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**From:** Nick Barr

**Sent:** Thursday, March 26, 2015 09:51 AM

**To:** Truscott Richard; Ball Gavin; Patterson Matthew

**Subject:** Haringey's Local Plan. Preferred Options. Development Management Policies, Consultation Document. February 2015

Dear Sir,

HARINGEY'S LOCAL PLAN. PREFERRED OPTIONS. DEVELOPMENT MANAGEMENT POLICIES, CONSULTATION DOCUMENT, FEBRUARY 2015.

With reference to the above I have the following comments on behalf of the Muswell Hill & Fortis Green Association (" the Association") :

1. Policy DM12 Management of the historic environment.

Paragraph E d.

- E. Applications for alterations or extensions to a heritage asset or affecting their setting should:
  - a. Always be subordinate in appearance and integrate with the host building;
  - b. Not upset the existing scale or proportions of the host building or adversely affect the character or setting of the neighbouring buildings;
  - c. Be confined to the rear or least important facades;
  - d. Preserve, repair or reinstate, especially in case of conservation areas at risk or those protected by Article 4 directions, the characteristic icance such as original chimneys, windows, doors, boundary treatment, roof coverings; e. In case of listed buildings, respect original plan form and where appropriate repair and reinstate significant features such as fire places, plaster work, cornices, skirtings, architraves, panelling and walls; and, f. Retain traditional characteristic walls, gardens, boundaries where these form part of the local street scene or add to the local visual character and appearance of the historic environment.

The Association is aware of applications for consent where the proposal materially detracts from the character of a building and / or neighbourhood but is not visible from the public domain . We would therefore add the the following to the end of the paragraph:

".....regardless of whether these features can be viewed from the public domain."

Paragraph 2.94.

2.94 In addition, incremental loss of architectural features and details has a cumulative impact on the significance and appearance of heritage assets, and where possible, Council will seek to retain and reinstate these features through the planning system. This would be especially relevant for Conservation Areas that are either already at risk or may be in future. In such cases, adequate information confirming the historic authenticity of the works proposed will be required.

The Association is concerned to ensure that the cumulative loss of architectural features is limited and preferably stopped altogether in all areas in the Borough. It is, however, recognised that this is particularly important in Conservation Areas and consequently wish to see the all the words after " Conservation Area" to be deleted

## 2. Policies DM44 and DM45 Crossovers and Vehicular Accesses / Driveways and Front Gardens

### Policy DM44 Crossovers and Vehicular Accesses

A. The Council will only support a proposal for a crossover or new vehicular access where it is demonstrated that the proposal does not result in: a. A reduction in pedestrian or highway safety; b. Increased surface water runoff due to impermeable hard standing c. A reduction of on-street parking capacity within a Controlled Parking Zone; or d. A visual intrusion to the street scene.

### Policy DM45 Driveways and Front Gardens

A. The Council will only support parking on front gardens where a minimum of 50% of existing soft landscaping area is being retained. Any hard standing should seek to improve drainage and reduce flooding through the use of a permeable paving material.

The Association regards these policies as two aspects of the same issue. It is opposed to the creation of vehicular accesses and crossovers and the use of the whole or part of front gardens for parking purposes because :

- A. They degrade the built environment by:
  - i. reducing the amount of planting on or near a highway causing loss of visual cohesion to the street scene,
  - ii reducing the ameliorating affect of vegetation on pollution.
  - iii. cause the loss of architectural harmony on a highway by removing either wholly or partially front garden walls and or hedges and
  - iv. creating a visually " hard" intrusive element to a street scene.
- B. Reduce the amount of natural drainage and contribute to run-off
- C. Are a danger to pedestrians not only when a cross-over / vehicular access is in use but also when the parked vehicle overhangs the pavement.
- D. Are a danger to other road users particularly when vehicle accesses the highway by backing onto it.
- E. Reduce the amount of parking available in the public realm.

Consequently the Association would wish policies DM43 and DM44 to be made one policy to read as follows:

" The Council will not support any proposal for a new crossover or new vehicular access from a highway to an existing or proposed private dwelling and will not support any proposal for parking on front gardens.

In the exceptional event of consent being granted for parking on a front garden it will be a condition that no less than 50% of the garden is soft landscaping and any hard standing should seek to improve drainage and reduce flooding of the public highway and/or adjacent properties through the use of a permeable paving material.

The Council will encourage the reverting of crossovers, accesses and front garden parking to pavement and / or garden as appropriate and reinstatement of architectural and street features that may have been removed either in whole or part by the creation of a crossover and/ or vehicular access and/ or parking."

### 3. Policy DM53

#### Paragraph 5.34

5.34 Residential uses at ground floor level create breaks in the shopping frontage and disturb the primary retail function of the district centres. Residential uses at ground floor will be resisted in the primary or secondary frontages.

The Association strongly supports this policy.

Kindly acknowledge receipt of this email.

Nick Barr,  
Planning Officer and Vice Chair,  
Muswell Hill & Fortis Green Association.

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