

PLANNING AND HERITAGE STATEMENT

1 Rosebery Mews and 88 Alexandra Park Road, Muswell Hill, London, N10 2AE

1.0 Proposal

- 1.01 Erection of a two storey rear extension to accommodate 2 self-contained flats at ground and first floor levels to rear of 88 Alexandra Park Road with internal alterations to existing flats and a terrace on part of the outrigger. 2 self-contained flats to replace existing flat and garage in new 2-storey mews style building.

EXISTING

	88 Alexandra Park Road 4 no. studios/flats	
	EXISTING	EXISTING TYPE OF DWELLING
Commercial unit	78m ²	Retail
Flat 1 – First Floor	32 m ²	Studio
Flat 2 – First Floor	32 m ²	Studio
Flat 3 – Second Floor	26 m ²	Studio
Flat 4 – Second Floor	47 m ²	1 bedroom, 1 person

	Rosebery Mews 1 no. flat	
	EXISTING	EXISTING TYPE OF DWELLING
Garage / Storage	50 m ²	n/a
Flat 5	50 m ²	1 bedroom, 2 person

PROPOSED

	88 Alexandra Park Road 4 no. studios/flats		
	PROPOSED	PROPOSED TYPE OF DWELLING	LONDON PLAN COMPLIANT
Commercial unit	84 m ²		
Flat 1 – Ground Floor	57 m ²	1 bedroom, 2 person	YES 50 m ² required
Flat 2 – First Floor	74 m ²	3 bedroom, 4 person	YES 74 m ² required
Flat 3 – First Floor	51 m ²	1 bedroom, 2 person	YES 50 m ² required
Flat 4 – Second Floor	76 m ²	3 bedroom, 4 person	YES 74 m ² required

EXISTING

	Rosebery Mews 1 no. flat		
	EXISTING	PROPOSED TYPE OF DWELLING	LONDON PLAN COMPLIANT
Flat 5 – Ground/first Floor	50 m ²	1 bedroom, 2 person	NO 58 m ² required
Flat 2 – First Floor	61 m ²	1 bedroom, 2 person	YES 50 m ² required

PROPOSED

	Rosebery Mews 2 no. flats		
	PROPOSED	PROPOSED TYPE OF DWELLING	LONDON PLAN COMPLIANT
Flat 1 – Ground Floor	58 m ²	1 bedroom, 2 person	YES 58 m ² required
Flat 2 – First Floor	61 m ²	1 bedroom, 2 person	YES 58 m ² required

2.0 Site and surroundings

The application site relates to two separate properties. The first is a 3 storey end-terraced property located on the southern side of Alexandra Park Road. The property is located within the Muswell Hill conservation Area and a Local Shopping Centre parade. The property forms the end of a parade of three storey buildings with commercial units on the ground floor with residential on the upper floors. Entrance to the residential units and commercial units is from street level, but some are serviced from a narrow road that runs along the rear of the terrace with access to Rosebery Mews which runs along the rear of this part of Alexandra Park Road.

The second is an existing flat and garage building at the end of Rosebery Mews. The flat is a two storey building which can be accessed from the service road 'Rosebery Mews' and the garage is a single storey building extending the full length of the site.

3.0 Material Planning considerations

1. Principle of Development;
2. Design and Character and appearance of the conservation area;
3. Standard and quality of residential accommodation;
4. Impact on neighbouring amenity;
5. Transport considerations
6. Energy and sustainability and
7. Other considerations

3.01 Principle of Development

- 3.01.1 London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/2020 – 2028-29) for Haringey of 15,920, equating to 1,592 dwellings per annum. Policy H1 'Increasing housing supply' states that boroughs should optimized the potential for housing delivery on all suitable and available brownfield sites, especially sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a station or town centre boundary.
- 3.01.2 London Plan (2021) Policy H2A outlines a clear presumption in favour of development proposals for small sites (below 0.25 hectares in size) and sets out a minimum target in Table 4.2 for boroughs (Haringey 10-year target is 2,600). London Plan Policy D6 seeks to optimize the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services.
- 3.01.3 The proposed extensions/internal alterations would not negatively impact on the available floorspace for the existing ground floor retail unit that faces onto Alexandra Park Road. The retail space would be improved as the current flat to the rear of the unit would be converted to storage and office space for the shop with welfare facilities i.e. WC and kitchenette.
- 3.01.4 Rear access to the site will be maintained via the office and storage space. There are no regulations issues that arise from this, as a single means of escape for a shop in one direction is limited to 18m, with the length of the shop being less than this (7.7m). There is a small existing basement area which is for storage of plant only.
- 3.01.5 Similarly, it is noted that the rear part of the site is not currently used for servicing the commercial unit and while the proposed extensions may limit serving ability, it is clear that this would not jeopardise the viability of the unit going forwards given the ability for the unit to function correctly without the need for that access. The existing door from the side will be retained which will act as an emergency exit point and access to storage.
- 3.01.6 Currently there is a single storey garage and two storey building adjacent (Rosebery Mews) which house storage and a one bedroom flat respectively. These will be demolished and replaced with mews style houses to match others along the same stretch.

3.02 Design and character and appearance of the conservation area

- 3.02.1 DPD Policy DM12 'Housing Design and Quality' states that extensions or alterations to residential buildings will be required to be of a high, site specific, and sensitive design quality, and respect and/or complement the form, setting, period, architectural characteristics, detailing of the original building, including external features such as chimneys, and porches. High quality matching or complementary materials should be used appropriately and sensitively in relation to the context. DPD Policy DM1 'Delivering High Quality Design' requires development proposals to relate positively to their locality, while Local Plan (2017) Policy SP11 requires the highest standard of design that respects local context and character and historic significance, which is equally supported by London Plan (2021) Policy D6.
- 3.02.2 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.
- 3.02.3 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. In relation to extensions or alterations to residential buildings, including roof extensions, Policy DM9 requires proposals to be of a high, site specific, and sensitive design quality, which respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original buildings, including external features such as chimneys, and porches. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.

- 3.02.4 It is noted from the planning history for properties along the same stretch include that of the construction of enlarged rear, part single, part two storey projections fronting the rear service road that runs parallel to the parade. There are a number present and under construction along the terrace. They are therefore considered an established part of the character of the area. Give the alterations that are present to the rear of the parade, it is therefore less sensitive to alterations.
- 3.02.5 The proposed extension would be located to the rear of the site so would not impact on the existing streetscene facing on to Alexandra Park Road. It would be visible from the service lane, but would replace the existing area of hardstanding and rear metal gate which is in poor condition, does not consist of any architectural details that warrant retention and currently detracts from the appearance of the area. The proposed extension would be a flat roofed structure which would be a similar design to existing extensions to the neighbouring buildings and would be finish in painted render and brick. It is considered to be in keeping with the neighbouring extensions which form part of the character of the rear access Lane and is therefore considered to preserve the character and appearance of the Conservation Area. In order to ensure an acceptable design quality and use of suitable materials a condition is being imposed asking for further detail.
- 3.02.6 The proposed terrace and balcony areas would be sufficiently small in scale, and given that small balcony areas are found along the length of the rear of the parade, the additional terrace areas would not appear as uncharacteristic features.
- 3.02.7 Overall, the works will not harm the character and appearance of the conservation area leaving it preserved.

3.03 Standard and quality of residential accommodation

- 3.03.1 London Plan Policy D6 requires housing developments to be of high quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible storage space as well as outdoor amenity space. Table 3.1 sets out the internal minimum space standards for new developments, while Table 3.2 of the London Plan provides qualitative design aspects that should be addressed in housing developments.
- Flat 1 --- 1 bedroom, 2-person unit = 50m² (57m² proposed).
 - Flat 2 --- 3 bedroom, 4-person = 74m² (74m² proposed).
 - Flat 3 --- 1 bedroom, 2-person unit = 50m² (51m² proposed).
 - Flat 4 --- 3 bedroom, 4-person unit = 74m² (76m² proposed).
 - Flat 5 (1 Rosebery Mews) – 1 bedroom, 2-person unit = 50m² (61m² proposed).
 - Flat 6 (1A Rosebery Mews) – 1 bedroom, 2-person unit = 50m² (58m² proposed).

3.03.2 *88 Alexandra Park Road*

The two units within the rear extension would be dual aspect, the units would be served by large south facing windows, with an open plan living room / kitchen area providing sufficient daylight for the future occupiers. A large glazed window would serve the bedroom to the units. A small private garden/balcony area provides amenity space for the occupiers.

Similarly, the proposed studio unit at 2nd floor level would be dual aspect, but south facing and would benefit from a small balcony area.

The four flats in the existing building (first and second floor) are all currently much smaller than the required space standards with no access to amenity space. These have therefore been remodelled to create two larger flats (3 bedroom, 4 person) and would be dual aspect. The units would be served by large north and west facing windows, with an open plan living room / kitchen area providing sufficient daylight for the future occupiers. Large windows would serve each of the two larger bedrooms to the units. The smaller bedroom would be served by a small window to the glazed void area (existing). A small private terrace/balcony area provides amenity space for the occupiers.

The proposed units would each meet the relevant internal floor space requirements and overall, the proposed development would provide an acceptable standard of accommodation for the future occupiers of the units.

3.03.3 *Rosebery Mews*

Unit 1 extends the full length of the garage at ground floor and would be set back to align with the remaining mews at first floor. The flat would be single aspect with high level windows to the kitchen. Daylighting will also be provided via the roof lights. The flat would be served by large south facing windows at ground floor with an open plan living room / kitchen area providing sufficient daylight for the future occupiers. A large glazed sliding door would provide access to a small terrace at first floor which is set back from the line of the ground floor.

Unit 1A is in line with the existing dwellings on Rosebery Mews. Whilst the flat will be single aspect, the depth of the flat is appropriate to allow natural light far into the room. There are also high level windows to the kitchen. The flat would be served by large south facing windows at ground floor with an open plan living room / kitchen area providing sufficient daylight for the future occupiers. A large glazed sliding door would provide access to a small balcony at first floor which is set back from the line of the ground floor.

3.04 **Impact on neighbouring amenity**

3.04.1 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.

3.04.2 DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring resident.

3.04.3 *88 Alexandra Park Road*

The closest neighbouring residential properties within the terrace are located on the 1st floor of the application site and neighbouring properties, the proposed extension would be 2 storeys, but would

sit below the rear windows of those residential properties. At ground floor and lower ground floor level there are no rear windows to the retail premises therefore this would not impact on residential amenity so is not considered to result in harm to residential amenity of neighbouring occupiers.

- 3.04.4 There would be a small terrace to the rear of the extension which would look onto the existing access lane and the largely blank elevation on the proposed mews buildings to the rear of the site. There are three windows that serve the mews dwelling directly opposite, but these windows do not serve habitable room windows and would be obscure therefore would not result in unacceptable levels of overlooking or loss of privacy. Similarly, the proposed terrace at roof level would not provide direct views towards habitable room windows rear of the site.

3.04.5 *Rosebery Mews*

Both units have windows at ground and first floor and a small terrace/balcony which would look onto the existing access lane and driveway of the dwellinghouse opposite. With appropriate screening these can provide private amenity areas for future users.

- 3.04.6 Overall, the proposed development would have minimal impact on the residential amenity of neighbouring occupiers, in accordance with the aforementioned policies.

3.05 Transport Considerations

- 3.05.1 London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

- 3.05.2 Local Plan Policy SP7 'Transport' 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 and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DPD Policy DM31 'Sustainable Transport'.

- 3.05.3 3 different bus services are accessible within 2 to 4-minutes' walk of the site. Both Alexandra Palace Rail station and Bounds Green Underground Station are 20 and 18-minutes' walk away respectively).

- 3.05.4 The site is not located within any of the Borough's formal CPZ's, the nearest formal CPZ areas are around 800m away to the east and west of the site.

- 3.05.5 Given the relatively small increase in the number of units, it is not anticipated that there would a significant uptake in on-street parking pressure arising from the development.

- 3.05.6 Sufficient space would be retained to the rear of the site to allow for refuse and cycle storage for the increase in the number of units proposed.

3.06 Other considerations

- 3.06.1 This application is subject to the Housing Delivery Test. The 2020 Housing Delivery Test (HDT) results were published on 19 January 2021 and as a result the LPA is now subject to the 'presumption in favour of sustainable development' and paragraph 11d of the NPPF is relevant. The Council's delivery of housing over the last three years is substantially below its housing target and so paragraph 11d) of the NPPF is engaged by virtue of footnote 7 of the NPPF. Nevertheless, the proposed development

would be in accordance with development plan policies and therefore consideration of para 11(d) should not be required in this instance.

3.07 Conclusion

- 3.07.1 The proposal is considered acceptable and would preserve the character and appearance of this part of Muswell Hill Conservation Area and not adversely affect neighbouring residential amenity and on street parking and highway safety.