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Planning, Design & Access Statement

Date: 30th September 2024

Ward: Tottenham Hale

Site: Rear Yard, 474 Tottenham High Road
Bruce Grove
London N17 9JF

Applicant: Mr Asher Solinsky

Ownership: Private

1. Introduction

This planning statement has been prepared by Katia Hadidian on behalf of the Applicant, Mr Asher Solinsky, in respect to the following proposed development of the Rear Yard at 474 High Road Tottenham, Bruce Grove, London N17 9JF:

Introduction of one mobile food unit; one mobile Portakabin™ seating area; and one mobile portable WC.

To support this Planning, Design & Access Statement we attach the following drawings and documents:



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Drawings and photographs

1. Drawing number SP-01: Site Location Plan
2. Drawing number SP-02: Site Block Plan
3. Drawing number GA-01: Existing Yard Plan
4. Drawing number GA-02: Proposed Yard Plan
5. Drawing number EL-01: Proposed Yard Section
6. Drawing number EL-02: Proposed Yard Elevation B-B
7. Drawing number LGH-01: Lighting and CCTV Plan
8. Photographs of the Rear Yard, as of July 2024

(SP = Site Plan; GA = General Arrangement Drawing; EL = Elevation)

Documents

1. “Strategy for Tottenham High Road, 2019-2029”

2. Site, location and Haringey Council business classification

i) Site and location:

474 High Road, Tottenham is a mid-20th century, three-storey building on the eastern side of High Road, Tottenham, near the junction with Holcombe Road and Brook Street. It has one commercial unit on the ground floor (“German Doner Kebab”); a residential unit on the first floor; and an office space on the second floor. It sits beside Holcombe Market.

Number 474 and its Rear Yard are not listed, and are in a parade of properties that are adjacent to, but not actually within, the Haringey Council Bruce Grove Conservation Area.



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The Rear Yard of 474 High Road cannot be seen from the High Road and is accessed by pedestrians either through Holcombe Market on the High Road or by car and pedestrians from Holcombe Road at the back.

ii) Haringey Council business classification

To date, the Rear Yard is classed as B8 (storage or distribution), which includes warehousing and open-air storage.

Prior to this planning application, the Rear Yard was used to store building materials such as wooden planks and scaffolding, as well as cars and vans.

3. Planning History

i) In the 1950s, 474 High Road, Tottenham was originally a bar, The Plough, and local anecdotes suggest the Rear Yard was used for The Plough's outdoor dining and parties.

When The Plough became a betting shop, the Rear Yard became a goods yard, and was also used for parking and storage.

ii) When Mr Asher Solinsky purchased the site and freehold, the Rear Yard was not garden land but was previously developed within the definition set out in the NPPF.

At present it is covered in concrete, tarmac, and Namgrass™, and the proposed development marks a great improvement in its appearance.



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4. Proposed Development of the Rear Yard

A) The Rear Yard site

This unequal rectangle of land measures c. 7.9m W x 15m L. We propose developing the yard for the following completely mobile installations:

- 1 x mobile catering unit
- 1 x Portakabin™ seating for up to 10 customers
- 1 x open seating area for up to 16 customers
- 1 x portable unisex WC for 1 person
- Decorative planter
- Security lights and CCTV

Food will be prepared and served in the yard, and customers can sit while they either eat their food or wait to collect it to take home or to their workplace.

B) Proposed tenant for the Rear Yard

“Aunty Mary” is popular in the area for her Afro-Caribbean cuisine. We would like to support her new food business, whose proceeds are donated to a charity for local underprivileged children to fund school trips, help them prepare for work experience, and fulfil community service.

i) The mobile food unit will feature an electric grill, 3 sinks, and a traditional “jerk chicken” pan. It will be lit by 16 x 3V low-energy LED bulbs and meet current Health & Safety requirements with a heat detector, smoke detector, and 2 wet-chemical fire extinguishers.



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ii) The electricity and water will be provided by the supply of the main building at 474 High Road, Tottenham and fitted by a certified electrician and plumbing engineer.

iii) The open seating area will consist of 3 tables for 4 people, all covered by a canopy supported by timber posts with clear polycarbonate side panels. This will sit beside a decorative planter with real flowers and shrubs from local Tottenham Hale florists, fed by captured rainwater.

iv) The canopy will be fitted with guttering to direct excess water to the existing hopper of the rainwater pipe on the rear wall of the main building at 474 High Road.

v) The mobile Portakabin™ will be lit by 8 x 3V low-energy LED bulbs and seat up to 10 customers. We propose softening its appearance with real ivy fed by captured rainwater collected in a decorative barrel.

vi) Security will be provided by one camera on the wall facing the gates, one in the mobile catering unit facing the canopy, and one in the mobile seating unit.

vii) The proposed opening hours for “Aunty Mary” are 10.30am–9pm for autumn/winter; 10.30am–11pm for spring/summer.

C) Other considerations

i) Access: The restaurant on the ground floor of 474 High Road is accessed independently from the High Road and its fire escape opens out to Holcombe Market and does not interfere with the yard. (Please refer to drawing SP-02 for details of the fire escape.)



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The plans for the Rear Yard do not block access for the business and residential tenants of the first and second floors of 474 High Road. These tenants access their properties from a separate entrance. Similarly, pedestrian traffic will not be affected.

ii) Waste collection: We will use our neighbourhood refuse collector, Biffa, for its general waste and recycling service every 2-3 days. Our waste bins will be positioned inside the entrance gate to the Rear Yard and will be brought out on collection days, as neighbourhood bins are already at capacity.

5. Precedent: Similar local businesses

Similar food gardens in the neighbourhood are thriving. These include:

i) The Beehive, Stoneleigh Road, N17 9JW

A large pub-restaurant with a beer garden for food, drinks and parties.

ii) The Garden House/Kitabevi, Stoneleigh Road, N17 (behind 410 High Road, N17 9JB)

An all-day restaurant and take-away.

iii) The High Cross, 350 High Road, N17 9HT

A large pub that serves food and has outside dining on bench tables.

6. Planning Considerations and Planning Policy Context

The site's history reflects the ever-evolving character of Bruce Grove, a ward in Tottenham that is renowned for its diverse population and strong community spirit.



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The plans set forth in this application are in line with, and will positively impact, **Haringey's Development Management Development Plan Document (DM – DPD)**, which states in paragraph 2.49 that it “aims to ensure that proposals ... are of a high quality and relate well to the scale and character of the original building and surrounding area” and that “make a positive contribution to local distinctiveness and enhance the vitality of the shopping frontage as well as the wider town centre and area”.

i) Local Planning Policy

This Rear Yard development will be an excellent addition to Haringey Council's “*Your Bruce Grove*” project and the “*Strategy for Tottenham High Road, 2019-2029*” (attached to this application).

Page 30, section 5.26, item (c) of the Strategy document emphasises in its Aims and Objectives that its goals are to “*Improve the quality and image of high street frontages and activities as well as rear and yard spaces around Holcombe Market and at the back of the High Road.*”

Item (d) specifically mentions the need to “*Embrace opportunities for makers and new commercial activities in the town centre*” while item (f) outlines the desire to “*Cultivate a friendly and lively atmosphere ... creating enhanced green and public open space.*”

ii) Mr Solinsky's Rear Yard project harmonises with the Council and local community's initiatives to improve the quality and image of the shopfronts on the High Road, as well as the rear and yard spaces around Holcombe Market and behind the High Road. It will provide opportunities for makers and new commercial activities in the town centre and cultivate a friendly, lively, inclusive and welcoming atmosphere for residents and passers-by of all ages and walks of life.



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Tottenham High Road is characterised by familiar chain stores and enlivened by independent shops, businesses, food stalls & restaurants such as this, which are majority owned and run by émigré communities from across the globe. In the absence of entertainment venues such as cinemas, dance clubs, youth clubs, and ice skating or roller-skating rinks, these food and restaurant business provide a welcome social hub.

In respect to **Haringey's Local Plan Policy DM42**, the proposed use will provide an economic and social benefit to the local area and contribute towards its overall attractiveness while meeting the strategies of **Haringey Local Plan Policy SP10**, which promotes the distribution of retail growth and aims to protect and enhance Haringey's town centres.

iii) National Planning Policy Framework

The Rear Yard project meets the criteria of London Plan Policy SD6, which includes the need in planning decisions to sustain and enhance the vitality and viability of town centres and that in taking planning decisions on proposed retail and town centre development, the scale of retail, commercial, culture and leisure development should be related to the size, role and function of a town centre and its catchment.

The Rear Yard project also meets the objectives of London Plan Policy SD7, which promotes a proactive approach to a diverse retail sector and related facilities and services.

The Rear Yard project satisfies Paragraph 91 of London Plan Policy SD7, which states that planning policies and decisions should aim to achieve healthy, inclusive and safe places that promote social interaction and are safe and accessible.



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Similarly, it satisfies Paragraphs 117-118 of the NPPF, which states that planning policies and decisions should promote the effective use of land and promote and support the development of under-utilised land and buildings, especially where available sites could be used more effectively.

The Rear Yard project also meets the criteria of Paragraph 122, which emphasises considering local market conditions and viability, the availability and capacity of local infrastructure and services, and the desirability of maintaining an area's prevailing character and the importance of securing well- designed and attractive places.

The Rear Yard fulfils Paragraph 127, which states that policies and decisions should ensure that development functions well, adds to the area's overall design quality, should be attractive and sympathetic to local character, establishes a strong sense of place and optimises the site's potential to accommodate and sustain an appropriate amount and mix of development. This paragraph encourages developments that create places which are safe, inclusive and accessible, promoting health and well-being, all of which are satisfied by "Aunty Mary's" food business.

By trading during the day and evening, the Rear Yard will not only increase footfall to the area and provide visual interest to passers-by, it will also contribute to the overall vitality and viability of the area.

8. Impact on neighbouring amenities and residents

London Plan Policy D6 outlines that designs must not be detrimental to their surroundings, specifically in regard to maintaining sufficient daylight to surrounding



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housing, while minimising overshadowing. **Please see drawings EL-01 and EL-02**, which illustrate that the open-air Rear Yard project will not exceed the height of the existing boundary fence, will be of no detriment to its neighbours, and greatly improve the current appearance of the space.

Within a town centre location, residents normally encounter a degree of evening and late evening activities associated with pubs, restaurants and other food services, and the associated customer traffic. However, considering its location off the busy High Road, the Rear Yard's proposed hours of operation (10.30am to 9.30/11pm) will not create an untoward degree of noise and general disturbance.

9. Transport considerations

London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport

networks and supporting infrastructure are mitigated. The Rear Yard is easily accessible by foot and local public transport. (Please see drawing SP-02.)

We propose that **the Rear Yard will enhance Haringey's obligations to Local Plan Policy SP7 'Transport' and DPD Policy DM31 'Sustainable Transport'**, which state the Council's aims to improve local place-making, improve the public realm, and ensure environmental and transport quality and safety by promoting public transport, walking and cycling. It is also unlikely that this project will generate any traffic congestion, on-street parking pressures or highway safety hazards.



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10. Conclusion

The Rear Yard project will not only provide an attractive location for residents and passers-by to enjoy Haringey's local culinary talents, its customers will also be supporting Tottenham Hale Ward's youth, who receive the charitable proceeds of "Aunty Mary's" business.

Mr Solinsky's proposal is also sensitive to the requirements of local and national planning policy, transport policy and, though modest in scale, serves as a flagship for "buy local" and British community enterprise that benefits locals and visitors alike.