



Officer Report

Application Number: HGY/2024/1778
Application Type: Householder planning permission
Address: 7 View Close, Hornsey, London, N6 4DD
Proposal: Removal of planting. Creation of new hard landscaped off-street parking. Alteration to residents parking bay and moving position of pavement crossover.
Case Officer: Sion Asfaw
Valid Date: 25/06/2024
Applicant: Ms Andrea Beaghton
Agent: Mr David Adams

RECOMMENDATION

Refuse

1. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

This application is for the removal of planting and alteration to residents parking bay to introduce the creation of new hard landscaped off-street parking bay within front garden of no. 7 View Close. The works also involve the extension of the original crossover on the adjacent pavement by 3m, which in itself does not technically require planning consent.

Site and Surroundings

The subject site is a two-storey detached dwelling within View Close which is comprised of 8 modern houses built in the 1960's. The property is located within the Highgate conservation area. The site does not contain a listed building.

Relevant Planning and Enforcement history

The most recent planning history in relation to the site is as follows.

HGY/1992/0944- Erection of single storey 3.1m wide x 1.1m deep glazed extension and provision of rear rooflight 0.85m x 1.3m to facilitate light to stairwell and landing. Approve with Conditions 20/10/1992

2. CONSULTATION RESPONSE

The responses below were received following consultation on the application:

Internal:

1) LBH Transportation Team: The proposal would result in loss of a section of controlled parking zone which is contrary to policy. The proposal would result in a crossover width of approximately 7 metres which adversely impacts on pedestrian amenity.

2) LBH Conservation Team: No comments received.

3. LOCAL REPRESENTATIONS

The application has been publicised by way of a site notice displayed in the vicinity of the site and neighbour notification letters. The number of representations received from neighbours, local groups, etc in response to notification and publicity of the application were as follows:

No of individual responses: 1

Objecting: 1

Supporting: 0

Commenting: 0

The following local groups/societies made representations:

- Highgate Conservation Area Advisory Committee: The proposals would diminish the overall perception of openness in the Close. Loss of on-street parking is contrary to policy.

The following issues were raised in representations that are material to the determination of the application and are addressed in the next section of this report:

Design & character

- The proposal to replace the front garden with a parking area would damage the Highgate Conservation Area;
- The proposal would diminish the overall perception of openness in the Close.

Highway safety & parking

- Already ample parking on-street;
- Parking stress due to site location in CPZ
- Proposed crossover poses a risk to pedestrian safety by reducing pedestrian amenity

4. MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Design and Impact on the character and appearance of the conservation area;
2. Parking and highway safety.

Design and Impact on the character and appearance of the conservation area

Relevant planning policy

London Plan Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and DPD Policy DM9 set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment.

DPD Policy DM9 states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account.

Policy DM34 states that the Council will only permit parking on front gardens where:

- a) A minimum of 50% of existing soft landscaping area is being retained. All proposals must appropriately manage flood risk in line with other plan policies. Any hard standing should incorporate the use of a permeable material.
- b) All proposals will be considered having regard to their impact on the historic environment, in line with Policy DM9.

Part VII of policy TR4 of the Highgate Neighbourhood Plan (HNP) states that any new off-street parking should have regard for its impact on the character of the local area, and could be required to preserve or re-provide any means of enclosure, trees or other features of a forecourt or garden. In addition, proposals should provide adequate soft landscaping, permeable surfaces, boundary treatment and other treatments to offset adverse visual impacts and increases in surface water run-off.

Policy TR5 of the Highgate Neighbourhood Plan states any dropped kerb and crossovers will only be supported where it demonstrates:

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

The proposed alterations at 7 View Close, which involve removing existing planting and adding a parking space in the front garden would have a detrimental impact on the character and appearance of the conservation area, detracting from the verdant character of the street scene and introducing another off-street parking space to the Close.

The introduction of substantial hardstanding and introduction of off-street parking in the front garden would disrupt the established green frontage that is a hallmark of View Close. This would be considered to be contrary to Policy DM34 of the Haringey Development Management DPD (2017). The proposal would be contrary to the conservation objectives outlined in Policy HC1 of the London Plan (2021), Policy SP12 of the Local Plan (2017), and Policy DM9 of the Haringey Development Management DPD (2017), all of which emphasise the importance of preserving heritage assets and their settings.

Parking and Highway safety

Local Plan (2017) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and the public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport.

Policy DM33 of Haringey Development Management DPD (2017) outlines that proposals for new vehicular crossovers will only be supported where it is demonstrated that the proposal does not result in:

- a) A reduction in pedestrian or highway safety;
- b) A reduction of on-street parking capacity within a Controlled Parking Zone; or
- c) A visual intrusion to the street scene.

The site is situated within a Controlled Parking Zone and has poor public transport accessibility (PTAL=1b), which typically results in higher car dependency. The proposal includes extending an existing vehicular crossover to approximately 7 meters wide, which would lead to the loss of at least one on-street parking space. The loss of on-street parking is contrary to Policy DM33 of Haringey's Development Management DPD (2017), which opposes the reduction of CPZ parking.

The increased width of crossover poses a risk to pedestrian safety given the extent of the pavement that would have scope for vehicles to make access and egress from the site.

In summary, the proposed widened crossover would reduce pedestrian and highway safety and would decrease on-street parking capacity within a CPZ, contrary to London Plan Policy T4, Local Plan Policy SP7, and Development Management DPD Policy DM33. Accordingly, the application should be refused to protect pedestrian safety, maintain the area's character, and ensure effective management of transport impacts.

Conclusion

The proposal is considered not acceptable because it would cause material harm to the character and appearance of the site and conservation area and would result in unacceptable highway safety impacts.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be refused for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

5. RECOMMENDATION

REFUSE PERMISSION

For the following reason(s):

Refusal Reasons:

The introduction of hardstanding would disrupt the green frontages that are a hallmark of View Close contrary to Policy DM34 of the Haringey Development Management DPD (2017); The proposed removal of planting and hedging, identified as a positive contributor in the Highgate Conservation Area Character Appraisal (2013), would erode the area's character and replace these elements with hard landscaping and front garden parking that would undermine the established aesthetic. This is contrary to the conservation objectives outlined in Policy HC1 of the London Plan (2021), Policy SP12 of the Local Plan (2017), and Policy DM9 of the Haringey Development Management DPD (2017), and policy TR4 of the Highgate Neighbourhood Plan.

The proposed widened vehicular crossover would reduce pedestrian and highway safety, decrease on-street parking capacity within a Controlled Parking Zone (CPZ), and visually intrude upon the street scene. These issues render the proposal inconsistent with London Plan Policies T1 and T4, Local Plan Policy SP7, and Development Management DPD Policy DM33, and policy TR4 of the Highgate Neighbourhood Plan.