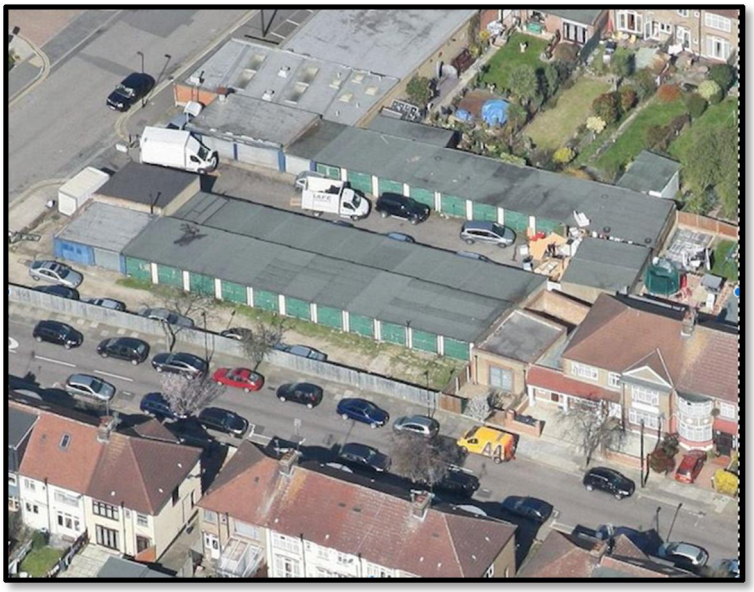
Supporting Planning Statement

Residential Development at Cline Road, London, N11 2LX.



CC Town Planning on behalf of JW Cline Road Ltd

February 2016

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1 INTRODUCTION

1.1 CC Town Planning have been appointed by JW Cline Road Limited ('the Applicant') to produce the following Planning Statement to support their detailed application for a residential development at Cline Road, London, N11 2LX.

1.2 The attached planning application is submitted to the London Borough of Haringey as the determining Local Planning Authority ('LPA') and seeks full planning permission for the erection of 8 No. 4 bedroomed dwellings. A suggested description of development and further details of the proposal are contained within Section 2.

1.3 The statement is structured to provide the LPA with the requisite level of information to justify the proposal and to enable the determination of the planning application at the earliest opportunity, each section seeks to address a specific point and the document is structured as follows;

Section 2: Site Context, Proposal, Planning History and Pre-application Guidance

Section 3: Planning Policy Context and Justification

Section 4: Other Material Considerations

Section 5: Conclusion

1.4 The following has been produced in line with the content of 'saved' Policy UD1: Planning Statements, from the Haringey Unitary Development Plan which sets out an in depth criteria which planning statements, submitted to the Council, must adhere to.

1.5 Alongside this statement the planning application is submitted with the following documents;

- Planning Application Forms and Certificates
- Ground Condition Report
- Viability Assessment
- Ecology Appraisal
- Transport Statement (ITP)
- Site Location Plan
- Topographical Survey
- Existing Plan
- Proposed Plans and Elevations

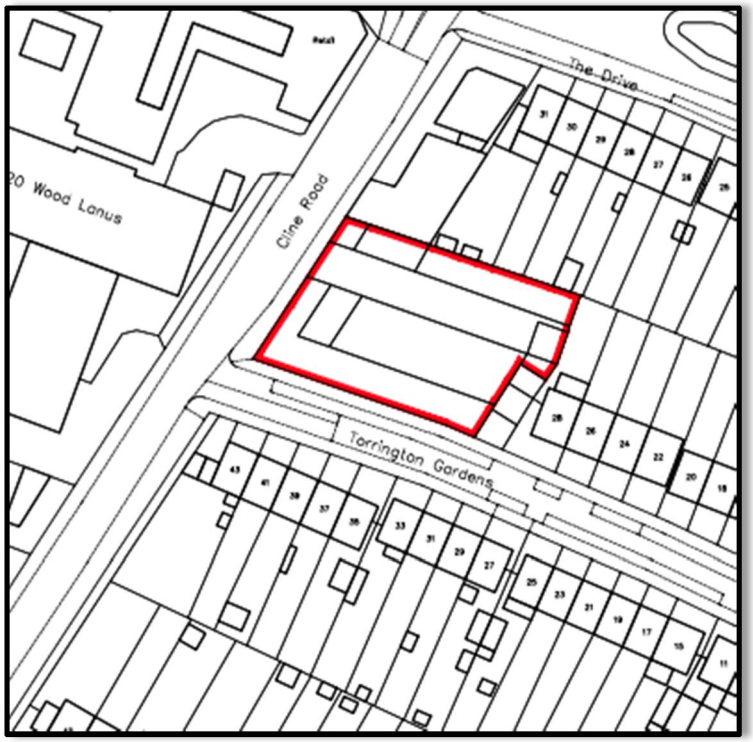
2 SITE CONTEXT

2.1 The following considers the site and its surrounding area, the current operations at the site and its planning history. Also provided is an overview of the proposal including a proposed description of development and the Council's pre-application opinion and advice on the proposal.

The Site

2.2 An extract from the submitted site location plan is contained below at Plate 1, this clearly signifies the extent of the planning application site and its vehicular / pedestrian access point off Cline Road.

Plate 1: Site Location Plan (extract).



2.3 The site measures 0.35 hectares. To the north lies the Ming-Ai (London) Institute and educational institute which promotes links between the UK and China. To the west on the opposite side of Cline Road lies a significant residential development consisting of apartments arranged in blocks of 3 to 5 storeys. To the east and south the site is bound by Torrington Gardens a residential street comprising of 2 to 2.5 storey dwellings arranged in terraces.

2.4 The site is directly accessible from Cline Road and has a significant frontage onto Torrington Gardens which will be utilised through the development proposals. The site is located less than 100m from 3 significant bus services on Bounds Green Road 650m to the east lies Bounds Green underground station and beyond this the over ground station at Bowes Park. Also within 1km of the site lies New Southgate and Arnos Grove stations.

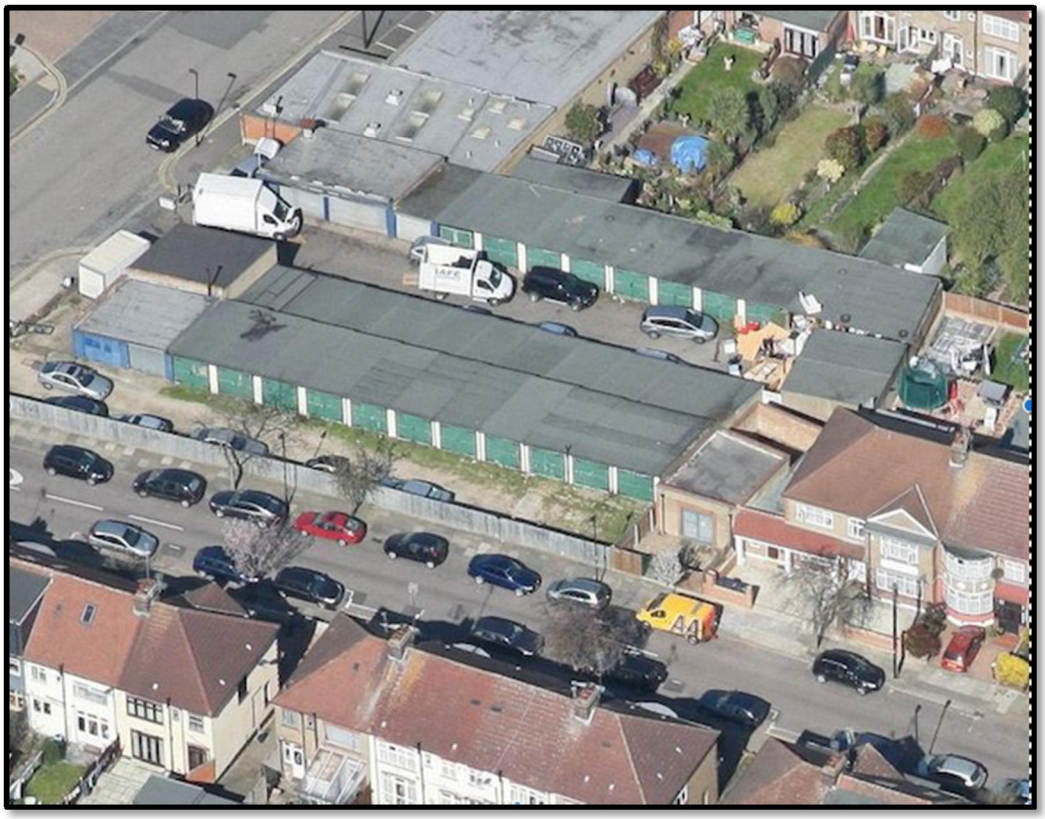
2.5 In addition to public transport, the site is in a highly accessible location by the private car. The application site lies approximately 250m from the North Circular which provides connectivity to the strategic highway network.

2.6 There is an abundance of open space within the locality with Arnos Park, Broomfield Park, Albert Road Recreation Ground and Holickwood Park all lying within 1km of the site, further afield are a number of more significant open spaces.

2.7 The site currently consists of 38 garages/lock up garages some of which have been adapted to function as a car repair workshop. Due to their size and condition the majority of garages are used for storage rather than for the purposes of parking vehicles.

2.8 The car repair business occupies 5 of the units at the site - these are part leased and part owned by the two employees of the workshop. The employees also own a further 2 units. It is the intention of both employees to retire soon and therefore they will not be renewing their lease. It is their intention to sell or rent out those units which will remain in their ownership for parking or storage purposes. A full survey of garage use has been undertaken on the site and this is available upon request. It is however worth mentioning that the site has been a long standing attraction for antisocial behaviour with fly-tipping a common occurrence and long standing evidence of the site being a haven for drug use with needles recently found in the garage areas.

Plate 2: 'Birds Eye' Photograph of Site.



The Proposal

2.9 It is proposed that those existing units which occupy the site be cleared and the site redeveloped for residential purposes comprising of 8 No. 4 bed units.

2.10 For the purposes of this application, the development description, as proposed is;

"Erection of 8 No 4 bed dwellings with associated parking."

2.11 The proposals have been developed in line with commentary from Council Officers in response to a pre-application enquiry submitted under reference PRE/2015/0292 by Msquare Architects and details of the Council's response, dated 12th October 2015 are detailed later within this section.

2.12 The proposal comprises of a terrace of dwellings which reflects the form of development in the vicinity. The dwellings will be 2.5 storeys in height when viewed from Torrington Gardens and contain 4 bedrooms. Fronting on to Torrington Gardens the proposal will continue the line of dwellings on the northern side of this road. The proposed dwelling will appear as 3.5 storey dwellings from the rear, with a lower ground floor level integrated into the slope of the site. Each dwelling will have private amenity space to the rear and be accompanied by a suitable level of parking and cycle storage in a rear parking court arrangement. Rear gardens will be directly accessible from the parking court.

2.13 Plate 3 below is an extract from the site layout which is submitted with this planning application.

Plate 3: Proposed Site Plan (Extract)



2.14 The site will be directly accessed from Cline Road and a Transport Statement (ITP, 2015) has been submitted in support of this application and is discussed in greater detail at Section 4. Where possible it is proposed that those existing trees are retained at the site and it is proposed that the northern and eastern boundaries be secured by a 2-metre-high close boarded fence. The rear garden of each

dwelling will also be secured by a 1.8-metre-high close boarded fence which will also be the means of division between each property.

Pre Application Advice

2.15 The Councils pre-application advice (Ref: PRE/2015/0292) dated 12th October 2015 sets out the Councils position in regards to the proposed development and outlines those key areas which this submission is required to address in order to ensure that the development is justified to the satisfaction of the local authority.

2.16 Whilst the plans submitted with this application do differ slightly from those which Officer's provided earlier commentary on, it is considered that the points remain valid due to the minor nature of those alterations which have been made.

2.17 In summary the Council have stated that the principle of providing additional residential units at the site is acceptable subject to addressing the material planning considerations identified within their response, particularly in regards to the loss of the current employment generating use on the site and in regards to the level of parking included within the proposed development. The pre-application response also provided positive feedback in regards to the design and appearance of the proposed dwellings and goes on to state that there is unlikely to be any undue harm to neighbouring amenity.

2.18 The Council confirmed that the proposed dwellings would make a useful contribution to the housing stock. As proposed the dwellings would exceed the Council's minimum size requirements and provide a sufficient level of amenity space for future occupiers.

2.19 Whilst the response did raise a couple of minor concerns, it is considered that these are sufficiently addressed later within this statement and for purposes of clarity the Council's pre-application advice is submitted with the planning application and should be read in conjunction with this statement.

Planning history

2.20 Whilst a thorough search of the Council's available planning files has taken place, there is no evidence of any planning history at the site which is relevant to the determination of this planning application.

3 PLANNING POLICY CONTEXT

3.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In this case the development plan comprises of the London Borough of Haringey Local Plan Strategic Policies (2013) those policies from the unitary development plan 'saved' by direction from the Secretary of State and those regional policies contained within the London Plan (2015).

3.2 Through the production of this planning statement consideration has also been given, where appropriate, to the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG), adopted supplementary planning documents and guidance and emerging development plan documents.

3.3 The NPPF confirms that the primary objective of development management is the achievement of sustainable development whilst not hindering or preventing development. The document encourages Applicants to engage with the LPA at the earliest opportunity prior to the submission of a planning application to ensure adequate consultation and to ensure efficiency in the planning process. Para 14 of the document clearly sets out that the presumption in favour of sustainable development lies at its heart and that for decision taking this means that development proposals which accord with the development plan are approved without delay.

3.4 Furthermore, Para 14 clearly states that the presumption in favour of sustainable development should be seen as the golden thread running through both plan making and decision making. The supporting Core Planning Principles (Para 17) set out the core land use planning principles which underpin both plan making and decision taking. Of relevance to this application, the principles state that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants and buildings. Additionally, the principles encourage the re-use of existing resources and encouraging the effective use of land by re-using land which has previously developed (brownfield land) providing it is not of high environmental value.

3.5 Whilst it is considered that the enclosed application aligns with those principles contained within the NPPF it is also considered that the proposal would result in the active management of development in a sustainable location making the maximum possible use of sustainable transport links which have been highlighted earlier within Section 2.

3.6 Section 6 of the NPPF articulates the Government's intention for housing. Whilst the document seeks to boost housing supply through requiring Councils to use their planning policy evidence base to ensure that their local plan meets the full, objectively assessed needs for housing it also requires the Council to maintain a 5 year deliverable supply of land for housing and identify future sites to meet housing growth.

3.7 Para 49 and 50 of Section 6 state that housing applications should be considered in the context of the presumption in favour of sustainable development and then goes on to outline a number of actions that LPA's should undertake to ensure the delivery of a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

3.8 The Local Plan: Strategic Policies DPD was adopted by the Council on 18th March 2013 and sets the vision and key policies for the future development of the Borough up to 2026. The document makes it clear that there is a high demand for homes throughout Haringey Borough.

3.9 The site itself lies within the Wood Green Neighbourhood as defined by the Strategic Policies DPD. The neighbourhood itself has a population of approximately 33,000 people and the site lies approximately 2km from Wood Green which is a busy Metropolitan Town Centre and the highest ranking shopping centre in the Borough.

3.10 Policy SP0: Presumption in Favour of Sustainable Development states that the Council will take a positive approach that reflects the presumption as contained within the NPPF and states that where applications will be approved without delay, unless material considerations indicate otherwise. Through the following policy analysis and discussion, it is clear that the proposal represents sustainable development.

3.11 Policy SP1 seeks to manage growth and focus new development in the most sustainable locations. Through this policy the Council seeks to maximise the supply of additional land for housing to meet and exceed 8,200 homes between 2011 – 2021. The enclosed application will provide an important boost to housing delivery in the Borough and provide 8 much needed additional properties in a highly sustainable location.

3.12 Policy SP2: Housing states that '*the Council will aim to provide homes to meet Haringey's housing needs and to make full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the target of 8,200 homes from 2011-2021'*. There is no doubt that the proposal will assist in achieving this headline requirement.

3.13 The policy continues to state that '*excellence in design and sustainability will be required for all new homes. High quality new development in Haringey will be provided by ensuring that new development;*

1. *Meets the density levels set out in the Density Matrix of the London Plan*
2. *Complies with the housing standards and range of unit sizes set out in the Council's Housing Supplementary Planning Document (SPD) 2008 and adopts the GLA Housing Space and Child Play Space Standards 2009 and Haringey's own standards;*
3. *Aims to maximise housing for people whose circumstances make them vulnerable and/or people with specific needs; and*
4. *Is built to 100% Lifetime Homes Standards with a minimum of 10% wheelchair accessible housing or easily adaptable for wheelchair users with an aspiration for 20%. Units should range in size to accommodate various living needs including growing families and live-in carers.'*

3.14 The proposals will assist in meeting housing needs and the proposed dwellings will be built to a standard to ensure that the criteria of Policy SP2 is achieved as far as practicable within the realms of viability.

3.15 Policy SP2 specifically states that sites such as that proposed (less than 10 dwellings) will be required to provide 20% affordable housing on site, based on habitable rooms, or provide financial

contributions towards affordable housing provision. The Applicant has prepared a viability assessment which demonstrates that the financial circumstances of the proposal cannot viably support a full contribution towards affordable housing.

3.16 Strategic Policy SP4 states the Council's intention to promote a series of measures to reduce carbon emissions from both new and existing proposals. The Applicant will take measures, where possible, to reduce energy use and carbon emissions during the design, construction and occupation of the proposed dwellings in line with the content of development plan policy.

3.17 Whilst the Applicant recognises the key priority of Haringey Council's Community Strategy is to secure economic prosperity and vitality, the enclose proposal will result in the loss of a small unit which is currently is use as a car mechanics and provides employment for two persons. In this regard, Policy SP8 Employment states that 'the Council will secure a strong economy in Haringey and protect the Borough's hierarchy of employment land'. The site does not fall within a designated employment site however it is important that the loss of the employment generating use from the site is acknowledged and it is considered that the shorter term economic benefits to the construction industry accompanied by the housing needs which will be met through development at the site is such that it outweighs the minor harm to the economy caused as a result of the existing units no longer being used for their current purposes. It is clear that there are a number of available units within the Borough for small scale employment uses such as that which currently operate from this site and it is considered that the existing jobs can be assimilated into in the economy through alternative locations elsewhere in the Borough which will ensure that the jobs are retained within the local economy. Furthermore, as set out above the construction of 8 residential units will create a number of short term employment opportunities within the construction sector as well as providing a boost to the local economy and supporting local services post occupation.

3.18 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. In order to achieve this the policy lists a number of criteria which new development must adhere and where relevant these are referenced herein. The enclosed plans demonstrate that the proposal is of the highest standing and befitting of its context and whilst fostering a sense of place the proposal reflects the local character of the area. The properties have also been designed to ensure that buildings are flexible and adaptable whilst being able to integrate services and functions.

3.19 Whilst a number of policies contained within the Haringey Unitary Development Plan (2006) have been saved, only a number remain relevant to the determination of this proposal. Commentary in regards to these policies are contained within the remainder of this Section and within Section 4 which looks at other considerations.

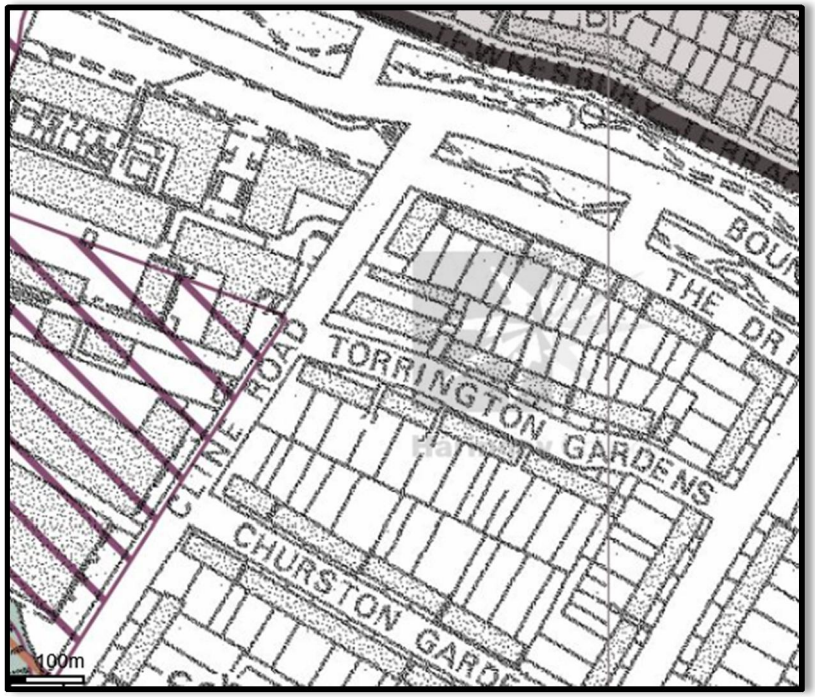
3.20 The proposal, once developed, will follows the pattern of development in the locality and importantly follows the building line on Torrington Gardens. The dwellings have been designed as such to ensure that there is no loss of daylight and sunlight to those existing surrounding units and will ensure that the level of amenity enjoyed by current residents remains at its existing level. The proposed dwellings have been designed to reflect local character in terms of their appearance and scale and given that

they will be some distance from those which exist on Torrington Gardens and Cline Road, it is considered that there will be no issues in terms of privacy and overlooking.

3.21 The dwellings have been carefully designed to utlise the sites topography, maintaining the character of Torrington Gardens in respect of storey heights and the use of traditional materials. For these reasons it is suggested that the proposal is in compliance with saved Policy UD1.

3.22 Whilst lying in proximity to an existing employment site as shown on Plate 4 below, which is an extract from the Council's proposals map, the existing garage on the site is not considered to conform with the content of Policy EMP6 which states that the Council's preferred location for car repair, garages, car washes and other activities is within defined employment areas.

Plate 4: London Borough of Haringey Proposals Map (extract).



3.23 Whilst the Applicant accepts that car repair workshops are a source of local employment and provide a much needed local service, it is considered that the loss of the existing garage on the site it outweighed by the need for housing in the Borough. The removal of the existing workshop will eradicate any existing impacts on the amenity of surrounding residential properties in terms of noise or nuisance associated with the current use.

3.24 It is considered that the current state its entirety, not just the car repair element, detracts significantly from the visual appearance and character of the area. Therefore, the environmental and social benefits of removing this use and the other dilapidated garages from the site are considered to weigh in favour of the proposed sustainable residential development.

3.25 Given the current condition of the site and the quality residential area within which the site lies, the Applicant has afforded significant thought to the proposed design on the residential terrace. It is important that the proposal improves the urban environment whilst ensuring that the most sustainable materials and methods are used in the design and construction of the proposal.

4 OTHER CONSIDERATIONS

4.1 It is clear that the proposal will bring significant social and environmental benefits to the area and those existing residents in the area. Through approving the application the Council will allow the site to be cleared of those garages currently on the site which are becoming and increasing attraction for anti-social behaviour and fly tipping. The immediate environment will be enhanced as a result of those proposed dwellings which will increase natural surveillance and eradicate the current level of anti-social behaviour.

4.2 In addition, whilst the site currently provides employment for 2 persons it is clear that there will be sustainability benefits as a result of this use no longer functioning from the site. Whilst the positive effect on the residential amenity of neighbouring properties is discussed elsewhere it is clear that there will also be short term economic benefits to the local construction industry as it is anticipated that due to the size of the site local builders will be used in its construction.

4.3 There are no protected species in the vicinity, the proposal will result in the redevelopment of previously developed land and additionally the site does not lie within an ecological corridor, a SINC or LNR. Therefore, it is clear that the site has no value in terms of nature conservation and the proposal will not impact negatively on the surrounding land in terms of nature conservation.

4.4 Given the historical uses of the site, the Council have requested that the application be submitted with a ground investigations report. Enclosed with the application submission is a report on ground conditions from Groundsure Location Intelligence which provides details of the sites suitability for residential development.

4.5 The Applicant accepts that it is desirable to have car parking spaces directly adjacent to any proposed dwelling. Whilst it has not been possible to include parking within the curtilage of those proposed dwellings, the provision of parking spaces in a courtyard to the rear of those proposed dwellings is considered to be of a sufficient level to serve the development, particularly given the sustainability of the site and accessibility to public transport. Parking spaces are well located to each dwelling with rear access provided to each property directly off the parking court. Ample storage for bins is provided within the curtilage at the rear of each dwelling reducing the visual impact on the public realm.

4.6 The planning application is supported by a Transport Statement from ITP Ltd, this document should be read in conjunction with all other submission materials.

Plate 5: Proposed Layout (Extract)



4.7 The Transport Statement concludes that proposal is compliant with the parking standards required by the Council. Furthermore an analysis of the existing garages was undertaken and concluded that only 5 garages (13%) of the total are used for vehicular parking and therefore their loss could be considered to be negligible.

4.8 It has been demonstrated that the proposal is compatible with the existing highway and traffic infrastructure and the level of parking and cycle storage proposed will bolster the sites sustainability. Whilst access re-arrangements which are proposed by this application will need to be made, it is confirmed that the cost of doing so will be met by the developer.

5 SUMMARY AND CONCLUSION

5.1 The enclosed application seeks planning permission for 8 residential properties arranged in a terrace fronting Torrington Gardens and accessible by a vehicular access from Cline Road in the London Borough of Haringey. The site's sustainability by virtue of its accessible location and proximity to an abundance of services and facilities has been demonstrated, whilst a thorough appraisal of the sites location, its history and context has also been provided.

5.2 The Council's positive pre-application response to the proposal concludes that the principle of the proposal is acceptable and it is considered that the justification contained herein provides further background, and a level of detail, which confirms that the sustainable residential development which this proposal will deliver will have a lesser impact on those neighbouring properties whilst at the same time providing much needed residential accommodation.

5.3 Whilst it is accepted that the existing garages do provide storage space and parking for local residents, it is considered that the requirement to meet housing needs, which is at a significant level across London, outweighs this. Similarly, whilst the site is acknowledged as providing employment opportunities for two persons, the business is constrained to its current premises and an extension of this existing facility would not comply with development plan policy. Furthermore, the existing workshop is considered to detract from the level of amenity enjoyed by existing residents and those which occupy the neighbouring properties. The proposal will eradicate these amenity issues and enhance the visual appearance of the area.

5.4 The compliance of the proposal with the development plan for Haringey has been explored and it has been demonstrated that the resultant dwellings will assist in meeting the Council's longer term strategic objectives for housing delivery during the plan period.

5.5 In addition to the above it has also been demonstrated, through both this statement and the supporting information submitted hereto, that this development opportunity will not give rise to any adverse impacts in regards to any of those technical areas which statutory consultees will seek to address during the course of the applications determination. It is considered that, when read in its entirety, that the submitted documents provide sufficient justification to demonstrate that the proposed development is truly sustainable and therefore it is respectfully requested that planning permission be granted at the earliest opportunity.