

April 2026

Site adjacent to 2 Coleridge  
Road, London, N8  
Heritage Impact Assessment

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# 1 Introduction

## Purpose

- 1.1 This report has been prepared to support the submission for planning permission for proposals at the Site on Coleridge Road, adjacent to 2 Coleridge Road, London, N8.
- 1.2 The purpose of the report is to set out the heritage significance and context of the site and to consider the impact of the works undertaken on that significance.
- 1.3 The report should be read in conjunction with the plans and other documentation prepared by architects, Al-Jawed Pike, as part of the application.

## Author

- 1.4 The author of this report is Nick Collins BSc (Hons) MSc MRICS IHBC. Nick is a Director of Portico Heritage. He has thirty years experience in the property sector, including working with KMHeritage and as a Project Director in the conservation team at Alan Baxter & Associates.
- 1.5 Nick spent nine years at Historic England where he was a Principal Inspector of Historic Buildings & Areas leading a specialist team of historic building inspectors, architects, and archaeologists on a wide range of heritage projects in East & South London. Previously a Conservation Officer at the London Borough of Bromley, Nick began his career at real estate consultancy Jones Lang LaSalle as a Chartered Surveyor.
- 1.6 Nick is a member of the Institute of Historic Building Conservation and the Royal Institution of Chartered Surveyors and sits on the Historic England London Advisory Committee.

## 2 The site and its context

### Wider Heritage Context<sup>1</sup>

- 2.1 Hornsey was a medieval parish to the west of Tottenham, extending over the easternmost hill of the Northern Heights up to Highgate. Until the mid-19<sup>th</sup> century there was only a small village centre along the High Street, a hamlet at Crouch End to its south west, scattered farms and villas, and a few large houses, most of these on the fringes of Highgate.
- 2.2 From the medieval church only the tower remains, and the large houses have also gone, replaced almost entirely by middle-class suburbs of the late 19<sup>th</sup> and early 20<sup>th</sup> centuries with the attendant churches and civic buildings, and a large quantity of open spaces and greenery.
- 2.3 In 1894 Hornsey became an Urban District Council, in 1903 a borough. Expanding public transport allowed rapid commuting to the City. The Great Northern Railway opened a station at Hornsey in 1850; the railway line from Finsbury Park to Highgate via Crouch End was opened in 1867, with a branch to the newly opened Alexandra Palace added in 1873.
- 2.4 Crouch End, situated in a hollow between the sharp ridge of the Hog's back to the south and Muswell Hill to the north became the main shopping centre. The 19<sup>th</sup> century transformation of the crossroads hamlet from a cluster of cottages and a few larger houses into a smart suburban shopping centre were encouraged by the opening in 1867 of the railway line (now closed) from Finsbury Park, with a station on Crouch End Hill.

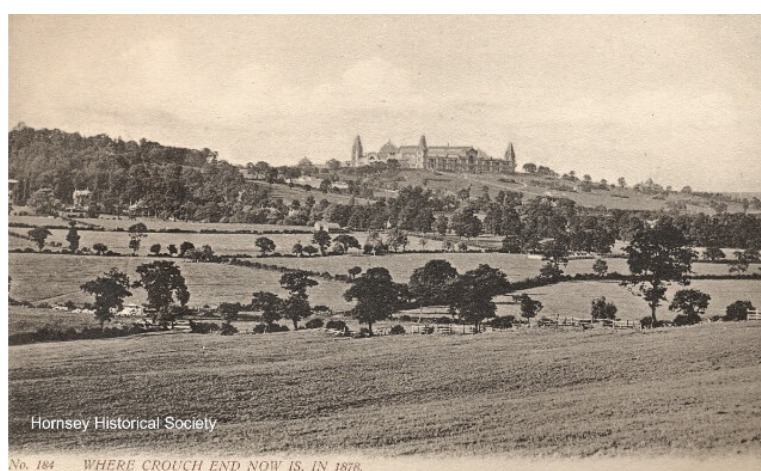


Figure 1: Postcard entitled 'Where Crouch End Now Is, In 1878' (Hornsey Historical Society)

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<sup>1</sup> The description of the heritage context of the area has been drawn from a number of sources including 'Pevsner's' Buildings of England, London 4: North; LB Haringey's Crouch End Conservation Area Appraisal; and information collated by the Hornsey Historical Society

- 2.5 The boom years were the 1890s, when the large houses disappeared; whilst the building of Hornsey Town Hall in 1933 set the seal on Crouch End as the official centre of the borough.



Figures 2&3: Crouch End 1895 (left) and the new Town Hall (right)

- 2.6 Decline set in after 1965, when the town hall was demoted to municipal offices and trade was enticed to Wood Green Shopping City, but from the 1980s numerous specialty shops and eating places gave the area a new burst of life.

### Coleridge Road

- 2.7 The large area of housing to the west of the centre of Crouch End Broadway was laid out by the Imperial Property Investment Company on the estate of Crouch Hall in the 1880s. It comprises a grid of residential streets, most of which are lined with uniform terraced and semi-detached properties of a wide range of Victorian & Edwardian styles.
- 2.8 Larger and grander properties occupy the wider tree-lined streets, including Crouch Hall Road and Wolseley Road, whilst the intermediate connecting streets are lined with subordinate, plainer properties.
- 2.9 Most of Coleridge Road is lined with groups of terraced properties of Victorian and early Edwardian origin. They have small front gardens behind front boundary walls (although some have been paved over). There are many mature street trees.
- 2.10 That part of the road that contains the Site is dominated by the flank elevations to the end of terraced properties on Birchington Road and Clifton Road and unattractive rows of garages. The Site comprises three derelict garages.
- 2.11 The garage sites are formed where the gardens of one road abut the flank of houses on adjacent (right angle) streets and this phenomena (and plots) occurs across the area. A characteristic of the area is the insertion of a 'modern' building into these plots – providing unique opportunities to insert 'jewel' like unique individual houses into the fabric of the area.

### The Site

- 2.12 As referred to above, the Site comprises three derelict garages at the 'end' of the gardens to 8 & 10 Coolhurst Road and adjacent to 2 Coleridge Road.



Figure 4: The Site (January 2026)

# 3 The heritage significance of the site and its context

## The heritage context of the site

### Heritage Significance

- 3.1 The Site comprises three derelict garages on Coleridge Road, London, N8. The Site lies within the Crouch End Conservation Area. There are no statutory listed buildings in the immediate vicinity. The surrounding houses of Victorian/Edwardian origin are all identified as making a positive contribution to the character and appearance of the conservation area.
- 3.2 The Crouch End Conservation Area is a 'designated heritage asset', as defined by the National Planning Policy Framework (NPPF). 'Significance' is defined in the NPPF as 'the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic'. The English Heritage 'Planning for the Historic Environment Practice Guide' puts it slightly differently –as 'the sum of its architectural, historic, artistic or archaeological interest'. 'Conservation Principles, Policies and Guidance for the sustainable management of the historic environment' (English Heritage, April 2008) describes a number of 'heritage values' that may be present in a 'significant place'. These are evidential, historical, aesthetic and communal value.
- 3.3 The significance of the conservation area is articulated through its 'special character and appearance'. This is outlined in the Council's Conservation Area Appraisal with the area divided into 8 sub-areas. The overall character of the area is summarised as follows:

*The Crouch End Conservation Area's form is clearly defined by the historic street layout. The junctions between the major roads provide the focus for development and form the most densely developed part of the conservation area. The streets to the east and immediate west of the town centre are mainly lined with terraces, whilst further to the south and west the areas are less densely developed and are characterised by detached and semi-detached properties.*

*The common characteristics of the sub areas are broadly a function of a combination of the followings: land use; density of development; scale and style of buildings; construction materials; period of development and influence of planting and open spaces. The townscape and character of Crouch End is complex because of the interplay of factors that have affected its evolution over time. As a result, some buildings and spaces differ from the overriding character of the area and there are some locations where the change in*

character from one area to the next may not always be distinct. In some cases buildings of a similar style, scale and period are located within different sub areas because their overriding character is defined by the physical appearance of the streets and spaces within which they are located.

The character of Crouch End is one of a north London residential suburb around a shopping core, somewhat separated from the city by its location on the north facing slopes of the Hog's Back ridge and its limited access to public transport. A bus ride, or a good walk, is necessary to get to the nearest overground rail stations at Hornsey going to Kings Cros and Moorgate or Crouch Hill going to Gospel Oak and Barking, or to the nearest underground stations at Highgate, Archway, Finsbury Park or Turnpike Lane.

- 3.4 The Site lies just within Area 7 (Hurst Avenue to Avenue Road) but in reality, relates more to the adjacent Area 6 (Crouch Hall Park).



Figures 5&6: Sub-Area 7 (left) Sub-Area 6 (right)

- 3.5 The character of the conservation area at the particular location of the Site comprises elements of both Sub-Areas, and is part of a relatively homogenous grid of residential streets in a wide range of Victorian and Edwardian styles.
- 3.6 The styles, materials and form of the houses are typical of period with a predominance of brick (red and stock); pitched slate roofs, render and timber details.
- 3.7 The other characteristic of the conservation area, that has emerged over the past c.20-30 years, (since the area was designated) has been the insertion of individual 'unique' and modern homes in the sites discussed in the previous section that occur at the junctions of the grid of streets. Some formed from gardens, others from former garage plots.
- 3.8 Examples in the immediate vicinity can be found on Clifton Road, Coleridge Road, Coolhurst Road and Crouch Hall Road.



Figure 7: Clifton Road



Figure 8: Birchington Road



Figure 9: Coleridge Road



Figure 10: 17 Clifton Road

- 3.9 Other examples can be found at 7 Coolhurst Road, 1F Crouch Hall Road and 2 Crouch Hall Road.
- 3.10 The unique nature of 17 Clifton Road was recognised more widely with the building being a Finalist in the BD Architect of the Year Awards 2019.
- 3.11 Whilst not displaying many – or any – of the typical and traditional characteristics of the older buildings that form the majority of the conservation area, they are, nevertheless, now a part of the overall character of the area. Their scale, position on their site/street often at variance with their neighbours.
- 3.12 They are typified by uncompromisingly modern design, high-quality materials and detailing.
- 3.13 In respect of the character and appearance of the conservation area, we believe that the Site is currently a negative contributor. The three modern garages are unsightly and now-derelict. They have no architectural quality and detract from the qualities of the area.

## 4 The proposed scheme and its effect

- 4.1 The proposal is for the replacement of the existing derelict garages on the Site with a new residential dwelling designed by award-winning architecture practice, Al-Jawad Pike.
- 4.2 The proposal is described and illustrated in detail in the Design & Access Statement. As well as pre-application engagement, it has been informed by a thorough understanding of the conservation area and wider context and also consented precedents. Perhaps most relevantly this includes a previous consent for a 2-storey dwelling on the site of the garages.
- 4.3 The proposal is for a 2-storey, 3 bedroom house that replaces the derelict garages and fronts Coleridge Road.
- 4.4 The proposed building will be constructed using red masonry bricks and timber to reflect the character of the area through tone, texture and colour as well as aesthetic. It is intended that the design will be defined by the quality of craftsmanship and detailing – introducing a ‘jewel’ like modern building that contributes to the area not only through the careful approach to materials and form but also the attention to detail and quality.
- 4.5 Following pre-application feedback, the building has been set back further from the road to allow oblique views of the side of No.2 Coleridge Road as well as the rear elevations of 8 & 10 Coolhurst Road. The material palette has also been developed to reflect the received feedback.
- 4.6 Stepped roofs have been introduced to the design to relate to the surrounding built forms and allow for a gentler relationship between the proposal and No.2. (as opposed to that at No.17 Clifton Road for example – see figure 7 above).
- 4.7 The character of this part of the conservation area in terms of plot configuration, when analysed, is more varied than many other parts: the north side of the western end of Coleridge Road does not have the uniform building line that much of the rest of the conservation area has. The flank elevations of the terraces on Clifton Road protrude to the back of the pavement on Coleridge Road; similarly the garage plots to the east. The flank elevations of the houses on Birchington Road are set back slightly with small side gardens, but not set back as far as Nos. 2&4 Coleridge Road – although the garage to No.2 is set forward of the house.
- 4.8 This variety all means that there is not a homogenous building line and oblique views along Coleridge Road are varied and often interrupted by different built forms sitting forward or back of others.

- 4.9 The proposed building will be no more prominent (indeed less-so) in views along Coleridge Road than those on Clifton Road and Birchington Road and are set back in comparison to the other garage plots.
- 4.10 The stepped nature of the roof form will further reveal oblique views of the side of No.2 Coleridge Road – over the top of the pitched roof of the adjacent garage – and similarly oblique views to the rear of the houses along Coolhurst Road remain.
- 4.11 A series of views has been prepared in the Design and Access Statement, one of which is reproduced below.



Figure 11: Illustrative view of the proposal, looking west along Coleridge Road

- 4.12 Whilst only illustrative, the image shows how the proposed dwelling will sit comfortably within its context. The texture and tone of the masonry bricks further beds the building into its location.
- 4.13 The existing varied building line means that the house will not disrupt any existing uniformity; set back from the road, views towards the rear of 8 Coolhurst Road remain and the gentle pitch of the roof moderates the scale between the garage to the east (itself proud of No.2) and 8 Coolhurst Road beyond. The enclosing brick wall to the front is a similar device used at other modern buildings on similar plots – a nod to the historic plots when the area was first laid out c.140 years ago.
- 4.14 It is intended that the building will achieve the highest possible environmental and sustainable standards with building fabric at Passivhaus standards; Solar PV panels; biodiverse blue/green roof and an Air Source Heat Pump.
- 4.15 Overall, we believe that the proposal is the product of a careful assessment of the characteristics of the immediate context as well as the pre-application feedback and

responds sensitively to its context – and thus preserves the character and appearance of the conservation area.

### Compliance with legislation, policy & guidance

- 4.16 The conclusion of our assessment, contained in previous sections of this report, is that the proposal preserves the character and appearance of the Crouch End Conservation Area (i.e. the *designated* heritage asset that is the subject of the Act). The proposed development thus complies with S.72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

The National Planning Policy Framework

- 4.17 This report has provided a description and analysis of the significance of the site and its heritage context, as required by Paragraph 207 of the National Planning Policy Framework. In addition, the report describes how the proposed scheme will affect that heritage significance.
- 4.18 The proposed scheme complies with paragraph 214 of the NPPF – it certainly does not lead to ‘substantial harm to or total loss of significance of a designated heritage asset’. We believe that it also complies with Paragraph 215 for the reasons given above – following and assessment of character and appearance of the conservation area we believe that the proposal will add a building of high-quality – similar to other individual modern new dwellings sited on similar plots across the area – using materials of tone texture and colour that compliments the surrounding context and preserves its character and appearance.
- 4.19 In terms of Haringey’s Local Plan Policy SP12, we believe the proposals preserve the character and appearance of the conservation area, providing an opportunity to introduce a building of the highest quality – in both design and sustainability – that is also contextual.
- 4.20 We therefore believe that the proposals comply with legislation, national and local planning policy and guidance for the historic built environment.

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