

AAF004 – PLANNING STATEMENT

DATE: 10/11/2023

SITE ADDRESS:

AFRICA ADVOCACY FOUNDATION OFFICES
76 ELMER ROAD
LONDON SE6 2ER

PROPOSAL:

Change of Use from offices to residential flats over two storeys

PREVIOUS ADVICE OBTAINED:

Not applicable

DOCUMENTS TO ACCOMPANY APPLICATION:

AAF001 - Site Location Plan
AAF002 - Block Plan
AAF004 - Environmental Noise Impact Assessment Report PA
AAF005 - Environmental Noise Impact Assessment Report CoU
AAF006 - Phase 1 Desktop Contamination Assessment PA
AAF007 - Phase 1 Desktop Contamination Assessment CoU
AAF008 - Environment Agency Flood Map Planning
AAF010 - Existing Site and GF Layout Plans
AAF011 - Existing Roof and FF Layout Plans
AAF120 - Proposed Site and GF Layout Plans - CoU
AAF121 - Proposed Roof and FF Layout Plans - CoU
AAF130 - Proposed Site and GF Layout Plans - PA
AAF131 - Proposed Roof and FF Layout Plans - PA

DESIGN AND ACCESS STATEMENT

Two parallel applications are being submitted for this site to give the site owners, AAF two possible routes to redevelopment of the site into residential units via either Prior Approval Change of Use into 5 flats or Change of Use Planning Permission into 8 flats. The flats are designed to meet current national space standards for unit size, storage space, resident number, bedroom size and outdoor space. Details can be found on the accompanying drawings for the relevant application.

PLANNING POLICY STATEMENT

Space standards – As explained above, all national space standards have been met in the proposed residential dwellings from dwelling sizes, bedroom numbers and sizes, resident numbers and outdoor space.

Amenity space – Each proposed flat has either its own private patio with sufficient space to meet current national amenity space standards or it has access to a shared courtyard (in the case of the Prior Approval application).

Privacy and overlooking – All proposed flats have external windows and private patios which do not overlook any neighbouring amenity space or look towards neighbouring windows, below a level of 1.7m above finished floor level ensuring privacy of both residents and neighbours.

Density standards – Site location has a PTAL level of 2 in an urban setting and the site area is 340m². It should be noted that the site is only 100m away from a PTAL level 4 boundary and the surrounding residential development is predominantly 2 and 2.5 storey tightly packed houses at much higher densities than PTAL level 2 normally supports. The proposal for Planning Permission Change of Use would create 8 units comprising 22 habitable rooms at an average of 2.75 hr/unit, 647 hr/ha and 235 units/ha. These numbers are slightly higher than those recommended for PTAL level 2 but are in an acceptable range for PTAL level 4.

Parking and hardstanding – The proposals are for a fully car free development and if required, entrances are wide enough to accommodate bicycles inside each flat either in a living room or on a private patio or shared courtyard (in the case of the Prior Approval application).

Scale, bulk and massing – The designs propose a maximum of two storeys for the development following a similar scale to other residential dwellings in the neighbourhood with hipped pitched roof to minimise roof bulk.

Street scene, rhythm and pattern of local development – Proposals are for residential units having similar frontage dimensions, materials and rhythm to residential neighbours further along the street. This section of Elmer Road does not have immediate neighbours on the bend in the road to the West, opposite the site are sides of houses fronting neighbouring streets to the South, and to the East are some modest workshops. The existing buildings bare no resemblance to the street scene, so any resemblance between our proposals and the existing street is an improvement over the current arrangement.

Daylight and sunlight – All flats have standard windows to all habitable rooms and the proposals do not result in any worsening of daylight or sunlight reaching neighbouring windows or amenity space. This is achieved by matching elevation heights to the existing buildings on all boundaries and any additional height is only introduced below the 45⁰ line to the sky to prevent blockage of incoming skylight.

Front and rear building lines – Front and rear building lines in this part of Elmer Road are not easily identifiable because of the bend in the road to the West and the workshops to the East. We have therefore extrapolated where we think they should be on the drawings.

Eaves and ridge height – Designs include eaves and ridge heights matched to neighbouring residential buildings for consistency.

FLOOD RISK ASSESSMENT

As can be seen from the Environment Agency's Flood Risk Map for Planning for this location, this site is in Flood Zone 1, in an area with a low risk of flooding. For this reason, a full flood risk assessment is not required for this application.

TRANSPORT IMPACT STATEMENT

The current office space has been in use previously for up to 26 office workers and additionally multiple day visitors so local transportation has experienced that amount of potential usage in the past. The proposal for 8 flats and a maximum of 20 residents poses no additional load to the public transport system than with the previous use so a detailed transport assessment is not required.

CAR FREE DEVELOPMENT

As the proposals are for smaller flats, it is likely that they will be inhabited by couples or singles without a car who predominantly use public transport. With a wide selection of shops and food outlets within walking distance, making a car free development is fully justified and sustainable.

BIKE AND BIN STORAGE

Bikes can be stored inside individual flats if it is a requirement for the development to have secure bike storage and bins are to be kept in front of the flat entrances. Because of limited space, ground floor external storage bins will be shared with upstairs flats. This is illustrated on proposed layout plans.

SUSTAINABILITY STATEMENT

It is proposed that for 8 flats, the development would warrant the installation of solar PV panels to the roof to generate electricity on site. For the smaller, 5 flat prior approval this is not a requirement but is also not financially viable for a smaller scheme. Any new buildings in the design will be built to current building regulations, with a high degree of energy efficiency, low water usage and rainwater harvesting.

CONSTRUCTION METHOD STATEMENT

As required, all construction delivery vehicles will approach site along Elmer Road from the East and leave towards the West so as not to meet each other along the narrow backstreets in the neighbourhood. To allow working space on site, the developer will build in stages as necessary to meet the logistics of the site. There will be no site parking during the construction phase and contractors will be encouraged as far as possible to come to site on public transport to avoid parking congestion on the street. There will be occasions when contractors will need tools on site and on those occasions, they will use street parking.

SUMMARY AND CONCLUSION:

As far as we can see, the proposal complies with current planning policy for both Prior Approval and Planning Permission. If, on balance the proposals are acceptable, please recommend them for approval. If changes would be required, kindly notify us and we can either send amended plans or withdraw the relevant application and resubmit with the necessary alterations.

REPORT PREPARED BY:

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