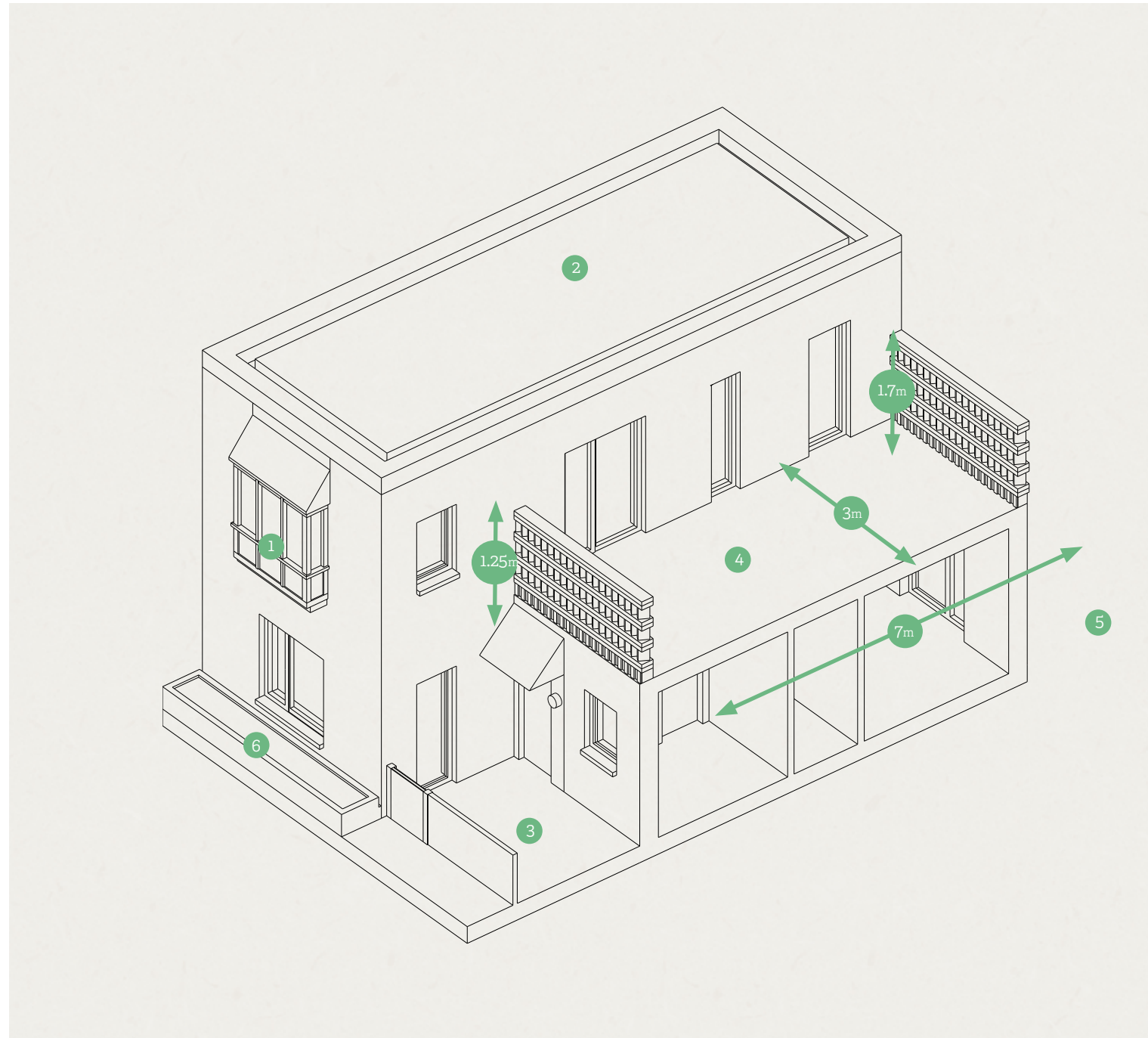




4.8 Amenity

Mews house Units 1-3 - Each of these units has a private 13m² rear garden amenity space, 6m² courtyard and a private 20.9m² terrace

Mews house Unit 4 has a private 10.5m² rear garden amenity space, 8m² courtyard and a private 6.8m² terrace

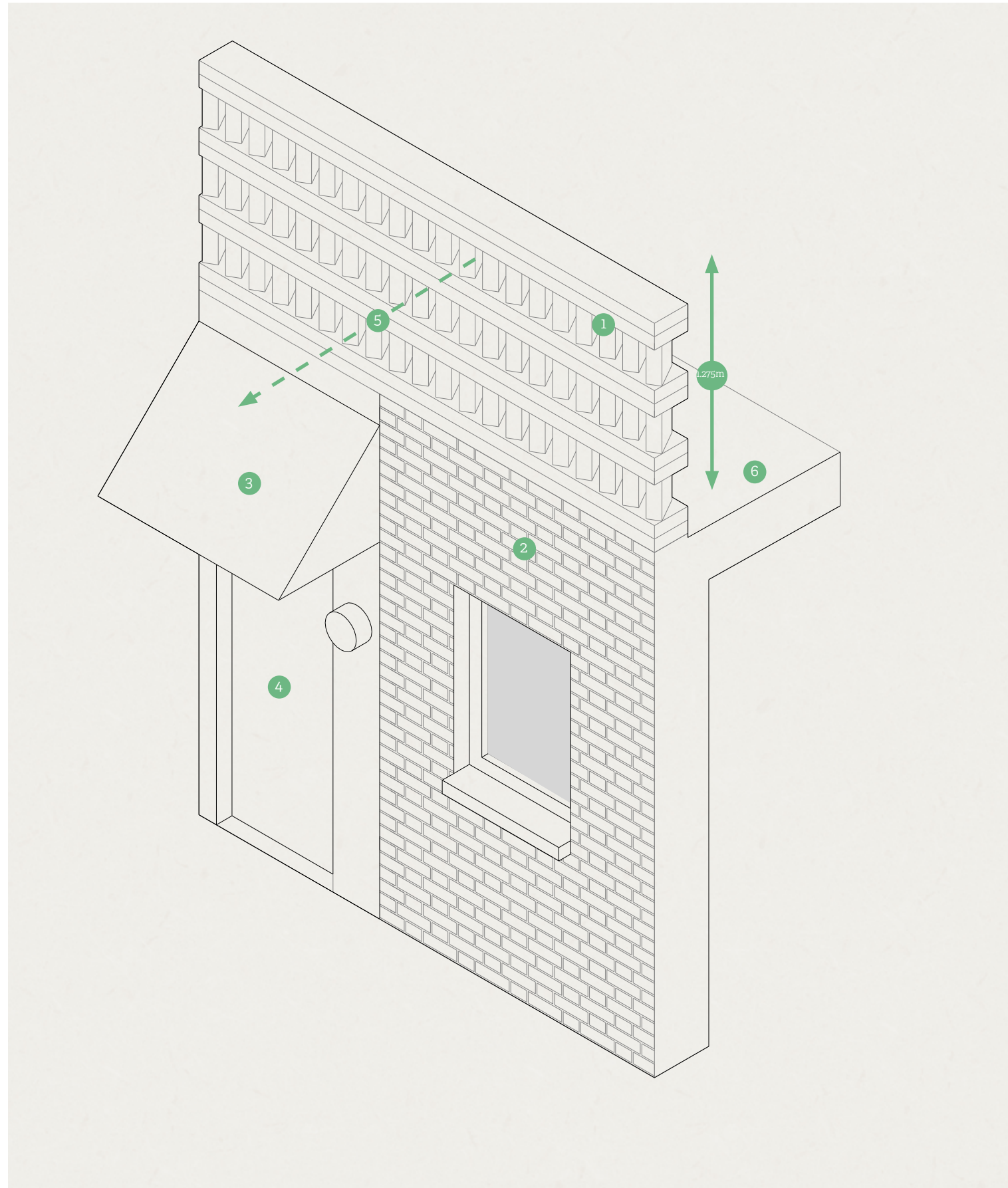
46a Chalgrove Road has a private 25.9m² rear garden amenity space and 15.1m² front garden amenity space

46b Chalgrove Road has a private 19.8m² first floor terrace and 6.2m² courtyard.

Diagram 16 - Typical Ground and First Floor Amenity

1. Projecting oriel window
2. Green Roof
3. Ground floor courtyard
4. First floor terrace
5. Rear garden amenity
6. Ground floor raised defense planting





4.9 Perforated Brick Screen

Direct overlooking from terraces, toward the neighbouring properties of Manor Road and Chalgrove Road is reduced with the use of perforated masonry screens. The hit / miss brickwork creates a 30% gap surface. Furthermore, the hit miss bricks are rotated by 45 degrees so that direct perpendicular viewing is not possible.

On the Southern side of the terrace this hit/miss screen is proposed at 1.25m(h)
On the Northern side of the terrace the screen is proposed at 1.7m(h)

Diagram 17 - Perforated brick screen to East edge of terrace

1. 45degree hit / miss brickwork
2. Brickwork
3. Mews house entrance canopy
4. Mews house entrance
5. Obscured views toward Manor Road
6. Terrace



4.10 Projecting Oriel window

Units 1-4 of the proposals have a projecting oriel window at First floor level on the Southern elevation.

The southern facing element of the oriel has a clerestory window at 1.7m above FFL. The East and West sides of the projecting oriel have clear glass windows. This allows residents to look up and down the mews street from the internal bench seat, but residents do not directly overlook neighbouring gardens on Manor road.

The oriel window also breaks up the form and massing and animates the Southern elevation.

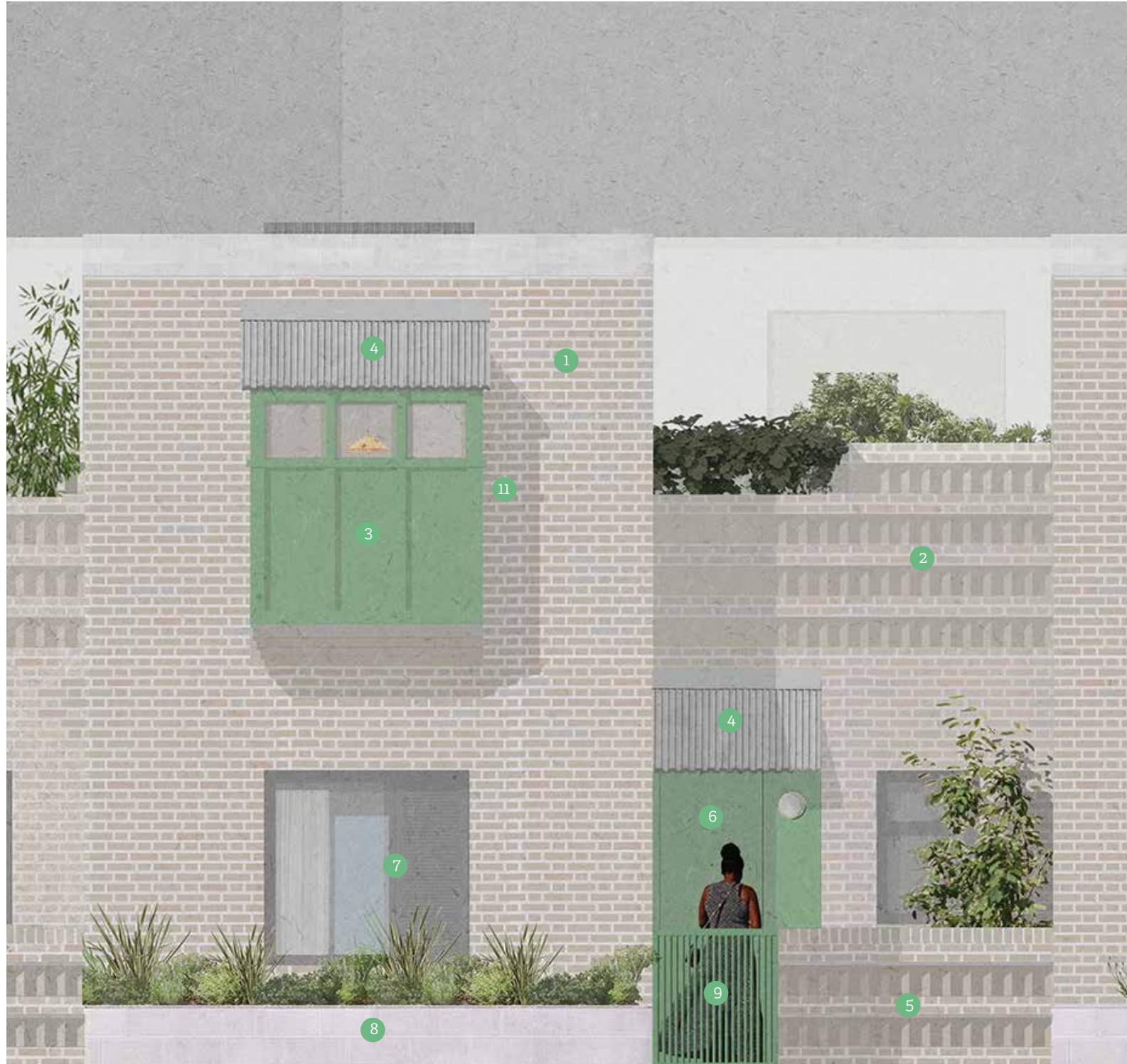
4.11 Projecting Oriel window, corner

At the rounded corner and junction of Chalgrove Road and Chalgrove Mews, a two storey projecting oriel window will mark the entrance to the pedestrian mews.

This sits at the only part on site where 3 storeys of development is proposed.

Diagram 17-19 - Oriel windows

1. Projecting oriel window with spandrel panel up to 1.7m
2. Corrugated metal canopy
3. Brick corbel base detail
4. Internal bench seat
5. Clear glazing to east and west only (up and down mews street)
6. Two storey projecting oriel window



4.12 Mews street Entrances

The Mews street is animated with courtyards and planting areas in order to encourage a sense of enclosure, ownership and facilitate a sense of community.

Diagram 20 - Mews elevation

1. Whitish / grey buff brick
2. Perforated brick terrace screen
3. Oriel window (Southern window at 1.7m above FFL)
4. Corrugated metal canopy
5. Brick wall
6. Composite Entrance door
7. Composite aluminium / timber framed bedroom window
8. Private planting
9. Metal gate



4.13 Boundary condition

A new 2.1m high 215mm thick brick wall is proposed to the Southern boundary and will be treated with an anti-climb product.

A new 1.8m close boarded timber fence is proposed to the northern boundary and to the eastern boundary, subject to neighbouring agreements.

Diagram 21 - Boundary condition

Orange line - Proposed brick wall boundary

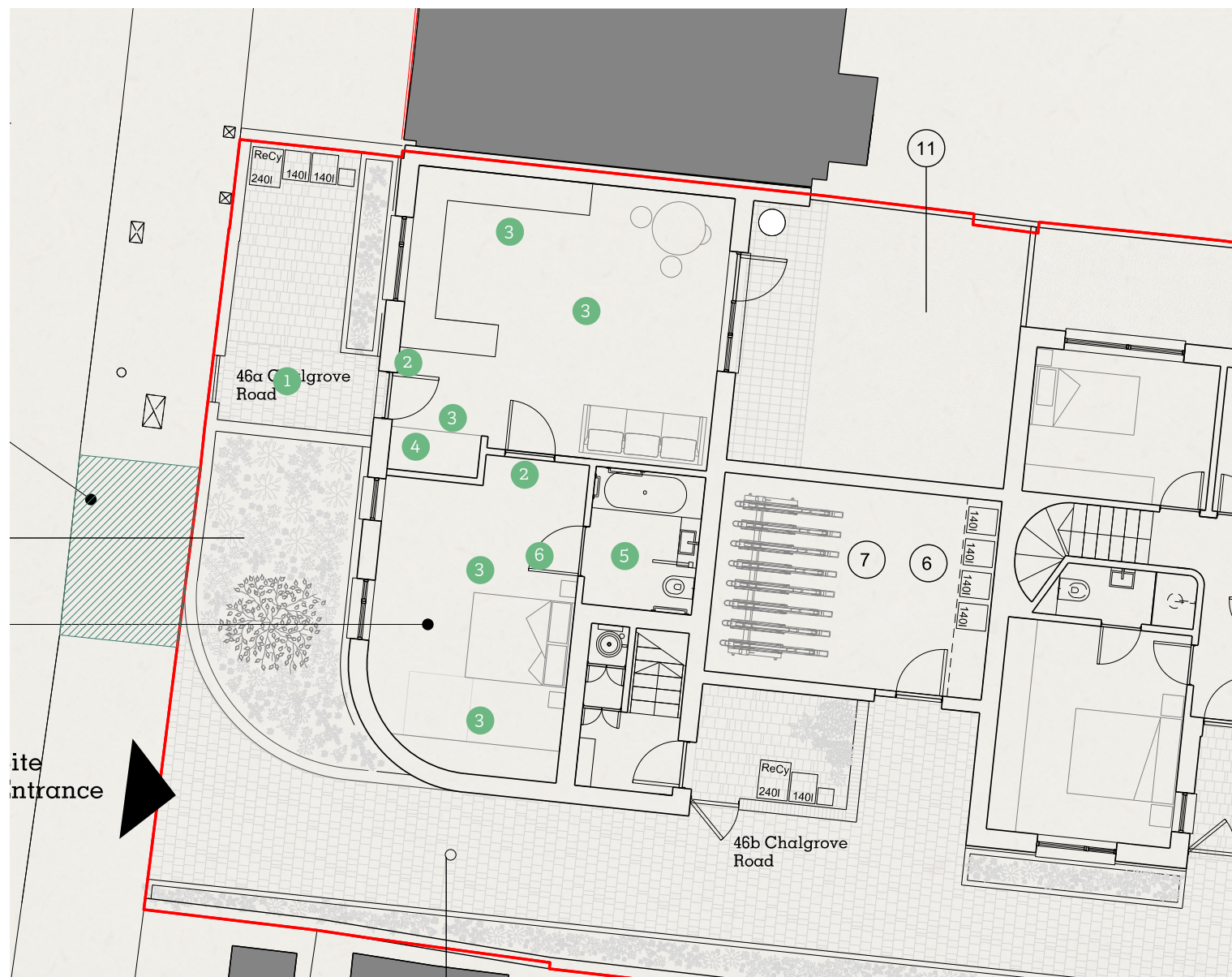
Green line - Proposed close boarded fence boundary

4.14 Car Parking

Policy DM32 states that ‘The Council will support proposals for new development with limited or no on-site parking where: A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development’

As the site is in the shadow of White Hart Lane stadium, a CPZ does exist and therefore the development is proposed to be a no on-site car parking scheme. The site is also located within a Public Transport Access Location 2 and has good alternative transport facilities.

A Transport Assessment and Car Parking Stress Survey has been carried out and accompanies this application. The assessment demonstrated that should the development attract car owning occupants there is substantial spare space in on-street parking bays very close to the site at night when residential parking demand is at its heaviest, as well as during daytime. The survey also demonstrates that a dedicated space for a blue badge holder would not cause undue stress on the existing street parking provision.



4.15 Inclusive Design

Policy D5 of the London Plan and Local Plan Policy SP2 require new housing to achieve the highest standard of accessible and inclusive design. Policy D7 of the London Plan and Local Plan Policy SP2 require new housing is built to meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' (formerly Lifetime Homes' standards). This ensures that dwellings are able to be easily adapted to suit the changing needs of occupiers, particularly those with limits to mobility. 10% of all units should be accessible for wheelchair units in accordance to London Plan Policy D7 and Part M4 (3) 'wheelchair user dwellings' of Building Regulations.

Ground Floor Flat 46a Chalgrove Road will be a wheelchair accessible dwelling and conforms to Part M4 (3) guidance. The scheme therefore meets the 10% obligation.

All other mews dwellings meet Part M4 (2) guidance. No 46b will meet Part M4 (1).

Diagram 22 - 18a Denmark Street

1. Step-free, lit approach with covered and level external landing
2. Leading edge distance and clear openings
3. Wheelchair turning circles
4. Wheelchair storage
5. DocM bathroom
6. Provision for hoist direct from bed to bathroom



4.16 Sustainability

All new residential units are required to provide details on reducing CO₂ emissions 35% above the Building Regulations Part L (2013) and water efficiency measures. Both agent and applicant are committed to providing a design that exceeds target and actual emissions.

An energy assessment and sustainability report has been carried out and accompanies this application.

The report has detailed the baseline energy requirements for the proposed development, the reduction in energy demand as a result of energy efficiency measures and the potential to achieve further CO₂ reductions using renewable energy technologies.

The baseline results have shown that if the development was built to a standard to meet only the minimum requirements of current building regulations, following the guidance from the GLA (June 2022), the total amount of CO₂ emissions would be 7,874Kg/year.

Following the introduction of passive energy efficiency measures into the development, as detailed in section 4, the total amount of CO₂ emissions would be reduced to 5,204Kg/year

There is also a requirement to reduce CO₂ emissions across the development using renewable or low-carbon energy sources.

Ground & Air source heating

The results of the assessment of suitable technologies relative to the nature, locations and type of development suggest that the most suitable solution to meeting reduction in CO₂ emissions would be via the use of heat pump driven heating and hot water systems and the generation of electricity on site via an 10.56kwp PV array.

This has been used in the SAP models (reproduced at Appendix C) for the development which have also been detailed above in Table 6, which show a final gross emission level of 1,975Kg/year, representing a total reduction in emission over the baseline model, taking into account unregulated energy, of 74.92%.

In addition, the final SAP outputs at Appendix C demonstrate that the building achieves an overall improvement in regulated emissions over the Building Regulations Part L standards for regulated emissions of minimum of 90.77%.

Accordingly, this low carbon development complies with the requirements of the London Plan and Haringeys Local Plan policies.



4.17 Surface water and SuDS

A flood risk and surface water assessment has been carried out and accompanies this application

Based on the review of the London Plan 2021 drainage hierarchy, and recording the underlying ground conditions and constraints of the site, the following SuDS are proposed:

- Simple rainwater recycling (water butt)
- Attenuation storage with a controlled outlet into the public surface water sewer

100l rainwater water butts will be located within the rear amenity of unit 46a and units 1-4. 46b will have a water butt located at first floor terrace

The attenuation storage crates will be located below the community space with a total storage volume of 36.1m³.

Diagram 24 - SuDS - Rainwater butts and attenuation



4.18 Circular economy - Demolition of 46 Chalgrove Road

It is not feasible to retain/re-purpose the existing buildings that occupy the site including no.46 Chalgrove Road because of the poor quality of build and current state of disrepair. So, given the high sustainability ambitions for the site – its intensification of the site would require the removal of the existing dwelling. This would not only enable a thermally efficient unit to be built in it's place, but would increase the social sustainability of the proposed scheme by increasing the quality of the public realm, providing an appropriate street scape and access for the proposed development to the side and rear.

The deconstruct and reuse options at the existing site are limited because of the quality and age of built fabric – not designed for deconstruction.

The existing brick will be reclaimed and materials re-used as part of the finishes to new paving, facades and planters, with blockwork crushed and re-used as hardcore. Thereafter - all other reclaimed materials will be assessed for potential re-use on site (considered limited) or removed and sent off-site for recycling or potential upcycling – subject to the condition of the materials at the point of demolition.

As noted above, aside from the crushing/recycling of blockwork and reuse of brickwork, the proposals are for the recovery and off-site recycling or upcycling should the recovered materials be of a suitable quality.

Accordingly the proposals for the site at Chalgrove Road are for wholesale redevelopment of the site, with the principles of disassemble/deconstruct and reuse/recycle and ensure that in excess of 97% of materials are diverted from landfill.

The roof level / loft level gable wall of the remaining property at no.48 Chalgrove Road will be externally insulated and rendered to improve the thermal efficiency of the remaining party wall.

Diagram 25 - 46 Chalgrove Road



5.1 Community Engagement

A drop-in community engagement event was held on site on 10th August 2024 inviting local residents to view the proposals, and to speak with the architects. The event was set up for residents to ask questions and for people to have their say.

A total of 13 people attended the event including direct neighbours of Chalgrove Road and those who's gardens back onto the proposal at Manor Road.

5.2 Attendance to the event

There was a diverse mix of residents - from those who had lived in the area for much of their adult lives, to those who had recently moved into the area.

A webpage was set up (<https://www.hillpatru.co.uk/chalgrove-road>) for those who could not attend the event and to offer further information including answers to frequently asked questions.

Email addresses of each attendee were taken, with each attendee subsequently being sent an email with a link to the community engagement webpage.

5.3 Key Feedback

Security

Local residents attending the event were particularly concerned about security and garden hopping that the proposals could exacerbate. This was perhaps the most emotive issue that was raised with many suggesting that the boundary wall height should be high enough to mitigate this issue.

Car parking

Concern was also raised about the strain on car parking that the development may have.

Overlooking

A number of residents raised overlooking as a concern, and expressed concern also with the proposed terraces between units at first floor.



6 Conclusions

The Site comprises under-utilised land in a built up residential area. The existing use is not protected by planning policy and the land is suitable and available for redevelopment to housing.

The Proposed Development will deliver four new family homes and two apartments. The unit mix is appropriate as there is an identified need for this type of housing mix.

The Proposed Development has been carefully designed to respect the character of the area and to protect existing resident's amenity. The design has been developed in response to productive pre-application discussions and community engagement.

The internal configuration of the dwellings complies with Nationally Described Space Standards and Housing SPG standards.

The proposals include hard and soft landscaping and cycle storage together with communal refuse stores.

The NPPF provides a clear presumption in favour of approving sustainable development and the provision of housing. The London Plan and Haringey's Local Plan set out a clear need to deliver housing from windfall sites such as this.

In summary, the Proposed Development complies with the guidance in the NPPF and the overall policies and standards in the London Plan and Haringey's Local Pan.