

March 2023

Planning Statement & SCI

Alford Mews, Highgate

Stanhope Road, London.

URBANISSTA
Forward Thinking **Planning**

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Section A
Planning Statement

Introduction, Site Description

1.0 Introduction & Site Description

Introduction

- 1.1 This Planning Statement has been prepared on behalf of LonPro Highgate Limited in support of a full planning application for the development of two semi-detached two-bedroom houses, on the Alford House site in Highgate hereafter referred to as 'the Site' or Alford Mews.
- 1.2 Alford Mews is located on the Alford House site at Stanhope Road, London, N6 5AL. It is located within the Highgate Conservation Area. The buildings opposite, i.e. east of Stanhope Road and south of the Site are located within the Crouch End Conservation Area. Apart from the buildings south of 21 Stanhope Road, the immediate context of the Site is dominated by modern buildings, mostly dating back to the 1960s, 70s and after. The historic OS maps below show the original urban grain before three plots were combined to form the Alford House development. The planning application area is defined in the redline boundary plan as indicated in Figure 4.
- 1.3 The Site is currently occupied by two detached five-storey blocks of flats (build in the 1970s and recently extended with four roof level flats), communal lawns with mature trees, outdoor car parking and two bike and bin stores. The proposed development is partly built over an existing over-dimensioned outdoor car park with nine parking spaces which are used by residents.



Figure 1: Site Red line Plan
Source: Erbar Mattes

Site Description

- 1.4 The Site is located on the left side of Stanhope Road, north to the Parkland Walk and covers a large site. The Site comprises of 2nos. five-level residential blocks which are set around a central open space with car park. Additional informal car parking to the rear south-west of the Site as indicated in Figure 2.



Figure 2: Street View of the Alford House Site
Source: Google



Figure 3: Street View of the proposed Site from Stanhope Road
Source: Google

- 1.6 The Site sits within the Highgate Conservation Area and bounds the Crouch End Conservation Area which extends to the east and south-east of the site, including the opposite side of Stanhope Road. Aside from the buildings south of 21 Stanhope Road, the immediate context of the Site is dominated by modern buildings, mostly dating back to the 1960s and 70s and after.
- 1.7 There are currently two detached five-storey blocks of flats (built in the 70s and recently extended with four roof level flats), communal lawns, outdoor car parking and two bike and bin stores occupy the Site.
- 1.8 The Site is located on the left side of Stanhope Road, north to the Parkland Walk. It covers a large site, historically that of three detached villas. The Site comprise two five-level residential blocks which are set around a central open space with car park. Additional informal car parking occurs to the rear south-west part of the Site.
- 1.9 The Alford Mews development footprint is shown below in Figure 4 and have been designed to minimise overlooking and privacy issues.



Figure 4: Proposed Site Plan
Source: Erbar Mattes

- 1.10 A recent planning permission permitted the roof extension to each of the residential blocks to provide additional flats, resulting in the current number of flats on site at 36nos. this permission included a single storey refuse and bike store to the front boundary.
- 1.11 Table 1 – Submission Overview

Application Documents	Author & Date
Standard Full Planning Application Forms	Urbanissta
Planning Statement & SCI	Urbanissta

Reports	Author & Date
Arboricultural Report – ref: 211122-PD-11	TMA – 19 th January 2023
Daylight and Sunlight Report	Waterslade – February 2023
Flood Risk Assessment & Drainage Strategy	Stomor – March 2023
Initial Transport Note – ref; 220627	Caneparo Associate – June 2022
Energy Statement	Achieve Green – 23 February 2023
Accessibility Statement	Erbar Mattes – February 2023
Design and Access Statement	Erbar Mattes – February 2023
Drawing Title / Number	
Indicative Drainage Strategy – ref: ST-3338-01	Stomor – 9 th March 2023
141_00_01_PL1 Location and Block Plan 1_1250 1_500	Erbar Mattes – February 2023
141_00_02_PL1 Current Title Plan 1_500	Erbar Mattes – February 2023
141_00_03_PL1 Site Plan Existing 1_500	Erbar Mattes – February 2023
141_00_13_PL1 Site Plan Proposed 1_500	Erbar Mattes – February 2023
141_01_01_PL1 Ground Floor Existing 1_200	Erbar Mattes – February 2023
141_11_01_PL1 Ground Floor Proposed 1_200	Erbar Mattes – February 2023
141_11_02_PL1 First Floor Proposed 1_200	Erbar Mattes – February 2023
141_11_03_PL1 Second Floor Proposed 1_200	Erbar Mattes – February 2023
141_11_04_PL1 Roof Plan Proposed 1_200	Erbar Mattes – February 2023
141_16_02_PL1 Section Existing 1_200	Erbar Mattes – February 2023
141_16_12_PL1 Section Proposed 1_200	Erbar Mattes – February 2023
141_17_10_PL1 Elevation East 1 Stanhope Road Existing 1_200	Erbar Mattes – February 2023
141_17_11_PL1 Elevation East 1 Stanhope Road Proposed 1_200	Erbar Mattes – February 2023
141_17_20_PL1 Elevation East 2 Car Park Existing 1_200	Erbar Mattes – February 2023
141_17_21_PL1 Elevation East 2 Car Park Proposed 1_200	Erbar Mattes – February 2023
141_17_30_PL1 Elevation South Existing 1_200	Erbar Mattes – February 2023
141_17_31_PL1 Elevation South Proposed 1_200	Erbar Mattes – February 2023
141_17_40_PL1 Elevation West Existing 1_200	Erbar Mattes – February 2023
141_17_41_PL1 Elevation West Proposed 1_200	Erbar Mattes – February 2023
141_17_50_PL1 Elevation North Existing 1_200	Erbar Mattes – February 2023
141_17_51_PL1 Elevation North Proposed 1_200	Erbar Mattes – February 2023
141_17_61_PL1 Detailed Elevations East South North Proposed 1_100	Erbar Mattes – February 2023
141_17_71_PL1 Detailed Elevations West Proposed 1_100	Erbar Mattes – February 2023
141_91_01_PL1 Street View Proposed CGI	Erbar Mattes – February 2023
141_91_02_PL1 Car Park View Proposed CGI	Erbar Mattes – February 2023
141_91_03_PL1 Rear View Proposed CGI	Erbar Mattes – February 2023

- 1.12 The development has been designed to achieve high standards of sustainable development both in location, mix, design, and construction, to minimize its carbon footprint and has been amended, where appropriate, to reflect underlying technical constraints/opportunities and suggestions put forward by Haringey officers, residents and the LonPro technical team itself.
- 1.13 In terms of Planning Policy, the proposed development is assessed against the National Planning Policy (NPPF); Haringey Strategic Policies adopted (2013) consolidated with alterations (2017); Haringey Development Plan Document adopted in July (2017); Highgate Neighbourhood Plan adopted (2017) and other relevant Supplementary Planning Documents (SPDs) adopted by Haringey Council and as detailed below.
- 1.14 This Planning Statement provides a summary of the Site and its context, the steps and measures taken in bringing forward this quantum and disposition of development, planning policies against which the application will be assessed and clear justification as to why planning permission is entirely appropriate. For ease, this Statement is divided into the following sections:
- Section A - Introduction
 - Section B - Planning Policy
 - Section C - Design & Development Proposals
 - Section D - Planning Assessment
 - Section E – Statement of Community Involvement (SCI)

Section B

Planning Statement

Planning Policy

2.0 Local & National Planning Policy

National Planning Policy & Planning Practice Guidance

- 2.1 Originally published in 2012 the National Planning Policy Framework (NPPF) was updated in February 2019 and July 2021. After public consultation, revisions to the NPPF and a draft National Model Design Code were published in July 2021.
- 2.2 A recent NPPF Consultation draft was published in December 2022 to amend the current NPPF and it is expected that the draft NPPF will be updated later this year and when this is adopted it becomes a material planning consideration in assessing planning applications.
- 2.3 The NPPF will be a material consideration in determining planning applications especially where an up-to-date Development Plan is not in place.
- 2.4 The Framework states at paragraph 10 that at the heart of the NPPF *"is a presumption in favour of sustainable development,"* with Paragraph 11 going on to state that *"for decision-taking this means approving development proposals that accord with an up-to date development plan without delay"*

Sustainable Development

- 2.5 Paragraph 8 of the NPPF sets out 3 areas of sustainable development, economic, social, and environmental.

Presumption in Favour of Sustainable Development

- 2.6 Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development.
- 2.7
- 2.8 This makes clear that the stronger benefits which a proposal displays and are assessed to be, the more the presumption in favour of development will operate and the harder it will be to displace it.

Pre-Application Engagement & Front-Loading

- 2.9 The NPPF highlights the importance of effective pre-application engagement and front-loading of development. A key outcome is the expectation that this can lead to more timely decisions being taken by planning authorities.
- 2.10 The project team first engaged formally with Haringey Borough Council Officers in February 2022. The development has been amended in many instances so that at this point of submission suggested alterations have been made (see Design and Access Statement) or if not, they have been justified fully.
- 2.11 On 2nd February 2022 a formal pre-application advice was received from Haringey Council where key points arising issues included:
- Principle of development
 - Design, Heritage and Conservation
 - Impact on neighbouring amenity
 - Standard of living accommodation
 - Impacts on trees and vegetation
 - Transportation

5-year Housing Land Supply

- 2.12 The NPPF (paragraph 43) requires local authorities to identify a supply of deliverable sites to provide a minimum of 5 years.

Promoting Healthy & Safe Communities

- 2.13 Section 8 of the NPPF advocates proposals which promote healthy and safe communities. There is a myriad of aspects which these proposals bring to bear:
- Loss of daylight and sunlight
 - The respect and enhancement given to natural features (Possibility of loss of tree during construction)

Heritage Assets

- 2.14 The NPPF (paragraphs 194-208) strongly sets out the measures which development proposals must adhere to when they may affect heritage assets. Paragraph 202 is of particular importance where it is stated that less than substantial harm must be weighed against the public benefits of the proposed development. This balancing exercise undertaken throughout this Planning Statement (and addressed in detail in the accompanying Heritage Report).
- 2.15 Regarding balance of harm on setting of heritage assets in relation to public benefits, Paragraph 18a – 013 of the NPPF concludes:

"The contribution that setting makes to the significance of the heritage asset does not depend on there being public rights or an ability to access or experience that setting. This will vary over time and according to circumstance. When

assessing any application for development which may affect the setting of a heritage asset, local planning authorities may need to consider the implications of cumulative change. They may also need to consider the fact that developments which materially detract from the asset's significance may also damage its economic viability now, or in the future, thereby threatening its on-going conservation."

2.16 The Planning for the Future White Paper is a new planning guidance document set out by the Department of Levelling Up, Housing and Communities. The paper is still under consultation and review and therefore carries no material weight for this proposal at the time of submission.

National Planning Practice Guidance

2.17 Several Planning Practice Guidance notes have been published which build on the guidance in the NPPF. The NPPF provides advice on the following areas:

- Air quality
- Before submitting an application
- Climate change
- Design
- Environmental Impact Assessment
- Housing and economic development needs assessments
- Land affected by contamination
- Land Stability
- Light pollution
- Natural Environment
- Noise
- Open space, sports and recreation facilities, public rights of way and local green space ...
- Planning obligations
- Travel plans, transport assessments and statements in decision-taking
- Use of Planning Conditions
- Water supply, wastewater and water quality

2.18 The proposed redevelopment of the Site would be in full accordance with the provisions of the NPPF and National Framework Practice Guidance through the effective reuse of brownfield land for residential purposes in a sustainable location. The redevelopment of the Site will also improve the local area for residents on Stanhope Road as is clearly demonstrated in the supporting Statement of Community Involvement (SCI).

Haringey Local Plan

2.19 According to Haringey Council Policy Map, there are TPOs to the north and east of the Site. The Site is also located within a Critical Drainage and a Neighbourhood Plan Area.

2.20 An assessment of the scheme proposals against the adopted development plan is set out below. The scheme proposals are then assessed against the requirements of the adopted London Plan SPDs and Haringey SPDs below.

2.21 Haringey's Development Plan relevant to this Site comprises:

- London Plan
- Strategic Policies DPD 2013 (with alterations 2017)
- Development Management DPD

2.22 Highgate Neighbourhood Plan adopted 2017 is also relevant to the Site.

The New London Plan

2.23 The new London Plan was adopted in March 2021. Boroughs' local development documents must be 'in general conformity' with the London Plan, which is also legally part of the development plan that has to be taken into account when planning decisions are taken in any part of London unless there are planning reasons why it should not.

2.24 The London Plan is described within the document as:

- *"the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years - the document that brings together the geographic and locational (although not site specific) aspects of the Mayor's other strategies – including those dealing with:*
- *Transport*
- *Economic Development*
- *Housing*
- *Culture*
- *a range of social issues such as children and young people, health inequalities and food*

- *a range of environmental issues such as climate change (adaptation and mitigation), air quality, noise and waste*
- *the framework for the development and use of land in London, linking in improvements to infrastructure (especially transport); setting out proposals for implementation, coordination and resourcing; and helping to ensure joined-up policy delivery by the GLA Group of organisations (including Transport for London)*
- *the strategic, London-wide policy context within which boroughs should set their detailed local planning policies*
- *the policy framework for the Mayor's own decisions on the strategic planning applications referred to him*
- *an essential part of achieving sustainable development, a healthy economy and a more inclusive society in London".*

Strategic Policy Considerations.

2.25 The following policies are of relevance when considering strategic policy requirements

London Plan

- Policy GG2 – Best use of Land
- Policy GG4 – Delivering homes for Londoners needs
- Policy 3.1 Ensuring Equal Life Chances For All

Haringey Adopted Policies

- SP0 Presumption in favour of sustainable development
- SP1: Managing Growth

2.26 The Alford Mews development will successfully make sustainable use of land through the development of the Site that is already well connected by existing or planned public transport in accordance with Policy GG2 of the London Plan 2021

Housing & Design Policies Review and Assessment

2.27 The following policies are relevant in considering the scheme proposals:

London Plan

- Policy H1 - Increasing Housing Supply
- Policy D4 – Delivering good design
- Policy D6 – Housing Quality and Standards
- Policy D7 – Accessible housing
- Policy D8 – Public Realm

Haringey Adopted Policy

- SP2 - Housing
- SP11 - Design
- DM1 – Delivering High Quality Design
- DM2 – Accessible & safe Environments
- DM3 – Public Realm
- DM12 - Housing Design and Quality

2.28 Alford Mews will provide two semi-detached two-bedroom houses, for two families which will go towards meeting housing need within the Borough.

2.29 The Site is within walking distance Highgate underground station and Crouch Hill Overground station. As such, the Site is located within an area of good public transport accessibility and is in a sustainable location.

2.30 A high-quality scheme will be created that reflects and enhances the surrounding residential contexts. The proposed houses have been designed as compact as possible in accordance with the national space standards, each accommodating two bedrooms and associated bathrooms and living spaces in compliance with Part M4(2). Together they form a single detached building that is subservient and respectful to the existing flats and context in design.

2.31 The design of the new scheme also take account of factors relating to 'arrival' at the building and the 'home as a place of retreat'. New homes should have adequately sized rooms and convenient and efficient room layouts which are functional and fit for purpose, meet the changing needs of Londoners over their lifetimes, address climate change adaptation and mitigation and social inclusion objectives and should be conceived and developed through an effective design process.

2.32 The scheme proposals have been subject to a detailed accessibility review as shown within the Accessibility Statement and Design & Access Statement.

- 2.33 The assessment finds that:
- All the rooms, associated bathrooms and living spaces will comply with the requirements of the national standards for housing.
 - All residents will have access to the existing shared outdoor amenity spaces.
 - To comply with Part M4(2), the two living rooms of each houses with accessible WC/shower and outdoor patios will both be accessed from the ground floor entrance hall.
 - The scheme meets the required internal and external space standards.

- 2.34 All new housing and residential extensions must be of a high quality, taking account of the privacy and amenity of neighbouring uses.

The scheme proposals have been developed having regard to the surrounding residential setting. The proposals meet the standards for privacy and amenity.

Sustainable Design and Renewable Energy

- 2.35 The following policies are relevant in considering sustainable design and renewable energy:

London Plan Policy

- *Policy SI 3 – Energy Infrastructure*
- *Policy SI 4 – Managing heat risk*

Haringey Adopted Policy

- *SP4 Working towards a Low Carbon Haringey*
- *Policy DM21: Sustainable Design, Layout and Construction*
- *Policy DM22: Decentralised Energy*

- 2.36 An Energy Statement has been prepared by Achieve Green dated 20th February 2023, sets out emissions reductions in accordance with London Plan methodology.

- 2.37 The design of the scheme has been developed to address the energy performance policy requirements of the London Plan 2021. A target CO2 reduction has therefore been set at 35% relative to the Building Regulations 2021, through the application of the energy hierarchy. Results have been calculated using Government approved SAP 10 software.

- 2.38 The proposed development will seek to a reduction in CO2 emissions equivalent to 62% of the baseline through the installation of air source heat pumps and a 0.5 kWp PV system on each dwelling.

- 2.39 The total reduction in carbon emissions resulting from energy efficiency measures and the installation of renewable technology is 73% compared to the baseline. Consequently, this surpasses the target reduction of 35% as required by the London Plan.

Drainage

- 2.40 The following drainage policies are of relevance in assessing the proposals:

London Plan Policy

- *Policy SI 12 - Flood Risk Management*
- *Policy SI 13 – Sustainable Drainage*

Haringey Adopted Policy

- *SP5 Water Management and Flooding*
- *Policy Dm24: Managing and Reducing Flood Risk*
- *Policy Dm25: Sustainable Drainage Systems*
- *Policy Dm26: Critical Drainage Areas*
- *Policy Dm27: Protecting and Improving Groundwater Quality and Quantity*
- *Policy Dm28: Protecting and Enhancing Watercourses and Flood Defences*
- *Policy Dm29: On-Site Management of Waste Water and Water Supply*

- 2.41 The submitted Flood Risk Assessment and Drainage Strategy prepared by Stomor and dated March 2023 identifies that the Site is located within flood zone 1 and assessed as having a less than 1 in 1,000 annual probability of river or sea flooding.

- 2.42 The Site is located within a Critical Drainage Area, however, the Flood Risk Assessment and Drainage Report concluded that that the Site is at very low risk of flooding from rivers and sea, and surface water, and at low risk of flooding from sewers and groundwater sources.

- 2.43 Overland flow paths and exceedance routes will be considered in design of level for the proposed development to direct overland flows away from buildings.

Heritage

2.44 The following policies are relevant to an assessment of heritage:

London Plan Policy

- *Policy HC1 – Heritage Conservation and Growth*

Haringey Adopted Policy

- *SP12: Conservation*
- *Policy DM9: Management of The Historic Environment*

2.45 According to the Heritage Note prepared by The Heritage Advisory dated 30th March 2023 stated that, Whilst not subject to statutory designation in its own right, the proposed Site is located within the wider Highgate Conservation Area. Additionally, the eastern extent of Stanhope Road – abutting both the Highgate Conservation Area boundary and the application Site, is located within Crouch End Conservation Area.

2.46 The Heritage Note stated that, the proposed scheme responds positively towards the historic environment of the Site and locale whilst achieving a high standard of design and layout that results in no adverse impacts upon identified heritage assets or their settings. Hence, concluded that the principle of development is not considered to be at odds with the significance of the proposed Site and/or its wider locale.

Supplementary Planning Documents (SPD's)

Planning Obligations (S106) SPD

2.47 Haringey Borough Council Planning Obligations (S106) SPD – adopted in March 2018. The aim of this document is to provide guidance on how planning obligations will operate in Haringey, by specifically stating the followings:

- Transparency and certainty in regard to the functioning of the planning application process and procedures for securing planning obligations;
- Sets out the types of planning obligations that may be sought with various development proposals;
- Details the relationship between planning obligations and CIL;
- Assist with the delivery of sustainable development in accordance with policies in Haringey's Local Plan

2.48 The proposed development will accord to the relevant provisions in the Planning Obligations (s.106) SPD and would work with the Council in ensuring that an effective S.106 legal agreement that will be satisfactory to both parties will be produced.

Sustainable Design and Construction Supplementary Planning Document (SPD)

2.49 The Sustainable Design and Construction Supplementary Planning Document (SPD) was adopted in February 2013. The accompanying Design and Access Statement demonstrates how the design has evolved in response to both these areas. Furthermore, the design proposed now has, applied more detailed examination to matters such as materials, layout, and open space

Community Infrastructure (CIL)

2.50 The Community Infrastructure Levy (CIL) enables local authorities to raise funds from new development to help deliver infrastructure. Haringey Borough Council approved revised CIL Charging Schedule in September 2022 for residential and retail development. The CIL Regulations were updated on 1st September 2019. These new regulations affect planning permissions granted from 1st September 2019 onwards. With Highgate lying in the "Western Charging Band," CIL is calculated at £368.12 per square metre.

Neighbourhood Plan

2.51 The Highgate Neighbourhood Plan was adopted by the Council on 20th of July and now forms part of the Council's Statutory Development Plan.

2.52 The accompanying Design and Access Statement demonstrates how the design has evolved in response to both these areas. Furthermore, the design proposed now has, applied more detailed examination to matters such as materials, layout, heritage and open space.

Section C

Planning Statement

Design & Development Proposals

3.0 Design and Development Proposals

Design Proposals

- 3.1 A wide range of views have been expressed by Haringey Council Planning officers, the Council Conservation Officers and residents. LonPro team have carefully analysed and have responded where appropriate. The Design and Access Statement accompanying the application explains in detail how the design has evolved and highlights key design aspects.

Design Review

- 3.2 Alford Mews has been designed to have regard to the existing trees, minimising overlooking between the existing and proposed dwellings, including maintaining the leafy character of the Site. Existing trees are to be retained.
- 3.3 Considerable pre-application engagement has taken place in relation to the scheme and associated proposals, which are the subject of this full Planning Application submission for the development of two semi-detached three-bedroom houses,

Pre-Application Engagement

- 3.4 A pre-application meeting occurred on 2nd of February 2022 between representatives of LonProp Highgate Ltd and officers from Haringey Council. At the meeting, a Pre-application Design and Access Statement prepared by Erbar Mattes; Arboricultural Report dated November 2021, 141_00_01_PL1 and Daylight and Sunlight report dated December 2021 were all tabled for review and discussion.
- 3.5 Following discussions, Haringey Council produced a detailed pre-application response where it was indicated that the scheme as tabled, was considered unacceptable. The key points highlighted by Haringey Council included:
- **Principle of development** – development was considered unacceptable due to its detrimental harm to the existing and adjoining occupiers' amenities and the Crouch End and Highgate Conservation Areas.
 - **Design, Heritage and Conservation** – The proposed development would have negative impact on the character and appearance of the area, resulting to less than substantial harm to the significance of the conservation area.
 - **Impact on neighbouring amenity** – The proposed development would lie in close proximity to adjoining residential homes and windows
 - Daylight and Sunlight – unacceptable as the design do not comply with minimum standards.
 - Trees – the potential loss of the existing tree in the centre/top of the car park, would result in the only barrier to overlooking removed and would dramatically worsen the existing quality of the courtyard and streetscape. Existing front hedge and landscaping recommended to be re-installed.
 - **Standards of Living Accommodation** – the proposed space standard and outdoor amenity space are considered to be acceptable however, compliance with Part M(2) would be required.
 - **Impact on trees and vegetation** – The suggestion that tree (T1) could be harmed or lost during construction considered by the Council to cause a two-fold harm, both to appearance of the streetscape and loss of privacy to existing residents – Replacement trees proposed as container grown trees must ensure establishment beyond construction phase.
 - **Flood Risk and Sustainability** – the proposed development lies within a flood risk zone, hence any basement development will require a Basement Impact Assessment. PV Panels and a green roof will be acceptable and any future development to accord with Policies DM21 and DM26.
 - **Transportation** – The proposed development has a PTAL level of 2, which is considered poor access to public transport services, proposal not clear on the number car parking spaces intended to remain or provided for both the existing 36 flats and the proposed two residential units. Further information is required with respect to car parking arrangements and any potential on street impacts, cycle parking arrangements, and delivery and servicing/refuse and recycling arrangements.
- 3.6 Since this meeting informal discussion has taken place between the applicant and Council and the development now proposed at Alford Mews has had regard to the matters raised via pre-application engagement as detailed below.
- 3.7 The proposed development was conceived because of the demand for family residential units in the local area, the corner-to-corner arrangement of the existing buildings on Site and the oversized car park located at the front, facing Stanhope Road provide potential for new development. The existing site conditions are indicated in Figure 5.

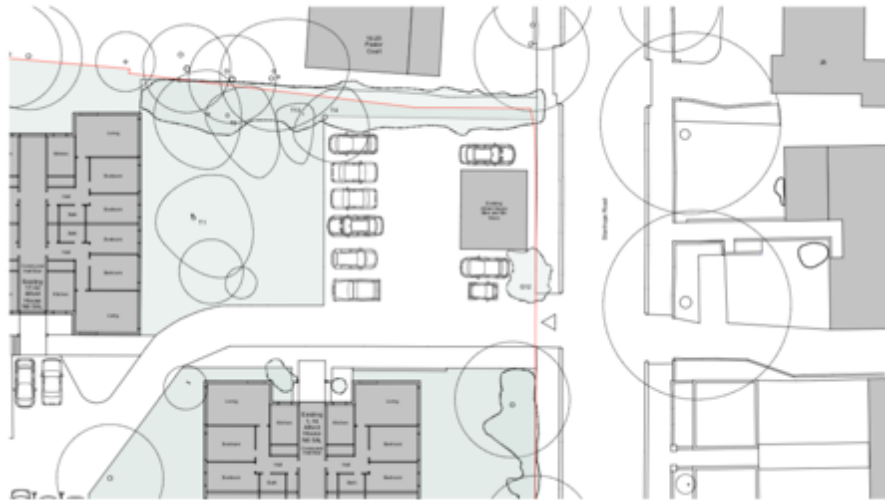


Figure 5: Existing Ground Floor
Source: Erbar Mattes

- 3.8 As it is apparent that Site has potential to accommodate two carefully designed three storey houses, part built over the car park as indicated in Figures 6, 7, 8 and 9.
- 3.9 The proposed semi-detached houses would be positioned in keeping with the set-back nature of the existing buildings along Stanhope Road. Regarding their massing and design, the houses would re-introduce a smaller scale on the Site along the Stanhope Road found elsewhere in the neighbourhood.
- 3.10 The two houses have been designed as compact as possible in accordance with minimum space standards, each accommodating two bedrooms and associated living spaces. Together they form a single detached building that is subservient and respectful to the existing context and will maintain through views into surrounding trees from the existing flats on Site.

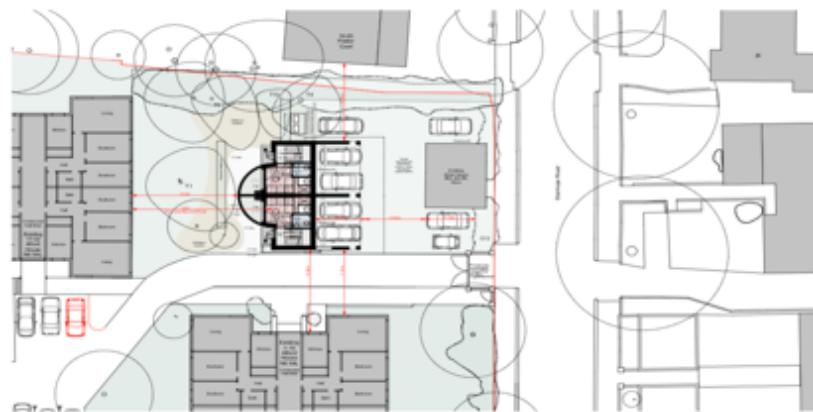


Figure 6: Proposed Ground Floor
Erbar Mattes

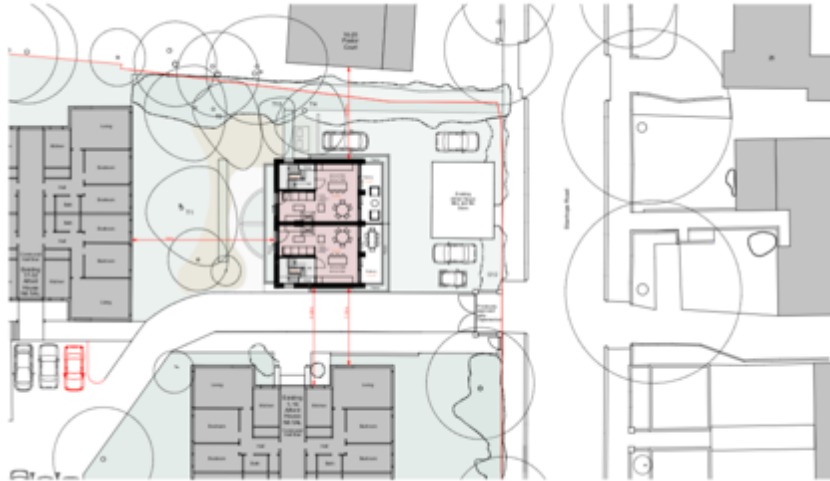


Figure 7: Proposed First Floor
Source: Erbar Mattes

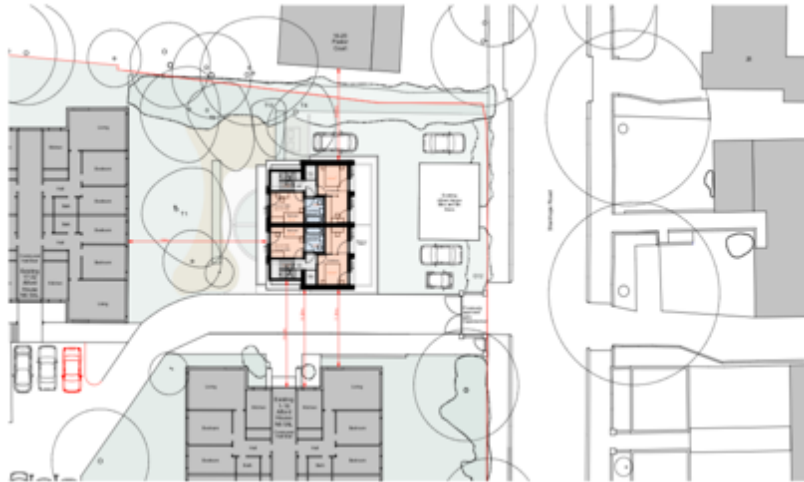


Figure 8: Proposed Second Floor
Source: Erbar Mattes



Figure 9: Proposed Roof Plan
Source: Erbar Mattes

Position and Massing

- 3.11 The Site has the potential to accommodate two carefully designed semi-detached three-storey houses, part-built over the car park, which would be slightly more compact. The pair of houses would be positioned in keeping with the set-back nature of the existing buildings along Stanhope Road. See historic maps existing and proposed in Figure 10.



Figure 10: Historic and Proposed Maps
Source: Heritage Advisory

- 3.12 In terms of their massing and design, the houses would reintroduce a smaller scale on the Site along Stanhope Road found elsewhere within the neighbourhood. The proposed houses re-introduce smaller urban grain found elsewhere in the neighbourhood along Stanhope Road and the wider Conservation Area. The proposed quality clay brickwork, closely matching the existing period properties in their red tone, further strengthens the sense of place.
- 3.13 The architectural language of the proposed development carefully mediates between the historic and modernist structures, improving the cohesion of the urban fabric. (See historic maps and proposed in Figure 10).
- 3.14 The proposed houses have been designed as compact as possible in accordance with minimum residential space standards, each accommodating two bedrooms and associated bathrooms and living spaces in compliance with Part M4(2). Together they form a single detached building that is subservient and respectful to the existing flats and context in design, aspect, material choice and massing. Characteristic through views into the surrounding trees from the public spaces and existing flats on and around the Site are maintained.
- 3.15 The footprint for the proposed building has been defined in response to the existing trees, minimising overlooking between the existing and proposed dwellings, and maintaining the leafy character of the Site. The existing trees on the proposed Site will not be removed for the development project. As suggested in the submitted Arboricultural Report prepared by TMA dated 19th January 2023.
- 3.16 The one car parking space lost to the structure of the proposed building would be reinstated at the rear of the Site, adjacent the entrance to 17-32 Alford House as indicated in Figure 11.



*Figure 11: Car Park and its relationship with 17-32 Alford House
Source: Erbar Mattes*

- 3.17 The car park will be upgraded with electrical charging points including a secure Cycle hoop Bike hanger (6 no. bike spaces) for the new residents is proposed behind the existing car park to the rear of 1-16 Alford House as illustrated in Figure 12.



*Figure 12: Proposed Street Elevation (Stanhope Road) with re-installed hedge to cover the bike-and bin store
Source: Erbar Mattes*

Access

- 3.18 The two proposed houses feature identical mirrored plans. The proposed access is from the rear (west) via a newly created footpath. To accord with Part M4(2), a living room with accessible WC/shower and outdoor patio is accessed from the ground floor entrance hall. An open plan living/kitchen/dining area with sliding windows and a large level private balcony with inbuilt planters at first floor level, partly sheltering the car park.
- 3.19 A retrofit wheelchair platform lift that will connect the ground floor space with open plan first floor living space will be provided so as to allow people with impaired mobility to live in the house in line with the Life Time Homes concept.
- 3.20 Two bedrooms, a family bathroom, and a utility room with MVHR unit are located at second floor level – the principal bedroom facing Stanhope Road and a single bedroom facing the rear. Access to the houses is illustrated in Figure 13 of the plan attached to supporting Accessibility Statement produced by Erbar Mattes dated February 2023.

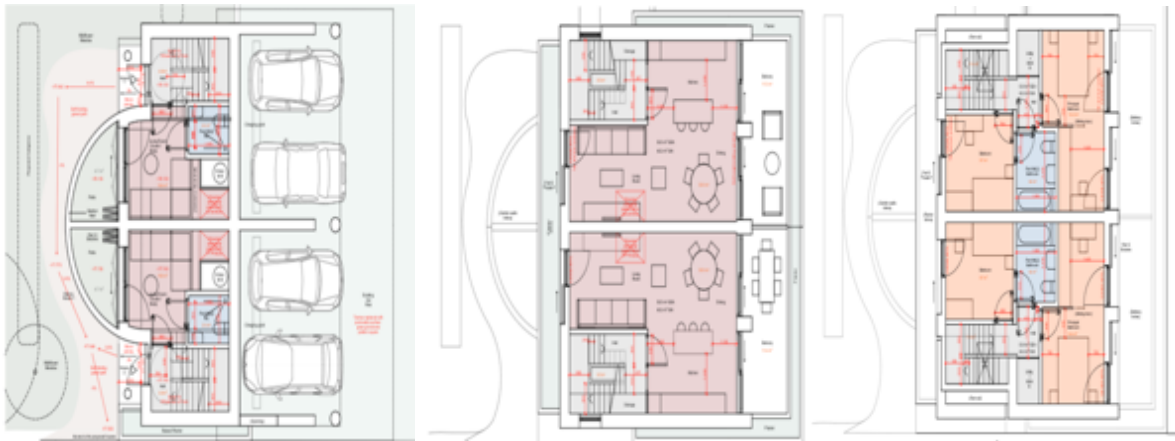


Figure 13: Plans showing accesses to the proposed houses
Source: Erbar Mattes

- 3.21 A new access gate for vehicles and pedestrians is proposed at the existing entrance to the Site.

Materials

- 3.22 The proposed development will use dark red waterstruck brickwork with lime mortar pointing for the facades as indicated in Figure 14. The brick will be combined with dark oak stained timber windows and sliding shutters that accords with Building Regulations so as to mitigate overheating (Part O).



Figure 14: Proposed Waterstruck Clay Brickwork with Lime Mortar Pointing
Source: Erbar Mattes

- 3.23 Certain characteristics structural elements will be expressed in sawn board shuttered insitu concrete. Biodiverse green roots and planters located on all elevations will animate the building by facilitating the growth of climbers and other plant species. Part of the existing grass lawn of the rear and north of the proposed building will be transformed into a wildflower meadow and to introduce beech hedges to improve privacy at ground floor level where currently parked cars look straight into bed and living rooms.
- 3.24 The use of the above sympathetic, crafted quality and low maintenance materials including the planting will make a positive contribution to the Highgate Conservation Area that is dominated by low-quality machine-made stock brickwork.

Sustainability

- 3.25 The proposed development will follow a fabric-first approach with high levels of insulation and air tightness in timber frame construction with cavity brick walls. The use of lime mortar will facilitate the re-use of the quality bricks in the future. It is proposed to use sustainable and durable accoya for the dark oak stained timber and sliding shutters.

- 3.26 Air source heat pumps will provide heat and will be located on the northern side of the project and will be fitted with a whole house ventilation system with heat recovery. Biodiversity green roofs are proposed for both houses and inbuilt planters will promote planting.
- 3.27 The tarmac layer of the existing car parking area is proposed to be removed and replaced with permeable grass grid blocks as indicated in Figure 14, so as to enhance the current bland appearance and to improve rainwater retention of the Site. The proposed Electrical car charging points



Figure 15: Proposed grass grid to upgrade car park
Source: Erbar Mattes

- 3.28 There is no proposal to provide for additional car parking spaces for the two houses, rather there is provision for bikes storage.

Arboriculture

- 3.29 The Arboricultural Report prepared by TMA dated 19th January 2023 noted that there will be no removal of any trees in the proposed development however, it specifies the pruning of four trees (2 Category B and 2 Category C) and one Hedge (Category C) and considered the pruning specifications to be acceptable. No Tree Protection Order (TPO) apply to any of the surveyed trees.
- 3.30 However, the Arboricultural report further noted that there were two TPO trees ref: TPO/2014/0730 and TPO/2014/0731 which affected the neighbouring land to the north of the Site referred to as 36 Shepherds Hill, though these TPOs respectively affect a silver birch and horse chestnut (of which neither are recorded as part of the survey and therefore are assumed to be located elsewhere within the adjacent site).
- 3.31 According to the Arboricultural report, the proposed development is considered to relate acceptably to the surveyed trees that can be reasonably protected from harm during the process of implementation. However, this will require the provision of a detailed AMS that ought to be provided in response to a pre-commencement planning condition.

Daylight and Sunlight

- 3.32 According to the Daylight and Sunlight Report by Waterslade, dated February 2023 considered the proposed development in relation to the new BRE guidelines on daylight and sunlight. The impact of the proposed massing largely complies with the default BRE criteria. The report however noted that whilst there will be a localised daylight impact to a small ground floor kitchen in 1-16 Alford Mews, the principal living space within this unit will not be materially impacted by the proposed scheme and will retain very high daylight and sunlight amenity.
- 3.33 According to the report, the sunlight impact will be minimal and fully compliant with the relevant BRE guidelines and overshadowing will be negligible. The daylight in the principal rooms within the proposed dwellings will be very good and adequately compliant in relation to sunlight. Overall, the daylight and sunlight impact of the proposed development should be regarded as acceptable.

Energy Statement

- 3.34 The Energy Statement prepared by Achieve Green, dated 20th February 2023 accept that an assessment had been undertaken to determine the potential for renewable energy systems to reduce CO₂ emissions further and recognised the potential for air source heat pumps to be installed to meet all of the dwellings heating and Domestic Hot Water demand and for a photovoltaic system to be installed on the available roof area of the building, so as to meet the expectations of the planning policy.

- 3.35 According to the report, the development will seek to achieve a reduction in CO₂ emissions equivalent to 62% of the baseline through the installation of air source heat pumps and a 0.5kWp PV system on each dwelling. The total reduction in carbon emissions resulting from energy efficiency measures and the installation of renewable technology is 73% compared to the baseline. This surpasses the target reduction of 35% as required by the London Plan.

Drainage

- 3.36 The Flood Risk Assessment and Drainage Strategy (FRADS) prepared by Stomor and dated 10th March 2023 noted that there is existing surface water drainage infrastructure on the Site as it is a brownfield Site. The report further stated that a drainage CCTV survey that was undertaken in June 2022 had confirmed connectivity from the Site into the TWU sewers.
- 3.37 The FRADS report provides a Drainage Strategy as indicated in Figure 15 that demonstrate how the proposed development can be effectively drained and the amount of storage required to avoid flooding within the Site during all storms up to and including the 1 in 100-year storm event plus a 40% allowance for climate change. The indicative drainage strategy incorporate SuDS components that would have clear, enforceable maintenance regimes in place so that they provide effective flood protection and water treatment for long term.
- 3.38 Regarding foul Drainage, the FRADS report confirmed that the TWU sewer records identify that there are public foul water sewers adjacent to the surface water sewers running east along both shepherds Hill to the north of the Site and Stanhope Gardens to the South of the Site and running south along Stanhope Road to the east of the Site.
- 3.39 The report anticipate that the foul water flows generated as part of the proposed development will discharge to the public foul sewer. The Site lies within Flood Zone 1, land assessed as having a less than 1 in 1000 annual probability of river or sea flooding. Hence, the FRADS report concluded that the proposed development Site would be at very low risk of fluvial and surface water flooding, including at low risk of flooding from sewers and groundwater sources.



Figure 16: Indicative Drainage Strategy
Source: Stomor

Parking

- 3.40 The Transport Note prepared by Caneparo Associates ref: (220627) dated June 2022, states that:
"Giving the result of the parking survey, it is clear that any future overspill parking demand to occur related to works in the Alford Road car park and the 2 x 3 bed houses proposed there would be no noticeable impact on the ability of existing residents to park close to their properties and so the proposals are deemed acceptable in transport terms".

Section D

Planning Statement

Planning Assessment

4.0 Planning Assessment

Submission Summary

- 4.1 A summary of the technical submissions made to support this application submission are provided below:
- Design and Access Statement – this document guides the reader through the design process and evolution. It highlights key aspects of the design/detail which are pertinent to the Site.
 - Daylight and Sunlight Assessment – this has already been summarised, “Overall, in our opinion, the proposed scheme’s impacts on surrounding properties’ daylight and sunlight should be considered acceptable”.
 - Energy Assessment – this document provides an assessment of the energy assessment with London Plan and Building Regulation Part L1 (2021) requirements.
 - Arboricultural Report – this document summarised that there will be no removal of any trees in the proposed development however, it specifies the pruning of four trees (2 Category B and 2 Category C) and one Hedge (Category C) and considered the pruning specifications to be acceptable. No Tree Protection Order (TPO) apply to any of the surveyed trees.
 - Drainage – the report confirms there is existing surface water drainage infrastructure on the Site connectivity from the Site into the TWU sewers and that the amount of storage required to avoid flooding within the Site during all storms up to and including the 1 in 100-year storm event plus a 40% allowance for climate change. The report concluded that the proposed development Site would be at very low risk of fluvial and surface water flooding, including at low risk of flooding from sewers and groundwater sources.
 - Accessibility Report – this document provides details of the accesses to the proposed houses. In addition, the accesses to the floors of the houses are illustrated in the floor plan layouts in the reports.
 - Heritage – the submitted heritage report indicates that the development does not cause harm to the surrounding heritage assets or conservation areas.

- 4.2 It is evident from the submission that there are no reasons why planning permission should not be granted for the proposed development.

Pre-application Letter (ref: PRE/2022/0003)

- 4.3 Dated 2nd of February 2022, the letter highlights several matters raised in the initial pre-application letter (PRE/2022/0003). These are set out below followed by our response:

- 4.4 Location & size – unacceptable.
- **Submission Response** – The Design and Access Statement including the submitted Accessibility report addresses these matters. The pair of houses would be positioned in keeping with the set-back nature of the existing buildings along Stanhope Road and in terms of massing and design, the proposed houses would be re-introduced as smaller urban grain found elsewhere in the neighbourhood along Stanhope Road and the wider Conservation Area.

- 4.5 Heritage, Design and Conservation – The Site lies within the Highgate Conservation Area and bounds the Crouch End Conservation Area extends to the east and south-east of the Site, including the opposite side of Stanhope Road.
- **Submission Response** – We have provided Heritage Statement in support of the proposed development which demonstrates that the Site is explicitly of its time and whilst not uncharacteristic of its more immediate environs, exhibits a significant departure from the historic and architectural interest exhibited by both the wider Conservation area of which it forms part, and adjoining conservation area to the east. Aspects of the scheme including scale, massing, density and siting of the proposed built form, have appropriately preserved or enhanced the character and appearance of the Conservation Area, along with the settings of all other heritage assets of relevance.

- 4.6 Amenity issues for existing dwellings – proposed development would lie near adjoining residential homes and windows.
- **Submission Response** – A Daylight and Sunlight Report has been submitted in support of this application and concluded that overall, the daylight and sunlight impact of the proposed development should be regarded as acceptable.

- 4.7 Both in terms of visual amenity and protection of privacy, the potential loss of the existing tree in the centre/ top of the car park, would result in the only barrier to overlooking removed and would dramatically worsen the existing quality of the courtyard and Streetscape.
- **Submission Response** – An Arboricultural Report is submitted with this planning application and does not specify the removal of any trees however, specifies the pruning of some trees and hedges on the Site.

- 4.8 Standard of living accommodation – Compliance with Part M(2) is required.

- **Submission Response** – The Design and Access Statement confirms that the proposed development will comply with this provision.

4.9 Flood Risk and Sustainability – Site lies within flood risk zone hence, development should accord with the relevant adopted policies.

- **Submission Response** – A Flood Risk Assessment and Drainage Strategy has been submitted with the application which concluded that, the proposed development Site would be at very low risk of fluvial and surface water flooding, including at low risk of flooding from sewers and groundwater sources.

4.10 Transportation – Further Car parking information is required with respect to any car parking arrangements and any potential on street impacts.

- **Submission Response** – An Initial Transport Note as per the parking survey of the proposed Site has been submitted with the planning application and concluded that any future overspill parking demand that may occur related to the works in the Alford Road car park and the 2 x 3 bed houses proposed, there would be no noticeable impact on the ability of existing residents to park close to their properties and so the proposals are deemed acceptable in transport terms.

Conclusion

4.11 This Full planning application has evolved through considerable technical, policy and third-party review. Each accompanying report confirms the acceptability of the layout when it comes to requisite policy and guidance. The delivery of two houses is appropriate and necessary for the Borough and the locality. As such, it is considered that the full planning application submission is capable of favourable determination by Haringey Borough Council.

Section E

Statement of Community Involvement (SCI)

Consultation & Stakeholder Engagement

5.8 See the screen shots of the questionnaires and details of responses received as part of the consultation process, names and addresses have been removed for confidentiality purposes.

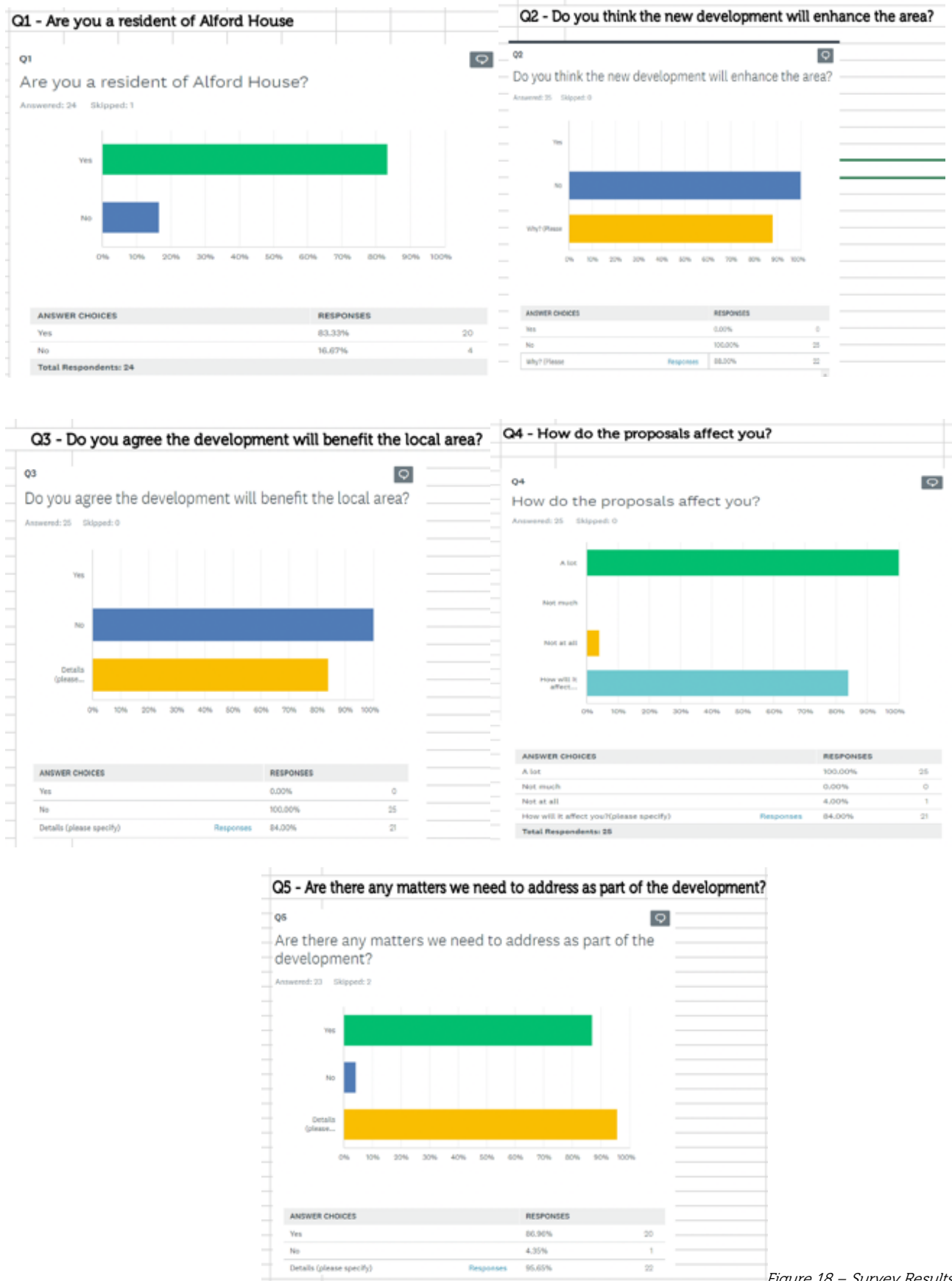


Figure 18 – Survey Results
Source: Urbanissta

Overall, many of the concern raised by residents relates to issues relating to the existing Alford House development and were not specific to the proposed Alford Mews development.

Summary

- 5.9 To summarise, the applicant has undertaken extensive pre-application and community consultation during the preparation of this application. It is considered that the scope of the community consultation has gone beyond the recommendations of local and national planning policy.
- 5.10 The views expressed by the local community and from key stakeholders have been fully covered and detailed in this Statement of Community Involvement.

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