

Objection to [HGY/2024/1778](#) for 7 View Close, N6 4DD

Highgate Conservation Area Advisory Committee objects to these proposals.

This is one of the few remaining unaltered houses in View Close, which was designed by Alfred Dinerman of Dinerman, Davison & Hillman in 1958-9.

<https://www.ukmoho.co.uk/html/building/9532.html>

Charlotte Benton, David Elliott and Elain Harwood: A Different World - Emigre Architects in Britain 1928-1958, (p126)

Pevsner: London/North 1998 (page 412)

These small, high quality, modestly sized 50s-60s-70s housing developments are a characteristic feature of the Highgate Conservation Area and we believe they are not sufficiently well protected.

As the Highgate Conservation Area Character Appraisal (2013) notes, the front boundary treatments in the Bishops Area form an attractive part of the street scene (10.6.1), and front garden parking is a negative contributor "except where there is adequate room for parked cars and good planting" (10.9.1).

The proposals would diminish the overall perception of openness in the Close.

The proposals are also contrary to the principles of management laid out in section 12.2 of the HCA CA, including:

Crossovers, hardstanding and enclosures

12.3.21 The Council will resist the creation of additional hardstanding for parking in front of dwellings as this would detract from the character of dwellings and of the conservation area as a whole.

The proposals would also fail to meet several aspects of Highgate Neighbourhood Plan Policy TR5: Dropped Kerbs and Crossovers:

*“...planning applications for the provision of off-street parking accessible by dropped kerbs will not be supported in areas covered by a CPZ. They will only be supported where it can be demonstrated that:*

*I. They are either not in areas of high parking stress or a CPZ, or they are in areas of high parking stress but will alleviate the demand for on-street parking through the provision of off-street parking for more than one existing dwelling; and*

*II. They would not negatively impact on the character of the area, particularly conservation areas (such as through the proposed removal of character enhancers such as walls and trees); and*

*III. They would not have a negative impact on pedestrian and highways safety; and*

*IV. Appropriate on-site drainage, such as permeable surfaces, achieving run off rates which are no greater than the existing situation, and wherever possible are reduced, so as to mitigate against off-site flooding caused by run-off from off street parking schemes.”*

*A key issue that has exacerbated parking stress in and around Highgate is the provision of dropped kerbs and ‘cross-overs’ to provide off-street parking for private households, often to the detriment of general on-street provision. A new cross-over will generally remove one or more on-street parking spaces to give way to a new off-street space that may not always be required.*

*Accordingly, requests for off-street parking will generally be resisted when planning permission is sought.”*

This application is for only one dwelling, no additional street parking will be created and at least one on street parking space will be lost, and the proposals would negatively impact the character of the conservation area.

For similar reasons, the proposals are also against Policy DM9 of Haringey's Development Management DPD (2017).

Not all modern cars are equally large, so whether the garage is "too small" is a somewhat subjective judgement. Overlapping the pavement several times a day to unload would be of less importance at the end of a cul-de-sac than in many places.

The main problem, looking at the plan drawings, would appear to be that the residents' on-street parking bays are misaligned, making turning or reversing into the garage and the space in front of it difficult or impossible.

Since the proposals ask for at least one residents' parking bay to be removed, surely a less damaging solution for the conservation area, sustainability and neighbours' amenity would be to move the street parking bays back, away from the garage a small way, so that sufficient turning space is left for the applicant to access their garage or unload from directly in front of their house.

Would a dedicated parking space for the business, outside this house, be another possibility?

We do not believe that widening the crossover and paving over part of the front garden is necessary to meet the applicant's business needs, it would damage Highgate Conservation Area, and be contrary to various policies, as outlined above.

We therefore believe that this application should be refused.