

HGY/2025/1220 Depot, 505-511 Archway Road, London, N6 4HX

Redevelopment of existing car wash site to provide 16 new council homes comprising a 4-storey building fronting Archway Road and two 2-storey houses fronting Baker's Lane, with associated refuse/recycling stores, cycle stores, service space, amenity space and landscaping.

Summary

HCAAC appreciates the need for additional social housing in Haringey. We would welcome a sensitive and appropriate development on this site. However this proposal fails to fulfil this objective in numerous respects and should be refused.

The proposed site is unsuitable for families with children and people with mobility difficulties due to the high level of pollution and complex flows of traffic around the site 24 hours a day. Some proposed solutions risk disruption to traffic flows on the A1 in and out of London. The design of the proposed building falls far short of what would be expected in a conservation area and is contrary to many aspects of policy, as outlined below.

Site allocations, design and heritage

The Highgate community worked hard to establish the Highgate Neighbourhood Forum covering Highgate in Haringey and Camden and then to write the Highgate Neighbourhood Plan, recently extended for another five years. It has proved a very useful planning tool for Haringey, Camden and our community.

Highgate Neighbourhood Forum put more sites forward in the last call for sites than any other organisation. The result has not been entirely encouraging. Before the ink was dry, two sites were granted planning permission which did not comply with the Site Allocations documents. One of those was the former Magistrates Court on Archway Road, cited in the Heritage Statement as an example of a tall building on Archway Road. The planners gave an apology to our then Local Councillor for this 'rogue' Decision. It is the only tall secular building on Archway Road north of Islington.

The Highgate community has had at least three 'Consultation' sessions with Jack Goulde. We have consistently expressed several concerns:

- Need for a Master Plan for Archway Road and the Gyratory
- The proposed building is a slab and too tall and the design uninspired
- Clarity on whether this building would be extended at some point over the adjacent petrol station site
- Gyratory not a suitable location for housing regarding pollution
- Gyratory not a suitable location for housing regarding access
- Displacement of pollution
- Impact on heritage assets: the Highgate Conservation Area, Listed buildings, locally listed buildings. We asked for CGIs. They have not been provided. CGIs agreed with the planners should have included North Hill
- Highgate Conservation Area Character Appraisal devotes Chapter 9 entirely to the Gaskell Estate, social housing designed by the Borough Engineer. It is one of the jewels in Highgate's crown. The impact on it has not been assessed
- Financial risk of private sales

Despite clearly articulated concerns, all have been ignored and, as the QRP reports make clear, the building has hardly changed over time. It must be refused for the reasons set out in more detail below.

Need for a Master Plan for Archway Road and the Gyratory

Although this site was not included in the [Site Allocations DPD Haringey's Local Plan](#), adopted in July 2017, a site very close by was included:

SA38: 460 – 470 Archway Road (p99)

- *Development on this site should preserve the setting of the adjoining Highgate conservation area and its significance.*
- *New development should not be unduly prominent and should not detract from the setting of the conservation area. Heights should respect and respond to established scale of the buildings.*

It is our view that the context of The Depot is identical to that of SA 48 except in one extremely important regard; that is, in terms of Heritage Assets. SA 38 lies within the Highgate Conservation Area (Haringey section) but it does not have listed buildings in close proximity to the site. There are a total of 38 listed buildings on North Hill at Grade II; and Highpoint 1 & 2, both Grade I, plus locally listed buildings.

Further, the application fails to meet several London Plan requirements:

Policy D1 London's form, character and capacity for growth

Defining an area's character to understand its capacity for growth

A Boroughs should undertake area assessments to define the characteristics, qualities and value of different places within the plan area to develop an understanding of different areas' capacity for growth. Area assessments should cover the elements listed below:

- 1) demographic make-up and socio-economic data (such as Indices of Multiple Deprivation, health and wellbeing indicators, population density, employment data, educational qualifications, crime statistics)*
- 2) housing types and tenure*
- 3) urban form and structure (for example townscape, block pattern, urban grain, extent of frontages, building heights and density)*
- 4) existing and planned transport networks (particularly walking and cycling networks) and public transport connectivity*
- 5) air quality and noise levels*
- 6) open space networks, green infrastructure, and water bodies*
- 7) historical evolution and heritage assets (including an assessment of their significance and contribution to local character)*
- 8) topography and hydrology*
- 9) land availability*

10) existing and emerging Development Plan designations

11) land uses

12) views and landmarks.

Policy D3 Optimising site capacity through the design-led approach

The design-led approach

A All development must make the best use of land by following a design led approach that optimises the capacity of sites, including site allocations. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity (as set out in [Policy D2 Infrastructure requirements for sustainable densities](#)), and that best delivers the requirements set out in Part D

We are not aware that Haringey has carried out any such exercise.

We are extremely alarmed by these statements in the Heritage Statement HTVIA FINAL 010525 which appears to set design guidelines for future development:

5.21:creates positive context for the redevelopment of the Petrol Station site that,,...would further significantly this key entrance point to the Highgate Conservation Area.

5.24: The proposed heights, massing and appearance of the project.....will be read as an appropriate addition to the townscape, which responds to the fine grain of the surrounding older townscape....

HCAAC firmly contends that a Decision on this application cannot be made because

- a Masterplan or Planning Framework for the wider area is absolutely essential
- the assessment of the impact on heritage assets is insufficient
- the CGIs are inadequate

- access to and from this Island site is found to be 'constrained' in the applicant's Transport Assessment

Design: The proposed building is a slab and too tall and the design uninspired

We can see from this website that Haringey Council is building some really well designed and inspiring social housing in many places across the Borough:

[Where we are building | Haringey Council.](#)

When it comes to designing in Conservation Areas though there seems to be a sense of intimidation about the contexts. The architects for this application have designed a project in a modern idiom for Haringey elsewhere in the Borough so we cannot understand why this slab of a building has emerged from its sensitive context. All the buildings surrounding it are lower and those on North Hill have an important historical context as does the Gaskell Estate. The small terrace of houses behind the site has been even more encroached upon in recent design changes, to an intolerable extent.

Highgate is proud of its 20th and 21st century housing in both parts of the Conservation Area (Haringey and Camden) and we must seek and expect a good design for this very prominent site.

Our criticism and that of the other groups has been consistent but has not been taken into account. This building must be refused on planning grounds.

Clarity on whether this building would be extended at some point over the adjacent petrol station site

As was alluded to in the first Consultation and now we see policy making by default in the Heritage Statement, we need to know if we can expect this development to be extended or replicated on the Petrol Station site by way of a Master Plan.

At the first consultation there was an image of the proposal extending onto the Garage site and we asked that we be sent a copy. Despite chasing, we never received it. Councillors need to see it now.

Gyratory not a suitable location for housing regarding pollution

The application should be refused on air quality concerns alone for the reasons set out below.

We urge the Council to consider in detail the report of The Royal College of Physicians, "A Breath of Fresh air", published on 19 June 2025, which examines the effects of air pollution on health throughout the life course. The report states that national, regional and local governments across the UK must recognise air pollution as a key public health issue and take increasingly ambitious action to reduce people's short- and long-term exposure to outdoor and indoor air pollution.

As the report states, over the past decade, new evidence has emerged about the harmful health impacts of air pollution even at low concentrations. The preventable deaths of both Ella Adoo-Kissi-Debrah and Awaab Ishak have shone a light on the reality of outdoor and indoor air pollution as a driver of serious and potentially fatal disease in children as well as in adults.

As noted in the report, the air pollutants with the greatest effect on the health of the UK population are particulate matter, Nitrogen Dioxide (NO₂) and ozone. The greatest effects are attributable to particulate matter, measured in the UK's atmosphere as PM_{2.5} (fine particles, generally smaller than 2.5 µm diameter, measured by mass) and PM₁₀ (particles smaller than 10 µm diameter, measured by mass).

In 2021, the World Health Organization ("WHO") revised its health-related air quality limit values for NO₂ decreasing it to 10 microgrammes per metre cubed (µg/m³) and to 5 µg/m³ for PM_{2.5}.

The air quality map produced by Londonair shows that the **actual** measured levels at the proposed site, as at 2016, were 55 µg/m³ for NO₂ and 20 µg/m³ for PM_{2.5} (emphasis added). Londonair is the website of the London Air Quality Network (LAQN) which shows air pollution in London and South East England.

The applicant refers to "Diffusion Tube Monitoring", which is based on **actual** measurements, showing that the readings for NO₂ at 271 Archway Road for the years 2019 to 2023 were 54.4, 49.5, 54.0, 50.9 and 45.8 µg/m³ respectively

(emphasis added). So, the out-dated Air Quality Objective of 40 µg/m³, cited by the applicant, has not been met at a location on the A1 only half a mile away from the proposed site. That objective was supposed to have been achieved by 2005.

The applicant also refers to the London Atmospheric Emissions Inventory Modelled Concentrations (LAEI 2019). That modelling, which is based only on **estimates**, suggests that **predicted** annual mean concentrations at the proposed site are still very high when compared to the WHO limit values, in the range between 20-30 µg/m³ for NO₂ and 12-15 µg/m³ for PM_{2.5} (emphasis added). These figures are to be contrasted with the actual measurements set out by Londonair referred to above, namely, 55 µg/m³ for NO₂ and 20 µg/m³ for PM_{2.5}.

Those levels of pollution are not surprising given the location of the proposed site on this section of the A1, one of London's busiest roads, which is frequently backed-up throughout the day with cars, vans, lorries, buses etc.

In the circumstances, the Council should take the "ambitious action" called for in the A Breath of Fresh Air report by not approving this development. People living at and travelling to and from the proposed housing should not be exposed to those levels of pollution. HCAAC believes that the application could be refused on air quality grounds alone.

Gyratory not a suitable location for housing regarding access

At every consultation the Highgate community stated that it was very difficult to cross roads to get to the site, particularly but not only, from the bottom of Archway Road, across Bakers Lane where traffic movements are complex. We were told in the Consultation sessions that meetings had taken place with TfL about reordering the gyratory as has been done at Archway and Highbury & Islington. The changes are in the pipeline but not for at least ten years.

Some means of accessing the site more easily would definitely need to be in place before occupation of any housing on this site. Not only should all the crossings be checked by disability experts, but the potential location of additional crossings also needs to be checked for their effect on traffic congestion on the A1 (see below).

The Transport Assessment states:

3.3 Pedestrian Infrastructure

3.3.1 It is acknowledged that the gyratory results in pedestrian severance...

3.3.2 It is also acknowledged that the pedestrian visibility at the Bakers Lane crossing back up Archway Road is constrained by narrow footway widths

Fig 3.3 Gyratory Crossing opportunities' should be supplemented with a new Figure showing 'Pedestrian Severance and inadequate pavement widths'.

3.16.2 Whilst the existing gyratory is a constraint and does result in pedestrian severance, infrastructure is in place to mitigate this to some degree.

Residents will not be eligible for parking permits. Visitors and delivery vans will be able to park, presumably on a pay & display equivalent but those spaces are said to be at 90% capacity (Table 3.10).

Displacement of pollution

If the essential pedestrian crossing were introduced at the bottom of Archway Road where it meets Bakers Lane pollution levels would increase. Haringey should require modelling by experts in the wider area.

Unsuitability for people with mobility issues

Several members of the Highgate Conservation Area Advisory Committee have disabled family members and so speak from experience when saying this site is not suitable for people with mobility issues.

The 2 ground floor flats are specifically stated to be not only for 'disabled' but 'wheelchair users'. See plan supplied. Highgate CAAC feels that while possibly adequate for those living with other disabilities these flats are not suitable and do not meet the needs of those who are wheelchair users. This is for the following reasons.

- The two blue badge parking places allocated are in effect on the pavement; entering and leaving them will be extremely tight and require high level driving skills. One space will force the user to back in, in the middle of a stream of traffic; the user of the other space will have to perform a three-point turn to do the same if backing in; alternatively, if backing out having entered front first, will have to perform a turn out into the same traffic stream with very little room to manoeuvre.
- There is no adequate storage space for a powered wheel chair in either flat . Some is provided in the bicycle store; but this is only accessible from the flat by walking(?) along the length of the building outside.
- Access to the bathroom and toilet from the bedroom in the disabled flats is very awkward entailing at least 2 reversals of the wheel chair in a confined space
- The position of the flats in relation to local amenities is very poor. Shops can only be reached in North Hill and Aylmer Parade by crossing the streams of main road traffic. There are no easily accessible bus stops in either direction without crossing the road.
- The same applies to Highgate Wood. Crossing a main road with any form of wheelchair or slow walker with sticks is a nightmare even on a zebra crossing.
- Placing traffic lights on the crossing in Bakers Lane itself will not suffice; lights would also be needed to cross to the far side of Archway Road to get to southbound buses. The effect on traffic flow is easily imagined. Traffic regularly backs up from the lights at the junction of Muswell Hill Road and Southwood Lane as far as the lights at Aylmer Parade as it is.

These flats might be suitable for other forms of disability but not for those with mobility issues.

Impact on heritage assets: the Highgate Conservation Area, Listed buildings, locally listed buildings

We and the Highgate community have consistently asked for CGIs from North Hill. They have not been provided. CGIs agreed with the planners should have included North Hill and photos of all the existing views for comparison with the three images

provided. These are essential for the Planners and Planning Sub Committee to understand just how inappropriate this proposal is in the Conservation Area. Further, several more CGIs for that purpose are required, as set out below.

No CGI images are provided showing the site both as existing and proposed. The application provides very limited information as to how the development would affect views from North Hill, where it would clearly impact upon the streetscape at this historically significant entrance to the conservation area and on the setting of listed and locally listed buildings.

The applicant says of their CGI view: “Looking south from Gyratory. 5.1: the urban character is clear”



Proposed view looking south-east



Existing view looking south-east taken from Steetview, not provided in application



Existing view looking east down Baker's Lane from North Hill taken by a member of Highgate Conservation Area Advisory Committee. Not provided in application



Proposed view looking east down Baker's Lane from North Hill



Existing view looking north-west from Archway Road taken from Steetview not provided in application



Proposed view looking north-west from Archway Road



Existing view looking south-east from North Hill showing Nos. 96-108, Nos. 88 and 90 (locally listed) and Nos. 82-86 (listed Grade II) taken from Streetview, no comparative proposed view provided



Existing View of Nos.96-108 looking north-west showing the site. Taken from Streetview. No comparative proposed view provided



Existing view of Nos.96-108 North Hill elevations. No comparative proposed view provided



Existing view of nos. 88 & 90 (locally listed) and 82 -86 North Hill (Grade II) taken by a member of Highgate Conservation Area Advisory Committee. No comparative view provided

No views of the Highgate Conservation Area in North Hill showing character generally:



General View of North Hill showing Springfield Cottages, 159 -177 North Hill and the first houses of the Gaskell Estate (Consultation on local listing about to be undertaken)



General view of the bottom of North Hill showing a range of listed and other small scale buildings

Gaskell Estate

Highgate Conservation Area Character Appraisal devotes Chapter 9 entirely to the Gaskell Estate, social housing designed by the Borough Engineer. It is one of the jewels in Highgate's crown. The impact on it has not been assessed.

We extract these quotes:

9.1.1 The Gaskell Estate is a very well preserved group of streets with a unified design.

9.2.1two storey red brick terraces are early Council housing by Hornsey Borough Engineer EJ Lovegrove...

9.2.3 The homogeneous nature of the estate has been successfully maintained and this is an integral feature of its character and helps create a harmonious an attractive environment.

9.4.7 Nos. 183 to 215 North Hill are part of the Gaskell Road Estate.

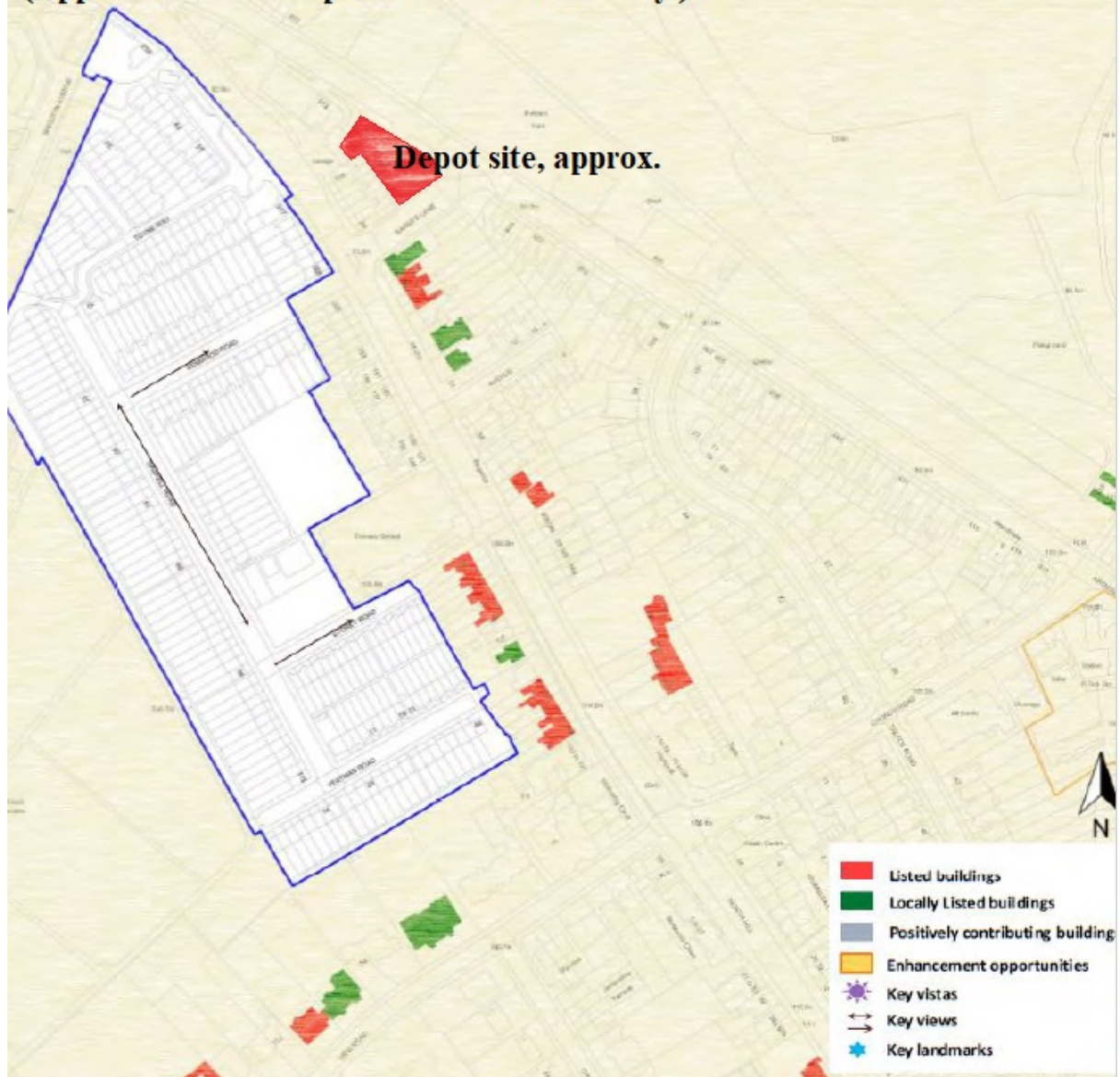
9.4.8 217 and 219 North Hill are two older houses which would make a positive contribution to a visually important gateway to Highgate and inner London were their exteriors and gardens to be restored.

9.10 Summary

9.10.1 This area is a very good example of a successful and well-designed estate of social housing which has kept its character virtually unaltered. It provides an open and pleasant environment with a homogenous character which avoids any feeling of regimentation.

This application would, amongst other things, cause harm to the Gaskell Estate not justified by public benefit.

**Map of Gaskell Estate and nearby locally and nationally listed buildings, taken from Highgate Conservation Area Character Appraisal and Management Plan, Chapter 9.
(Approx extent of Depot site added for clarity.)**





Part of the edge of the Gaskell Estate on North Hill



Part of the edge of the Gaskell Estate on North Hill with the Depot site in the distance behind 96-108 North Hill



The Depot site viewed from Kenwood Road on the Gaskell Estate. The proposed block would be completely out of character and adversely effect the setting of the estate.

Financial risk of private sales

The current climate in terms of house sales is very uncertain although a number of houses on the North Hill side of the site have recently been sold. We suggest that Haringey's auditor be asked about the financial risk of building two houses for private sale on the site.

The most recent sales of comparable houses in North Hill taken from Zoopla:

108 North Hill, London, N6 4RL
Last sold Aug 2022 **£546,000**
Oct 2001 £140,000
May 1995 £52,000
End terrace house 3 2 1
Freehold 99 sqm



129 North Hill, London, N6 4DP
Last sold Mar 2022 **£770,000**
Semi-detached house 2 1 3
Freehold 92 sqm
[See what it's worth today →](#)



62 North Hill, London, N6 4RH
Last sold Feb 2022 **£830,000**
Aug 2006 £428,000
Semi-detached house 3 1 1
Freehold 90 sqm



95 North Hill, London, N6 4BS
Last sold Oct 2021 **£885,000**
May 1999 £185,500
[See what it's worth today →](#)



55 North Hill, London, N6 4BS
Last sold Jun 2021 **£875,000**
Terrace property 2 2 1
Freehold 120 sqm
[See what it's worth today →](#)



Biodiversity/trees

We agree with comments made by HNF about the loss of trees and greenery and the paucity of landscaping in the proposals.

This site includes a surprising amount of greenery at present, almost all of which would be lost.



The trees on site should be retained and more significant street trees planted. Small deciduous ornamental trees are no substitute for mature evergreens.

As the HNF say, Haringey's Nature Conservation Officer should assess whether this application is adequate and whether it could be improved.

Further, as regards future residents' access to nature we would like to point out that Highgate Wood is on the other side of a sizable TfL underground depot. The nearest entrance is a 400m walk uphill across and along the very busy, polluted A1.

Adverse effect on traffic flows on the A1 in and out of London

Clearly the A1 is one of the main arterial roads into and out of London. It is already very busy with long traffic jams building up at busy times of day or when there are road works, accidents and so-on.

The flow of traffic along Baker's Lane is particularly complex as the northbound traffic out of London and southbound traffic towards Highgate Village cross over.

This is illustrated to a degree in the photos below. You do not have to watch the traffic for long to appreciate this complexity.

A pedestrian crossing located in Baker's Lane would very adversely effect these complex, crossing traffic streams, leading to even greater holdups, more pollution, confused traffic movements and a higher potential for accidents than at present.

Far more serious professional consideration should be given to the relative impact on traffic going up and down the A1, in and out of London, of placing pedestrian crossings in different locations around the new development.





Conclusion

For all of the above reasons Highgate CAAC believes very strongly indeed that these proposals are inadequate and should be refused. Numerous serious issues need to be resolved before development can proceed on this site.