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**Statement to accompany
a
Detailed Planning Application
For
Extensions and Alterations
To
73 – 77 Clarence Road, London, N22 8PG**

The submission of the planning application follows detailed Pre-Application advice received from Haringey Council under reference PRE/2025/0270

The application submission consists of the following information.

Drawings

4624 SUR 1.00 Existing
4624 SUR 1.01 Existing
4624 PLA 4.00 Proposed
4624 PLA 4.01 Proposed
4624 PLA 4.02 Proposed
4624 PLA 4.03 Proposed

Reports

Preliminary Ecological Appraisal & Preliminary Roost Assessment - Arbtech Consulting Ltd
Bat Emergence and Re-Entry Survey - Arbtech Consulting Ltd
Biodiversity Net Gain Assessment - Arbtech Consulting Ltd
BNG Statutory Metric - Arbtech Consulting Ltd
Heritage Statement – Heritage Fusion.
Energy Statement – Vision Energy
Draft Construction Method Statement

Forms

Form 1 CIL Additional Information Completed

Planning Application form and Certificate Completed

The proposal is to extend the existing building, which currently houses six existing flats, comprising: -

3 no. one bedroomed units

2 no. two bedroomed units and

1 no. three bedroomed unit.

To: -

2 no. one bedroomed units

3 no. two bedroomed units and

2 no. three bedroomed unit.

Of these units, Unit 4 has been designed to be fully accessible and Building Regulations M4(2) compliant. The unit is located on the ground floor with ramped access.

All flats have been designed to comply with the requirements of the Technical Housing Standards – Nationally Described Space Standards and the London Plan Minimum Space Standards for New Homes.

It is noted that The London Plan, sets a higher for floor to ceiling heights of 2.5m rather than the lower 2.3m set out in the Nationally Described Space Standards. This higher standard is achieved in all of the proposed and existing units other than unit 7 where the existing ceiling height of 2.4m will have to be maintained for structural reasons.

Principle of Development

The pre-application advice received, directed the applicant to Policy DM 16 of the Haringey, Development Management DPD adopted July 2017. This policy primarily focuses on the conversion of existing buildings into flats. Given that the existing property is already 6 flats, only parts of the policy are relevant to this particular application, these being the element of maintaining and supplying larger family homes and no net loss of family sized units occurs.

Following the receipt of the Council's pre-application advice, the configuration of the units has been altered so as to add an additional three-bedroom unit, increase the number of two bed units and reduce by one, the number of one bedroomed units. This reconfiguration, satisfies the aims of this policy, in achieving an uplift in family sized units.

Design and Heritage.

As part of the pre-application consultation an initial scheme was submitted, together with a Heritage Statement to support and justify this initial scheme.

A number of issues were raised, in respect to the initial scheme and its impact on the host dwelling and the wider conservation area. These comments and observations have been taken onboard and modifications have been made to the scheme and a new heritage statement prepared which accompanied the application.

Extensions have been reduced in scale and further details have been provided in respect to window design and materials to be used. This is particularly relevant, in respect to the existing building windows, where UPVC replacement have been incorporated. The submitted scheme reverses this, incorporating new timber, casement and sliding sash windows as appropriate.

Quality of Accommodation.

In altering the layout of the units and preparing the accommodation schedule, to be found on drawing 4624 PLA 4.02, specific reference has been made, to both the requirements of the Technical Housing Standards – Nationally Described Space Standards and the London Plan Minimum Space Standards for New Homes. All of the proposed units are compliant.

Dual aspect flats have been achieved across the development, thus satisfying London Plan Policy D6, part C. In respect to outdoor space, all units have compliant outdoor space in line with Policy D6, with either garden or balcony provision being made.

Unit 4 has been designed to ensure full compliance with the Building Regulations M4 (2) compliance

Impact on Amenity

Reacting to the pre-application advice, the proposed extension to the North West of the application site has been narrowed. This will address the concerns raised in respect to the proximity of the extension to the common boundary with 71 Clarence Road.

Energy and Sustainability

The Planning Application is accompanied by a suitably prepared Energy Report and Sustainability Statement, prepared by Messrs Vision Energy a specialist company in this field. Full recommendations are included to show improvements to the thermal performance of the existing structure, together with proposals for the one additional flat.

Biodiversity Net Gain.

Whilst it is anticipated that the requirements of Bio Diversity Net Gain, in respect to this site will fall away during the lift of this application. The government have issued advice that new BNG criteria, in respect to small development will be introduced at the end of July 2026. Our client has commissioned an BNG report, together with Preliminary Rooste Assessments and follow up bat emergence surveys.

Access, Transport and Parking

The Pre-Application advice, assesses the proposed development as one that is located in an area with good public transport links.

The proposed site plan, shows that four cars can be accommodated within the boundaries of the site, with two existing crossovers to the public highway being employed to serve these. Tracking diagrams haven been provided with the application to demonstrate that vehicles can arrive and leave site safety.

Having taken the above into consideration however, it appears for the provided Pre-Application advice that the site will be designated for a permit/car free designation. This will apply to the additional unit of accommodation.

In respect for Cycle parking all units are provided with the requisite number of secure cycle parking pods, with two visitors cycle pods being located at the frontage of the site.

Conclusions

Having taken preapplication advice from the authority, it is our position that the scheme now presented, for formal planning consent meets all of the requirements set out in the letter received following the Pre-Application meeting. Our hope is that the Authority will recognise the steps taken and issue a planning consent for the proposed alterations and addition of one extra flat.