
Planning Statement

78 Compayne Gardens



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1. Introduction

1.1. This Planning Statement has been prepared on behalf of the applicant, Dr Celia Taylor, and is submitted in support of an application for full planning permission for the following development:

“Demolition of existing garage and replacement with new one bed, two person dwelling”

1.2. This statement follows formal pre application discussions with the Council (2016/4806/PRE) to which detailed advice was received. A summary and response to the advice can be found in Section 3 of this document, with the considerations discussed in detail in Section 6.

1.3. This statement follows numerous site visits, research into the site and surroundings and planning history. It is written in the context of the adopted and emerging Development Plan, NPPF and other material considerations.

1.4. This document is divided into the following sections:

- **Section 2** describes the existing site and surrounding area;
- **Section 3** outlines the planning history of the site and pre-application discussions;
- **Section 4** provides a description of the proposed development;
- **Section 5** outlines the relevant Planning Policy Framework;
- **Section 6** analyses the main planning and design considerations in the determination of the application; and
- **Section 7** draws together our conclusions in respect of the overall proposals.

2. Site and Surroundings

- 2.1. Number 78 Compayne Gardens is a detached, three storey property in a typical mid-19th Century style situated at the junction of Compayne Gardens and Priory Road. The house is subdivided into 6 flats and sits on a large plot with a rear/side garden.
- 2.2. The subject of this application is the brick built double garage to the rear of the site, which is currently used as storage and office space for the ground floor flat. The forecourt of the garage can comfortably accommodate two vehicles for the ground floor flat.



Photograph of existing garage

- 2.3. The site is located within the South Hampstead Conservation Area. 78 Compayne Gardens is identified as making a positive contribution to the Conservation Area, whilst the garage plays a neutral role.
- 2.4. The site is consistent with the character of the Conservation Area, which can be broadly defined as a leafy Victorian suburb, almost exclusively residential in nature. The area is characterised by large semi detached and terrace Victorian properties in red or white brick.
- 2.5. There are a range of retail and residential amenities within walking distance of the site. To the west and north, West End Lane and Broadhurst Close provide services including a dentist, post office, dry cleaners, beauty salon, hairdressers, takeaways, pubs and convenience stores. To the south, Kilburn High Road homes several banks and larger supermarkets and department stores chains such as Marks and Spencer's, Aldi, Tesco and Sainsbury's. To the east, Finchley Road provides further amenities including a Waitrose, Iceland, theatre and cinema. As such, the site is suitable for residential development.
- 2.6. The site has excellent public transport connections, with a PTAL rating of 6a.

3. Planning History and Pre-Application Discussions

Planning History

3.1. A review of the Council's online planning history records has highlighted a relatively extensive planning history relating to the garage, which is summarised in the table below.

<u>Reference</u>	<u>Description</u>	<u>Date of Decision</u>	<u>Decision</u>
2008/2891/P	<i>Demolition of existing garage and construction of 1-2 bed house. Certificate of lawfulness.</i>	25/11/2008	Refused
2008/0821/P	<i>Conversion of garage in rear garden to living accommodation.</i>	29/05/2008	Withdrawn
9560206	<i>Demolition of existing and replacement double garage.</i>	01/08/1996	Withdrawn
9501820R1	<i>Erection of a single storey garage.</i>	28/06/1996	Granted
9501820	<i>Demolition of existing and replacement double garage.</i>	22/02/1996	Withdrawn
9500966	<i>Erection of a double garage.</i>	11/08/1995	Refused
9560124	<i>Demolition of existing and replacement double garage.</i>	30/05/1995	Permitted development
9500262	<i>Erection of a two storey house with forecourt hardstanding in the rear garden.</i>	13/04/1995	Refused
9560029	<i>Demolition of garage.</i>	13/04/1995	Granted listed building/conservation

			area consent
9360161	<i>Demolition of garage.</i>	04/08/1994	Granted conservation area/listed building consent
31681/R2	<i>Rebuilding of existing garage with living room over.</i>	31/07/1981	Conditional
H5/1/3/6133	<i>Conversion into five flats.</i>	04/12/1968	Conditional

Pre-Application Discussions

- 3.2. Pre-Application discussions took place with planning officers (2016/4806/PRE) , and a summary of the feedback provided is outlined below:

Land Use and Principles

- *There is no objection in principle to the demolition of the existing garages.*
- *The proposed residential development is welcomed.*
- *On balance a 1 bedroom unit represents the most appropriate development of the site.*

Design and Heritage

- *The design of the building is considered to be sensitive to the context by using traditional materials that are congruent with the Conservation Area.*
- *The height of the building is acceptable.*
- *Front boundary treatment is acceptable, reservations about parking space.*
- *The design of the building preserves and enhances the character and appearance of the South Hampstead Conservation Area.*

Housing Standards

- *The proposed unit, rooms and storage exceed DCLG Technical Housing Standards.*
- *The internal arrangement is acceptable.*

- *The proposal benefits from two small private amenity spaces.*
- *Parking and refuse should be reviewed.*

Amenity

- *It is not considered that the development will give rise to significant noise and disturbance.*
- *The design at roof level will reduce any sense of overbearing.*
- *The window location avoids any overlooking and privacy impacts.*

Transport

- *The council will seek to secure car free development through a legal agreement and the Council will not support any parking provision on site.*
- *The existing dwelling will be expected to be car free.*
- *Cycle Parking should be provided.*

3.3. Broadly, the pre-application discussions have reiterated that the general principles of the proposed development are acceptable, with the provision of residential accommodation at the site welcomed. As such, the development as now formally submitted for assessment is predominantly similar to that which was the subject of pre-application discussions.

3.4. The main issue of contention was in regard to transport and highways, and specifically whether the existing property should be made car free. As set out in Section 6, the proposals reduce the current provision of on site parking and the proposed additional unit will be car-free as defined by the Council, whilst the existing ground floor flat will retain a single car parking space and its parking permit. Therefore, as set out in the Transport Statement, the proposals will not adversely impact highways and traffic and the proposed parking treatment should be seen as the most reasonable possible solution.

3.5. The forecourt to the front of the property has been reduced as to ensure that it does not encourage further off street parking.



- 3.6. It is therefore considered that the proposal has been appropriately altered in order to reflect the advice given by Officers to further enhance the development, whilst delivering the same planning benefits in accordance with the Development Plan.

4. Proposals

- 4.1. It is proposed to demolish the existing two storey garage to the rear of 78 Compayne Gardens and replace it with a one bedroom, two storey residential dwelling. A detailed Design and Access Statement is submitted in support of this application and explains in details the proposed development.
- 4.2. The replacement dwelling will be of the highest design quality internally and externally and reflect the context and character of the South Hampstead Conservation Area in which it sits.
- 4.3. The property will have a recessed first floor, which significantly reduces the overall appearance of massing. The proposed ground floor area is 48m² and the first floor 22m², with a total floor area of 70m². As such, the proposed unit will sit comfortably within its plot, whilst providing well sized living space.
- 4.4. In regard to materials, the predominant material will be red brick to match the rest of the area, double/triple glazing windows and skylights (visible only from the top), and powder coated gun grey aluminium frames. These materials reflect the context of the site and ensure high energy efficiency for the proposed dwelling.



Proposed Aerial View of the Site, indicating exemplary design. (Not to Scale)

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- 4.5. Within the property, the master bedroom will be located on the first floor, with an open plan living area at ground floor looking inwards towards an enclosed amenity space. This design approach will give the property a secluded, private interior which further maximises the living quality of the dwelling.
- 4.6. To the front of the site, it is proposed to split the existing forecourt to create a car free front boundary for the newly proposed dwelling, whilst providing a separated off street parking space for the ground floor flat at 78 Compayne Gardens. This treatment reduces the amount of forecourt that exists, and as such reduces the current off-street parking provision from two spaces to one. The crossover location will be maintained.



Proposed Front Boundary Treatment

5. Planning Policy Framework

5.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that any planning application must be determined in accordance with the development plan for the area unless any material considerations indicate otherwise. In this case the development plan comprises;

The Consolidated London Plan (March 2016)

The Camden Core Strategy (November 2010)

The Camden Development Policies (November 2010)

5.2. The following documents are material considerations relevant to assessing the proposal:

The National Planning Policy Framework

South Hampstead Conservation Area Statement

CPG 1, Camden Design SPD

CPG 2, Camden Housing SPD

CPG 6, Camden Amenity SPD

CPG 7, Camden Transport SPD

Relevant Government White Papers

The National Planning Policy Framework

5.3. The National Planning Policy Framework (March 2012) (NPPF) sets out the Government's planning policies for England and is a material consideration in determining planning applications. At the heart of the NPPF is a presumption in favour of sustainable development (Paragraph 14).

5.4. Paragraph 49 states that housing applications should be considered in the context of a presumption in favour of sustainable development.

5.5. Regarding decision-taking, the NPPF advises that Local Planning Authorities should approach this in a positive way to foster the delivery of sustainable development and should look for solutions rather than

problems. Decision-takers at every level should seek to approve applications for sustainable development where possible (paragraphs 186 and 187).

Development Plan

- 5.6. Although Camden's Local Plan documents were adopted prior to the publication of the NPPF, it is considered that policies relevant to this application are predominantly in accordance with the key principles of the NPPF, and as such should be afforded considerable weight.
- 5.7. It is acknowledged that Camden is currently at an advanced stage with its Local Plan, which was submitted for public examination in June 2016. Following the Inspectors comments, major modifications have been consulted on. As such, the policies in the emerging Local Plan should be afforded weight, particularly where they differ from existing policy as to better understand the most up to date strategic and development needs for the Borough.
- 5.8. Following a review of the policy documents, it is noted that the majority of the policies relevant to these proposals are consistent with adopted policy. For reference, the major policies to which these this proposals are considered are summarised as follows:

Adopted

CS5: Seeks to ensure that all development is managed in regard to infrastructure, buildings, design and the environment and also seeks to protect the amenity of existing residents using mitigation where necessary.

CS11: Seeks to promote sustainable transport and make private transport more sustainable by in part restrict new parking and minimising the provision of parking for *new* development.

CS14: Seeks to promote the highest quality design whilst ensuring that context and character are preserved or enhanced to protect the Boroughs heritage assets.

DP2: Seeks to maximise the delivery of homes within the Borough in part by utilising land that is underutilised or vacant.

DP18: Seeks to ensure that minimum car parking is provided and promotes car free development in highly accessible areas. Car free development will be secured through a legal agreement to ensure that occupants are not entitled to parking permits and that there is no off street parking.

DP19: The council will seek to ensure that the creation of *additional* spaces will not impact highways. The council will only permit additional off street parking where it cannot be met by public transport.

DP24: Seeks to ensure the highest quality design in regard to character, context ,materials, frontages, natural features, landscaping, amenity and accessibility.

DP25: Seeks to maintain the character of the Conservation Areas by taking into account Conservation Area Statements and by only permitting development that preserves or enhances the Conservation Areas character.

DP26: Will protect the amenity of existing occupiers by ensuring that privacy, overshadowing, sunlight and daylight noise and vibration, odour and microclimates are all preserved. All development will be required to meet residential design standards.

Emerging

5.9. As previously stated, the main policies to which these proposals relate are largely consistent with the adopted policy position. The table below lists the adopted polices and the emerging policy to which it best relates.

Adopted Policy	Emerging Policy
DP2 : Making full use of Camden's capacity for housing	H1 : Maximising Housing Supply
DP18: Parking standards and limiting the availability of car parking	T2: Car Free development and limiting the availability of parking
DP24: Securing high quality design CS14: Promoting high quality places and conserving our heritage	D1 : Design



<p>DP25 : Conserving Camden’s heritage</p> <p>CS14: Promoting high quality places and conserving our heritage</p>	<p>D2: Heritage</p>
<p>DP26: Managing the impact of development on occupiers and neighbours</p> <p>CS5: Managing the impact of growth and development</p>	<p>A1: Managing the impact of development</p>

Material Considerations

- 5.10. Fixing the Foundations: Creating a More Prosperous Nation (July 2015) was released by the HM Treasury to address the Government’s long term plan for raising productivity within the United Kingdom. This paper specifically addresses planning processes which impact on productivity, as well as the current state of housing across the United Kingdom. The paper states that housing is a National priority, and specifies a housing target for London of 42,000 homes per year. Furthermore, the paper discusses how excessively strict planning systems impact on efficiency, resulting in a slow, uncertain and expensive processes for developers. This strict planning system directly influences productivity within the United Kingdom and is a National priority for improvement.
- 5.11. On the 7th February 2017 the Government published a white paper titled *Fixing our broken housing market*, which, inter alia, further reiterates the strategic urgency of delivering housing that meets local need across the United Kingdom.

CPG7 : Transport

- 5.12. The CPG7 Transport SPD expands on transport policy and offers detailed guidance for managing transport impacts. Significantly, it provides the following definitions (also 18.3 and 18.8 of the DPD):

Car-free development: A development which has no parking within the site and occupiers are not issued with on-street parking permits

Car-capped development: A development which has a limited amount of on-site car parking, but no access to on-street parking permit

South Hampstead Conservation Area Appraisal.

5.13. Section 3 sets out the character of the area is broadly defined by its leafy Victorian residential nature. It identifies the homogeneity of the area, red and white brick facades, roof forms, decorative treatments, prominent planting and open gardens as being the notable features that contribute to this suburban character.

5.14. At paragraph 7.2 it identifies increased on street parking and forecourt parking as development pressures within the Conservation Area, as well as loss of front gardens for parking and hard landscaping.

Community Infrastructure Levy (CIL) Regulations (2010)

5.15. These regulations, inter alia, govern the application of Section 106 planning obligations. It states at paragraph 122 (2) that a planning obligation may only constitute a reason for granting planning permission if the obligation is:

- a) *Necessary to make the development acceptable in planning terms;*
- b) *Directly related to the development; and*
- c) *Fairly and reasonably related in scale and kind to development*

6. Planning Considerations

6.1. Considering the thrust and intent of relevant policy documents, guidance and material considerations, the assessment of the proposed development is discussed under the following headings:

- Principle of Development;
- Design and Heritage;
- Residential Amenity;
- Residential Standards;
- Transport;
- Trees and Landscaping;
- Sustainability

6.2. Further information is provided within supporting documents that are also submitted as part of this application. Due reference is given to relevant supporting documents and these should be considered for a more detailed assessment of relevant matters.

Principle of Development

6.3. As previously noted, the existing building is considered to make a neutral contribution to the character and appearance of the Conservation Area. As such, the building's demolition is not considered to cause harm to the Conservation Area, and any perceived harm will be offset by the high quality replacement building and the benefit of providing housing at the site.

6.4. Furthermore, in total, the proposals will reduce the amount of parking provided by the site, and as such the loss of the garage is generally supported by policy DP19.

6.5. Moreover, the land is currently underutilised and the potential to accommodate housing is congruent with the Council's and Government's aims to maximise the potential of underutilised land.

- 6.6. As confirmed in pre application discussions, housing is the Boroughs priority land use and whilst 1 bedroom units are not the most sought type of accommodation, the constraints of the site make it the most appropriate residential provision. As such, the addition of one high quality residential unit is a significant planning benefit in accordance with policy DP2.
- 6.7. The principle of the development was confirmed in pre application discussions where the proposal was considered acceptable and welcome subject to its compliance with other relevant policy.

Design and Heritage

- 6.8. As set out in the supporting Design and Access Statement, the design approach has been informed through a contextual analysis of the site and surroundings and as such is considered to respond positively and appropriately to the surrounding area.
- 6.9. In regard to materials, the building principally uses redbrick to match those seen on the street. The majority of glazing is set at roof level where it is unseen, whilst providing high quality, well lit internal space. As outlined in the design and access statement the brick finish is contemporary and represents a high quality design solution.
- 6.10. The height, scale and massing of the building has been sensitively designed to respect its garden plot and is not considered to appear over dominant or overbearing. Moreover, the height and footprint of the dwelling is largely the same as the existing garage. As such, the building preserves the character of the Conservation Area whilst considerably increasing the efficiency of the land.



Proposed Massing

6.11. Therefore, the proposed design represents a contemporary solution to provide the highest quality dwelling whilst preserving the character and appearance of the Conservation Area. The proposed unit is recognisable as a contemporary addition to the Conservation Area, and the high quality design means that it will preserve and enhance the areas character. Therefore, the proposals are considered to be in accordance with DP24, DP25 and CS14 of the Council's development plan.

6.12. This sentiment was reiterated in the pre application response, where Officers concluded that it "preserves and enhances the character and appearance of the South Hampstead Conservation Area".

Residential Amenity

6.13. As detailed above, the dwelling has been sensitively designed to ensure that it is in context with its surroundings. As part of this the height, massing and window orientation has been specifically designed as to reduce amenity impacts in regard to privacy, overshadowing, sunlight and daylight and noise. These are discussed as follows.

Privacy

- 6.14. On both the ground and first floors, the proposed dwelling will not have any exposed windows facing the existing properties at 78 or 80 Compayne Gardens. The window orientation of the property has been sensitively designed so that it is principally orientated to look in towards the amenity space within the footprint of the building.



Internal CGI

6.15. In light of the above, the careful orientation of windows means that the privacy of existing residents will be preserved, whilst the prospective residents will also have an acceptable level of privacy. As such, the proposals are in accordance with DP26 and CS5.

Overshadowing

6.16. The building will rise minimally above the existing building height. However, the first floor is recessed on all of the principle elevations, which considerably reduces the massing as to avoid any sense of enclosure, overshadowing and loss of outlook for surrounding properties.

6.17. Moreover, the use of green roofs are a contemporary and attractive design feature which further soften the overall visual impact of the development.

6.18. This stance was reiterated by Officers during preapplication discussions where it was concluded that the design was welcomed and would likely reduce any potential overbearing affects on neighbouring occupier. As such, the proposals are fully in accordance with DP26 and CS5 of the development plan.

Sunlight and Daylight

6.19. A sunlight and daylight assessment for internal levels of light and impacts on neighbouring light has been produced and submitted in support of this application. In summary, these assessments found that:

Internal levels

- The proposed design would satisfy all BRE criteria for internal access to daylight/sunlight.

Existing Residents

- The development would have a low impact on light received by neighbouring properties
- The proposed development would satisfy all BRE criteria for access to daylight/sunlight

6.20. In light of the above, and as detailed in the supporting sunlight and daylight assessments, the proposals are considered to have acceptable levels of internal natural light, whilst preserving light levels to surrounding properties. Moreover, the compliance with BRE guidelines adds additional weight to the fact that the proposals will not create undue overshadowing or sense of enclosure to adjacent properties.

Noise

6.21. The introduction of a residential land use is not considered to create a harmful change to levels of noise and disturbance. The proposal is in a residentially dominated area, and the proposals are in accordance with this. The change of use will not lead to an intensification of the site sufficient to cause a harm to neighbouring occupiers.

6.22. During pre application advice Officers noted that the proposal “would not lead to a significant level of noise and disturbance beyond that which is experienced in the area already” .

Summary

6.23. In light of the previous, it has been demonstrated that the proposals will preserve all of the relevant amenities of the surrounding residents in accordance with policies CS5 and DP26 of the Development Plan.

Residential Standards

6.24. The property measures a total of 70m² which comfortably exceeds the DCLG Technical Housing Standard of 58m². The principle living areas are well sized, and storage space also exceeds DCLG Technical Housing Standards.

6.25. The development provides 11.8 m² of external amenity space within the footprint of the building. The Camden Amenity SPD sets out that a 1 bedroom property should provide 11.7m² of private amenity space, with the London Housing Design Guide setting the standard at 5m². The proposals exceed both these standards.

- 6.26. Furthermore, to the front of the property will have a partially soft and partially hard landscaped garden area which has been designed to create a high quality usable space for recreation, cycle storage and refuse storage.
- 6.27. Considering guidance provided in the Camden Design SPD, refuse storage has been located at the front of the property with adequate space. It is in a safe, accessible location and can easily be taken for collection. It will not be visible from any public views and will cause no nuisance to occupiers or neighbours.

Transport

- 6.28. It is proposed to make the new unit car free as defined by the Council - the occupants will not have off – street parking and will not be able to apply for a parking permit. The existing residence will keep one parking space and its parking permit. In total this represents a net loss of one off-street car parking space.
- 6.29. A Transport Statement has been conducted to assess the impact of these proposals, this is submitted in support of this application and in summary found that:
- An overnight parking survey indicated the parking demand in the CPZ is at 76% of capacity;
 - The addition of on street parking demand by a single vehicle would mean that that the stress remains at 76%;
 - The parking impact of the proposed development is not expected to prejudice parking, safety or amenity; and
 - There will be no significant affect on highways.
- 6.30. The thrust and intent of Policy DP18 and DP19 are to limit the supply of car parking by minimising provision in *new* developments and managing the impact of parking. They seek to implement Car Free and Car Capped development where appropriate on new developments.
- 6.31. CPG7 sets out where car capped and car free developments will be applied, and at paragraph 5.5 states that car free and car capped development will be sought wherever development involves the creation of *additional* dwellings. The proposed *additional* unit will be car free and as such complies with Policies DP18 and DP19.

- 6.32. It states at paragraph 5.3 bullet 3 and expands at paragraph 5.19 that existing on street parking rights should be retained for existing occupiers. As the ground floor flat will retain the same occupier, the car free policy should not be applied and they should retain their parking permit.
- 6.33. The proposal seeks to remove one of the current two forecourt parking spaces. Policy DP19 c) states that the Council will resist development where it would create additional on street parking demand where this demand cannot be met.
- 6.34. The Transport Statement found that the current demand is 76% and that it would remain at 76% with the addition of demand for one car parking space. As such, the proposal to remove one off street parking space would retain existing demand and therefore would not harm existing on street parking conditions. Therefore, part c) of DP19 does not apply.

CIL Regulations

- 6.35. The pre application advice argued that the existing property should be car free and this would be secured through a Section 106 Agreement.
- 6.36. As previously stated, the CIL Regulations (2010) govern the application of Section 106, explicitly stating that an obligation must meet all three criteria.
- 6.37. Criteria (c) states that obligations must be "*fairly and reasonably related in scale and kind to the development*". It is considered, that as the proposal is policy compliant as set out above, that is not fair or reasonable in regard to the scale of the development to apply a Section 106 to remove the parking permit of the existing flat to make it car free.
- 6.38. In light of the above, a Section 106 should not be sought for the existing development as it would not be fair or reasonable as the property would retain the same occupier. A Section 106 for the proposed additional unit to secure it as car free is not contended.

Other matters

- 6.39. The pre application advice also stated that forecourt parking was a development pressure. Therefore, as the proposal will reduce the amount of forecourt parking spaces by one, then this is a planning benefit.
- 6.40. In regard to appearance within the Conservation Area, the site is currently occupied by a garage and two forecourt parking spaces and plays a neutral role. The reduction to only one forecourt parking space and the addition of a high quality contemporary building is considered to preserve and enhance the character and appearance of the Conservation Area.
- 6.41. The crossover will remain in the same location, the car can easily reverse from the off street parking on to the street by way of the crossover. This bears no change to the existing situation at the site.
- 6.42. In light of the above, Officers recommendations in pre application advice to secure a Section 106 to remove the on street parking rights and both off street parking spaces is considered to be unreasonable. On street parking spaces for existing occupiers are protected by CPG7 paragraph 5.19 where it states that DP18 will not be applied to secure car free or car capped development on existing occupiers. As the potential increase in demand for one additional car parking space will not harm on street parking conditions, the loss of one on street car parking space and retention of one is considered acceptable.
- 6.43. Plainly, the proposal seeks to create one additional dwelling that is car free and retain one existing parking permit and one existing off street parking space for the existing ground floor flat. Any demand from one additional on street parking can be met. As such, there is no material change to the existing situation in highways and transport terms, and the development is therefore compliant with policies DP18 and DP19.

Landscaping and Trees

- 6.44. To support this application, and in accordance with DP24, a full Arboricultural Statement has been prepared and is submitted as part of this application. Details of the landscaping are set out in the supporting Design & Access Statement.

- 6.45. In summary, the residential area will use a boundary treatment matching the context of the area with a low level metal entrance gate. There will be a mixture of hard and soft landscaping and there will be no potential to use the space for off street parking. The front will also have space for contained cycle and refuse storage.
- 6.46. The internal amenity space within the footprint of the area will use a mixture of decking and soft landscaping to maximise interior views.
- 6.47. The proposed treatment splits the existing front boundary in half to allow for the retention of one car parking space, this will be segregated by way of low rise fencing. There will be access to the ground floor flat by way of the rear garden.
- 6.48. The Arboricultural Statement was carried out to identify risks of development on trees and included a trial pits. The statement concluded that the potential impacts of development are low and that the full potential impacts can be successfully mitigated through design and control. The impact of the development on the existing trees and natural planting is therefore considered to be acceptable.



Indicative image of front landscaping.

Sustainability

- 6.49. Details of sustainable construction methods in accordance with DP22 are provided in the supporting Design and Access Statement. These have been considered to maximise the energy efficiency, water usage and recycling potential of the development in accordance with CS13 and the strategic aims of the London Plan.
- 6.50. The envelope of the building will be hyper insulated to minimise heat loss, this will be further enhanced through the use of green roofs which add to the thermal envelope of the building. Solar panel glazing is proposed to the roof area which will allow for under floor heating, and rain water storage is proposed for the toilet facilities.
- 6.51. The development will therefore meet the expectations of Policy DP22, and the new nationally revised standards relating to Part L of the Building Regulations.

7. Conclusions

- 7.1. This development proposes the demolition of existing garage and replacement with new one bed, two person dwelling. Pre application advice (2016/4806/PRE) has been sought for the development and broadly reiterated that the principles of the development are acceptable.
- 7.2. The pre application advice highlighted parking and highways as the main point of contention, arguing that the existing property should become car free. As set out in this statement, it is considered that the existing property should retain its parking permit and one off street parking space as it is policy compliant, and removing these rights through a Section 106 would be contrary to paragraph 122 of the CIL regulations (2010).
- 7.3. The overall proposal is of the highest quality design, using sustainable construction methods wherever possible. It has been demonstrated to preserve and enhance the character and appearance of the Conservation Area and the amenities of neighbouring occupiers, whilst improving the efficiency of the site,
- 7.4. It is therefore considered that the proposed scheme is in full accordance with the adopted and emerging Development Plan and will sit comfortably within its context to provide a high quality residential unit.