

Alford House, 50, 52 and 54 Stanhope Road, London N6 5AL    Planning Application    February 2023

Proposal for two semi-detached two-bedroom houses on the Alford House site

Design and Access Statement



ERBAR MATTES

# Design and Access Statement

## Purpose

This design and access statement is written on behalf of the applicant and owner of the site, LonPro Highgate Limited, in support of a planning application to build two semi-detached two-bedroom houses on the Alford House site in Highgate.

## The Site

The Alford House site at 50, 52 and 54 Stanhope Road, London, N6 5AL, is located in 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 larger Alford House site. The site is currently occupied by two detached five-storey blocks of flats (built 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 project is partly built over an existing, overdimensioned outdoor car park with nine parking spaces which are used by local residents.

Haringey's Planning Policy map shows TPOs north and east of the site boundary. The site is located within a Critical Drainage and a Neighbourhood Plan Area.

## The Proposal

To cater for a demand for larger 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, have been explored for further development potential.

1-16 Alford House    17-32 Alford House    Proposed site    Pastor Court



Existing street view of the Alford House site from Stanhope Road. Through-views from living rooms to Stanhope Road will be retained



Car park and its relationship with the flats opposite. Existing tree to be retained, filtering views onto the building



Car park and bike- and bin store as seen from passage between 17-32 and 1-16 Alford House



Car park as seen from 17-32 Alford House



View of the proposed site from Stanhope Road



Apartment buildings opposite Alford House on Stanhope Road

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## Positioning, Massing and Design Principles

The site has the potential to accommodate two small, 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. In terms of massing and design, the proposed houses re-introduce a 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. The architectural language of the proposal carefully mediates between the historic and modernist structures, improving the cohesion of the urban fabric.

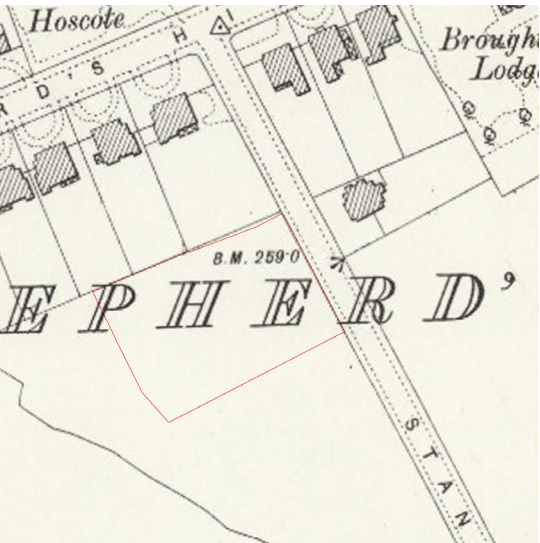
The proposed houses have been designed as compact as possible in accordance with minimum residential space standards, each accommodating two bedrooms and associated bathrooms and living spaces in compliance with Part M4(2). Together they form a single detached building that is subservient and respectful 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.



Existing car park and its relationship with 1-16 Alford House



Car park and its relationship with 17-32 Alford House



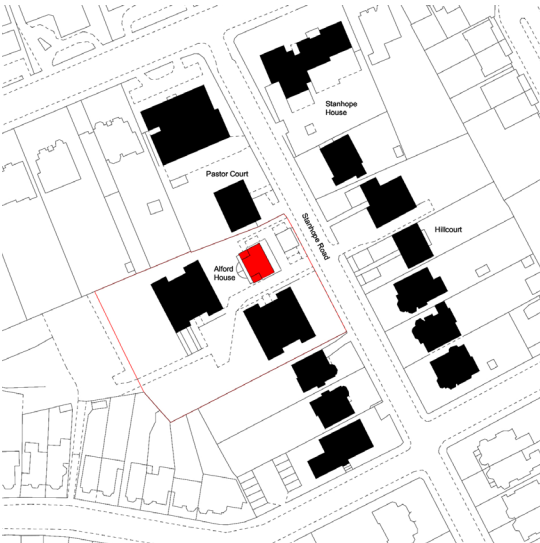
OS Map 1894 (not to scale)



OS Map 1935



Existing condition



Proposed infill

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The proposed footprint for the 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. It is not proposed to remove any existing trees for the project. Please refer to the Arboricultural Impact Assessment for further information.

One car paking space lost to the structure of the proposed building would be reinstated at the rear of the site, opposite the entrance to 17-32 Alford House. The car park will be upgraded with electrical charging points. A secure Cyclehoop Bikehangar for the new residents is proposed behind the existing car park to the rear of 1-16 Alford House (6 no. bike spaces). This type is found elsewhere in the neighbourhood for on-street bike parking.

Layouts

| Areas       | House 1 | GIA   | GEA  | Private Outdoor Amenity Space |
|-------------|---------|-------|------|-------------------------------|
| GF          | 22      | 30.1  | 4.7  |                               |
| FF          | 42.2    | 52.5  | 11.4 |                               |
| 2ndF        | 42.2    | 51    |      |                               |
| Total (m2): | 106.4   | 133.6 | 16.1 |                               |

| Areas       | House 2 | GIA   | GEA  | Private Outdoor Amenity Space |
|-------------|---------|-------|------|-------------------------------|
| GF          | 22      | 30.1  | 4.7  |                               |
| FF          | 42.2    | 52.5  | 11.4 |                               |
| 2ndF        | 42.2    | 51    |      |                               |
| Total (m2): | 106.4   | 133.6 | 16.1 |                               |

All residents will have access to the existing shared outdoor amenity spaces.

The two houses feature identical mirrored plans. Access is from the rear (west) via a newly created footpath. To comply 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 is located at first floor level, partly



- 11 Green Roof
- 21 Existing bin and bike store
- 24 Proposed hedge
- 25 Timber sliding screen (Part O)
- 28 Red brickwork with lime mortar / pointing
- 34 Timber door / window with dark oak stain finish
- 36 Existing red brickwork
- 37 Previously approved gate implemented

Proposed street elevation (Stanhope Road) showing maintained through-views from existing principal living spaces



Proposed street elevation (Stanhope Road) with re-instated hedge to cover the bike- and bin store



Proposed roof plan

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sheltering the car park. In line with the philosophy of the Life Time Homes concept, provisions have been made for the retrofit of a wheelchair platform lift connecting the ground floor space with the open plan first floor living space, allowing a person with impaired mobility to live in the house.

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.

## Proposed Materials

As mentioned above, it is proposed to use dark red waterstruck brickwork with lime mortar pointing for the facades. The brick will be combined with dark oak stained timber windows and sliding shutters that comply with the new Building Regulations to mitigate overheating (Part O). Certain characteristic structural elements will be expressed in sawn board shuttered insitu concrete. Biodiverse green roofs and planters located on all elevations will animate the building by facilitating the growth of climbers and other plant species.

To the rear and north of the new building, it is proposed to transform part of the existing grass lawn 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.

We trust that the use of symphthetic, crafted quality and low-maintenance materials in combination with the planting will make a positive contribution to this particular part of the Highgate Conservation Area that is dominated by low-quality machine-made stock brickwork.

## Sustainability

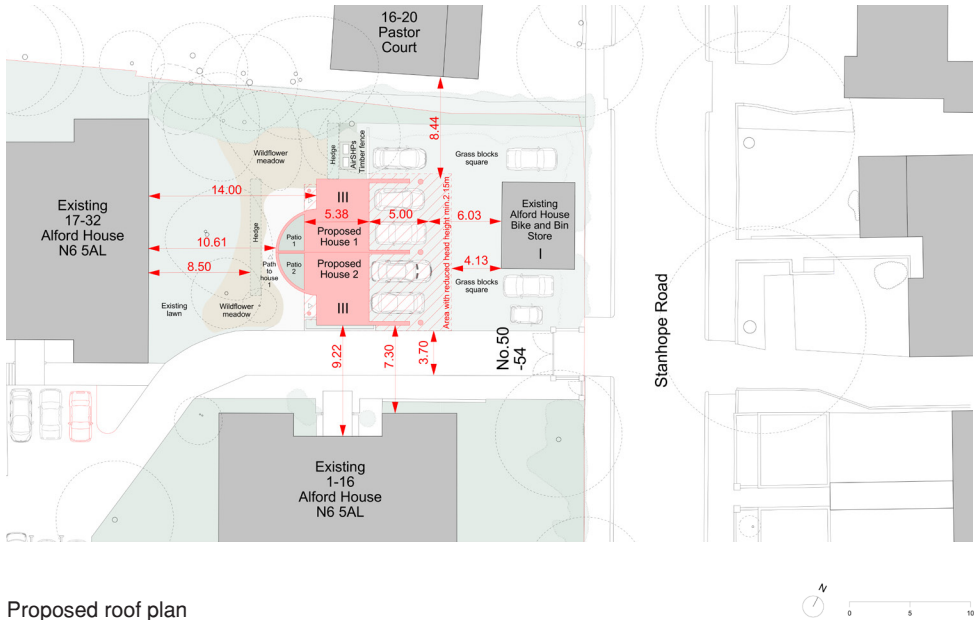
The proposal will follow a fabric-first approach with high levels of insulation and air tightness in timber frame construction with cavity brick walls. The use of lime mortar will facilitate the re-use of the quality bricks in the future. It is proposed to use sustainable and durable accoya for the dark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



Proposed side elevation (South)



Proposed street elevation (Stanhope Road)



Proposed roof plan

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Air source heat pumps will provide heat and are located on the northern side of the project. The project is fitted with a whole house ventilation system with heat recovery.

Biodiverse green roofs are proposed for both houses and inbuilt planters will promote planting.

It is further proposed to remove the tarmac layer from the car parking area, replacing it with permeable grass grid blocks. Apart from improving the rain water retention of the site, this will enhance the current bland appearance.

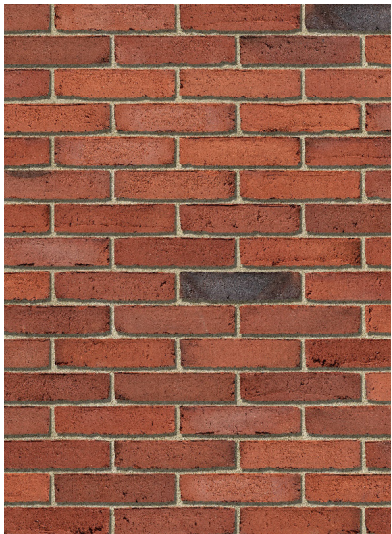
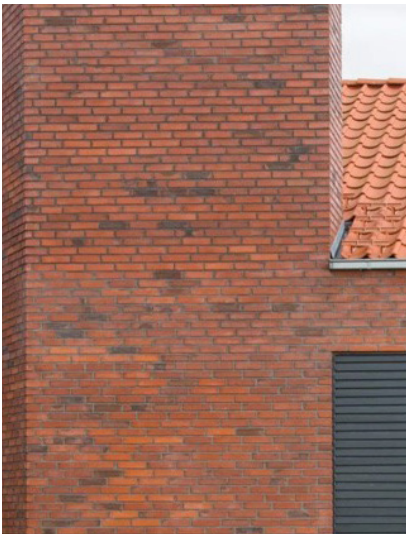
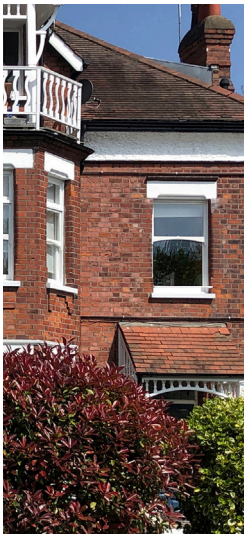
Electrical car charging points for the use of all residents on site will form part of the upgrade of the car park.

The project comprises to complete the previously approved entrance gates which will help control access to the shared car park, ensuring it is safe and only used by residents.

With the Northern Line in walking distance and new provisions for storing bikes, it is not proposed to add car parking spaces for the two houses. No spaces will be lost because of the development.



Existing townhouses on Stanhope Road



Proposed waterstruck clay brickwork Petersen D33 with lime mortar and pointing



Proposed wood board shuttered concrete details



Proposed timber windows with dark oak stain finish



Proposed wildflowers to upgrade lawn



Proposed grass grid to upgrade car park



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