

120 ARCHWAY ROAD

LONDON BOROUGH OF HARINGEY

RESIDENTIAL REDEVELOPMENT

PLANNING STATEMENT



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1.0 INTRODUCTION

- 1.1 This Planning Statement has been prepared by NTA Planning LLP on behalf of the proprietors of no.120 Archway Road, London N6 5BH (the **Site**), which falls within the London Borough of Haringey (the **Council**).
- 1.2 The Site comprises half of a semi-detached pair of dwellings located on the east side of Archway Road. The property is a late-20th century infill, comprising three storeys set under a flat roof. The building is uncharacteristically set down into the ground and set back from the principal building line, accommodating forecourt parking.



- 1.3 The area is generally characterised by residential development, ranging from 3 to 4 storeys in height, and accommodates a range of housing typologies which typically include terraced properties comprising a mixture of houses and flats. The streetscene is generally characterised by Victorian-era properties, however these are interspersed with mid-20th century infill developments (including the application Site).
- 1.4 Having regard to the established context, the application Site makes inefficient use of this very well-located urban brownfield Site. Moreover, the building is not considered to make a positive contribution to the streetscene, sitting back from the established building line, and more generally is of poor design quality and appearance, harmful to its conservation area setting.



120 ARCHWAY ROAD (SECOND RIGHT) WITHIN THE STREET SCENE

- 1.5 Accordingly, the Applicants wish to take this opportunity to improve the residential offer. The proposal comprises the demolition of the existing semi-detached property, and its replacement with a new building comprising four principal storeys, with a subservient fifth floor, together with landscaping improvements, accommodating 5 self-contained flats. The flats would comprise 1 x 1b1p and 4 x 1b2p.
- 1.6 The planning application is supported by the following technical documents which should be read alongside this Planning Statement:

Document	Prepared by
Design & Access Statement	Spacelab
Existing drawings	
Proposed drawings	
Proposed views	
- Daylight/Sunlight Assessment	Anstey Horne
- Air Quality Neutral Assessment	AQ Consulting
- Tree Survey/Arboricultural Impact Assessment	GHA Trees
- Heritage Statement	HCUK
- Draft Construction Management Plan (Outline)	PTP
- Preliminary Ecological Appraisal	ROAVR
- Biodiversity Net Gain	ROAVR
- Energy Statement	Wessex Energy

2.0 DESCRIPTION OF THE SITE AND SURROUNDING AREA

a. APPLICATION SITE

- 2.1 The application Site is no.120 Archway Road, N6 5BH. The Site currently comprises half of a semi-detached pair of dwellings, located on the east side of Archway Road.



SITE LOCATION

- 2.2 The property is a late-20th century development, comprising three principal storeys, set under flat roof.
- 2.3 The building is uncharacteristically set down into the ground, thereby not providing inclusive access, and furthermore, results in relatively poor-quality accommodation at this lower level. The building is also uncharacteristically set back from the principal building line to accommodate forecourt parking and appears incongruous in the streetscene.



VIEW FROM ARCHWAY ROAD

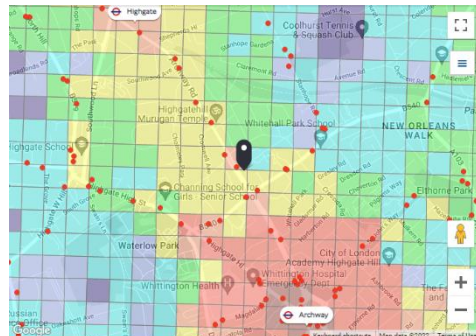
b. SURROUNDING AREA

- 2.4 The area is generally characterised by residential development, ranging from 3 to 4 storeys in height, and accommodates a range of housing typologies. The streetscene is generally characterised by Victorian terraced properties, constructed from London stock brickwork set under tiled roofs, however these are interspersed with mid- 20th century infill developments. The infill properties are brick built, and predominantly set under flat roofs. There are number of other recent infill developments of varied styles, comprising back land sites and development on the opposite side of Archway Road, however due to their positioning and local topography, they are not considered to affect the immediate Site setting.
- 2.5 The Site falls within the Highgate Conservation Area. Paragraph 6.4.21 of the Highgate Conservation Area Character Appraisal and Management Plan (Dec 2013) notes that nos 118 and 120 are the first houses on the east side of Archway Road, north of the bridge. *“They are among the few modern buildings along the road and are probably 1980s. The houses are three storeys, semi-detached, set back from the roads to provide parking spaces in front of the houses. The houses are well kept and have some planting outside, but are not historically interesting”*.



SITE CONTEXT PLAN

- 2.6 It is worth noting that there is modern, part 8, part 10-storey development at 16 Archway Road which was developed by the same architects as this proposal, Spacelab. The new building houses 26 flats, and is finished in a contemporary, sculpted aesthetic.
- 2.7 Archway Road is the main through route from Central to North London. The Site sits approximately halfway between Highgate and Archway London Underground Stations, which are served by the northern line. Archway Road also benefits from several bus routes, with bus stop HW sitting approx. 100m north of the Site.
- 2.8 Having regard to the Site's location and the public transport operating in the area, the Site benefits from a Public Transport Accessibility Level (PTAL) of 4 (very good).



PTAL MAP (SOURCE: WEBCAT, 2022)

3.0 PLANNING HISTORY

a. APPLICATION SITE

- 3.1 There is only 1 planning application on record for no.120 Archway Road, which is summarised in the table below:

REFERENCE	ADDRESS	DESCRIPTION	DECISION
OLD/1989/0039	120 Archway Road	Construction of vehicular crossover to footway.	Approve with Conditions

b. SURROUNDING AREA

- 3.2 There are numerous applications on nearby sites which are of material relevance. We provide a summary below.

191-201 Archway Road London N6 5BN
HGY/2015/2517

- 3.3 Regarding the proposal for *‘Erection of building behind retained Archway Road facade and fronting Causton Road to provide 25 residential dwellings (Class C3) at basement, ground, first, second, third floor level, including retention of existing facade fronting Archway Road and side return wall on Causton Road. Demolition of all existing buildings to the rear. Retention of retail floor space unit at ground floor level (Class A1). Change of use or part ground floor and part basement from retail (Class A1) to Class B1 use. Provision of associated residential amenity space, landscaping and car parking’*, officers concluded that *“the proposed development is considered acceptable in principle in this instance as it would provide residential dwellings”*. Officers added that the proposal *“contributes to the Borough’s housing targets as set out in Haringey’s Local Plan and the London Plan”*.

- 3.4 This is a relevant example, and confirms that officers support the principle of demolition in Highgate Conservation Area to provide residential dwellings.

Former Police Station, Magistrates' Court and Telfer House,, Corner of Bishops Road, Church Road and Archway Road, London, N6 4NW, London
HGY/2014/2464

- 3.5 Permission was granted in March 2015 for the *‘Demolition of all existing buildings and construction of a part 3 to part 7 storey apartment block and a 3 storey mews block to provide 82 residential flats, including basement and undercroft car parking with 41 spaces, and comprehensive landscaping of the site’*.
- 3.6 In approving the application, officers considered the principle of the demolition of the existing buildings and construction of new building to provide dwellings to be acceptable. It was considered that the development *“contributes to the Borough’s housing targets as set out in Haringey’s Local Plan and the London Plan”*.

4.0 PRE-APPLICATION CONSULTATION

2015 Pre-Application Enquiry (ref. PRE/2015/0190)

- 4.1 In 2015, the Applicants sought pre-application advice from the Council for demolition of both no.118 and no.120 Archway Road, to allow the creation of a new five storey building comprising 9 self-contained flats (1 x 3 bed and 8 x 2 bed).
- 4.2 In summary, officers advised that the principle of constructing a replacement building to provide additional residential units on the Site was acceptable, subject to addressing material considerations identified.

2022 Pre-Application Enquiry (PRE/2022/02266)

- 4.3 Prior to the submission of this planning application, the Applicant sought formal, paid pre-application advice. The pre-application submission related solely to no.120 Archway Road. The enquiry sought the 'Demolition of the existing semi-detached property, and its replacement with a new building comprising four principal storeys, with a subservient fifth floor, together with landscaping improvements, accommodating 5 self-contained flats (2 x 1b2p and 3 x 2b3p)'.
- 4.4 A meeting was held on Wednesday 7th December 2022, attended by Ben Coffie and Matthew Gunning from the Council's Planning Department, and the Design and Conservation Officers. A follow-up meeting was held on Tuesday 14th February 2023, which was followed by receipt of formal written advice. Additional advice was then provided to refine the proposal, with specific regard to height and bulk.



ELEVATION FROM ARCHWAY ROAD – 2022 PRE-APP (LEFT) AND CURRENT PROPOSAL (RIGHT)

- 4.5 We provide a summary of the relevant comments provided by officers below, together with our responses (highlighted) where relevant.
- *Testing different three-dimensional building forms within the represented site, its immediate context and constraints will allow for example conditions of daylight sunlight and outlook from rooms within the flats and quality of the rear amenity spaces etc to be understood.*

The daylight and sunlight from the proposed flats has been assessed by Anstey Horne, and the full 'Report On Overshadowing And Daylight & Sunlight Within The Proposed Dwellings' has been submitted with this planning application. The Report concludes that the proposed development can be considered acceptable in planning terms in relation to daylight and sunlight.

- *There is a concern about the extent of the projection forward of No 118 in terms of amenity consideration and also space for the storage of refuse bins.*

As concluded in the Daylight Sunlight Report, it is not considered that the setting forward of the proposed building would impact on No 118. There is also sufficient space for refuse bin storage at the ground floor of the proposed building.

- *A developed scheme for this site it would also need to be tested in views into and out of the conservation area along Archway Road, so to better understand its visual impact on the surrounding historic environment.*

Proposed views have been included in the submission pack for this application. Also, the proposal has been assessed by heritage consultants HCUK, to ensure that the proposal will have an acceptable impact on the conservation area.

- *The proposal should be accompanied with a daylight/sunlight report as it is noted that there are mature trees located at the rear of the site, sitting on an elevated bank.*

The Daylight Sunlight Assessment has been conducted with specific regard to how the trees impact the light levels to the proposed development. The Report concludes that, due to the dense trees and foliage to the north and rear of the property and neighbouring properties along Archway Road, the proposed development will experience a similar level of daylight as the existing neighbouring properties.

- *Due to the proposed height of the development and the presence of mature trees to the rear diffuse daylight reaching the ground floor and first floor rooms is likely to be very restricted, again meaning that daylight/sunlight analysis will need to be carried out.*

As detailed in the Daylight Sunlight Report, the ground and first floor bedroom and Living Kitchen Diner (LKD) to the front will exceed the recommended guideline values for Daylight Factor. The ground and first floor LKD, bedroom and study will meet the recommended guideline values for Daylight Factor when assessed with no leaves to the dense trees to the rear.

- *A measured survey of the trees on the adjoining hillside will need to be carried out to inform a greater understanding of their effects on light, as aerial photograph strongly indicate that they have a pronounced effect on light and heavily overshadow the small rear garden to this site.*

An Arboricultural Impact Assessment has been completed by GHA Trees, and the existing trees have been incorporated into the Daylight and Sunlight Assessment completed by Anstey Horne. As such, the existing trees have been sufficiently assessed during the preparation of this planning application.

- *The proposal would mean that the remaining semi-detached house would sit next to a deep and high expanse of wall projecting beyond its rear elevation. Such a sizeable increase in the scale and massing of would affect conditions of light and outlook and lead to greater sense of enclosure, with conditions exacerbated by the size of this plot and presence of large trees etc.*

The depth of the proposal has been reduced across all storeys, which has significantly reduced the volume of wall that would project beyond the rear elevation of the neighbouring property. It is now considered that the impact that the development would have on light, outlook and

enclosure are greatly reduced. The daylight/sunlight impact is considered acceptable, as set out in the Anstey Horne report enclosed.

- *The relationship of the increased depth to the rear and its effect on the upper floors rear windows to No 122 is unclear, with there being potential impact on conditions of light and outlook to the rear windows to this property.*

The reduction of the depth of the building would improve the light and outlook that the rear windows of No. 122 benefit from. Also, it is considered that there is sufficient separation between the Site and No. 122, which further protects the rear facing windows from a loss of light and outlook.

- *The introduction of rear balconies could raise concerns with regards to loss of privacy to the existing garden areas and direct views into internal habitable space of the adjoining dwelling.*

The position of the balconies has been reconfigured, and direct views into the neighbouring habitable rooms is no longer possible.

- *Any planning application would need to be supported by an Energy Report to demonstrate compliance with the above policies.*

An Energy and Sustainability has been prepared by Wessex Energy, which demonstrates that the proposed development meets the sustainability standards and policies set out in the London Borough of Haringey's Core Strategy, Development Management Document and Supplementary Planning Documents.

- *An application here should be accompanied by an Air Quality Assessment.*

An Air Quality Assessment has been prepared by AQ Consulting, which concludes that air quality conditions for future residents of the proposed development would be acceptable.

- *Cycle parking will need to meet the numerical requirements of the London Plan (9 long stay and 2 short stay cycle parking spaces) and will need to be designed to meet the London Cycle design Standards as produced by TfL. All dimensional details will need to accompany any future application to demonstrate adherence with the design standards and that the proposed arrangements are secure, convenient and easy to use. As shown in the submission it does appear there may be a number of doors needing to be passed through to access the store, the arrangement should be direct and easy to use. Visitor parking should be separate to the long stay parking and in a convenient and well overseen position.*

Cycle parking meets the London Plan standard. The number of doors from street to cycle store has been reduced from 3 to 2, allowing the store to be accessed easier. The visitor cycle parking is now separate from the long stay, and is now located adjacent to the main entrance of the building, which is considered to be a convenient and well overseen position.

- *The proposed bin storage and collection arrangements will need to meet the Borough's requirements regarding capacity and pull distance.*

The refuse storage and arrangements are in line with the Borough's requirements.

- *Given the site's location immediately adjacent to other residential dwellings and a trunk road, it will be necessary for a detailed draft of a Construction Logistics Plan to accompany any future application.*

A Draft Construction Logistics Management Plan has been prepared by PTP, which shows that, as a result of construction works, construction traffic should not have a detrimental effect on the highways or the local community.

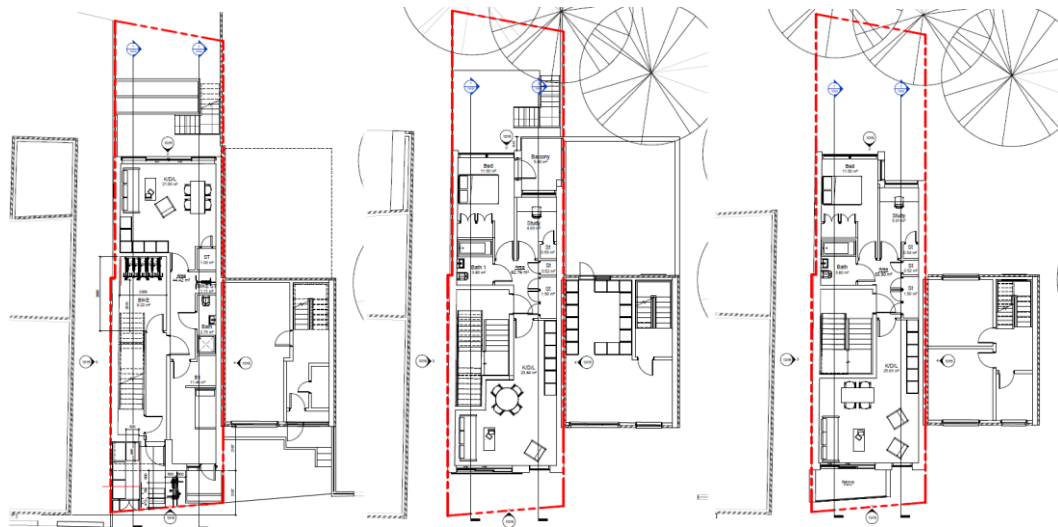
5.0 THE PROPOSED DEVELOPMENT

- 5.1 The proposal seeks the demolition of the existing building at no.120 Archway Road and erection of a replacement building comprising 4 principal storeys, a subservient 5th floor, and landscaping improvements.



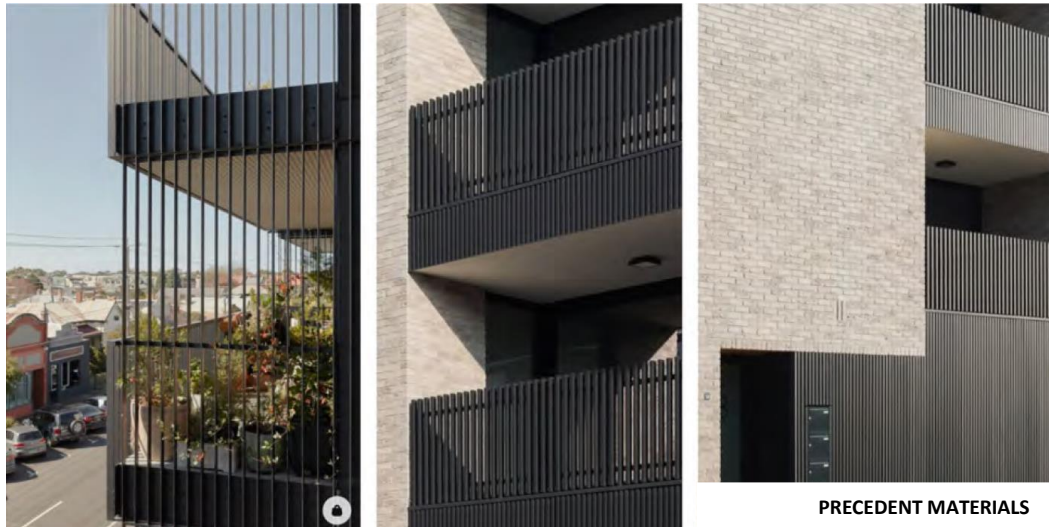
ARCHWAY ROAD ELEVATION AS PROPOSED

- 5.2 The proposal will accommodate 5 self-contained flats, comprising 1x1b1p unit at ground floor, and 4x1b2p units over the 1st-4th floors. Each flat accommodates a single floor within the building, benefits from dual aspect, and has been designed to meet minimum space standards.



PROPOSED GROUND (LEFT), 1ST (CENTRE) AND 2ND (RIGHT) FLOOR PLANS

- 5.3 Each flat is served with external amenity space. The ground floor unit benefits from a 34.7sqm garden at the rear of the Site together with a balcony area to the frontage. The first-floor flat benefits from front or rear balconies which meet the requirements. Each habitable room within the proposed units is served by at least one window.
- 5.4 Cycle storage is accommodated within the building at ground floor level. Refuse storage is provided at the Site frontage, adjacent to the main entrance.
- 5.5 With regard to external design, the proposals comprise four principal storeys (ground, 1st, 2nd and 3rd floors), together with a pitched roof top storey.
- 5.6 The proposals adopt a contemporary but restrained design approach, paying due regard to its largely Victorian context. The Applicants have sought to align window heights with the adjoining Victorian terrace; however, it is not possible at every level.
- 5.7 Elevations are proposed to be constructed from brickwork, given the largely brick context. However, there is opportunity to provide a subtle contrast in hue, having regard to the more contemporary form of the proposals and providing a contrast to the adjacent stock brick terraces.



- 5.8 The front façade is further characterised through the provision of a projecting balcony bay column from the 2nd floor upwards, which houses the front balconies. There is also a projecting bay feature to the rear that runs from the ground to 4th floor. The balcony at first-floor projects from the rear elevation, which is typical of current day London vernacular and housing requirements.
- 5.9 Given the very good PTAL level of the Site, the proposed flats are presented as car free.

6.0 RELEVANT PLANNING FRAMEWORK

6.1 The following documents comprise the relevant Development Plan, and are relevant to this proposal:

National

National Planning Policy Framework (NPPF)	2023
National Planning Policy Guidance (NPPG)	

London

London Plan	2021
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London Borough of Haringey

Strategic Policies 2013	2017 (with alterations)
Development Management DPD	2017
Planning Obligations SPD	2018
Sustainable Design and Construction SPD	2013
Conservation Area Appraisal	2013
Highgate Neighbourhood Plan	2017
New Local Plan	Draft

6.2 According to the Council’s Planning Policy Map, the Site is subject to the following designations:

- Highgate Neighbourhood Plan Area
- Highgate Conservation Area
- Family Housing Protection Zone



POLICY MAPS EXTRACT

7.0 PLANNING ASSESSMENT

7.1 The key planning issues are as follows:

- a. Land Use
- b. Proposed Housing (Mix and Tenure)
- c. Quality of Accommodation
- d. Design and Heritage
- e. Neighbouring Amenity
- f. Transport/Servicing/Access
- g. Trees and Landscaping
- h. Air Quality
- i. Energy and Sustainability
- j. Biodiversity

a. Land Use

7.2 At a national level, the National Planning Policy Framework (NPPF), Chapter 5, has specific regard to housing, stating that ‘to determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment... [and] within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies’.

7.3 The London Plan Objective GG4 states that to create a housing market that works better for all Londoners, those involved in planning and development must create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs, including for specialist housing. Policy H1 of the London Plan outlines the Boroughs' 10-year target for net housing completion which highlights the pressing need for more homes in London and that a genuine choice of new homes should be supported which are of the highest quality and of varying sizes and tenures in accordance with Local Development Frameworks.

7.4 The delivery of new housing meets the London Plan’s aspirations under Policy H1 for Haringey to provide 15,920 within the 10-year target period commencing from 2019/20.

7.5 Policy H2 supports the use of small sites highlighting that boroughs should support the construction of well-designed dwellings on small sites.

7.6 At a local level, Haringey’s Development Management Policy DM10 (Housing Supply) states that the Council will facilitate the delivery of 19,802 new homes on previously developed land with the Borough by 2026. Policy SP1 directs new housing to areas identified as having capacity to accommodate growth, primarily within Tottenham and Wood Green. However, whilst allocated sites are prioritised, the Council anticipates proposals for windfall development will continue to come forward and where they are deemed to comply with the relevant policies of Plan, windfall developments are deemed to make a valuable contribution to Haringey’s housing supply over and above the sufficient allocated sites.

7.7 Policy DM10 continues, stating that the Council will resist the loss of all existing housing unless the housing is replaced with at least equivalent new residential floorspace.

- 7.8 The proposal will result in the loss of 1 homes, however it presents the construction of a replacement building rising to five-storeys, comprising 5 residential units, totalling a net increase of four units.
- 7.9 In line with previous advice provided by the Council at pre-application stage, the principle of housing intensification should be supported and considered acceptable.

b. Proposed Housing (Mix and Tenure)

- 7.10 The NPPF seeks that “a wide choice of high-quality homes” are provided through development, which is reiterated in the latest London Plan.
- 7.11 Development Management Policy DM11 of the Local Plan seeks to secure the delivery of a mix and balance of housing types. As noted above, policies support developments which seek to increase the provision of housing within the Borough. Given the location of the Site, adjacent the Archway Road, which is a main and busy route but one that affords good access to public transport, it is considered that the proposed mix of 1 x 1b1p and 4 x 1b2p is appropriate having regard to the Site and its context. Policy DM11 recognises that not all sites will be suitable for family sized accommodation, particularly locations such as this where it would not be possible to provide a wholly satisfactory environment for young children. The Policy (part Aa) states that individual site circumstances, including location, character of its surround, site constraints and scale of development proposed, should all be considered. The proposed mix is therefore deemed acceptable.
- 7.12 Additionally, it was considered that the provision of a family-sized unit over ground and first floor would result in the scheme being unviable, as the quantum of units on offer would need to reduce to 4, which is below the level required to ensure the financial viability of the scheme.
- 7.13 Development Management DPD, Policy DM13, states that affordable housing provision will be sought on development of 10 or more homes. The proposed development does not trigger this threshold and therefore, no affordable housing is provided.

c. Quality of Accommodation

- 7.14 New residential developments are expected to provide a good standard of amenity for future occupiers. New residential units must comply with the minimum floorspace standards of London Plan Policy D6 and meet the requirements of the Mayor of London’s Housing Design Standards LPG.
- 7.15 Policy DM1, DM12 and SP2 seeks all new housing to be high quality and meet or exceed internal and external space standards of the London Plan and Mayor’s SPG. At national level, the ‘Technical housing standards – nationally described space standard’ sets out the internal space standards required for new dwellings. The Local Plan reiterates the need for housing developments to conform to these requirements.
- 7.16 All the proposed units have been designed in accordance with the Mayor of London’s Housing Design Standards LPG and achieve or exceed the Mayor’s minimum internal space standards. Units are also dual aspect. A full Accommodation Schedule accompanies this submission for planning permission.

- 7.17 The London Plan requires all dwellings to be accompanied by adequate private open space (i.e. outdoor amenity area). The Plan sets a minimum space requirement of 5sqm per 1-2 person dwelling with an extra 1sqm for each additional occupant. All flats are provided with private amenity space by way of a private rear garden measuring 34.7sqm for the ground floor unit, and private balconies measuring 5sqm for the upper floor units, meeting (and in one case, exceeding) the London Plan's minimum expectations.

d. Design and Heritage

- 7.18 The NPPF (2023) seeks to ensure that developments function well and add to the overall quality of an area.
- 7.19 Paragraph 131 of the NPPF (2023) states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. 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.
- 7.20 Paragraph 135 adds that *"developments should function well and add to the overall quality of the area, be visually attractive as a result of good architecture, layout and appropriate and effective landscaping, be sympathetic to local character and history, establish a strong sense of place, whilst optimising the potential of the site to accommodate and sustain an appropriate amount and mix of development"*.
- 7.21 Paragraph 135 also seeks to ensure that developments be visually attractive through good architecture and be sympathetic to local character and history.
- 7.22 With regard to heritage assets (in this case the Highgate Conservation Area, Archway Bridge and St Augustine's Church) para 200 of the NPPF states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting.
- 7.23 London Plan Policy HC1 (Heritage, Conservation and Growth), adds that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early in the design process.
- 7.24 Policies D1, D3, D4 and D8 of the London Plan further state that the design of new developments should reinforce the character of the neighbourhood and have regard to the form, function, and structure of an area, and of surrounding buildings. The policies further seek high quality materials and design appropriate to its context. Buildings should be of the highest architectural quality and comprise details and materials that complement the local architectural character.
- 7.25 Policy 11 of the Local Plan, states that new development needs to be of the highest standard of design that respects its local context and character and historic significance.
- 7.26 Local Policy SP12 Conservation states that *"the Historic Environment should be used as the basis for heritage-led regeneration and as the basis for good design and positive change. Where possible, development should help increase accessibility to the historic environment."*

- 7.27 The above is further supported at local level by policies DM1, DM2, DM3, DM6, and DM9 of the Development Management DPD which seek to ensure developments contribute to providing a high-quality built environment which contributes positively to the character of the surrounding area, including conservation areas.
- 7.28 At neighbourhood level, the Highgate Neighbourhood Plan Policy DH1 (Demolition in Highgate's Conservation Areas) states that proposals to demolish buildings and structures that are non-designated heritage assets will be subject to a balance judgement with regard to the scale of the loss and the significance of the asset. Any proposed replacement should make a positive contribution to the conservation area.
- 7.29 The Heritage Statement, produced by HCUK and accompanying this planning submission, states that the existing pair of semi-detached properties nos.118-120 are incongruous in appearance, with poor detailing and unsympathetic material finishes. It is considered that these buildings have a negative impact on the conservation area, as well as the settings of Archway Bridge and St Augustine's Church. The removal of the existing building, and erection of the proposed building, allows for the introduction of a building of greater architectural and visual quality than existing, to the betterment of the conservation area and nearby listed assets.
- 7.30 In accordance with paragraph 205 of the NPPF, when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Paragraph 206 adds that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.
- 7.31 The proposed works of demolition of the existing building, which is of little architectural merit, and erection of a new building of greater architectural quality cause no harm either to the Highgate Conservation Area, Archway Bridge or St Augustine's Church. Please refer to the enclosed Heritage Statement for further information.
- 7.32 With regard to the detailed design of the proposed development, please see the Design Statement prepared by the project architects, Spacelab, for further information. We provide a summary below.
- 7.33 The proposals comprise four principal storeys (ground, 1st, 2nd and 3rd floors), together with a pitched roof fourth floor. The front building line of the proposed building has been set back from the adjacent terrace row, and forward of the adjoining dwelling, sitting comfortably in the middle of the two differing building lines. Therefore, the proposed building sits well within its setting by respecting the more prominent 'book-end' neighbour at no.122 and providing a positive, stepped transition towards no.118.
- 7.34 The proposals adopt a contemporary, but restrained, design approach paying due regard to its largely Victorian context. The Applicants have sought to align window heights with the adjoining Victorian terrace. Elevations are sought to be constructed from brickwork, reflective of their context. The pitched roof top floor accords well with the established Victorian setting, particularly the proposed gable-fronted roof that will align with the roof of no.122.
- 7.35 A pitched roof alongside an extruded facade, are a contemporary interpretation of the terrace houses that define the streetscape along with the various types of existing bay windows that front these terraces. The pitched roof itself, sits lower than its direct neighbour, whilst the front facade

- sits further back from the street than the existing terraces, then stepping back again, as it cascades back towards the adjoining.
- 7.36 The palette of materials has been chosen to sit comfortably within the streetscape, yet provide a simplistic clean facade. A light sandstone coloured brick alongside gunmetal grey railings blend aspects of the existing brick and stonework along the street whilst the railings sit comfortably next to the existing boundary wall that runs the length of the street.
- 7.37 Soft landscaping is proposed throughout the site. Much of this will be to the rear within the stepped garden. Similarly, the frontage will benefit from a sunken stepped planter, providing a softness to the streetscape, whilst creating a barrier for the ground floor flat.
- 7.38 The proposals are considered to achieve a high standard of design and contribute to the positive and more distinctive character of the local area, relating positively to the neighbouring structures.
- 7.39 Overall, the proposals are of a high design quality, and make a positive contribution in adherence to the above-mentioned policies.

e. Neighbouring Amenity

- 7.40 Policy DM1 of the Development Management DPD states that 'development proposals must ensure a high standard of privacy and amenity for the development users and neighbours. The Council will support proposals that;
- Provide appropriate sunlight, daylight, and open aspects to all parts of the development and adjacent buildings and land
 - Provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and the residents of the development and
 - Address issues of vibration, noise, fume, odour, light pollution and microclimatic conditions likely to arise from the use and activities of the development.'
- 7.41 Policy DM1 'Delivering High Quality Design' subsection D deals with Privacy and Amenity. The policy states that the Council will support proposals that "provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and land".
- 7.42 Given the height, mass and bulk of the proposed development, the applicants are aware of the developments potential to impact on the amenity of surrounding residential occupiers in terms of loss of daylight/sunlight, overshadowing, overlooking and loss of outlook.
- 7.43 Given the orientation of the proposed building, the location of new windows and the buildings' relationships with their neighbours, there is not expected to be any adverse harm to neighbours by way of overlooking or loss of outlook. The depth of the proposed building has been reduced following pre-application discussions, meaning the impact loss of outlook, privacy and daylight/sunlight to the adjoining neighbours has improved. No flank windows are proposed. there are narrow side windows proposed within the rear bay feature which were required to improve light levels to the proposed flats, however it is considered that their size, shape and orientation would not result in a detrimental loss of privacy to the existing occupiers at no.118.

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| 7.44 | All units are dual aspect with acceptable levels of daylight and sunlight. A Daylight & Sunlight Assessment from Anstey Horne has been submitted in support of this scheme. Their report concludes that the south facing bedrooms and LKDs will exceed the recommended guideline values for Daylight Factor, and of the north facing rooms, 6 of the 9 rooms will meet the recommended guideline values for Daylight Factor. The remaining three rooms will meet the recommended guideline values for Daylight Factor when assessed with no leaves. |
| 7.45 | This shows that the presence of the dense trees and foliage to the north and rear of the property is the key factor in daylight performance for the proposed development. Fundamentally, all the adjacent properties along Archway Road will experience a similar level of daylight as the proposal, due to the dense foliage. None of the proposed flats would have a daylight level lower than the neighbouring properties, which are all impacted by this naturally constrained site. |
| 7.46 | This also applies to the rear garden of no.122 Archway Road, as in both the existing and proposed condition, the garden will be inadequate sunlit throughout the year. Even without the proposal, the garden to no.122 receives inadequate light. |
| 7.47 | All rooms meet the BRE Guidelines with the lease removed from the trees, confirming daylight availability is likely to be adequate all year round. All apartments will have at least one room that meets the minimum criterion for sunlight exposure for that room use and therefore conforms with the default BRE Guidelines. Therefore, overall, it is considered the proposed development can be considered acceptable in planning terms in relation to daylight and sunlight. |



DENSE FOLIAGE TO THE REAR OF THE ADJACENT TERRACE ROW (RED MARKER OVER SITE)

f. Transport/Servicing/Access

- 7.48 London Plan Policy T1 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 sets out requirements for residential car parking spaces.

- 7.49 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling. This approach is continued in Policies DM31 and DM32 of the DM DPD.
- 7.50 The Site is in PTAL 4, so benefits from good public transport links. The Site has convenient access to local shops, services, facilities and transport links. Archway Station (London Underground) is only a 9min walk and 2min bicycle ride from the Site. Upper Holloway Station (London Overground) is only a 14min walk and 3 min bicycle ride from the Site.
- 7.51 No on-site car parking will be provided as part of the development. This is considered appropriate given the highly accessible location of the Site and is in accordance with policies provided in the London Plan and Haringey Development Management DPD Policy DM32. The Site also falls within a double red Traffic Regulation Order (TRO) with limited parking options nearby. The proposed development will be car-free in line with the pre-application advice received.
- 7.52 To promote more sustainable modes of travel, cycle parking will be provided on Site in accordance with the standards set out in the London Plan. There will be 12 cycle spaces in the communal storage, 2 short stay spaces located conveniently adjacent to the main entrance, and 1 cycle space located in the ground floor flat. The details of cycle parking are in line with the London Plan and the London Cycle Design Standards (LCDS).
- 7.53 Refuse stores are provided at the ground floor. Servicing of the store is proposed to be taken on-street, with refuse vehicles being able to stop along Archway Road, as per existing arrangements.
- 7.54 The proposed building will be accessed from Archway Road, with the upper floors accessed via a stair core.
- 7.55 In terms of construction, a Draft Construction Management Plan (Outline) has been prepared by PTP. The Draft DCMP sets out how the contractor will ensure that the proposed works can be implemented without undue impact on neighbouring amenity. The Draft DCMP is submitted herewith.

g. Trees and Landscaping

- 7.56 London Plan Policy G7, part C states that development proposals should ensure that, where possible, existing trees of value are retained. Neighbourhood Plan Policy OS2 (Protection of Trees and Mature Vegetation) states that within conservation areas, mature trees and mature vegetation, which have townscape, ecological or amenity value should be retained where possible.
- 7.57 Given the Site is in a conservation area and there are trees on adjacent land, a Tree Survey and Arboricultural Impact Assessment (AIA) by GHA Trees. The AIA concludes that the principal arboricultural features within the site can be retained and adequately protected during development activities. As such, net impacts on trees are assessed as being low.

h. Air Quality

- 7.58 The Haringey Development Management PDP Policy DM23 'Environmental Protection' states that development proposals should be designed to a) improve or mitigate the impact on air quality in the Borough and b) Improve or mitigate the impact on air quality for the occupiers of the building or users of the development.

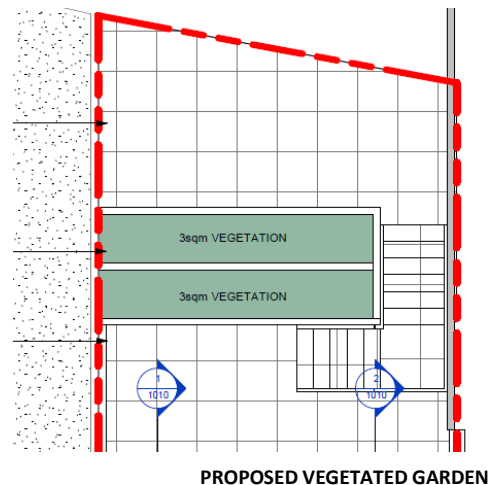
- 7.59 An Air Quality assessment has been completed by AQ Consulting. The assessment has considered the following:
- Air quality to ensure that new residents are not exposed to exceedances of the air quality objectives
 - Whether emissions, from road traffic generation and the development itself, have the potential for significant air quality effects
 - Due to the proximity of the proposed development to the busy Archway Road, the suitability of the site for residential development has been assessed
 - Determining whether the proposed development is 'air quality neutral'
- 7.60 In summary, the overall operational air quality effects of the proposed development are judged to be 'not significant'. Air quality conditions for future residents of the proposed development have been shown to be acceptable, with concentrations below the air quality objectives throughout the site.
- 7.61 It can therefore be concluded that the proposed development is not considered to conflict with national, regional, and local planning guidance, as it pertains to air quality.

i. Energy and Sustainability

- 7.62 The NPPF requires development to contribute to the transition to a low carbon future, reduce energy consumption and contribute to and conserve the natural environment.
- 7.63 Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Residential development is required to achieve a reduction in CO2 emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.
- 7.64 Policy DM1 of the DM DPD states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 of the DM DPD expects new development to consider and implement sustainable design, layout and construction techniques.
- 7.65 In support of this application, Wessex Energy have produced an Energy Statement, which concludes that the proposal meets the sustainability standards and policies set out in the London Borough of Haringey's Core Strategy, Development Management Document and Supplementary Planning Documents.
- 7.66 The sustainability strategy focuses on the implementation of sustainable systems for energy, water, waste management, and construction management. Attention will be given to reducing the environmental impact throughout the lifetime of the building, during construction, refurbishment and operation.
- 7.67 In summary, the approach to designing and constructing a sustainable development will result in a development that will comply with the London Borough of Haringey's policies on sustainability and energy.

j. Biodiversity

- 7.68 London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain.
- 7.69 Policy SP11 of the Local Plan promotes high quality landscaping on and off-site and Policy SP13 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation.
- 7.70 Policy DM1 of the DM DPD requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 of the DM DPD expects proposals to maximise opportunities to enhance biodiversity on-site.
- 7.71 ROAVR were instructed to prepare a Preliminary Ecological Appraisal (PEA) and Biodiversity Net Gain (BNG) assessment. The PEA concludes that, subject to the implementation of the recommended mitigation measures, the proposed development is unlikely to have a significant ecological impact.
- 7.72 Due to the small scale of the development and the distances involved, it is considered unlikely that the development will have any direct or indirect impacts on any designated sites, including non-statutory designated sites.
- 7.73 In accordance with the NPPF, recommendations for enhancements have been made within the PEA, aimed at improving the ecological value of the site.
- 7.74 The BNG concludes that the proposals loss of existing habitat can be mitigated through the provision of 6sqm of vegetated garden. The proposal includes the required 6sqm of vegetated garden to the rear and therefore meets the necessary biodiversity net gain.



8.0 SUMMARY AND CONCLUSIONS

- 8.1 This statement supports a planning application made to the London Borough of Haringey for the proposed redevelopment of no.120 Archway Road.
- 8.2 The existing Site accommodates a two-storey single dwelling, comprising one half of a semi-detached pair of houses. The non-descript, late 20th century property is anomalous in the street scene, and in our view, detracts from the predominant Victorian terraces along this part of Archway Road. The building is uncharacteristically set down and set back from the principal terraces adjacent.
- 8.3 The proposal seek the redevelopment of no.120 Archway Road, providing 5no. residential units, following demolition of the existing dwelling on Site.
- 8.4 The application proposals follow pre-application advice received from the London Borough of Haringey. The Applicants have taken on board pre-application advice provided in designing the proposed building, ensuring that the scale and design, can be supported.
- 8.5 It is considered that the loss of the existing building to allow for a multi-unit development and improved massing and appearance should be strongly supported. The provision of 5no. residential units, resulting in a net gain of 4 units, make a meaningful contribution towards the borough's housing targets.
- 8.6 It is demonstrated in this statement, that the application Site presents a great opportunity to better utilise a highly sustainably located, brownfield site, adjacent to Highgate and Archway LU stations, and to make both a meaningful contribution to the boroughs housing needs, and to the character and appearance of the streetscene/ Conservation Area.
- 8.7 The application is supported by all relevant technical documents to allow the Council to materially assess the acceptability of the proposed development.
- 8.8 For the reasons set out herein, and within the supporting documents, we respectfully request the permissions be granted.