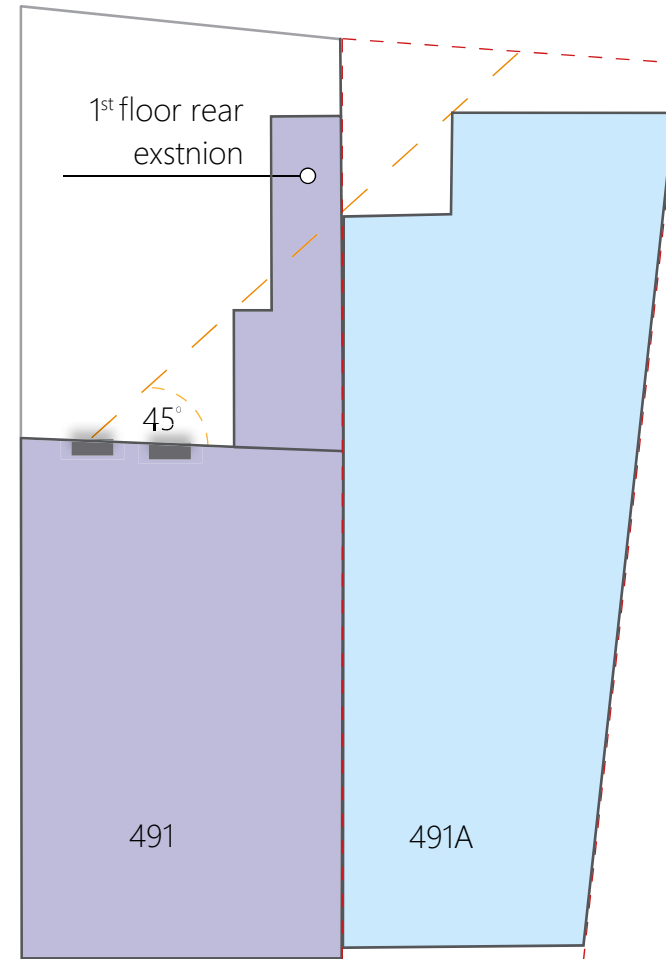
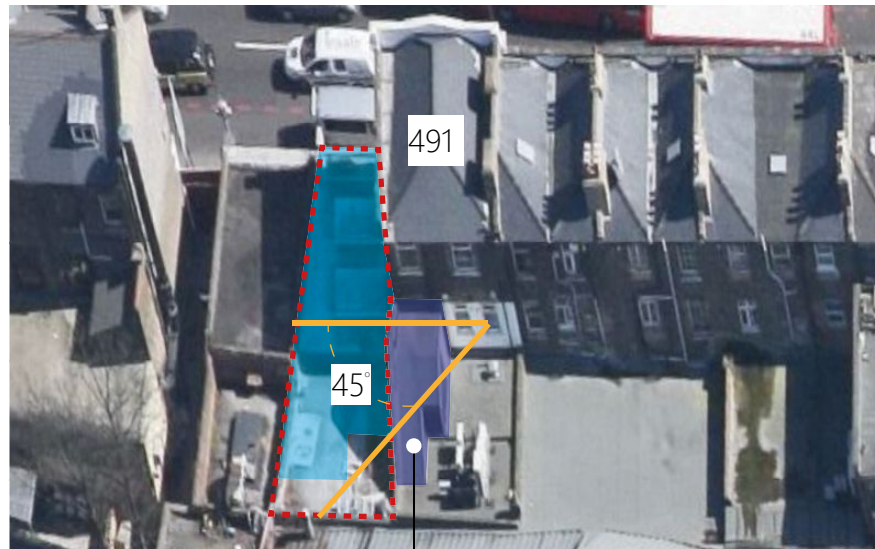
Although a sympathetic design at the rear respects the right of light for the adjoining property no. 491, we believe the application was withdrawn due to the height of the proposal and its out-of-character appearance.

It is also worth noting that the existing building depth is a little shorter than what is shown on the drawings. The design does not allow for a new wall against no.491 and would also be breaching the Party Wall etc. Act 1996. A larger space will be necessary for a new proposal to ensure it complies with the London Housing Design Guide upon its completion.



PROPOSAL SETTING OUT

FF LEVEL



Following a site survey, it was determined that property number 491 has a first-floor rear extension with a parapet wall running along the boundary. The existing structure is predicted to obstruct the view of property number 491A from the windows at this floor level. The preservation of the right of light for neighboring properties is a primary consideration during the development process. A 45° spline line originating from the center of the second window of property number 491 has been projected to determine the permissible extent of the proposal at the first-floor level.

Courtesy to ARCA Designs, Design and
Access Statement, ref: JAN/SH/20-DAS

RS ARCHITECTS

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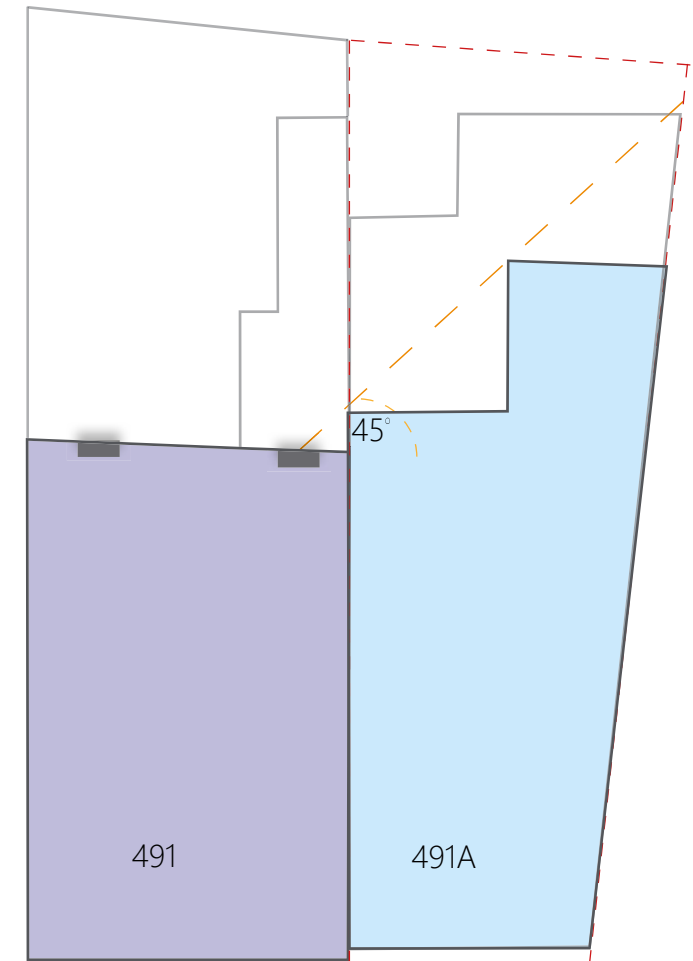
PROPOSAL SETTING OUT

SF LEVEL



Similarly, a 45° spline line has been projected from the center of the first window of property no. 491 at the second-floor level to determine the permissible extent of the proposal at the rear.

Original butterfly roofs have been proven to be impractical, and those seeking to renovate existing properties tend to change the roof structure to a more sensible design. Our proposal for a flat roof reflects the design of an infill no. 477A. A parapet wall at the front will neatly tuck the structure away and will not be visible at street level.

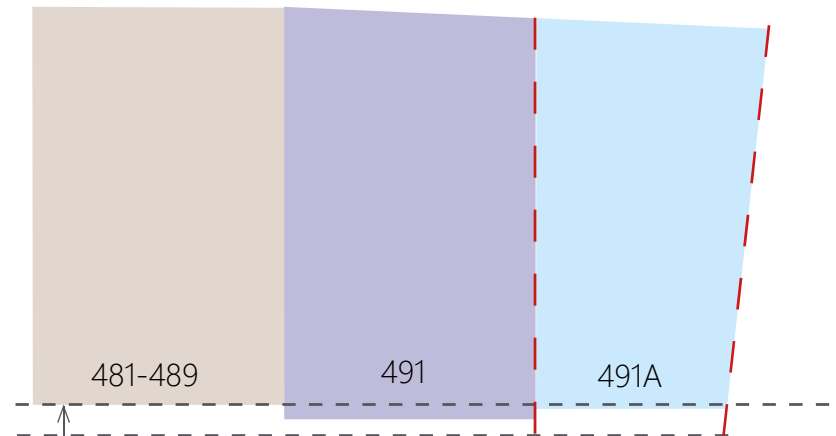


PROPOSAL SETTING OUT

FRONT WALL

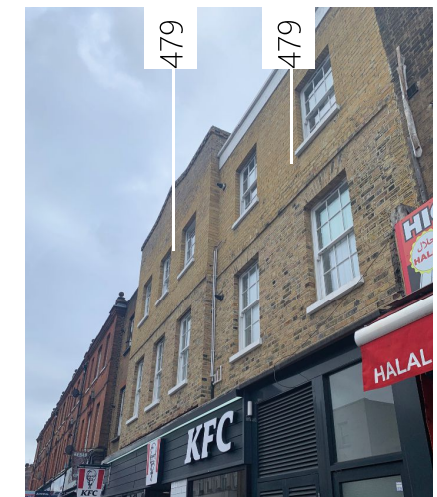


Our proposal is set back and follows the line of the front walls of properties no. 481-489. The development pertains to the first and second floors with no changes proposed to the retail unit at the ground floor level. The front walls of the mid-terrace properties at the first and second floors (481-489) are set back from the end of terrace properties at no. 479 and 491.



A new front wall of 491A will continue the line of the mid-terrace properties at the first and second floors levels.

All shopfront walls at street level are noted to be flush.



GIA COMPLIANCE GUIDANCE

Minimum Gross Internal Floor Area & Storage (m²) Table Technical Housing Standards- Nationally Described Space Standard (page5)					
No. of Bed-rooms	No. \ Bed Spaces (p)	1 Storey Residential Unit	Double Bedroom	Open Plan	Storage
1 b	2p	50m ²	12m ²	23m ²	1.5m ²

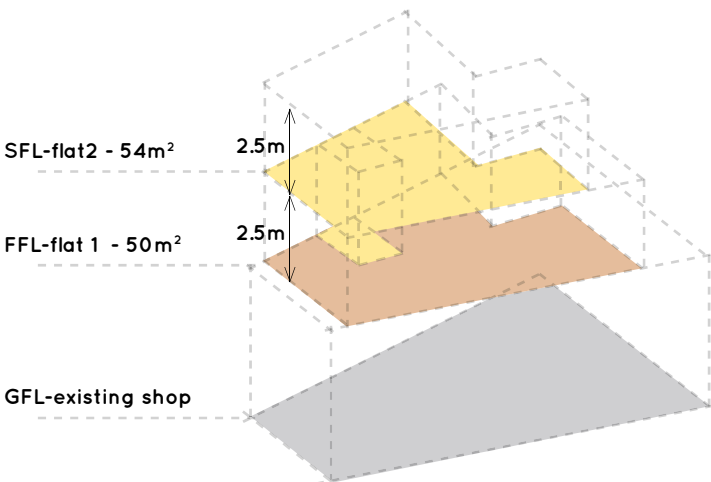
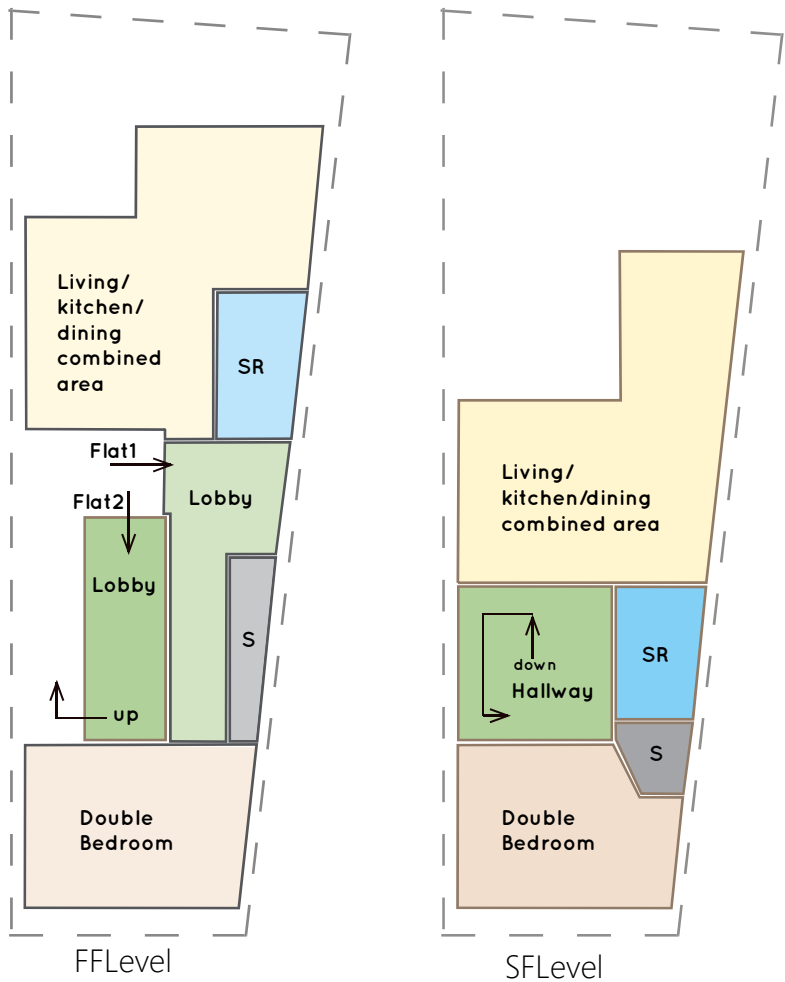
Internal layout and design requirements London Housing Design Guide Mayor of London	
Minimum room dimensions and floor areas: 1. Living area: minimum width of the main sitting area should be 2.8m in 2 - 3 person dwelling. 2.. Living/kitchen/dining combined floor area for 1 bedroom 2 person dwelling should be no less than 23m². 3. Double/twin bedroom: minimum area should be 12 m² and minimum width should be 2.75m in most of the length of the room.	
Ceiling heights Habitable rooms in new build development are expected to have minimum ceiling heights of at least 2.5 m. Habitable floorspace in rooms with sloping ceilings is defined as that with 1.5 m or more of ceiling height.	

Our proposal for a double-storey extension is aimed at reflecting the characteristics of adjoining properties, which consist of retail units on the ground floor and residential accommodations across two levels above.

The proposal includes two single-bedroom flats designed for two people each, which will comply with the habitable space standards outlined in the National and London Housing Design Guidance for modern housing development.

A minimum standard floor-to-ceiling height of 2.5m is proposed to be maintained at each level.

GIA PROPOSAL



Proposed Gross Internal Floor Area & Storage (m ²)							
	Bed-rooms	Bed Spaces (p)	GIA	Open Plan	Shower Room (SH)	Storage (S)	Lobby-Hall-way
Flat 1	1 b - 13m ²	2p	50m ²	23m ²	4m ²	3m ²	8m ²
Flat 2	1 b - 12m ²	2p	54m ²	23m ²	4m ²	2m ²	13m ²

EXISTING STREET VIEW

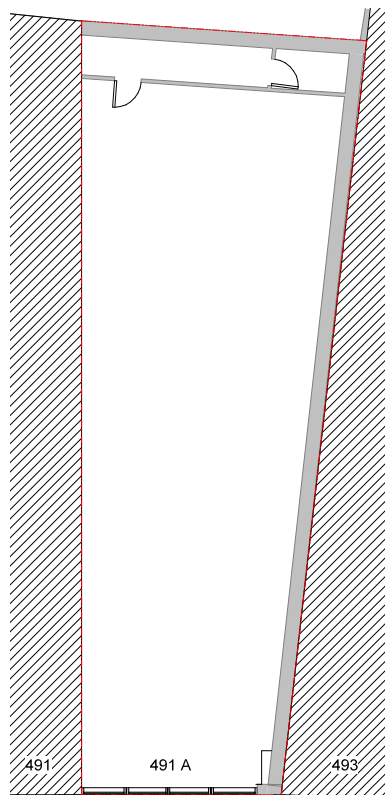


PROPOSED STREET VIEW

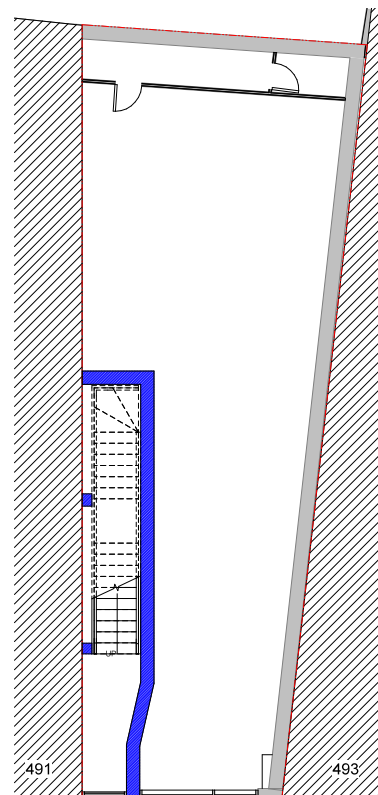


FLOOR PLANS

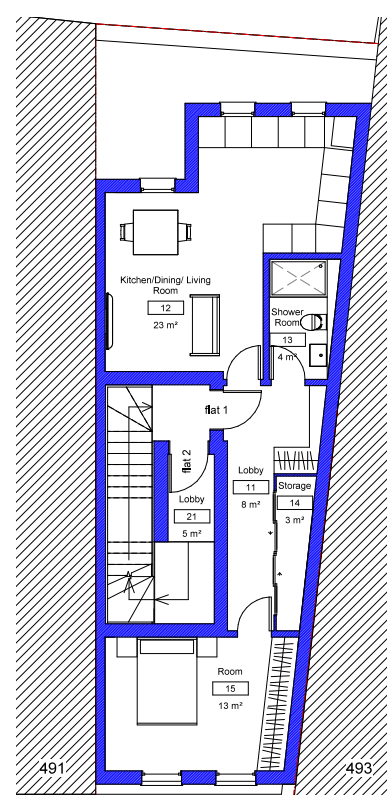
The property no.491 forms the end of a terrace building with a boundary line running along the sidewall. A new party wall is proposed to run along the existing fabric of 491 in accordance with the Party Wall etc. Act 1996.



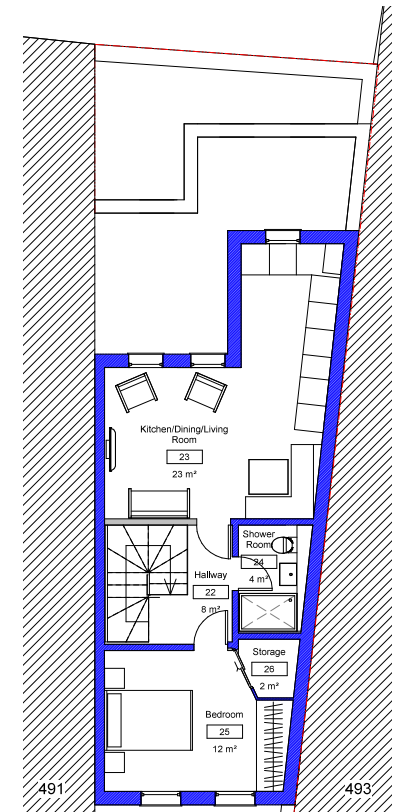
Existing GF Level
Retail • shop



Proposed GF Level
Retail • shop
Residential • communal hallway
• communal staircase



Proposed FF Level
Residential • communal staircase
• flat 1
• flat 2 lobby



Proposed FF Level
Residential • flat 2

MATERIALS



all new walls to be built with
yellow bricks matching existing



rendered white
parapet wall finished
with concrete coping



soldier brick course above
each new window. pattern
to follow existing



timber white D/G sash
windows with concrete
painted white cills to
match existing



Victorian style timber
anthracite grey with
top light entrance door
to flats. Aluminium
anthracite grey shopfront
with entrance door.



CONCLUSION

The proposal sits within mix use prorties with a unique historic and architectural value along Tottenham High Road Historic Corridor. We understand the importance of the historic character of the Tottenham area when implementing new design ideas and intend to preserve its unique identity. Our design aims to protect and enhance the facade of the property facing High Road and replicates the middle terraces along the property side to complement the architectural assets and is anticipated to naturally fit into the well-established environment.

The proposed residential addition is anticipated to blend in with the historic building while offering two additional residential units in response to the Haringey housing development plan. Following the London Housing Design Guide requirements, our proposal delivers a good-quality design solution to meet contemporary lifestyle demands.

APPENDIX- REFERENCES

DOCUMENTS

- Haringey Local Plan Strategic Policies 2013-2026 (formerly the Core Strategy), Haringey Council, March 2013, Consolidated with alterations since 2017;
- London Housing Design Guide, London Development Agency, August 2010;
- The London Plan (2021), Greater London Authority, March 2021;
- Tottenham Area Action Plan, Haringey Council, Adopted July 2017.

MAPS

- Bing Birds View;
- Bing Maps;
- Cycle. Travel;
- Cyclehoop Rental;
- Google Maps;
- Google Street View;
- Ordnance Survey.

OTHER RESOURCES

- Design and Access Statement, ref: JAN/SH/20-DAS, ARCA Designs, January 2020.
- Design and Access Statement, Clinch Design, 02/2010.
- Haringey Public Register, Haringey Council

DRAWINGS

- Existing and Proposed Drawings, ARCA Designs, January 2020.
- Existing and Proposed Drawings, Clinch Design, 02/2010.