



# Planning Statement



Fortis Green Mews Ltd  
Lynton Grange  
December 2022

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## 1.0 Introduction

### Background

- 1.1 This planning statement has been prepared by MJP Planning on behalf of Fortis Green Mews Limited (the applicant). The applicant is proposing the demolition and redevelopment of a series of garages to the rear of Lynton Grange in Fortis Green (the site). The proposal is to replace the garages with five dwellings.
- 1.2 Full planning permission is sought for the following (the proposal):

*“Demolition of 20 x existing garages on-site and erection of 5 x two-storey residential units with associated landscaping, parking, refuse and cycle storage.”*
- 1.3 The principle of this development is fully supported by Haringey’s adopted and emerging planning policies along with the adopted London Plan (2021). London Plan policy H2A supports the development of small sites and sets boroughs a target of delivering a proportion of its annual housing target on small sites (defined as being less than 0.25 hectares). This presumption in favour of development is further bolstered by London Plan Policy D6’s support for the efficient use of land, in proposals such as this which optimise site potential. Haringey’s Strategic Policies Document and Development Management DPD amplify the thrust of strategic London Plan policy. In working up the proposals, the design has had regard to the policies set out in the Development Management DPD to ensure that the proposal is fully compliant with the aims of policy that guides the development of windfall sites within the borough.
- 1.4 The proposal will provide five high-quality contemporary new dwellings in an area which is served by a range of residential units (from apartments to family homes). The proposal has been subject to two stages of pre-application advice from the local planning authority. This proposal scheme builds upon the established principles of this advice to provide what is considered to be a much-improved development that has the important benefit of delivering an increased number of dwellings for the Borough.
- 1.5 The application is supported by a suite of supporting documents, which should be read in conjunction with this planning statement. The full submission comprises the following:
  - Biodiversity net gain assessment by Green Shoots;
  - Daylight and sunlight assessment by Rapleys;
  - Design and access statement (DAS) by Downen Farmer Architects;
  - Energy and sustainability statement by The PES;
  - Heritage impact assessment by HCUK Group;
  - Landscape management plan and materials sheet by John Davies Landscape
  - Planning statement by MJP Planning;
  - Preliminary roost assessment by Green Shoots;
  - Statement of community involvement by Your Shout;
  - Transport statement by RPS;
  - Tree survey and arboricultural impact assessment by John Cromar; and
  - Urban greening factor calculation report by John Davies Landscape

## Pre-application engagement

- 1.6 The proposal has been subject to pre-application discussions with the London Borough of Haringey (the Council) and a public consultation and stakeholder engagement exercise has been carried out to inform local residents and key stakeholders in the ward and those adjoining the proposals.
- 1.7 The first pre-application meeting took place with officers in January 2022 whereby proposals to demolish the garages and erect five residential units (4 no. x 3B5P units and 1 no. 2B3P unit) and no. 5 parking spaces were presented (ref: PRE/2021/0297). Formal feedback was issued by the Council on [date] and is summarised below:
  - Contemporary design approach welcomed in the context of a varied local architectural context.
  - Splitting row of east west terraces encouraged.
  - Explore massing and relationship with gardens on Twyford Avenue; three storeys presented, two storeys preferred.
  - Mix of units types recommended.
  - Limit parking to family sized homes (i.e. 3 bed units +).
  - Further consideration to impact on Albion Cottage encouraged.



Images 1 & 2: Pre-Application Proposal (December 2021)

The applicant and the design team carefully considered the comments from officers, which were incorporated into revised proposals to present in a follow up pre-application submission. Two follow up schemes for the demolition of the garages and erection of five residential units were submitted in February 2022. Option 1 included 4 no. 2B4P units and 1 no. 3B5P unit with one parking space and Option 2 included 2no. x 2B3P units, 2 no. 2B4P units and 1 no. 3B4P unit with one parking space. The design adjustments and enhancements included:

- Massing further broken down; east-west row split, development re-orientated and brick materials and tree screening optimised.
- Two storey development achieved and gaps in development along Twyford Avenue rear garden boundary achieved
- Mix of units achieved

- Parking provision reduced to one space
- Development stepped back from boundary with Albion Cottage



Images 3 & 4: Pre -Application Proposals (Options 1 and 2) (February 2022)

1.8 Formal feedback was issued by Officers on 4 April 2022 and is summarised below:

- Option 1 preferred; massing and scale enhanced.
- No significant impact on outlook, daylight and privacy but further enhancements to be considered e.g. first floor glazing, and shadow-fall analysis required.
- Encouraged larger gardens and perimeter planting along garden boundary of Albion Cottage.
- Recommended northern and southern flank elevations set back and design/materiality to be explored.

Overall the pre-application process was positive and productive and the applicant considers that all concerns and queries have been addressed in the submission scheme. This includes:

- Setting back the flank wall on the northern boundary and reducing the eaves height of the northern terrace to better respect the neighbouring gardens and dwellings on Twyford Avenue.
- Larger gardens / set back of units on western boundary (i.e. increased separation from garden boundary of Albion Cottage).
- Massing of Unit 1 sculpted to better respect existing landscaping.
- Additional brick detailing to the southern flank wall.
- Cycle and refuse storage combined and integrated into boundary treatment
- Relocation of car parking space to allow for a central courtyard.
- Recessed entrances to dwellings; delivering clear wayfinding and detailed design.

### **Stakeholder engagement**

1.9 A statement of community involvement has been included with the planning application which summarises the stakeholder engagement strategy that has been carried out prior to the submission of this application.

1.10 In summary the consultation process was carried out during November 2022, which included the following:

- Letters were written to residents living in the immediate vicinity of the site (217 properties) to publicise the project website, communicate information about the scheme and encourage residents to share their views on the proposals.
- Letters were sent to all elected representatives and groups;
- A dedicated freephone consultation telephone line and freepost address were also available to ensure stakeholders and the public could easily contact the development team.

1.11 A total of nine residents emailed the dedicated email address and 19 feedback forms were received by post during the feedback process. 17 of the feedback forms did not support the proposals for the development. This level of objection from respondents only represented 7.8% of those properties that received the information newsletter. 91.2% of those who received the information newsletter either didn't respond or didn't return feedback commenting on the plans. Respondents commented on a range of areas including density of the proposals, access, design, trees, wildlife and parking. All of these matters have been addressed within the supporting information included within this application and in particular this planning statement, the DAS and the transport statement.

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## **2.0 Site and area description**

- 2.1 The application site comprises 20 garages, which are located to the rear of Lynton Grange, Fortis Green. The site is accessed via an access road between Lynton Grange and 90 Fortis Green.
- 2.2 The site is 897sq.m in area and comprises 20 single storey garages. The garages are not in the ownership of the Lynton Grange properties nor any other properties within the vicinity of the site and are under separate freehold ownership. The freeholder rents the individual garages privately under license that can be terminated immediately by giving notice. No business rates are paid on the garages. It is understood that the garages are predominantly used for storage purposes and are not regularly used for day-to-day vehicle use given their restricted size (c. 12sq.m). Their constrained size fails to meet the needs of modern car dimensions, nor do they meet parent and child and disabled car parking standards.
- 2.3 The area surrounding the site is predominantly residential in character, with the communal gardens of a four storey apartment block (Lynton Grange) to the south, the rear gardens of two storey residential properties along Tywford Avenue to the north, the gardens of Albion Cottage and Albion Lodge (two storey residential villas) to the west and 90 Fortis Green, a two storey warehouse accommodating a car retailer to the east. The properties along Twyford Avenue benefit from large rear gardens, c. 40 metres in length.
- 2.4 The site is located within the Fortis Green Conservation Area and Albion Cottage and Albion Lodge are Grade II listed.
- 2.5 The Site has a PTAL rating of 3, given its close proximity to East Finchley underground station and bus services. The site is therefore recognised as being a suitable location for intensification of existing residential areas and car-free development within the London Plan (Policy H2).
- 2.6 The submitted DAS includes a thorough assessment of the site's context and should be read in conjunction with the summary above.

### 3.0 Proposed development

3.1 The section is intended to be a high-level summary of the proposal and should be read in conjunction with the detailed assessment set out within the submitted DAS.

3.2 The proposed description of development is

*Demolition of 20 x existing garages on-site and erection of 5 x two-storey residential units with associated landscaping, parking, refuse and cycle storage*

3.3 A schedule of the proposed residential accommodation is provided below:

| Unit number | Unit type      | GIA (sqm) | Private amenity (sqm) |
|-------------|----------------|-----------|-----------------------|
| 1           | 3 bed 5 person | 93        | 50                    |
| 2           | 2 bed 4 person | 82        | 48                    |
| 3           | 2 bed 4 person | 83        | 48                    |
| 4           | 2 bed 4 person | 83        | 64                    |
| 5           | 2 bed 4 person | 82        | 64                    |
| Total       |                | 423       | 274                   |

3.4 Each proposed unit exceeds nationally described space standards and private amenity space standards in the form of private gardens.

#### Layout

3.5 The proposal comprises a mews of five properties across two blocks. A terraced row runs along the north-south axis delivering four dwellings and a single detached dwelling lies within the north eastern end of the site. The entry into each property is from a private entrance way for each house. Each house includes a living room, kitchen diner and WC at ground floor, along with amenity space to the front and rear. Bedrooms are provided on the first floor, with one en-suite and one family bathroom.

#### Scale and massing

3.6 The properties extend to two storeys, with the terraced row incorporating pitched rooves and the detached dwelling delivering a flat green roof. The mass is broken down, not only by delivering the units across two blocks, but by angling the façades in intervals along the mews in a 'chamfered' approach and sculpting the massing of the detached dwelling.

#### Tenure

3.7 The proposed houses will be for sale on the private market.

#### External appearance

3.8 The buildings will be finished in a high-quality red brick and tile palette with aluminium window frames and mortar to closely match the brick tones. The use of two varying palettes (within

the brick and tile) highlights key features and arrival moments in the scheme. The concrete banding on the detached dwelling will complement the brickwork.

### **Landscaping**

- 3.9 The main concepts of the landscape strategy are to reduce the existing extent of hard landscaped areas, improve SUD's and wildlife corridors through the site and to create a shared surface which will allow for the family units to have a usable space outside of their homes. All existing trees in the vicinity will be retained, with all root protection areas respected. Additional planting is delivered within the private amenity spaces at ground floor, grasscrete communal spaces and the non-accessible green roof for the detached dwelling and cycle store, together with a 15% reduction in building footprint. This additional planting will encourage a wildlife corridor through the scheme where possible, while the reduction in building footprint will increase the permeability of the site.

### **Access and parking**

- 3.10 The development is proposed to be car-lite with one wheelchair accessible parking space. A total of 10 secured and covered long stay cycle parking spaces are proposed to be provided, along with one additional visitor cycle parking spaces. Units 1 and 5 benefit from cycle storage within their private gardens. The cycle storage for Units 2-4 will be allocated within the secure cycle store adjacent to the refuse store.

### **Accessibility**

- 3.12 All units are compliant with Part M4(2).

### **Refuse and servicing**

- 3.12 Refuse will be collected through the same refuse vehicle that collects refuse from the existing Lynton Grange apartment block. Refuse will be wheeled from the communal bin store along the short access road to the refuse vehicle. One communal bin store serves all units with the provision of one x 1100L refuse; one x 1100L recycling and one x 360L food waste store.

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## 4.0 Considerations

4.1 Section 38(6) of the Planning Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. This section therefore assesses the proposal against the development plan policies outlined above and examines relevant material considerations where appropriate. The assessment draws upon the suite of application documents listed at Section 1 of this statement. The main planning considerations are:

- Principle of development;
- Design and appearance;
- Standard and quality of residential accommodation;
- Impact on heritage assets;
- Impact on residential amenity;
- Trees and landscaping; and
- Transport and parking.

4.2 Further technical matters that are addressed in supporting reports include:

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- Ecology; and
- Energy and sustainability.

4.3 Each matter is considered below.

### **Principle of development**

4.4 Given the brownfield and accessible nature of the Site, the principle of residential accommodation should be welcomed in planning terms. The delivery of residential accommodation is directly in line with London Plan Policy H2A which specifically states that optimising housing on small sites such as this (below 0.25 hectares) should be pro-actively supported to 'significantly increase the contribution of small sites to meet London's housing needs.' This presumption in favour of development is further bolstered by London Plan Policy D6's support for the efficient use of land, in proposals such as this which optimise site potential.

4.5 Haringey's Strategic Policies Document and Development Management DPD amplify the thrust of strategic London Plan policy. In working up the proposals, the design has had regard to the policies set out in the Development Management DPD to ensure that the proposal is fully compliant with the aims of policy that guides the development of windfall sites within the borough.

4.6 The proposal is fully contained within an existing garage site (C3) and therefore constitutes a residential use on an existing residential site<sup>1</sup>. It is understood that the garages are generally used for domestic storage under license that can be terminated with immediate effect by giving notice. The garages are not in the ownership of the Lynton Grange properties nor any other properties within the vicinity of the site and are under separate freehold ownership. Indeed the garages' restricted size (c. 12sq.m each) renders them unfit for modern vehicle dimensions, nor do they meet parent and child and disabled car parking standards. Therefore there is no reliance on the garages for private parking. In conclusion, the loss of the lock up

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<sup>1</sup> Consistent with application (HGY/2022/0305)

garages is considered to be in accordance SP7 of the Haringey Core Strategy and Policies DM1 and DM32 of the adopted Development Management Policies. This is consistent with the LPA's consideration of similar garage redevelopment schemes e.g. Fiske Court (Ref: HGY/2022/0305).

- 4.7 The proposal is therefore considered to be acceptable in principle and, importantly, deliver significant benefits, including
- The provision of five high quality new homes, including one family home, in a sustainable location;
  - The regeneration of a site that is run down and visually detracts from the amenity of the wider residential area;
  - The redevelopment of a brownfield site that releases pressure on more sensitive greenfield sites within and outside of the Borough;
  - The delivery of high-quality design that respects the surrounding context, causing no harm to the adjoining listed buildings and enhancing the contribution of the site to the Fortis Green Conservation Area;
  - The enhancement of the visual appearance of the site through a comprehensive and high-quality landscaping scheme; and
  - An enhancement of the sustainability of the site through reducing the building footprint, additional planting, the provision of green roofs and grasscrete;
  - The delivery of natural surveillance, enhancing the safety and security of neighbouring properties and negating opportunities for anti-social behaviour, to the benefit of the local area.

### **Design and appearance**

- 4.8 The Government attaches great importance to the design of the built environment in the NPPF with a presumption in favour of sustainable development. Paragraph 126 of the NPPF states that good design is a key aspect of sustainable development, creates better places in which to live and helps make development acceptable to communities. In October 2019 the Government also published the National Design Guide, helping to address the question of how well-designed places are recognised, by outlining and illustrating the Government's priorities for well-designed places.
- 4.9 London Plan policy D3 states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. This means ensuring development is of the most appropriate form and land use for the site. Development must achieve safe, secure, and inclusive environments, and be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan. Policy D6 requires housing development to be of high-quality design and provide adequately sized rooms
- 4.10 The proposed development makes the best use of the land and optimises the site for five residential units. The design, scale and massing has been developed through a robust pre-application process, which has resulted in a high quality, sensitive development. This has achieved through:
- a contemporary design to best enhance the local context, given the mix of styles in the vicinity,
  - a mews development which delivers a welcoming domestic feel and a sense of place;
  - a two storey development, with overall heights of the proposal in line with the adjacent eaves heights of surrounding buildings, and reducing the eaves height of the northern terrace to respect the gardens of Twyford Avenue;

- high quality materials - red brick and tile palette with aluminium frames, with high quality brick and fenestration detailing, with varying palettes to highlight key features and arrival moments in the scheme, and reduce the massing of the southern flank wall
- setting back the development from the northern and western boundaries to respect the adjoining gardens of Twyford Avenue and Albion Cottage;
- a sensitive massing through delivering the units across two blocks, angling the façades in intervals along the mews in a 'chamfered' approach and sculpting the massing of the detached dwelling; and
- delivering a central courtyard and recessed entrances for clear wayfinding.

4.11 The supporting DAS explores the design evolution in detail. This approach best enhances the local context in accordance with Policy D4, Local Plan and Local Plan Policies SP11 and DM1.

### **Standard and quality of residential accommodation**

- 4.12 Policy DM12 requires new development to meet or exceed the minimum internal and external space standards of the London Plan and the Mayor's Housing SPG. All of the proposed houses significantly exceed the minimum requirements with regard to overall GIA and private amenity space.
- 4.13 There are good levels of outlook and opportunity for natural cross-ventilation in all properties. The individual layouts of the units are functional and comfortable, with large open living kitchen dining areas, well spaced rooms and no awkward/impracticable spaces. Bathrooms are easily accessible from the bedrooms and ample storage space is provided.
- 4.14 All units are compliant with Part M4(2) and deliver a mix of residential units, including a family home (3+ bedrooms), in accordance with Policy DM 11 and the Strategic Policies.
- 4.15 The proposal has been designed to ensure daylight and sunlight is maximised. The daylight and sunlight assessment concludes that the proposed development will produce well daylight and sunlit accommodation. The results demonstrate full compliance for all units; all habitable rooms achieve in excess of the recommendations. Therefore, the development should be considered acceptable in respect of daylight and sunlight provision to the new homes.
- 4.16 The submitted DAS provides further analysis on the quality of accommodation.
- 4.17 The proposal delivers a mix of residential units, including a family home (3+ bedrooms), supporting the aims of the Strategic Policies.
- 4.18 Strategic Policy SP2 indicates that contributions to affordable housing will only be sought on sites capable of providing 10 or more dwellings. Therefore, those provisions do not apply to this proposal.
- 4.19 Overall, it is considered that the proposed dwellings provide a very high standard of residential accommodation, which should be considered a significant merit in the planning balance.

### **Impact on heritage assets**

- 4.20 The historic character is particularly important here, with the site forming part of the Fortis Green Conservation Area and adjoining the gardens of Grade II listed Albion Cottage and Lodge. The Heritage Statement accompanying this application assesses the significance of the Conservation Area and the impact of the proposals on this heritage asset.

- 4.21 The existing garages on the site were built in the first half of the 20th century. Albion Cottage and Lodge were Grade II listed on 10 May 1974 and the Conservation Area was designated in 1974. No appraisal for the Conservation Area has been adopted by Haringey to date. The area is diverse owing to the long period of time in which it developed, with varying building heights and materials. The most common materials are red brick and red clay tiles.
- 4.22 The existing garages on the site do not contribute positively to the character and appearance of the conservation area, and are considered to be, at best, neutral. The proposals deliver an enhancement within the conservation area, being modest in scale and quantum with a generous courtyard. The removal of large areas of hardstanding and increased landscaping will better reflect the suburban character of the conservation area overall.
- 4.23 With respect to the adjoining gardens to the listed buildings, while there is no intervisibility between the site and the buildings, the plots are adjacent to one another and thus the development forms part of the wider setting. The development has been sensitively stepped back from the garden boundary and orientated away from the listed buildings. Special attention has been given to planting and screening within the site itself. For these reasons, no harm to the significance of Albion Cottage and Lodge is identified in the Heritage Assessment.

#### **Impact on residential amenity**

- 4.24 London plan policy D3 states that developments must deliver appropriate outlook, privacy and amenity. Policy D6 states the design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.
- 4.25 Policies DM1 and DM12 of the Development Management DPD requires all new development to take account of the privacy and amenity of neighbouring uses.
- 4.26 The scheme has been designed to ensure protection of neighbouring residential amenity and meets the requirements of planning policy. To reduce the impact of the proposal on surrounding properties, a mews style approach has been adopted to minimise any possible sunlight and daylight levels to these properties.
- 4.27 A Daylight and Sunlight assessment has been undertaken, together with a Shadow Fall analysis in the DAS which demonstrate a 100% pass rate for the Vertical Sky Component test, the Daylight Distribution test, sunlighting in annual and winter conditions, overshadowing of amenity spaces and the 25 degree shadow fall analysis. The proposal therefore protects good levels of daylight and sunlight achieved in neighbouring properties.
- 4.28 The proposal has been set back from the site's northern and western boundaries, with angled façades in intervals along the mews in a 'chamfered' approach to achieve good standards of privacy for existing and future residents. Privacy to the north, for properties along Twyford Avenue, is maintained. Any directly facing windows are limited and are obscure glazed, the development is set back from the boundary and there are generous separation distances of c. 40m (owing to their long rear gardens).
- 4.29 Privacy to the west, for Albion Cottage garden is protected with windows angled towards the north in order to mitigate overlooking. In addition new planting is proposed along the boundary and the development is comfortably set back from this boundary.

- 4.30 To the south, Lynton Grange apartments, there would be no direct outlook from the proposed habitable rooms due to the angled facades and obscured glazing, alongside the blank facades along the southern boundary.
- 4.31 Overlooking between the two blocks within the development has been mitigated through the orientated of Units 2 - 5 and Unit 1's windows on its western elevation being obscured.
- 4.32 The DAS and Daylight and Sunlight Assessments consider the design evolution to mitigating amenity impacts in greater detail.
- 4.33 In conclusion, the proposed development is considered to comply with policies DM1 and DM12 on the protection of residential amenity, and the supporting technical evidence confirms this.

### **Trees and landscaping**

- 4.34 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. DPD Policy DM1 requires proposals to demonstrate how landscaping and planting are integrated into a development as a whole, responding to trees on and close to the site.
- 4.35 No trees are proposed to be removed as a result of the proposal, with all root protection areas avoided including Unit 1's sculpted massing
- 4.36 The proposal delivers the opportunity to improve the soft landscaping on site; through reducing the existing extent of hard landscaped areas, improving SUD's and wildlife corridors through the site and creating a shared surface which will allow for the family units to have a usable space outside of their homes. Additional planting is delivered within the private amenity spaces at ground floor, grasscrete within the communal spaces and the non-accessible green roof for the detached dwelling and cycle store, together with a 15% reduction in building footprint. This additional planting will encourage a wildlife corridor through the scheme where possible, while the reduction in footprint will increase the permeability of the site.
- 4.37 The Urban Greening Factor for the proposed development is 0.4. This achieves the London Plan target and so is considered acceptable, weighing in favour of the scheme.
- 4.38 An Arboricultural impact assessment, Landscape Plan, Materials Sheet and Urban Greening Factor Calculation report accompany the application.
- 4.39 The proposal has therefore integrated landscaping and planting into the development as a whole, responding to trees on and close to the site, in accordance with DPD Policy DM1.

### **Transport and parking**

- 4.40 London Plan Policies T1, T4, T5 and T6 set the overarching policy requirements for impacts on the highway network in terms of trip generation, parking demand and cycling provision. These policies are reinforced by Local Plan Policy SP7 and DPD Policy DM31 which support sustainable transport. The application is accompanied by a transport statement (TS) by RPS which should be reviewed in full.
- 4.41 The TS notes that based on the 2011 Census data, the predominant mode to work is by public transport (58%), followed by private car use (26%). However, the scheme is in a highly sustainable location with a wide range of bus and rail services and facilities in close proximity. Therefore, the site is well placed to provide residents and visitors with a realistic alternative in

travel to the private car, by encouraging active and sustainable modes of transport such as walking, cycling and use of public transport. This is aided by the site's location within a controlled parking zone, controlling the release of parking permits.

- 4.42 A review of the existing accidents in the local area does not identify any clusters of incidents which would suggest an existing highway layout problem, and the type of incidents that have occurred over the past three years do not suggest that the increase in traffic movements associated with the scheme would exacerbate the existing level of incidents that occur.
- 4.23 Pedestrian and vehicular access to the development site will be provided via an existing paved single-track road linking to Fortis Green. The development will be car-lite and cycle parking is proposed in line with the London Plan standards. Deliveries and refuse collection will be taken from the front of the site as per the existing situation during off-peak times and are expected to be minimal.
- 4.44 An on-street parking assessment has been undertaken and the results show that there is residual on-street capacity to accommodate the small amount parking demand derived from the proposed development. This is further mitigated by future residents not being able to apply for on-street parking permits.
- 4.45 The proposed development will have minimal traffic impact on the operation of the local transport or highway networks or highway safety, in accordance with the requirements of the NPPF.

#### Technical assessments

- 4.46 The application is also supported by a series of technical assessments. These should be reviewed by the relevant consultees. A summary of the conclusions on these matters is as follows:
  - **Ecology:** A preliminary Roost Assessment has been submitted. The potential for roosting bats is considered low, and therefore one further 'emergence survey' is recommended in season. The submitted Biodiversity Net Gain Assessment notes 100% net gain in area and linear based habitat units.
  - **Energy and sustainability:** As set out in the submitted Energy and Sustainability Assessment, the development will incorporate a range of design measures to maximise energy efficiency. A 'Lean, Clean, Green' approach has been adopted and the development achieves an overall improvement in regulated emissions at over 76% above Part L 2013 standard.

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## 5.0 Conclusions

- 5.1 The proposal has been assessed against all of the relevant adopted and emerging planning policies and guidance. Pre-application engagement discussions with Officers at the Council have been undertaken, as well as publicising the proposal to local residents and stakeholders for anyone to provide their comments. Officers have confirmed their support for the principle of the proposed development.

### **Benefits of the proposal**

- 5.2 The key benefits the proposal delivers are:
- The provision of five high quality new homes, including one family home, in a sustainable location;
  - The regeneration of a site that is run down and visually detracts from the amenity of the wider residential area;
  - The redevelopment of a brownfield site that releases pressure on more sensitive greenfield sites within and outside of the Borough;
  - The delivery of high-quality design that respects the surrounding context, causing no harm to the adjoining listed buildings and enhancing the contribution of the site to the Fortis Green Conservation Area;
  - The enhancement of the visual appearance of the site through a comprehensive and high-quality landscaping scheme; and
  - An ecological enhancement of the sustainability of the site through reducing the building footprint, additional planting, the provision of green roofs and grasscrete that exceeds Urban Greening Factor minimum requirements and achieves 100% biodiversity net gain; and
  - The delivery of natural surveillance, enhancing the safety and security of neighbouring properties and negating opportunities for anti-social behaviour, to the benefit of the local area.
- 5.3 The proposal complies with Section 38(6) of the Planning Compulsory Purchase Act 2004 which states the determination must be made in accordance with the development plan unless material considerations indicate otherwise. The Planning Statement has demonstrated that the proposal is in accordance with the development plan. Without prejudice to this, if conflicts with policy were judged to occur, the range of benefits highlighted above are deemed to significantly weigh in favour of justifying the conflicts. It is therefore considered that planning permission should be granted.