

2611/1329

**DONALD MERRITT**  
Cert PFS

106 MAYFIELD AVENUE  
FINCHLEY  
LONDON N12 9JE

PAUL SMITH  
HEAD DEVELOPMENT MANAGEMENT  
PLANNING AND REGENERATION  
RIVER PARK HOUSE  
225 HIGH ROAD WOOD GREEN N22 8HQ

10TH OCTOBER 2011

Dear Paul Smith

**PLANNING APPLICATION 163 TOTTENHAM LANE N.8 9BT**

It has come to my notice that planning permission has been requested for the premises 163 Tottenham Lane N 8. 9BT

I have been the Proprietor of 163 Tottenham Lane, that includes MEB THE MOTOR CENTRE and BUBBLES CAR WASH, since early 1991. I also pay the rates and have been registered with the Council since that time. The Rate demands have always been sent to my Private address 106 Mayfield Avenue N 12 9JE, this being for Postal Security reasons. **These details are obviously on the Council records**

**I AM CONCERNED THAT THIS Meeting** has been improperly called, for I am a major tenant and member of the local community AND I have never received any communication in respect of this Planning Application., whatsoever. Even though I am registered on the Council rate demands!!

I find this utterly astounding. I only found this out, **JUST THREE DAYS AGO.** by a chance conversation with the person to whom I sold the business MEB THE MOTOR CENTRE!!!!

I must tell you that as a **PAST GOVERNOR ROTARY INTERNATIONAL LONDON** I HAVE HAD A GREAT DEAL TO DO WITH THE LOCAL ROTARY CLUBS OF HORNSEY, ISLINGTON, MUSWELL HILL AND HIGHGATE.

I served the local community, for many years, as a member of the Board of the YMCA. I also employed many local young persons including YTS Trainees and in fact still subscribe to employing the local youngsters.

From all of the above you can see that I am a great supporter of the local community and would be aghast if another integral part of **CROUCH END DISAPPEARS.** This would mean less opportunity for us to make local employment available.

I am particularly concerned this Planning Application is **NOT GRANTED** otherwise we shall have another derelict sight as we have just 100yards away where the old SHELL PETROL STATION used to stand and has been derelict for many years. In addition the Development opposite is still very empty with not much likelihood of it ever being totally tenanted.

**WE DO NOT WANT TO RIP THE HEART OUT OF THE LOCAL COMMUNITY AND LOSE ALL THE LOCAL TRADERS WHO GIVE SUCH GOOD LOCAL SERVICE AND EMPLOYMENT.**

The current owner of MEB has just handed me some letters that he has written outlining his thoughts **AGAINST** the granting of planning permission and I **totally** agree with **ALL** that he has written. I have attached these letters and have also sent them to the local MP and **LOCAL COUNCILLORS**

Unfortunately I am receiving 'chemotherapy' treatment and therefore may be unable to attend the **MEETING**, if there is one!!!!

If it does take place my son Simon and also a member of MEB and BUBBLES and A GREAT Supporter of the local Community will be in attendance

I AWAIT TO HEAR FROM YOU

DONALD MERRITT  
PROPRIETOR  
163 TOTTENHAM LANE N.8

## Objection to the proposed development at 163 Tottenham Lane N8 9BT

My objections to the scheme are twofold:

1. I wish to raise issues and challenge some of the claims made by the scheme
2. I wish to assert the positive contribution of existing businesses based at the premises, and the likely negative impact on local economy if the scheme goes ahead.

### 1. Issues with and challenges to claims of the scheme:

The scheme does not meet the London Borough of Haringey's own standards of requirement under the Unitary Development Plan. The UDP puts an onus on the developer not to create a negative impact on the area. This will clearly do so as:

- Valued local commercial services will be lost to Crouch End
- Employment of local people (including apprenticed young people) will be lost
- Increased demand from (new development residence) parking will create additional pressures on:
  - Existing local residence parking in the vicinity
  - The flow of essential bus routes through the immediate vicinity of Tottenham Lane
- Increased demand from (new development residents) will increase an already intolerable demand on school places (at the already over-subscribed Rokesley Infants & Junior and Coleridge Primary).

Additionally, the scheme does not meet the requirements of Policy HSG1 as it creates demand for a level of parking and accessibility that the scheme does not itself satisfy – in that it provides only seven parking spaces for 29 dwellings housing a possible 95 persons.

The scheme does not create a 'more varied mix of use' – it simply creates more of the same ie: more retail and office space, for which there is already an over-supply and declining demand in the area.

The 'London Plan' encourages residential development in areas of high public transport accessibility. The nearest rail station (at Hornsey) is half a mile away (and at the limit of what most people would call "walkable"). Finsbury Park underground is 1.6 miles away – so residents of the Tottenham Lane area are dependent on bus routes that are accessible, fluid and mobile. The additional parking and car access demand that this scheme creates will have a negative impact on bus access, fluidity and mobility through that vicinity, which is already an issue (and acknowledged in the Design Statement).

The scheme claims the development will be 'car free' apart from the seven designated car parking spaces. While most of the development may be 'car free',

the scheme will ensure the surrounding streets most certainly will not be. As already stated, the scheme will add to the already severe pressure on parking spaces in the vicinity by the car-parking demands of up to 95 people.

Finally the proposed scheme claims at various points that it will make a positive contribution to the architecture and economy of the area. Yet there is a very similar scheme opposite that lies mostly empty and Haringey Police have already noted that similar 'mixed schemes' in the area have failed to attract tenants. They comment that such vacant premises increase the likelihood of vandalism and crime.

## 2. The positive contribution of existing businesses

I will leave other businesses to speak specifically for themselves but I make here the general point that the presence of a genuinely mixed commercial usage of premises in that area is not only desirable but necessary to a thriving and economically sustainable community.

My business alone employs 7 people and before the current economic uncertainty that number was double. Most of my employees are local Haringey residents and almost 50% of them are young people being trained as apprentice car mechanics. For a small business, this is a very substantial contribution to the sustainable mixed economy of Crouch End.

Crouch End Broadway and Tottenham Lane currently has very little A3 commercial use but a substantial over-supply of A1 retail and restaurant / bar use. Currently there are 17 shops/businesses unoccupied in Crouch End itself indicating there is not a need for more A1 type outlets. The scheme site currently provides a variety of services that are in both high demand and short supply for the area and that once gone, will not be easily replaced. If the scheme goes ahead, I will certainly not be able to find a similar site for my business in that area and will be forced to move away or close. This will also result in local people having to take their cars to garages outside the area which will be a loss to the Haringey economy.