

PLANNING STATEMENT

46 & 46A CHALGROVE ROAD, N17 0JD

31 OCTOBER 2024

DOCUMENT CONTROL

Project Title	46 and 46a Chalgrove Road
Client Name	Mr. Steven Eagling
Site Address	46 and 46a, Chalgrove Road, London N17 0JD
Report Title	Planning Statement
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Prepared by	Kate Matthews and Orla Thompson
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SECTION 1 | INTRODUCTION

- 1.1 This Planning Statement has been prepared by Firstplan in support of a planning application by Steven Eagling (“the applicant”) for residential development at Land at 46 and 46A Chalgrove Road, London, N17 0JD. The proposed description is as follows:

Demolition of existing buildings on site and the erection of a part three, part two storey building facing Chalgrove Road to provide a flat and duplex, with 4 x part two, part single storey mews houses to the rear (6 dwellings in total).

- 1.2 The proposal aims to provide new, well-designed residential accommodation which will complement this part of Haringey. The proposed development has been carefully designed to optimise the site’s capacity for residential development, whilst ensuring that the development responds appropriately to the context of the area.
- 1.3 Prior to this application pre-application discussions have been undertaken and the proposals have been refined to take into account officers comments. A community consultation event was also held and further amendments to the scheme were made following this.
- 1.4 This statement should be read in conjunction with the following suite of documents which should assist in LB of Haringey’s assessment of this application including the following:
- Planning drawings prepared by Hill Patru Architects;
 - Design and Access Statement prepared by Hill Patru Architects;
 - Flood Risk and Surface Water Assessment prepared by Base Energy;
 - Preliminary Ecological Appraisal prepared by Open Spaces Landscape & Arboricultural Consultants Limited;
 - BNG Small Sites Metric prepared by Open Spaces Landscape & Arboricultural Consultants Limited;
 - Transport Statement prepared by Transport and Traffic Consultancy Limited;
 - Energy and Sustainability Statement prepared by The PES;
 - Part O Thermal Comfort Analysis prepared by The PES (Appendix E)
 - Arboricultural Impact Assessment prepared by Arboricultural Solutions LLP;
 - Planning application forms and CIL Form.
- 1.5 This Planning Statement brings together the necessary information to assess the proposal against prevailing planning policy with regard to any material considerations, including the National Planning Policy Framework, London Plan, Haringey’s Strategic Policies Plan, and Haringey’s Development Management DPD. This statement will justify the principle and assess all relevant development management considerations with appropriate mitigation proposed where relevant.
- 1.6 This Statement is structured as follows:
- **Section 2** sets out the relevant background information, including the description of development and planning history;
 - **Section 3** describes the application proposals;
 - **Section 4** details the relevant planning policies against which the application should be assessed;

- **Section 5** assesses the acceptability of the application proposals in the context of the relevant planning policies; and
- **Section 6** draws the conclusions.

SECTION 2 | BACKGROUND INFORMATION

a) Site and Surrounding Area Description

- 2.1 The application site comprises an end-of-terrace house and an adjacent builders' yard site at Nos. 46 and 46a Chalgrove Road. The site has its own vehicular access via Chalgrove Road off the street. The site is approximately 0.15 acres.
- 2.2 A red line boundary indicating site location is included below at Figure 1.

Figure 1. Site Location



- 2.3 The property is not located within a Conservation Area and is not a locally or statutorily listed building.
- 2.4 The site is well-served by public transport and has a PTAL of 3 (where 0 is the worst and 6b is the best). The nearest bus stop is located on Park Ave Road and is a four-minute walk. Northumberland Park Station is a five-minute walk from the property.
- 2.5 The site is located in a predominately residential area, the nearest commercial services are located at Manor Road and Park Lane.
- 2.6 The site is located within Flood Zone 2 and has a medium probability of flooding from rivers and sea.

b) Planning History

i) The site

- 2.7 A desktop review of the planning history of the site as available on the Council's public access website has been carried out. There is no relevant planning history available for the site.
- 2.8 As detailed in the Design and Access Statement, pre-application advice was initially undertaken in 2022, which established the principle of residential development on the site subject to providing an acceptable living environment, an acceptable impact on neighbouring amenity and local highways and achieving relevant environmental standards (ref: PRE/2022/0231).
- 2.9 A further pre-application advice request (ref. PRE/2024/0049) was submitted in early 2024, with a meeting held in April and written advice received in June. The advice was sought for a mews-style development of 6-7 new dwellings. Two options were presented and the current proposed scheme has sought to take on board officers' advice, this is further discussed within Section 5.

ii) Relevant Applications in Haringey

- 2.10 Table 1 below includes applications for the erection of new houses in Haringey.

Table 1. Relevant Applications in Haringey

Site	Ref.	Proposal	Decision	Date
88 St Pauls Road, Tottenham, London, N17 0NE	HGY/2024/1455	Demolition of 2no. existing commercial units and creation of a duplex family dwelling with associated access and landscaping	Pending Consideration	-
18 Denmark Street, Tottenham, London N17 0JL	HGY/2022/4553	Erection of five two storey dwellings with landscaping and other associated works, including refurbishment to no. 18 comprising the erection of rear dormer	Approve with conditions	15 August 2024
Land adjacent to 222 the Avenue, London, N17 6JN	HGY/2022/2310	Demolition of the existing building and replacement with a new 2 bedroom dwelling house	Approve with conditions	03 March 2023

c) Public Consultation

- 2.11 A Community Involvement meeting was held on site on the 10th August 2024 inviting local residents to view the proposals and speak with the architects, to address any concerns. In addition, a webpage was provided for any residents unable to attend.

SECTION 3 | APPLICATION PROPOSALS

- 3.1 The application proposals seek to demolish No. 46 and 46A Chalgrove Road for demolition of existing buildings on site and the erection of a part three, part two storey building facing Chalgrove Road to provide a flat and duplex, with 4 x part two, part single storey mews houses to the rear (6 dwellings in total).
- 3.2 The development will comprise the demolition of the existing two bedroom house at 46 Chalgrove Road, to create a new street corner unit. This unit will accommodate a 1-bed/2-person unit on the ground floor level and a 3bed/ 4 person unit on the first and second floors.
- 3.3 To the rear, the existing redundant structures will be removed and four mews houses are proposed. The new mews houses will form a linear row. First floor inward facing terraces are proposed on the dwellings. Mews house units 1-3 will be 3bed/4 person dwellings, and unit 4 will be a 2bed/ 3 person unit.
- 3.4 A schedule of accommodation has been provided below in Table 2.

Table 2. Schedule of Accommodation

Unit No.	Bedrooms and Occupancy	Floor Area (GIA)	Total Amenity Space
46a Chalgrove Road	1 bedroom, 2 person	58.5sqm	41 sqm
46b Chalgrove Road	3 bedroom, 4 person	98.6sqm	26sqm
1	3 bedroom, 4 person	84sqm	39.9sqm
2	3 bedroom, 4 person	84sqm	39.9sqm
3	3 bedroom, 4 person	84sqm	39.9sqm
4	2 bedroom, 3 person	74.5sqm	25.3 sqm

- 3.5 The residential development will provide 14no. cycle parking spaces and private amenity space.
- 3.6 Bin storage for 46a is located adjacent to the flat entrance. Bin storage for 46b and each of the mews houses is located in the courtyards in front of flat/dwelling entrances. The storage capacity of each dwelling meets Haringey's collection day requirements.
- 3.7 Regarding materiality, the proposed residential development shall be comprised of:
- White buff brick
 - Perforated brick terrace screen

- Oriel Window (Southern window at 1.7m above FFL)
- Corrugated metal canopy
- Brick wall
- Composite entrance doors
- Composite aluminium/timber framed bedroom window
- Private Planting
- Metal Gate

3.8 Each dwelling will be dual aspect, and the rooms meet the requirements of the 'Technical Housing Standards – Nationally described space standards'. Adequate storage provision has also been made.

3.9 Visuals of the proposals have been prepared and are provided within the enclosed Design and Access Statement prepared by Hill Patru Architects. An extract of the proposed design from the statement has been included below:

Figure 2. Proposed North and South Elevation



3.10 The proposals are considered to present a well-considered and well-executed development that responds positively to the character and appearance of the local area.

SECTION 4 | PLANNING POLICY FRAMEWORK

- 4.1 The section details the key planning policy context relevant to the application site and the proposed development.
- 4.2 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that planning decisions must be made in accordance with the Development Plan, unless material considerations indicate otherwise.
- 4.3 The Statutory Development Plan comprises:
- Haringey's Strategic Policies (with alterations 2017);
 - Haringey's Development Management DPD (2017);
 - The London Plan (2021).
- 4.4 The National Planning Policy Framework (NPPF) (2023) is also a material consideration alongside any supplementary planning documents. A Government consultation is currently running in respect of updates to the NPPF.

a) National Planning Policy Framework (NPPF) (2023)

- 4.5 The National Planning Policy Framework (NPPF) was adopted in December 2023. It states at **Paragraph 7** (Achieving Sustainable Development) that the purpose of the planning system is to contribute to the achievement of sustainable development, which can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 4.6 The overarching objectives of achieving sustainable development are identified at **Paragraph 8** and include (inter alia):
- Helping to build a strong, responsive and competitive economy;
 - Supporting strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and
 - Making effective use of land.
- 4.7 **Paragraph 11** states sets out that decisions should apply a presumption in favour of sustainable development. For decision taking, this means: *"approving development proposals that accord with an up-to-date development plan without delay"*.
- 4.8 Local planning authorities are required by **Paragraph 38** to approach decision making in a positive and creative way and to approve applications for sustainable development where possible. **Paragraph 47** requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 4.9 **Paragraph 64** states that: *"Provision of affordable housing should not be sought for residential developments that are not major developments"*.

b) The London Plan (2021)

- 4.10 The following policies are considered relevant to the application:

- **Policy D1** 'London's form, character and capacity for growth';
- **Policy D3** 'Optimising Site Capacity Through the Design-led Approach';
- **Policy D4** 'Delivering Good Design';
- **Policy D5** 'Inclusive Design';
- **Policy D6** 'Housing, Quality and Standards';
- **Policy D8** 'Public Realm';
- **Policy D11** 'Safety, security and resilience to emergency';
- **Policy D12** 'Fire Safety'
- **Policy H1** 'Increasing Housing Supply;
- **Policy H10** 'Housing Mix';
- **Policy G5** 'Urban Greening';
- **Policy G5** 'Biodiversity and Access to nature';
- **Policy GG2** 'Making the Best Use of Land';
- **Policy SI 2** 'Minimising greenhouse gas emissions'
- **Policy SI 4** 'Managing Heat risk'
- **Policy SI 12** 'Flood risk management;'
- **Policy SI 13** 'Sustainable drainage';
- **Policy T4** 'Assessing and mitigating transport impacts'; and
- **Policy T5** 'Cycling';

c) Haringey's Strategic Policies (2017)

- 4.11 **Policy SP1** 'Managing Growth' sets out the most suitable locations for growth, including North Tottenham, Wood Green and Tottenham Hale. It also sets out that:

"Parts of the Borough outside of the Growth Areas and Areas of Change will experience some development and change in contributing towards meeting local development needs. The Council will ensure that development in these Areas of Limited Change will respect the character of its surroundings and provide environmental improvements and services. "

- 4.12 **Policy SP2** 'Housing' sets out that high quality new residential development will be achieved by having regard to housing design standards set out in the London Plan. Furthermore, **Policy SP11** 'Design' states that new development should be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity.
- 4.13 **Policy SP4** 'Working Towards a Low Carbon Haringey' sets out that, in line with London Plan policy, the Council will promote and require all new developments to take measures to reduce energy use and carbon emissions during design, construction and occupation.
- 4.14 **Policy SP11** 'Design' states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Among other criteria, development is expected to be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity.

- 4.15 The policy goes on to refer to the Open Space and Recreational Standards SPD which we note has been superseded by Development Management DPD in 2017.
- 4.16 Other relevant policies to this case include:
- **Policy SP6** 'Waste and Recycling' and
 - **Policy SP7** 'Transport'

d) Haringey's Development Management DPD (2017)

- 4.17 **Policy DM1** 'Delivering High Quality Design' stipulates that proposals must relate well to their surroundings and ensure a high standard of privacy and amenity for both the development's users and neighbours; proposals should provide an appropriate amount of privacy to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents. Furthermore, **Policy DM2** 'Accessible and Safe Environments' sets out the requirements for accessible and safe environments.
- 4.18 **Policy DM11** 'Housing Mix' outlines that proposals for new residential development should provide a mix of housing with regard to: individual site circumstances, including location, character of its surrounds, site constraints and scale of development proposed.
- 4.19 **Policy DM12** 'Housing Design and Quality' states that all new housing and residential extensions must be of a high quality, taking account of the privacy and amenity of neighbouring uses and are required to meet or exceed the minimum internal and external space standards of the London Plan and the Mayor's Housing SPG. Ground floor family housing should provide access to private garden/amenity space, and family housing on upper floors should have access to a balcony and/or terrace.
- 4.20 **Policy DM21** 'Sustainable Design, Layout and Construction' requires new development to be sustainable in design, layout and construction. In addition, **Policy DM25** 'Sustainable Drainage System' states all new minor development proposals should aim to achieve a greenfield run-off rate and, at a minimum, achieve a 50 per cent reduction on existing site run-off rates; when this cannot be achieved, justification must be provided that runoff rate has been reduced as much as possible.
- 4.21 **Policy DM31** 'Sustainable Transport' promotes transport sustainability in all developments. **Policy DM32** 'Parking' sets out that all development should meet the parking standards set out in the London Plan.

e) Supplementary Planning Guidance

- 4.22 The Council have adopted a number of Supplementary Planning Guidance notes (SPGs), including SPG 1a (relating to design), SPG2 (relating to conservation), and the Sustainable Design and Construction SPD. Careful consideration has been given to these guidance notes in the development of the application scheme.

SECTION 5 | PLANNING CONSIDERATIONS

5.1 The relevant Borough-wise, London and National planning policies have been taken into consideration to inform the proposed development at this site. The main considerations in respect of the development proposals are as follows:

- Principle of Development;
- Residential Unit Mix;
- Quality of Accommodation;
- Design and Visual Impact;
- Impact on Amenity;
- Transport and Parking; and
- Environmental Considerations.

5.2 Consideration of the key planning issues is set out below.

a) Principle of the Proposed Development

5.3 The National Planning Policy Framework (NPPF) outlines that policies and decisions should promote an effective use of land; previously developed or 'brownfield' land should be used as much as possible. Substantial weight should be given to the value of using suitable brownfield land within settlements for homes. Furthermore, development of under-utilised land is supported if it would help to meet identified needs for housing.

5.4 Where a site is not allocated for residential development, Policy DM10 of the Development Management DPD outlines that such windfall development will be considered acceptable by the Council subject to compliance with the relevant planning policies. Policy H2 of the London Plan encourages Boroughs to support well designed new homes on small sites.

5.5 Strategic Policy SP2 relates to the maximising of the supply of additional housing within the Borough and sets a minimum target of 19,802 homes from 2011-2026. The London Plan sets a ten-year target of 15,920 for Haringey to be achieved by 2028/29. The net addition of five dwellings will provide a boost to the Council's housing target. It is understood that the current housing land supply is around 3.87 years and therefore the presumption for the development is engaged.

5.6 The proposal will replace the existing dwelling at No. 46 Chalgrove Road with a flat and duplex unit. In addition, it seeks to utilise the former builders' yard to deliver 4no. new mews houses. The builders' yard is vacant and is considered to be a suitable and sustainable location for the delivery of new homes. The site lies within an established residential area. Transport links are available at Northumberland Park Station, which is a 4-minute walk, and White Hart Lane Station, which is an 18-minute walk from the site respectively.

5.7 The pre-application advice supported the principle of the development, stating that:

"The site is located in an established residential area, and the loss of disused builders is acceptable given that the principle of residential development on this site is considered acceptable in land use planning policy terms, supported by Local Plan Policies SP1, SP2 and SP10 and London Plan Policy H1, which seek to maximise the supply housing to meet London and local housing targets."

- 5.8 The proposals are therefore considered consistent with the policy aims as they seek to deliver additional residential dwellings by optimising the development potential of this sustainably located, previously developed small site, making a valuable contribution to the Council's housing targets.

b) Housing Mix

- 5.9 DM Policy 11 'Housing Mix' states that the Council will not support proposals which result in an overconcentration of 1 or 2 bed units unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes which include larger and family sized units.
- 5.10 Additionally, individual site circumstances, the character of the surrounding area, site constraints and location play are also considered by the Council when assessing the mix of housing for new residential development.
- 5.11 The proposals will allow for the creation of 1no. one bedroom home, 1no. 2 bedroom home and 4no. 3 bedroom homes within this established residential neighbourhood, and as such, are considered to comply with the Councils' strategic and development management policies, achieving a high proportion of family housing.

c) Quality of Accommodation

- 5.12 The internal layouts of the proposed residential units have been designed to provide spacious and light accommodation.
- 5.13 All houses meet the National Technical Space Standards, as demonstrated in Table 2.
- 5.14 Regarding amenity space, the scheme proposes private gardens and roof terraces, with the total provision ranging from 25.3 to 41sqm, as set out in Table 2.
- 5.15 In light of the above, the proposals are considered to be in accordance with the relevant guidance. The overall standard of residential accommodation will be very high, so the application proposals should be considered acceptable in this context.

d) Inclusive Design

- 5.16 Policy D5 of the London Plan and Local Plan Policy SP2 require new housing to achieve the highest standard of accessible and inclusive design.
- 5.17 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. The developer would need to address this, as the development does not have any wheelchair access.
- 5.18 As set out in the Design and Access Statement, 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.

e) Design and Visual Impact

- 5.19 The proposed development provides a new building fronting Chalgrove Road which will create a contemporary bookend to the existing terrace, creating a welcoming opening to the new mews and providing vitality to the

street. The height of the two-storey element complements the eaves of the adjoining terrace, and the height of the three-storey element reflects the ridge height. The front building line reflects the existing terrace.

- 5.20 The use of the materials has been carefully considered with the flat roofs help keep the mews development subservient to their surroundings and achieve a biodiversity net gain by allowing for green roofs.
- 5.21 The site is not located within a Conservation Area, nor is it located in an Area of Special Local Character. No. 46 Chalgrove Road is a residential dwellinghouse that is in a poor state of repair and does not positively contribute to the character and appearance of the area. Additionally, the Builders' yard sits vacant and is considered out of character in the context of the established residential area. The proposed redevelopment would enhance the appearance of the site.
- 5.22 Following the guidance of Policy SP11, these proposals have been developed to respond positively to the character of the surrounding area, and they seek to contribute positively to the composition of the existing townscape. The design rationale is detailed further within the accompanying Design and Access Statement (prepared by Hill Patru Architects), which demonstrates that the proposed development will be entirely appropriate in terms of style, scale, materials palette and rhythm within the streetscene.
- 5.23 The proposals are considered to be in compliance with the design policies at national and local level.

f) Impact on Residential Amenity

- 5.24 As outlined within both the London Plan and the adopted Haringey Local Plan, development must not cause unacceptable harm to the amenity of the surrounding land and buildings. Development must ensure a high standard of privacy and amenity for the development's users and neighbours, as outlined by Development Management Policy DM1.
- 5.25 The nearest residential properties are 48 Chalgrove Road and 76 – 94 Manor Road. The scheme has been designed to take the amenity of these properties into account, in particular the breaking up of the mews house massing by the single storey elements between the two storey elements, the use of the terraces to provide the main outlook from the first floors sideways so that, at first floor, only high level windows face north and south towards the neighbouring properties.
- 5.26 On the north elevation, facing towards the garden of 48 Chalgrove Road, the kitchen windows are proposed to be high level so that there are no views into the rear garden. The proposed terraces will be screened to 1.7 metres high with a perforated brick screen to reduce overlooking. In respect of the rear windows at No.48, the garden to the ground floor flat is located close to rear building line and the first floor element beyond this is set back from the boundary to reduce the visual impact.
- 5.27 On the southern elevation, the proposed houses sit at a minimum of 18.5m from the nearest neighbouring windows at Manor Road. Notwithstanding this, a bay window is proposed which will have only high level glazing facing the Manor Road gardens but will provide side facing views along the mews. One side of the bay will be clear glass for views, whilst the other is obscure glazed to prevent overlooking between the units.
- 5.28 A Daylight and Sunlight Assessment (prepared by Right of Light Consulting) has been submitted as part of this application, which concludes that:

“All neighbouring windows (that have a requirement for daylight or sunlight) pass the relevant BRE diffuse daylight and direct sunlight tests. All neighbouring amenity areas also pass the BRE overshadowing to gardens and open spaces test.

In summary, the numerical results in this assessment demonstrate that the proposed development will have a low impact on the light receivable by its neighbouring properties. In

our opinion, the proposed development sufficiently safeguards the daylight and sunlight amenity of the neighbouring properties.”

- 5.29 The proposed development will not have a negative impact on surrounding occupiers in terms of noise. Given that the proposed development is for additional residential use, there will be no conflict between the existing and proposed uses in this respect.
- 5.30 Overall, it is considered that the proposals would have an acceptable impact on residential amenity and should be considered to be in accordance with the amenity policies at national and local level.

g) Transport and Parking

- 5.31 The application site has a PTAL rating of 3 (0 being the worst and 6b the most accessible). Within Haringey's Development Management policies, it is set out that car parking and cycle parking will be assessed against the London Plan.
- 5.32 In terms of cycle parking provision, the London Plan sets out its minimum standards, which include one parking space for a one-bedroom dwelling and two spaces for dwellings with more than one bedroom. 14 no. cycle parking spaces are provided at the proposed development.
- 5.33 Policy T6.1 of the London Plan states that new residential development should not exceed the maximum parking standards. For development within PTAL 2-3 in an Outer Borough, with 3 or more bedrooms, the maximum parking provision is up to 1 space per dwelling. Furthermore, within the London Plan, it is stated that when calculating the parking provision within the relevant standards, the starting point should be the highest existing or planned PTAL.
- 5.34 A Transport Statement (prepared by Transport and Transport Consultancy Limited) has been submitted in support of this application and concludes the following:

“The proposed dwellings would have good access by public transport as well as by cycle and on foot, which would reduce the need or desire of occupants to own and use cars, and visitors to come by car.

The parking survey has nevertheless demonstrated that 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.

There is therefore no justifiable parking or other transport reason why the development should not be permitted, nor why occupants of the development not be allowed to have residents' parking permits for the Event Day controlled parking zone in which the site lies.”

h) Environmental Considerations

i) Landscaping and Trees

- 5.35 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. Development Management Policy DM1 requires proposals demonstrate how landscaping and planting are integrated into a development as a whole, responding to trees on and close to the site.
- 5.36 An Arboricultural Impact Assessment (prepared by Arboricultural Solutions LLP) has been submitted in support of this application and sets out the following implications:

“1. There are no tree removals required to facilitate the development.

2. The trees surveyed are on neighbouring land and will be retained and protected throughout the proposed development.

3. The proposed development encroaches into the circular representations of the RPAs of trees 1, 2, 3 and 5. Within the proposed development site, the RPA's are beneath the existing garages and the hard surfaced vehicle access areas. The trees are younger than the adjacent garages and it is likely that the foundations of the garages and the existing hard surfaced base have restricted the root growth into this area. As the encroachment is restricted to one side of the RPA only it will not have a significant impact on the long-term health and stability of these trees.”

ii) Urban Greening and Biodiversity Net Gain

- 5.37 London Plan Policy G5. London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage impacts on biodiversity and aim to secure a biodiversity net gain.
- 5.38 A Preliminary Ecological Appraisal by Open Spaces has been submitted with the application and provides enhancement recommendations.
- 5.39 The application scheme achieves biodiversity net gain through the use of green roofs above each of the proposed residential units and a landscaping scheme.

iii) Flooding and Drainage

- 5.40 **Policy DM21** ‘Sustainable Design, Layout and Construction’ requires new development to be sustainable in design, layout and construction. In addition, **Policy DM25** ‘Sustainable Drainage System’ states all new minor development proposals should aim to achieve a greenfield run-off rate and, at a minimum, achieve a 50 per cent reduction on existing site run-off rates; when this cannot be achieved, justification must be provided that runoff rate has been reduced as much as possible.
- 5.41 The site is located within Flood Zone 2. A Flood Risk Assessment and Sustainable Urban Drainage Strategy by Base Energy is submitted in support of the application. The scheme provides SuDS, including permeable paving, green roofs and water butts. Given this, the proposals are considered to comply with local and national requirements.

iv) Energy and Sustainability

- 5.42 The NPPF, London Plan and local policy require developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems; and the conserving and enhancing the natural environment. Policy SP4 requires a 100% improvement on Building Regulations Part L, on site. If the applicant does not achieve policy compliance of reducing 100% emissions on site, the remaining emissions would need to be offset. Policy DM21 seeks for developments to consider, implement and demonstrate sustainable design, layout and construction techniques.
- 5.43 The application is supported by an Energy Statement and Sustainability Statement prepared by The PES. The proposed development will be designed to limit energy demand through the inclusion of a thermally efficient building fabric and energy efficient services.
- 5.44 With regard to overheating, London Plan Policy SI4 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Policy

DM21 requires designs must reduce overheating in line with the Cooling Hierarchy. A Part O Thermal Comfort Analysis is provided at Appendix E of the Energy Statement and Sustainability Statement and concludes that:

“The results show that the low g value, external shading, and large areas of openable windows with the ability to cross-ventilate, with additional mechanical ventilation is successful in limiting solar gains and removing excess heat such that the development, according to its current design is compliant with both criteria of Part O of the building regulations.”

i) Fire Safety

- 5.45 As detailed with the Design and Access Statement, whilst the mews street is less than 3m in width for the majority of it's length, the mews street is less than 45m in length. A fire engineered mitigation strategy will be provided for any unit that cannot be accessed within 45m of a fire tender.

SECTION 6 | CONCLUSIONS

6.1 This planning statement has been prepared by Firstplan and is submitted in support of a full application for the redevelopment of the site, for the following development:

“Demolition of existing buildings on site and the erection of a part three, part two storey building facing Chalgrove Road to provide a flat and duplex, with 4 x part two, part single storey mews houses to the rear (6 dwellings in total).”

6.2 The proposals have been subject to pre-application engagement with the local planning authority and the application is further supported by a robust suite of technical assessments, which demonstrate that the development is acceptable in all regards.

6.3 This statement has demonstrated the following:

- The scheme will deliver 6 high-quality residential units including high quality family homes.
- The provision of new homes on the site is consistent with national, London and local planning policy objectives which seek to make efficient use of land in sustainable areas.
- The proposals will provide a high-quality architectural design that is sympathetic to its surroundings and responds well to surrounding buildings, causing no harm to the character and appearance of the conservation area.
- Care has been taken to ensure the proposals will safeguard the amenity of neighbouring residents, particularly with regard to daylight/sunlight and privacy considerations.
- The dwellings will be energy efficient and include permeable paving.
- Appropriate provision for amenity space, cycle storage, separate refuse and recycling storage and has been provided on site.

6.4 The development will yield a range of tangible benefits and as such it is considered that planning permission should be granted.

