



Pre-Application Planning Advice Note

Ref: PRE/2022/0003 – Full application proposal

Date of meeting: 2/2/2022

Thank you for attending the recent Pre-Application Planning advice meeting with Haringey Council to discuss your proposal. We hope you found the meeting useful. The points discussed at the meeting are outlined below, along with feedback from the Planning Service about aspects that were good, could be improved, or are unlikely to obtain planning permission as currently proposed. We hope this summary will provide you with useful guidance about the steps you will need to take before submitting an application for planning permission.

If you have any questions about the feedback we have provided, please contact the named officer who will be able to clarify the advice. If you require further advice, our website can provide you with some information about the things we take into consideration when determining a planning application, or you can book a second pre-application advice meeting.

Site Address: Alford House, 50-54 Stanhope Road, London N6 5AL

Proposal: On behalf of our client, LonPro Highgate Limited, we enclose pre-application design information for the proposal to build two semi-detached three-bedroom houses on the Alford House site in Highgate. The project is located on the front facing car park within the Alford House site at 50, 52 and 54 Stanhope Road, Highgate, London, N6 5AL.

Submitted Documents: Pre-application design and access statement by Erbar Mattes, Arboricultural Report dated November 2021, 141_00_01_PL1, Daulight and sunlight report dated December 2021.

Attendees:

Tania Skelli (Deputy Team Leader), Aikaterini Koukouthaki (Conservation Officer), Holger Mattes (Erbar Mattes Limited), Nick Charalmbous (LonPro Highgate Limited), Damian Erbar (Erbar Mattes Limited), Anja Rachny (Empyrean Developments).

Summary of Council's response

Overall RAG Rating	Reason for rating
	The proposal is considered unacceptable due to its detrimental harm to the existing and adjoining occupiers amenities and the Crouch End and Highgate conservation areas. The provision of two new homes is not considered to outweigh the harm resulting from the impact on the host site and surrounding conservation area.

Review of submitted proposal

The assessment of the proposal submitted uses a RAG rating system (see below). Comments are provided on the reasons for the rating given.

Red = This element of the element is not currently considered to be acceptable.

Amber = This element of the proposal has not been adequately addressed within the submission.

Green = This element of the proposal is considered to be acceptable by officers.

NOTE: The rating assigned is a result of the officer's consideration of the proposal against the current planning policy (see below) and all other material planning considerations insofar as they are known at this stage (i.e before consultation with the neighbours has taken place).

Policy aspect				Comments
The principle of the proposal				The site is located on the left side of Stanhope Road, north to the Parkland Walk. It covers a large site, historically that of 3nos. detached villas. The site comprises 2nos. five-level residential blocks which are set around a central open space with car park. Additional informal car parking occurs to the rear SW part of the site. The rear most part of the site (previously garages) has been separated from this plot. It is accessed via Stanhope Gardens and is no longer part of this site. The subject site is in single freehold ownership.

			A recent planning permission permitted the roof extension of 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. The site lies within the Highgate Conservation Area and bounds the Crouch End Conservation Area to the south. Whilst the provision of additional housing in the borough is a priority objective of the Haringey Local Plan, it must address a variety of policies and ties in well together to provide a quality development in all aspects. The detailed feedback below, and as set out in the meeting, culminates to the site resulting in overdevelopment and the proposed development unacceptable both in terms of location and size within the context of the site and its surroundings. Whilst it would provide two additional new homes, it would negatively affect the amenity of existing and adjoining occupiers, result in loss and displacement of parking, potential loss of tree and view onto it, loss of open space and townscape gap and harm to the streetscape overall. At the meeting, you have expressed a desire to improve the bleak and vacant appearance and outlook onto the car park. I recommend further engagement with existing residents in order to establish how this space could be improved. In my view, the space could be re-landscaped with additional vegetation, play area, outdoor furniture and/ or formalised parking spaces. This could be applied both to the front and rear areas and would be welcomed.
Comments on design, heritage and conservation			The site is located at the edge of the Highgate Conservation Area, while Crouch End Conservation Area extends to the east and south-east of the site, including the opposite side of Stanhope Road. The wider area around the site was developed in the very late 19th century or early 20th century and includes mainly two and a half storey Edwardian houses. The historic houses follow a distinctive urban grain on both sides of Stanhope Road, they are set back from small front gardens with more spacious rear gardens. The northern section of Stanhope Road was later redeveloped, probably in the post-war

			era, and is now mostly lined with late 20th century blocks of flats. These modern blocks, in most cases, follow broadly the same arrangement as the historic properties and are surrounded by relatively dense planting including mature trees, reflecting the overall suburban character. However, the modern blocks, including the three blocks surrounding the pre-application site, are of bigger scale, mass and height than the original properties. Due to their size but also their poor design, they detract from the character and appearance of the area. Their impact is somehow mitigated by their set back position from the street and the presence of mature trees and hedges that provide some screening and soften the overall impact. The pre-application advice request relates to the proposed construction of a new building (two houses) in the car park area to the east and north of the existing modern blocks (Alford House). The proposed new building, due to its mass and scale, but also its uncharacteristic siting would further erode the historic character of the area by consolidating and repeating inappropriate developments of the past. The proposed development would increase the density of the area, resulting in a cramped and overdeveloped area which would be in contrast to the spaciousness character and feel of the street. Existing gaps that offer some relief to the townscape would be significantly reduced, intensifying the prominence of the existing large modern blocks. The proposed development would appear incongruous with the rest of the development in the CAs but also incongruous with the late 20th C blocks and their existing site arrangement. The resulting composition would be very uncharacteristic of the distinctive urban grain, spaciousness and suburban character of the area while it would draw more attention to detracting elements of the townscape, exacerbating the overall impact and perception of the existing modern blocks. This would have a negative impact on the character and appearance of the area, resulting to less than substantial harm to the significance of the conservation area. The harm caused would still be considerable and for the reasons described above, the proposed development cannot be supported in principle from a conservation perspective.
Impact on neighbouring amenity			The proposed development would lie in close proximity to adjoining residential homes and windows. The nearest residential window is only 5-9m away (to its side and 13m to the

				rear). This would be contrary to policy DM1 and DM12 and guidance to retain 18m distance between new homes and existing windows. Even in the context of an urban surrounding, a distance of 5-9m, would need a strong justification. A daylight and sunlight report was submitted. It highlighted at least 2 unacceptable failures to meet minimum standards. The reflection of light from the new render building onto the existing windows would mentioned as mitigation to loss of light, however, it is considered that this would not be sufficient to overcome the harm from the sense of enclosure and loss of light to existing windows. 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. In addition, the previously existing front hedge and landscaping (fronting the street) is recommended to be re-instated. Accordingly, the proposal is not considered to comply with the relevant policies to protect the amenities of adjoining residents.
Standards of living accomodation				As mentioned above, all units need to comply with the London Plan with regards to space standards and outdoor amenity. An accessibility statement needs to be submitted with regards to accessible units and all new units would need to meet Building Regulations Part M M4(2), 10% of units need to meet M4(3) policy SP2. The proposed units are provided at 108sqm each with 14.5sqm outdoor space. This is considered acceptable. Compliance with Part M(2) would be required.

Impact on tree(s) and vegetation			The proposal results in the loss of a tree (T1) which adds to the visual quality of the open space. Your proposal proposed to retain it but suggest that it could be harmed and lost during construction. As mentioned above, I am concerned that its loss could lead to a two-fold harm, both to the appearance of this streetscape and loss of privacy to existing residents. Replacement trees proposed as container grown trees must ensure establishment beyond construction phase. Accordingly the proposal is contrary to policy SP13 (Open space and biodiversity).
Flood risk & Sustainability			As mentioned above the area lies within a flood risk zone and therefore any basement development will require a basement impact assessment. PV panels and a green roof would be expected and acceptable. Any future development should accord with policies DM21 (Sustainable design, layout and construction) and DM26 (Critical drainage areas).
Transportation			<u>Location and access</u> The site is located to the western side of Stanhope Road, approximately midpoint between the junctions of Stanhope Road with Stanhope Gardens and Shepherds Hill. It has a PTAL level of 2, which is considered 'poor' access to public transport services. There is one bus service available within a two minute walk of the site, and Highgate Underground Station is a ten minute walk away. It is also located within the Highgate Station 'O' CPZ which has operating hours of 10.00 to 12.00 to prevent rail heading by commuters. It is not in any of the Borough's Restricted Conversion Areas. <u>Proposal</u> It is proposed to construct a block containing two semi-detached houses (3 bedroom) within the existing car parking area to the front of the Alford House site.

			These will be located in between the external cycle parking stores which are delivered from the earlier consent to provide an additional four units on the two apartment blocks at the site (two units per block) and the first existing block at the site. An external cycle parking store is shown indicatively. <u>Assessment</u> Access arrangements, it is expected, will remain as existing with the Highway accesses in place. Construction of the new block will be over part of the existing car park, however it isn't clear how many spaces are intended to remain. It is understood (but needs confirmation) how many spaces are in place at present and how many will remain with this proposal, along with an idea of existing levels of usage of spaces currently available. It is understood there are 36 flats at the site however again this will need to be confirmed. It is detailed within the pre application submission that no new car parking is intended for these two new units. Ultimately it will need to be demonstrated that the residual parking available within the site will meet the demands arising from the 36 existing flats and the two new residential units. Surveys of existing usage will be useful, and if it appears that new external parking demands may be generated, a Parking Stress Survey may be required. In addition to the above full details of the proposed cycle parking arrangements for the new units will need to be provided with any future application. An external cycle parking store associated with the earlier application for four new flats is either in the process of being constructed or has been constructed, the rationale for an additional store rather than provision within the new store would be useful. The cycle parking will need to meet the numerical requirements of the London Plan and follow the London Cycle Design Standards as produced by TfL, to ensure high quality and attractiveness to new occupiers.
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			<u>Delivery and servicing/refuse and recycling collection arrangements</u> Any future application should provide a commentary on existing arrangements for the above and for the proposed arrangements with this redevelopment. It looks as though delivery and servicing trips could most likely be accommodated within the site, however commentary can confirm. Arrangements for refuse and recycling collections should meet the Borough's requirements and should not impede the performance of the highway nor road safety. <u>Conclusion</u> This pre-application proposal is for the construction of two new three-bedroom dwellings within the car parking area to the front of Alford House. Further information will be required with respect to car parking arrangements and any potential on street impacts, cycle parking arrangements, and delivery and servicing/refuse and recycling arrangements.
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Next steps

If you decide to proceed with applying for Planning Permission (not encouraged), the following information will be required when you submit your application:

1. The completed householder application form or full application form if the property is a flat (available on our website or from the [Planning Portal](#))
2. Location plan at a scale of 1:1250 with a red line around the site in question.
3. Site plan at a scale of 1:500 or 1:200 showing the direction of North, the proposed development in relation to the site boundaries and written dimensions.
4. Existing and proposed plans (elevations, floor plans, roof plans and section where appropriate). All plans/elevations must have a scale bar and dimensions.
5. Design and Access Statement

6. Daylight and Sunlight Plan.
7. Arboricultural report.
8. Parking stress survey.
9. Fee.

The planning application process

Once you have submitted your planning application, it goes through a number of steps:

1. **Validation/Checking**

Applications are checked to make sure all required documents and fees are there, and checked for any potential issues which need addressed to ensure compliance with policy, if considered 'valid' and likely to be acceptable they are registered, applications are only checked when an officer is available so there can be a number of weeks before an application is validated and checked.

2. **Registration**

The application is entered into the register of applications and customers are informed formally that their application is registered, their application reference number, their case officer and the deadline they can expect to hear back by.

3. **Consultation** (a minimum of 21 days following registration)

Details of the application will be provided to neighbours in line with our consultation policy and they will have the opportunity to comment on the proposed development. Consultees are given a minimum of 21 days to comment on an application.

4. **Decision** (Usually as soon as the consultation has ended).

The planning service can deal with most householder applications under delegated powers and will issue a decision notice to stating whether the application has been approved or refused, and if there are any conditions that must be met.

Carrying out building works

Once you have planning permission, it is recommended that you obtain technical advice regarding building control matters. Building Control services ensure that the works carried out by your appointed builders are done safely. Building Control services can be found through your local council or an Approved Inspector service.

Haringey Building Control has extensive experience in working with clients on a wide range of projects. Should you wish to discuss your project and how Haringey Building Control may best advise you regarding compliance with relevant building control regulations, please contact Building Control on 020 8489 5504 or by email on building.control@haringey.gov.uk

List of relevant contacts

Planning Officer: Tania Skelli

Phone: 079 660 40685

Building Control Officer: Bob McIver

Phone: 020 8489 5500

INFORMATIVE

Please be advised that this response is given at officer level and does not form a formal response or decision of the Council with regard to future planning application(s) or other formal approaches. The views expressed above are given in good faith, to the best of ability, and without prejudice to the formal consideration of any future planning application, which will be subject to formal consultation and ultimately decided on by the Council.