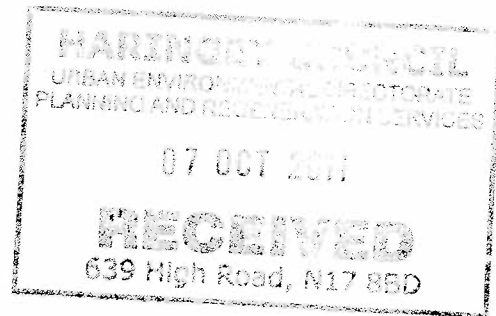


Our ref: jw421/PL03

Your ref: HGY/2011/1329

**Mrs Michelle Bradshaw**  
Planning Department  
London Borough of Haringey  
Haringey Council  
639 High Road  
Tottenham  
London  
N17 8BD



30th September 2011

Dear Michelle

**RE: 163 Tottenham Lane, Haringey, London**

Further to receipt of your recent email we formally acknowledge that the above application will not be heard at the October committee and has been put back to November. You also mentioned in your last correspondence that a meeting with you and Paul Smith would be a good way to progress the application. We welcome your suggestion, could you please assist in advising us on a few suitable dates such that we can diarise a meeting as soon as possible.

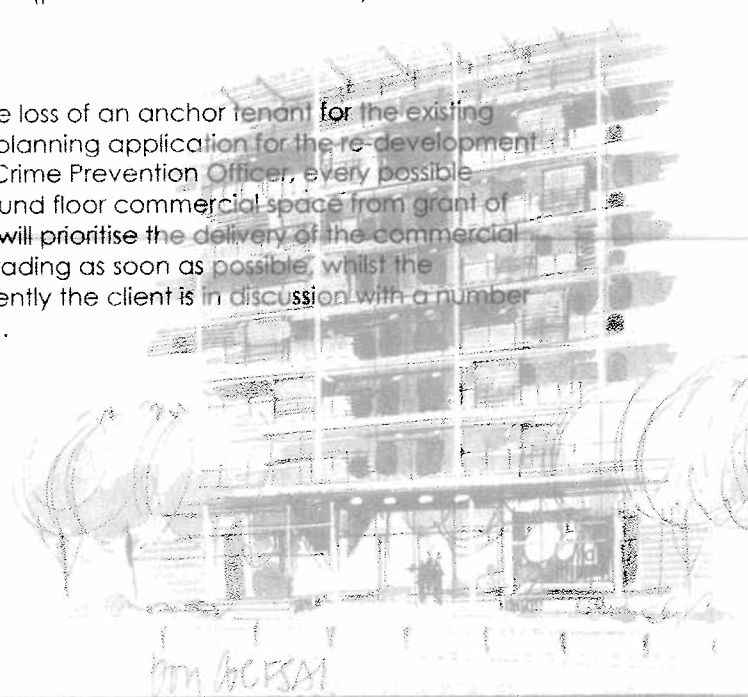
From having reviewed the current objections lodged by local residents and comments from statutory consultees there are obviously a number of concerns which we would like to discuss further with you. In the meantime please see our response to the comments below:

**London Fire Authority**

With regard to the provision of adequate fire fighting access we trust this has been dealt with satisfactorily by our letter dated 2nd September 2011 (please see enclosed letter).

**Crime Prevention**

The Kwik Fit lease is currently at an end and with the loss of an anchor tenant for the existing building, our client has little option but to submit a planning application for the re-development of the site. With regard to the comments from the Crime Prevention Officer, every possible avenue will be explored to actively market the ground floor commercial space from grant of planning permission. The construction programme will prioritise the delivery of the commercial units, such that the commercial tenants can start trading as soon as possible, whilst the residential construction works are in progress. Currently the client is in discussion with a number of retailers keen to have a presence in Crouch End.



## **Environmental Health**

Regarding the comments from environmental health, you will note that a stage 1 site investigation has already taken place (report has been included within the current planning application submission). The report concluded on page 14;

*" Based on historic land uses and its current operational use, the overall risk from land contamination at the site is considered to be **moderate to low.**"*

We trust a condition for a stage 2 investigation could be added to the consent as well as a requirement for the implementation of an environmental code prior to demolition of the existing buildings.

## **Local Residents**

We note that there have been several letters of objection to the scheme. We have prioritised the objections based upon the issues that seem to be causing the most concern and comment as follow;

1. The overall height of the building - You will note from the elevations that careful consideration has been given to the height of the High Street facade by way of limiting the parapet to accord with the overall height of the adjoining buildings. Further more, the upper storey has been set back, which follows the design principals of the recently consented scheme at 159 Tottenham Lane.
2. Transportation- The submitted transport statement deals adequately with the necessary Local Authority policy requirements in justification for a predominantly car free development. The Transport Statement Report (Page 13) concludes that the parking proposals in this scheme are in accordance with Haringey Council's Adopted Unitary Development Plan (UDP) July 2006. Furthermore;
  - Public transport - the site is well located for access for public transport and within a short walk of Crouch End District Centre, which provides a wide range of facilities and amenities.
  - Car Club- Within a short walk from the site, there is car club at Herniston Avenue.
  - Currently two vehicular accesses onto Tottenham Lane- proposal is for this to be rationalised into one.
  - Traffic flow- even though the townhouses will be accessed from Tottenham Lane, the traffic impact has confirmed that the total traffic attraction of the townhouses will be below that currently generated by the Kwik Fit garage. The number of conflict points, and the number of potential traffic movements will be decreased with the proposal.
3. Loss of employment and business- The proposed scheme provides commercial spaces of 394 sq m on the ground floor and 389 sq m in the basement. This will provide business and employment opportunities in the local area.
4. Over development of the site - The overall density for the development proposals is for 578 habitable rooms per hectare. This falls within the London plans range of 450-700 habitable rooms/hectare for sites within 10 minutes walking distance from a town centre.
5. Views of the conservation area- The development site sits just outside the boundary of the Crouch End Conservation Area and as such the proposals are designed to complement this. The conservation area runs to the south east of the site, incorporating the terrace houses on Fairfield Road. Therefore the proposals are specifically designed to

a high standard of design and construction in order to respect the setting and character of the conservation area. The houses to the rear of the site are intentionally designed to be subservient to the terrace in terms of footprint, height, bulk and mass. This application proposal will remove a building and use which has a detrimental impact upon the Conservation Area and would replace it with a mixed use scheme of a high standard of design which pays due respect to the character and appearance of the adjacent Conservation Area.

We trust that our design, access statement and policy statements deal with the matters above in more detail; however we would very much like to have some feedback from you, at your earliest convenience, on these matters so that we can respond further, if required.

Frustratingly and of concern to our client is that we have been unable to make any contact with you over the past couple of weeks despite numerous emails and telephone calls made to your office.

Between now and the proposed committee meeting, we believe there is more than enough time to have open and proactive dialogue regarding design and policy matters and, if required, make amendments to the current proposals so that a positive outcome can be reached. We look forward to meeting with you and Paul Smith at your earliest convenience.

If you have any queries in the meantime please do not hesitate to contact the office.

Yours sincerely,  
**for jdW architects**

Kathryn Janes  
Encl.

cc. Paul Smith

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