

ET Planning

Planning Statement: The demolition of a dwelling and erection of 6no. flats and 2no. maisonettes

Client:

Ms De Gale

12 Great North Road

London, N6 4LX

The proposed includes the demolition of an existing dwelling and the replacement with a block of flats. The neighbouring development is similar in nature with large block of flats.

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1. Introduction

- 1.1 This statement is produced to support a submission for the demolition of a dwelling and erection of 6no. flats and 2no. maisonettes.
- 1.2 This planning statement will cover the background to the application and provide the necessary information to enable its determination by officers at the Council. It will consider the proposal in light of relevant planning policies and other material considerations. The conclusion reached is that key material considerations and the wider objectives of National and Local planning policy support the grant of permission.
- 1.3 In addition to this planning statement, the application is accompanied by the appropriate planning application forms and ownership certificate, duly signed and completed, and the following documents prepared by Simone De Gale Architects:
- 1:2500 Site Location Plan
 - 1:500 Block Plan
 - 21-405-200 – Proposed Floor Plans
 - 21-405-SK1 – Proposed Floor Plans
 - 21-405-300 – Proposed Elevations
 - 3D Imagery and Materials Brochure
- 1.4 The relevant application fee of £3,696 will be submitted by the applicant separately.
- 1.5 A pre-application subject to reference PRE/2023/0027 was submitted for '*New build development of 9 dwelling units (2 options)*'. The enclosed application has sought to address the constructive feedback provided by the LPA and reflect this in the amended drawings.

2. Site Location and Description

- 2.1 The application site is located on the north-eastern end of Great North Road. It currently comprises of a two-storey building.
- 2.2 The immediate street scene is characterised by largely two and a half or three storey semi-detached properties, set back from the highway with landscaping and vegetation lining their peripheries.
- 2.3 The site is not included within the designated Highgate Conservation Area and the demolished building is not subject to statutory listing.
- 2.4 The site is well-connected to public transport links, with East Finchley Underground Station approximately 800m to the north-west.

3. Planning History

- 3.1 **HGY/1989/0442** – *Erection of 4-storey hotel with 40 bedrooms with parking below to provide total 27 car parking spaces including formation of new crossover* [Refused – 26/9/1989]
- 3.2 **OLD/1985/0414** – *Demolition of existing house and construction of four new houses* [Approved – 22/10/1985]
- 3.3 Due to the age of both of these applications, they are largely now not relevant due to the change in planning policy over time. However, as discussed above, the pre-application (PRE/2023/0027) will be discussed throughout this report to confirm how previous comments have been addressed.

4. Development Proposals

- 4.1 The National Design Guide (2019) identifies that “well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them. They meet the needs of a diverse range of users, taking into account factors such as the ageing population and cultural differences. They are adequate in size, fit for purpose and are adaptable to the changing needs of their occupants over time” (para 120-121).
- 4.2 Regarding the requirements of NPPG Paragraph: 029 Reference ID: 14-029-20140306 in respect of Design and Access Statements, the proposal is described as follows:
- 4.3 The redevelopment of the existing site for the erection of a new residential block, with 4-storeys containing a mix of 1 x 3bed units, 2 x 2bed units and 3 x 1bed units and 2no. 3bedroom maisonettes. The maisonettes would cover the basement and ground floor level.
- 4.4 **Use and Amount:** The proposed use is residential, with a hybrid mix of flats and maisonette at ground and basement level.
- 4.5 **Layout and Scale:** The proposed scale is 3-storeys from ground-level and above, with an additional basement level alongside a loft conversion level. The basement and ground level are comprised of 2no. maisonettes, with the upper floors containing mixed flats.
- 4.6 **Scale Height & Mass:** The scale, height and massing has been significantly reduced when compared to the pre-application drawings, integrating effectively with the neighbouring properties. The proposal reaches a maximum ridge height of 11.6m, measured from ground-floor level.

- 4.7 **Landscaping:** The front boundary will be lined with hedgerows, which complement the proposal and the surrounding area.
- 4.8 **Appearance:** The appearance emulates the neighbouring semi-detached properties in the immediate area, with features such as matching colour palettes on the elevation and mirrored roof forms.
- 4.9 **Access & Parking:** The site is currently served by a single crossover and 2no. on-site parking spaces are proposed to the front forecourt.

5. Policy Assessment

- 5.1 **National Guidance:** The National Planning Policy Framework (NPPF) is a relevant material consideration to the application.
- 5.2 The purpose of the planning system is to contribute to the achievement of sustainable development. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development. Paragraph 38 of the NPPF states that “Local planning authorities should approach decision on proposed development in a positive and creative way” and “at every level should seek to approve applications for sustainable development where possible”. Paragraph 119 of the NPPF comments that planning should “make effective use of land” in “meeting the need for homes and other uses, whilst safeguarding and improving the environment and ensuring safe and healthy living conditions”.
- 5.3 Paragraph 60 confirms the Government’s objective to boost the supply of housing, and paragraph 8 identifies the three objectives of sustainable development, as economic, environmental and social.

- 5.4 Paragraph 62 of the NPPF highlights that *“the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies”*.
- 5.5 Paragraph 126 identifies that “Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”, whilst paragraph 134 states that significant weight should be given to “outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”
- 5.6 The National Design Guide builds on the above and clarifies that “well-designed neighbourhoods need to include an integrated mix of tenures and housing types that reflect local housing need and market demand. They are designed to be inclusive and to meet the changing needs of people of different ages and abilities. New development reinforces existing places by enhancing local transport, facilities and community services, and maximising their potential use” (para 109).
- 5.7 **Principle of Development:** Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan, unless material considerations indicate otherwise.
- 5.8 Haringey’s Local Plan is currently devised of the following documents and relevant neighbourhood SPDs:
- Local Plan Strategic Policies (adopted in 2017)
 - Development Management DPD (adopted in 2017)
 - Highgate Neighbourhood Plan (adopted 2017)

- 5.9 Haringey Council's current housing land-supply position demonstrates **3.87 years** of the requirement. Therefore, a degree of shortfall exists and subsequent demand for additional residential units, with the Borough falling short of their 5-year supply.
- 5.10 With this considered, this leaves room for the allocation of further sites, to fulfil the Borough-wide targets, particularly brownfield sites. Moreover, the application site is within a built-up residential area within the settlement boundary, ensuring that it is a prime location for new residential development.
- 5.11 **Policy H2** of The London Plan 'Small Sites' puts great emphasis on the contribution of smaller plots that have sustainable transport links. Specifically, those that lie within 800m of a tube or rail station. This site is minimally above the suggested 800m, but still falls within this bracket. This plot, therefore, meets the criteria for a 'small site' and is also in immediate proximity of 3 bus services.
- 5.12 Therefore, the proposal complies with the policy and provides housing that is desperately required within the borough in a suitable location.
- 5.13 **Policy SC1** of the Highgate Neighbourhood Plan (2017) states that the Plan will help to facilitate delivery of a minimum of 300 net additional housing units in the Highgate area, up to 2026.
- 5.14 With this considered, the contribution to the local housing stock, enhances the benefits of the scheme and corresponds with the aims of the NPPF, the London Plan and the local and neighbourhood strategies.
- 5.15 Lastly, the pre-application advice concluded that the redevelopment of the site is acceptable in principle with the Council having no objection in this regard.

- 5.16 **Density and Housing Mix:** Regarding the density, this has been adequately addressed with the substantial down-scale of the bulk/massing of the building, arriving at an appropriate density for the size of the plot.
- 5.17 Part A of **Policy DM11** of the Development Management DPD, outlines that proposals for new residential development should provide a mix of housing which can cater for the specific qualities of each site.
- 5.18 The pre-application advice noted that there was an oversaturation of larger 2 and 3-bedroom units. The Officer notes that although these units are encouraged, **Policy SC1** of the Highgate Neighbourhood Plan is cited, referring to the need to include smaller units to provide mixture of house-size, allowing for older residents that are downsizing from family dwellings. This submission has effectively addressed this.
- 5.19 The proposed housing mix provides a variety of sizes tailored for different needs. These are as follows:
- The basement floor/ground-floor comprises of a **2 no. 3bedroom** maisonettes that has a GIA of 116sqm in total.
 - The first-floor level comprises of **3no. 1bedroom flats**, 38sqm and 50sqm respectively.
 - The second-floor level comprises of **2no. 2bedroom** flats that equate to 70sqm each.
 - The third-floor level comprises of a **1no. 3bedroom** that has a GIA of 90 sqm.
- 5.20 When compared to the proposed housing mix at pre-application, which contained a disproportionate number of 2bed units, the above

proposed mix strikes a balance with the 1bed smaller units. This is in keeping with Paragraph 62 and 126 of the NPPF and the National Design Guide, which seeks to have an integrated mix of tenures and housing that can cater for different groups. Also, it positively reflects **Policy H10** of the London Plan which seeks to deliver mixed and inclusive neighbourhoods.

- 5.21 The site will utilise an existing, redundant building and maximise the existing space. This directly relates to criterion 7) to “*the aim to optimise housing potential on site*”. Further to this criterion 9) highlights “*the role of one and two bed units in freeing up existing family housing*” which emphasizes the importance of including 1bed units.
- 5.22 **Character and Appearance of the Area:** The immediate street-scene has a degree of diversity in its character, with no clear uniformity. However, this end of Great North Road contains more historic dwellings that largely vary between two and a half and three storeys.
- 5.23 The site is not located within a Conservation Area, as such, no Character Area appraisal is required. However, there are some architectural features and colourings that are commonplace on this portion of the road, that the revised scheme has taken clear inspiration from.
- 5.24 The demolition works that are a pre-requisite of this proposal, are considered acceptable as the building does not have statutory listing status or exist within a designated conservation area. Therefore, the demolition can be carried out through the General Permitted Development Order.
- 5.25 **Policy DM1** (DPD) states that new developments should positively reflect the scale, form, and massing of surrounding buildings. Further

to this, proposals should be sensitive to density and the existing rhythm of plots and building lines.

- 5.26 The revised scheme with the hybrid maisonette/flats model, seeks to address the constrained size of the plot and proximity to Sussex Gardens.
- 5.27 Firstly, the re-design has addressed the comments about the building's incongruity with the surrounding housing and its '*alien flatted block appearance*'. The current scheme integrates effectively with the historic semi-detached villas, with visual cues taken from these architectural features and colour palettes.
- 5.28 The colour and rendering will involve a mixture of beige/stone tones that mirrors the adjacent properties. Further to this, clear inspiration is taken from the neighbouring property with the use of window frames and detailing. The proposal is proposed with similar materials and is of a sympathetic design.
- 5.29 The maximum ridge height (11.6m from ground-floor level) is set much lower than the adjacent property at No.10 Great North Road and the use of the hipped roof form emulates No.10 and No.8 and visually integrates with these properties, by maintaining this consistent aesthetic. Overall, the redesign does not have an 'landmark' effect and for reasons stated above, assimilates effectively with neighbouring development, in accordance with **Policy D6**.
- 5.30 Further to this, the pre-application advice highlighted that "*there is an opportunity to build forward of the current building on site subject to a more modest and contextual scale moving forward*". With regards to this, the modest redesign has shifted the building line forward of the existing building, which drastically improves the spatial relationship with Sussex Gardens and still positively reflects the character of the street.

- 5.31 On balance, the revised design has a reduced presence on the street scene and does not appear visually domineering or incongruous when viewed from public vantage points. This indicates that the application has directly addressed points made within the pre-application.
- 5.32 **Residential Amenity: Policy D6** of the LP states that housing development should be of high quality and provide adequately sized rooms with functional layouts that can meet the needs of the occupier.
- 5.33 The London Plan (Table 3.1) outlines the minimum internal space standards for new residential units. The floorspaces for each individual unit meets the minimum requirement.

Table 3.1 - Minimum internal space standards for new dwellings^

Type of dwelling		Minimum gross internal floor areas* and storage (square metres)			
Number of bedrooms (b)	Number of bed spaces (persons(p))	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *	N/A	N/A	1
	2p	50	58	N/A	1.5
2b	3p	61	70	N/A	2
	4p	70	79	N/A	2
3b	4p	74	84	90	2.5
	5p	86	93	99	2.5
	6p	95	102	108	2.5
4b	5p	90	97	103	3
	6p	99	106	112	3
	7p	108	115	121	3
	8p	117	124	130	3
5b	6p	103	110	116	3.5
	7p	112	119	125	3.5
	8p	121	128	134	3.5
6b	7p	116	123	129	4
	8p	125	132	138	4

FIG 1 - Minimum Internal Space Standards for new dwellings

- 5.34 There are no windows on the side elevations proposed, that would introduce direct sightlines into habitable rooms at No.1 Sussex Gardens, therefore, the threat of overlooking is eliminated.
- 5.35 The neighbouring semi-detached property (No. 10 and No.8) have a maximum ridge height of 13.8m. Comparatively, the proposal now measures 11.6m from ground-floor level. This is a drastic decrease from the original design, which measured 15m from ground-floor level. The pre-application advice noted that the previous building height had an '*intrusive presence*' as it rose considerably above the established roofscape, particularly when combined with the flattened roof.
- 5.36 With reference to the variety of building heights on display on the immediate street scene, the proposed development now upholds this staggered effect and softens the overall development, demonstrating a significantly reduced height and more attractive aesthetic with the architecture and materials reflecting the street scene.
- 5.37 Therefore, the scheme has adequately addressed the pre-application advice, by removing the bulkier flattened development that would create an imposing, overbearing form on the street scene.



FIG 2 – 3D Model by Simone De Gale Architects

- 5.38 As depicted in *Fig 2* (see above) the rear balconies and metal balustrades have a more muted appearance, set back into the building. These don't project too far outwards like the previous design, which included balconies that combined with the imposing height, created a sense of overlooking and overbearing. In combination with the shifted building line that has been moved forward of the existing dwelling, the balcony areas will no longer create a loss of outlook or result in overlooking onto Sussex Gardens.
- 5.39 The Officer noted within the pre-application advice, that the previous design was in close proximity to the front windows of Nos 3 & 4

Sussex Gate. With this considered, the redesign, shift in building line and the reduced height, ensures that privacy will be retained and there will be no direct sightlines into internal habitable spaces.

- 5.40 It has been illustrated, that concerns have been sufficiently addressed and that amenity will be preserved for future occupiers and neighbours.
- 5.41 **Trees and Landscaping:** There are no known TPO'S on site and the works will not impact any existing trees.
- 5.42 The proposed landscaping scheme will soften the overall appearance of the development and allow the proposal to assimilate with its surroundings.
- 5.43 **Transport and Parking:** Paragraph 111 of the NPPF entails that development should only be prevented or refused on highways grounds, if there would be an unacceptable impact on highway safety, or the residual impacts on the road network would be severe.
- 5.44 The site maintains sustainable transport links and has a PTAL rating of 3 which is classed as 'moderate' access to public transport services.
- 5.45 It is located marginally over 800m from East Finchley Underground Station, with 3 bus services within a 5-minute walk. The site will contain 2no. parking spaces at ground-floor level.
- 5.46 **Policy SP7 (Transport)** highlights that in accordance the London Plan development should minimise congestion, promote public transport and road safety. The proposed development will lead to a minimal increase in traffic movements, due to the emphasis on public transport and therefore, will not result in any strain Great North Road.
- 5.47 It is demonstrated that there are an adequate number of parking provisions on site, in accordance with the London Plan standards (see

Fig 2 below). As the area is PTAL 3, the maximum provision is up to 0.25 spaces per dwelling. With 8no. units being provided, this amounts to 2 parking spaces in total, which are clearly marked on the floor plans.

Table 10.3 - Maximum residential parking standards

Location	Number of beds	Maximum parking provision*
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	All	Car free~
Inner London PTAL 3	All	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London Opportunity Areas	All	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1	All	Up to 0.75 spaces per dwelling

FIG 3 – Policy T6.1 of the London Plan (Residential Parking)

- 5.48 Overall, with regards to transport, the development is fully compliant with the objectives of the NPPF, the London Plan and **Policy SP7**.
- 5.49 **Cycle Provision:** The plans clearly mark out cycle provision which is in accordance with the LP and the Borough-wide aims for sustainable transport links.
- 5.50 Cycle storage will be placed in the basement and will be accessible through the front entrance. This is suitable in meeting the requirements to provide storage.
- 5.51 **Refuse Provision:** The refuse area is clearly marked out on the proposed floor plans and provides adequate provision for each floor, in line with the requirements of the London Plan.

- 5.52 **Air Quality: Policy DM23** outlines that new development should consider air quality in design, construction and the functionality of the development over its lifespan. The attached energy report highlights how the design will take this factor into account.
- 5.53 **Drainage and SuDS:** Sustainable drainage systems will be incorporated within the proposal.
- 5.54 The site is in Flood Zone 1, at the lowest fluvial risk. Additionally, due to the small size of the site, it is not considered that a FRA (Flood Risk Assessment) should be required.
- 5.55 **Contamination:** There is no known contaminated land on site, however, due to the nature of the proposal involving ground works, a basement impact assessment is provided. This document indicates that development can be carried out safely and securely with no impact on flooding, contamination or structurally.
- 5.56 **Sustainability and Energy:** Paragraph 8 of the NPPF supports the transition of development to a low carbon future. The national Code for Sustainable Homes has now been abolished; however it is proposed that the development would conform to Part L of the Building Regulations which as of 2022 requires a 30% reduction than current standards. By way of contributing to the reduction in carbon, the proposal would also achieve current building construction standards with added sustainability measures through;
- A. The limitation of the amount of inherent material, structure and embodied energy through the employment of good building standards to create an excellent SAP rating;
 - B. Use of locally sourced, recycled materials and labour where practicable;

- C. Maximizing the use of natural light through floor-ceiling windows;
- D. Reduced internal water consumption of 110 litres per person per day through the incorporation of water efficient sanitary fittings, including low flow toilets and water efficient taps for wash basins;
- E. Refuse, recycling and composting facilities to be provided to work with the Council's existing waste and recycling collection service;
- F. Secure cycle provision to encourage sustainable modes of transport;
- G. 'A' rated electrical appliances and energy saving light fittings;
- H. 'A' rated double glazed windows with natural cross ventilation provision;
- I. Water butts fitted to the rainwater down pipes for watering the garden;
- J. Recycling of waste construction materials where practicable;
- K. Permeable driveway/parking spaces to avoid increase in surface water runoff;

5.57 **Policy SP4** relates specifically to energy and sustainability, with the Council seeking to meet national targets for net zero, by promoting measures for reducing carbon emissions and exploring renewable energy.

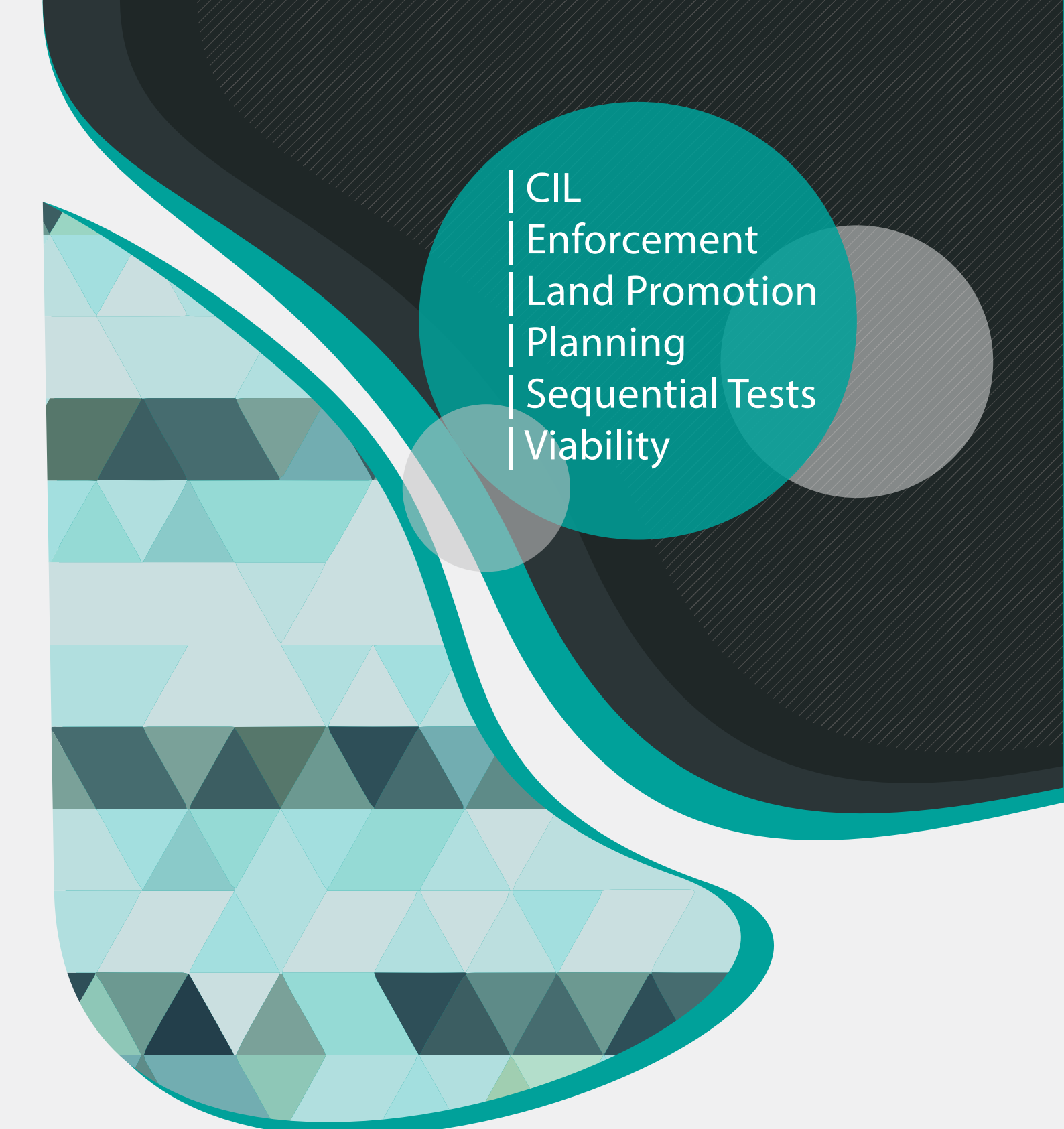
5.58 **Policy DM21** (DM DPD) highlights that new development should incorporate sustainable design. The accompanying energy statement

demonstrates that the scheme will comply with sustainability objectives in this respect.

- 5.59 **Ecology:** There are no known ecological designations on site, and it is not considered that demolition or building works would have any adverse impact to the biodiversity network.
- 5.60 **Basement: Policy DM18** of the DPD highlights that proposals should demonstrate that they will sustain the structural integrity of the neighbouring buildings and do not amount to increased flood risk.
- 5.61 Further to this, **Policy DH7** of the Highgate Neighbourhood Plan requires impact assessments to be conducted.
- 5.62 **Construction Method Statement:** A method statement will be included to accompany the demolition, as indicated within the pre-application response.
- 5.63 **Community Infrastructure Levy:** The proposed development is CIL liable; the relevant forms will accompany this application.

6. Conclusion

- 6.1 This statement has demonstrated that the proposed development is acceptable in principle and makes an efficient use of land.
- 6.2 Material planning considerations have been carefully considered and analysed, as evidenced in section 5 of this statement and the supporting plans and documents. It is considered the proposed development would contribute to Borough's housing supply and without adverse effect on the character of the area or the amenity of neighbouring residents.
- 6.3 It is considered that the proposed scheme complies with relevant Development Plan Policies and is further supported by National Guidance. Therefore, it is respectfully requested that planning permission is granted.



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