

From: Ian Grant [REDACTED]
Sent: 29 May 2018 16:11
To: Tulloch, Rob [REDACTED]
Subject: Objection to 2018/1528/P - ASF Garage, Highgate Road.

Hi,

Following our conversation on 15 May regarding sending an objection to Planning Application 2018/1528/P, for ASF Garage on Highgate Road within 2 weeks, below is the objection:

Yours sincerely

Ian Grant
Leaseholder - Denyer House

Dear Sir,

I am a leaseholder of a flat [REDACTED] opposite the proposed development and am objecting to it on the following grounds.

GENERAL

The Inspector in the appeal report said that the garage site shouldn't be built on. The Dartmouth Park Neighbourhood Forum in its draft strategy said any building should not be higher than the existing structure and the community wishes the site to be returned to open space so far as possible, (backed up by the inspectors report (APP/X5210/A/14/2223057)). The proposed building is higher. The area in general is subject to open space deficiency (ref:LP 6.52). The proposal is also contrary to H4 **maximising** the supply of affordable housing.

General Reference: Local Plan POLICY A1: MANAGING the impact of the development, visual privacy, outlook, daylight and overshadowing, artificial lighting levels, noise, vibration, dust. Open space C1, A2; A3 improvements to green corridors

OPEN SPACE AND CONSERVATION

The development would have a damaging effect on character of the neighbourhood in an area that it is already an area lacking open space. The views across the garage forecourt allow this feeling of open space with the sightlines across to the greens protected under the 1931 London Squares Act. Many people walk up to the heath and this is part of their view (visual amenity). The development would also have a damaging effect re the views from Denyer House.

The development would have a damaging effect on character and appearance of the Conservation Area. The Council has a legal duty to protect character and appearance of neighbourhood. It would damage the residential amenity of neighbourhood (including the views).

Local Plan 7.46 and 7.47

OVERLOOKING

From the plans and elevations the living rooms and bedrooms will be directly overlooked and there will be a loss of privacy and plans for 'frosted glass' are inadequate. It means the windows will have to be shut permanently. There is too short a distance between living rooms and bedrooms of the different properties.

OVERBEARING

The area is already developed and is lacking open space – witness the Four Quarters developments. The proposed development on the garage site is an example of town cramming. It represents over-density and over-development, and the building is out of line and context with the other buildings and existing developments in the conservation area.

LIGHT

The proposed building is likely to diminish natural light and cast shadows in the summer for some flats. The amount of glazing and artificial light in the proposals will also mean glare and light pollution for some residents at Denyer House.

New external lighting will impact on commuting bats which were recorded.

DESIGN

The proposed (railway) design is out of context with existing buildings and does not reflect the necessity of having a higher standard of design expected in a conservation area.

The proposed buildings are not ancillary to the open space. They are not low-level they are considerably higher than the existing single storey structures. The buildings do not preserve the openness of the site indeed they would destroy any sense of 'openness'.

Disabled access is not adequate. And the plans do not meet Lifetime Homes standards. Also from the drawings – does the site envelope impinge on public space? Where are the noise mitigation strategies for air source heat pumps? Where are the anti-glare strategies for pv?

LP: 6.3, 6.4

LP: Good Design 7.32. Local context and character 7.2

VISUAL IMPACT

The proposed development represents loss of views in relation to residential amenity of neighbourhood.

Local Plan 7.29

CONTAMINATION

Given the history of a nearby local petrol station site, how the developer is going to deal with fire and pollution hazards, the high risk of unexploded ordnance and asbestos, needs far greater coverage. The London Fire and Emergency Planning Authority said the locations of two tanks are not known.

There is no Petroleum Officer's report, which is necessary particularly for petrol stations built in the fifties and sixties, with the common problem of hidden tanks, which exacerbates the problem with lack of description of depths and positions. Where is the mention of detailed plans for adequately dealing with asbestos?

Hazardous waste is obviously involved in the proposal (disposal), and gardens on a potentially contaminated site would be vulnerable to contamination. The developer ticked no to both.

TRANSPORT

Previous diffusion tube studies (Green Party) showed that NO₂ levels were over the recommended limit in relation to the legal EC Air Quality in Highgate Road - 72 µg/m³ – above the legally binding limit of 40 µg/m³. The diffusion tube at the Gordon House Road crossroads was stolen, and likely to have recorded a higher level than just a linear road development could add to the NO₂ pollution. Where are the tables for the developer's study?

How will construction not add to the NO_x levels, as well as PM₁₀, PM_{2.5} and below? Planning applications are being turned down as they break the legal NO₂ limits. Also where will the vehicles (construction and resident's delivery) park in an already restricted parking zone? Delivery vehicles for 50 people will add to the NO₂ and PM levels.

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