FULL CIRCLE
Planning Solutions

PLANNING STATEMENT

For: *'The use of the site for the siting of an American Airstream Trailer to be used for C1 (boutique hotel accommodation) purposes with ancillary structures and spa'.*

At: Silver Bullet, Hazel Mews,

London, N22 6DT

February 2016

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1 INTRODUCTION

1.1 This statement is prepared by Full Circle Planning Solutions in support of a planning application for the 'Silver Bullet Spa' at Hazel Mews, London, N22.

1.2 The application seeks planning permission for:

'Use of the site for the siting of an American Airstream Trailer to be used for C1 (boutique hotel accommodation) purposes with ancillary structures and spa'.

1.3 The application site is located within Wood Green the largest town centre in the London Borough of Haringey and an area identified for intensification in the London Plan. The application site itself is located in the heart of the town centre to the west of the High Road near its junction with Alexandra Road. The site comprises a triangular piece of land accessed from Hazel Mews which forms its principle boundary and sharing its remaining boundaries with the rear gardens of properties fronting Alexandra Road.

1.4 Planning permission is sought for the creation of a boutique hotel centred around a vintage American Airstream Trailer that is currently temporarily located on the site in connection with the sites current B8 (storage use). It is proposed that the Airstream Trailer will be renovated onsite before being used for C1 purposes.

1.5 The trailer itself will be renovated to a high standard and would provide boutique hotel accommodation aimed primarily at couples with additional capacity for up to a maximum of 6 guests. Ancillary structures at either end of the site are also proposed. Ancillary structure 1 (as identified on the Block Pan) located at the north eastern end of the site has a floor area of 5.75sq.m and will accommodate a hot tub, small sauna and seating area. Ancillary structure 2 located at the southern end of the site has a floor area of 6.4sq.m and will comprise of a treatment bed, positioned above storage space and below a bunk bed. The areas surrounding the trailer and ancillary structures will comprise high quality hard and soft landscaping.

1.6 Hazel Mews comprises of a mixture of both residential and commercial properties. It is accessed from Alexandra Road and runs parallel with the High Road. The site occupies a town centre location and is therefore well served by public transport having a PTAL of 6a.

1.7 Prior to the purchase of the site by the current owner the site had fallen into a very poor state. The site was not secure and as a result had been adversely affected by fly tipping. The poor state of the site also had a negative impact on Hazel Mews itself which was also used for dumping rubbish and was attracting antisocial behaviour including the misuse of drugs.

1.8 The current owner of the site has invested considerable time and money in improving the site, clearing it of rubbish and erecting new boundary fencing to help improve the security of the site and neighbouring properties. The improvement of the site itself has acted as a catalyst for change in Hazel Mews and through the efforts of the owner and with the support of other property owners, local residents and Haringey Council the Mews has been significantly enhanced. The mews is now free from dumped rubbish, attracts significantly less antisocial behaviour and has been provided with additional CCTV and new lighting. The result is a much

improved and safer environment that helps complement the urban realm improvements that have been recently carried out along the High Road and its junction with Alexandra Road.

1.9 The application subject of this statement seeks to secure a viable long term future for the site in order to help secure and further facilitate the regeneration of this previously neglected part of the borough. In addition other benefits associated with the development include the attraction of investment in this part of the borough, the creation of jobs both directly and indirectly and increased spending in the shops, bars and restaurant in the town centre as a result of linked trips generated by the proposed use.

1.10 This report has been prepared following an examination of the site and its surroundings, research into the planning history of the site and other relevant sites nearby and an examination of the relevant policy documents.

1.11 The statement provides the background information on the site and an assessment of the proposals in relation to planning policy and other material considerations. This statement should be read in conjunction with other supporting documentation submitted alongside this report as set out below. This statement is set out under the following sections:

Section 2 – describes the site and the surrounding area

Section 3 – provides an overview of the planning history of the site

Section 4 – describes the proposed development

Section 5 – provides an overview of the relevant planning policy considerations

Section 6 – examines the planning considerations and justification

Section 7 – draws our conclusions in respect of the proposals

1.12 This statement should be read in conjunction with the following documents:

- Application forms, notices and certificates
- Site location plan and block plan
- Proposed plans, elevations and sections
- Transport Statement
- Business Summary/Strategy Statement
- Design and Access Statement (see Appendix 1 to this report)
- Marketing Brochure

2 SITE DESCRIPTION

2.1 This section of the report provides details of the application site itself and describes the surrounding area.

2.2 The application site is located on and accessed from Hazel Mews. Hazel Mews is a mixed use street maintained by the Council and provides access to commercial properties fronting the High Road at ground floor level as well as residential properties located above.

2.3 Hazel Mews itself is located off Alexandra Road close to its junction with the High Road. The mews is accessed between two commercial properties, 133 High Road (Vision Express) and 108 Alexandra Road (Mini Supermarket).



(Fig. 2.0 Aerial View of the application site)

2.4 The application site itself is a triangular shaped piece of land. It has a 14.5m long, 3m high frontage to Hazel Mews constructed with timber railway sleepers. The site's other boundaries are shared with the rear gardens of properties fronting Alexandra Road, these boundaries are formed by close board fencing ranging in height from 2.15m to 2.5m.

2.5 The site is generally flat with a level threshold to Hazel Mews.

The surrounding area

2.6 As described the application site is within a mixed use area and within the boundaries of the Wood Green Metropolitan Town Centre (See proposals map extracts on page 17 of this statement). It is not located within a conservation area, however Noel Park Conservation Area is located to the north of the application site to the east of the High Road. There are no listed buildings on or adjacent to the application site.

2.7 The properties east of the application site and the wider area beyond these properties address the High Road. The High Road or A105 is a key route through the borough and is

fronted as it pass through Wood Green with a wide variety of commercial and retail properties. At upper levels the properties fronting the High Road include both residential (C3) and office (B1) uses.

2.8 Property along the High Road varies in height from two to four storeys. The Mall located further along the High Road and to the north of the application site rises to six storeys.

2.9 To the south of the property the area is predominantly residential containing a mix of terraced and semi-detached dwellings some of which have been converted to flats.

2.10 Wood Green in general has experienced decline and a lack of investment over a number of years and as a result a parts of the town centre have experienced higher levels of crime and anti-social behaviour. A number of locally led regeneration initiatives are now gathering pace to help reverse this decline. Haringey Council has also recently invested £4.1m in improving the public realm in the town centre which has included significant improvements to the pedestrian environment.

3 BACKGROUND/PLANNING HISTORY

3.1 It is considered likely that the application site would have originally formed part of the rear gardens of properties fronting Alexandra Road. However land registry documents confirm that the land has been a separate entity since at least February 1881 when record show that the land was sold by The British Land Company Limited (vendor) to Jesse Edmund Ward (purchaser). The land has therefore been a separate planning unit for well over 100 years.

3.2 As noted from the planning history the site has had a commercial use for a number of years and therefore this use is well established, it is likely that the site's commercial use has been in place much longer than the Council holds planning record for. At some point in the 2000's the site whilst still being used for B2/B8 uses fell into a state of disrepair. The boundaries to the site were poorly maintained and the vehicles stored on the site were in poor condition. The poor condition of the site had a detrimental impact on Hazel Mews and it became associated with fly tipping, anti-social behaviour and drug taking.

3.3 The site was bought be the current owner in 2013. Being a local resident the new owner's sole intention was to improve the area and find a viable alternative use for the site. In order to facilitate this advice was sought from Officers in Haringey's Planning Department and planning permissions have been secured to ensure the security of the site and provide useful workspace.

3.4 In addition to the significant enhancement of the site itself (see before and after photos, Appendix 2) this investment has also acted as a catalyst for the significant improvement of Hazel Mews. The additional lighting and CCTV along with other initiatives have contributed to the mews now being much safer and no longer attracts anti-social behaviours.

3.5 Regrettably in December 2015 the Council proceeded to investigate an alleged breach of planning at the property and an Enforcement Notice (Ref: UNW/2015/00938) was served on the 15th February 2016. Although the grounds on which the notice has been served are disputed it has led the owner of the site to advance longer term plans he held for the site. This statement supports a detailed planning application to realise those plans and at the same time regularise the alleged breach of planning.

3.6 The table below details the planning history of the application site:

Planning reference number:	**Description of development:**	**Decision and date:**
HGY/2015/0586	Erection of a, single storey enclosure at the southern corner of this triangular land for storage	Approved 10/04/15
HGY/2014/1363	Replacement of existing panels / fence and gate to rear with new fence and gate constructed in timber	Approved 09/07/14
HGY/1991/1310	Erection of single storey building for	Approved 05/02/92

	storage and workshop purposes.	
HGY/1991/0609	Erection of a single storey building for storage use	Approved 18/07/91

3.7 The planning history of the site demonstrates that the site has had approval for commercial uses for over 25 years. When purchased by the current owner the buildings approved in the early 1990's had already been removed and the site was last used for the open storage of motor vehicles and building materials.

3.8 It should be noted that planning permission HGY/1991/1310 granted planning permission for a building that occupied the entire footprint of the site. Both this planning permission and earlier planning permission HGY/1991/0690 granted permission for unrestricted B2/B8 use of the site

3.9 The current owner obtained planning permission following the purchase of the site (in August 2014) for improvements to the site to both improve its visual appearance and security and to make it more viable for its approved use.

3.10 As covered elsewhere in this statement Wood Green is currently the subject of a number of regeneration initiatives. The following planning application are currently being considered by Haringey Planning Department and are an indication of this emerging regeneration. They are also relevant to the proposals subject of this application as they are for hotel based developments. The proposals subject of this stamen are considered to compliment these proposals rather than compete against them. All three application demonstrate a confidence in Wood Green as a visitor destination which is clearly a positive emerging trend for this part of the borough.

Ref: HGY/2015/1230 – 13-27 Station Road

Proposal: Change of use of building from B1 (office) use to a 'community arts hostel' (sui-generis use) comprising a 60-70 bed hostel/hotel, bar/cafe and gallery exhibition space. Proposal includes replacement front doors, widening of firs-escape door, creation of new side entrance and creation of new terrace area to rear.

The Station Road project known as the Green Rooms is a proposed Arts Hotel planned to encourage and provide for the artistic community that is beginning to make Wood Green its home. It is considered that like the Silver Bullet spa it will help facilitate and promote other regeneration initiatives emerging in the Wood Green area.

Ref: HGY/2015/3255 – 122-124 High Road

Proposal: Change of use application of the second, third and fourth floors from B1 office to C1 hotel and roof top extension to create an additional floor. Works also include external refurbishment of existing and small extension into the car park on the second floor

This proposal from the well-known hotel chain Travelodge demonstrates a real confidence in the visitor market within Wood Green. For a well know chain to seek to establish a 78 bedroom hotel confirms Wood Green as an emerging visitor destination and the proposal if approved will significantly enhance Wood Green's economy.

4 PROPOSED DEVELOPMENT

4.1 This Planning Statement is submitted in support of a full planning application for the:

'***Use of the site for the siting of an American Airstream Trailer to be used for C1 (boutique hotel accommodation) purposes with ancillary structures and spa'.***

4.2 As set out in Section 2 of this statement the application site is formed of a triangular piece of land accessed from Hazel Mews and sharing its boundaries with Hazel Mews (north east facing boundary), numbers 104 and 108 Alexandra Road (north west facing boundary) and number 102 Alexandra Road (south facing boundary).

Use

4.3 Planning permission is sought for the change of use of the site from its current B8 use to C1 use which in this case is proposed to comprise of boutique hotel accommodation with ancillary structures and spa. It is proposed that the accommodation could be booked by individuals, couples, small families or small groups of friends as a quirky alternative to mainstream hotel accommodation.

Structures

4.4 In order to facilitate the proposed change of use described at 4.3 above, planning permission is sought for the permanent siting of a vintage American Airstream Trailer on the site to form the basis of a unique boutique hotel style accommodation proposed to be offered. The trailer itself which originates from the USA is a 1969 model and has a floor area of 15sq.m. Its external dimensions are approx. 7.5m long, 2.37m wide and 2.5m at its highest point. The trailer is positioned centrally within the site and adjacent but set off the sites south facing boundary by 0.45m.

4.5 In addition to the Airstream Trailer which will be the main focus of the proposed development two ancillary structures are proposed. The first is located in the site's southern corner and was previously granted planning permission for B8 purposes (see planning application ref: HGY/2015/0586) and therefore its change of use for ancillary C1 purposes is now sought. The structure is triangular in shape and is 4.5m deep and has a height of 2.5m. The structure is formed of timber and covered by GRP fiberglass.

4.6 The second ancillary structure is also ancillary to the sites current B8 use and is proposed to be used as a sauna and changing area with an open sided part of the structure housing a spa and seating area.

4.7 The second ancillary structure is located at the northern eastern corner of the site and has an irregular form with the following dimensions 3.9m by 3.5m with a height of 2.5m. The structure is formed of timber and covered with a pitched polycarbonate roof.

Boundary Treatment/Hard and Soft Landscaping

4.8 As described previously the application site's boundaries are formed by the rear gardens of residential properties fronting Alexandra Road. Hazel Mews which provides access to commercial and residential properties fronting the High Road forms the site's other

boundary. To Hazel Mews the site has a 3m high boundary formed of railway sleepers between steel supports. A door also formed of railway sleepers provides access into the site. The south facing boundary of the site is formed by a standard 2.2m high close board fence as is the north east boundary that is shared with no. 104 and 106 Alexandra Road. The boundary shared with no. 108 Alexandra Road is formed by the second ancillary structure noted at paragraphs 4.6-4.7 above.

4.9 The proposal is to be set within high quality hard landscaping formed with reclaimed granite setts. Soft landscaping will be incorporated to create a lush green oasis quality to the site with creepers spilling over the boundary treatment into Hazel Mews itself. Bamboo screening is also proposed to screen the development from neighbouring property.

5 PLANNING POLICY

5.1 This section of the Planning Statement sets out the relevant policies from national, regional and local policy and guidance that apply to the application site and the proposed development. A full list of the relevant planning policies is included in appendix 3.

5.2 The National Planning Policy Framework (NPPF) was published 27 March 2012, replaces the suite of Government guidance which existed previously as Planning Policy Guidance notes (PPGs) and Planning Policy Statements (PPSs) with a consolidated document. The NPPF provides the definition of "sustainable development", which should be seen as "a golden thread running through the planning system underpinning both plan-making and decision-taking". In doing so, it provides an overarching framework within which Local Planning Authorities are to prepare their policy documents. As such, it is an essential decision-making tool for local authorities.

5.3 The National Planning Practice Guidance (NPPG) was launched on the 6 March 2014 and provides a web-based resource in support of the NPPF. Following public consultation on a 'beta' version ending the 9 October 2013, the NPPG was amended to include greater emphasis on the importance of bringing brownfield land into use and issuing more robust guidance with regards to flood risk. Following its launch, a number of previously published planning guidance documents have been cancelled and are detailed within the Written Ministerial Statement titled 'Making the planning system work more efficiently and effectively', also dated 6 March 2014.

5.4 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act (2004), planning applications should be determined in accordance with the development plan, unless material considerations indicate otherwise.

5.5 The relevant Development Plans for the Silver Bullet, Hazel Mews site is:

- **The London Plan (2015)**
- **Haringey Local Plan: Strategic Policies DPD (March 2013)**
- **Unitary Development Plan (saved policies March 2013)**

5.6 In addition to the above adopted policy documents the following emerging policy documents are also relevant with appropriate weight given relevant to the stage of consultation that has been reached. These included:

- **Revised Minor Alterations to the London Plan (MALP 2015)**
- **Haringey Development Management DPD (Reg. 19 consultation 8th Jan-4th March 2016)**
- **Wood Green Area Action Plan (Issues and Options consultation 8th Feb-20th March 2016)**

5.7 Together these documents provide spatial policies and development management policies to guide and manage development in the Borough. The following paragraphs of this chapter set out the pertinent points from each of the above documents relevant to the proposed development.

National Planning Policy Framework (NPPF, 2012)

5.8 As set out above the NPPF sets out an overarching principle of a 'presumption in favour of sustainable development' as set out in **paragraph 14**, which states that:

'For decision taking this means: - approving development proposals that accord with the development plan without delay'.

5.9 Amongst the core planning principles listed in **paragraph 17** are a desire to encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value and promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas.

5.10 At **paragraph's 18-20** the NPPF promotes the importance of encouraging economic growth and confirms the vital role that the planning system and local planning authorities should play in securing this.

5.11 **Paragraph 23** concerns the vitality of town centres confirming that local planning authorities should promote the viability and vitality of town centres and promote town centres that provide customer choice. It notes specifically the need to identify 'a range of suitable sites to meet the scale and types of retail, leisure, commercial, office, tourism, cultural , community and residential development needed in town centres'.

5.12 **Chapter 4** of the NPPF concerns the promotion of sustainable transport promoting that development should be located to make the most efficient use of public transport facilities. At para 35 it confirms that development should be located and designed to *'give priority to pedestrian and cycle movements, and have access to high quality public transport facilities'.*

5.13 **Chapter 7** confirms the importance of good design in all planning decisions and that 'Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'

5.14 **Paragraph 60** states; 'Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness'.

The Development Plan

London Plan 2015 and London Plan (FALP)

5.15 The London Plan is the overall strategic plan for London setting out an integrated development framework for London over the next 25-30 years. It sets out the Mayors planning policies on a number of strategic issues including transport, ecomonic development,

housing, culture and a range of social issues. Polices of specific relevance to the proposed development include:

5.16 **Policy 2.7** concerns the **Outer London Economy** and confirms the need to address constraints and opportunities in the economic growth of outer London including the need to support existing areas of growth and increase the attractiveness of outer London to new sectors.

5.17 **Policy 2.15** refers specifically to **Town Centres** confirming that development proposals in town centres should:

- Sustain and enhance the vitality and viability of the centre
- Accommodate economic growth through intensification
- Support and enhance competitiveness
- Be in scale with the centre, promote access by non-car modes
- Promotes safety and security and contribute toward an enhanced environment
- Urban greening and public realm

5.18 **Policy 4.5 London's Visitor Infrastructure** confirms that support should be given to London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision especially in outer London.

5.19 At 'c' the policy confirms that new visitor accommodation beyond the Central Activities Zone (CAZ) should be focussed in town centres and opportunity and intensification areas, where there is good public transport access to central London and international and national transport termini. It goes on to confirm that planning decision should contribute towards the hotel room provision target which seeks to deliver an additional 40,000 hotel bedroom by 2031.

5.20 **Policy 4.7** relates to **Retail and town centre development**, in relation to planning decision the policy confirms that the scale of development should relate to the size of the centre, development should be focused on sites within town centres or if no in centre sites are available on sites on the edge of centres and that proposals on edge of centre sites will be subject to an assessment of impact.

5.21 **Transport** related policies set out in **Policies 6.2 and 6.9-613** are also relevant to the proposed development. The overarching principles being the need to focus development on highly accessible locations and the need to encourage sustainable modes of transport including cycling and walking in addition to public transport.

5.22 **Chapter 7** concerns **London's Living Place and Space**. **Policy 7.4** relates to **Local character** confirming that development should have regard to the form, function, and structure of an

area, place or street and the scale, mass and orientation of surrounding buildings. **Policy 7.6** refers to **architecture** confirming that architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context.

Haringey Planning Policy

Local Plan: Strategic Policies DPD

5.23 The Local Plan sets out Haringey's Spatial Strategy, vision and key policies for the future development of the borough up to 2026. The relevant policies to the development are summarised below.

5.24 **SP0 – Presumption in favour of sustainable development** confirms Haringey's accordance with the NPPF and the overarching principal of sustainable development

5.25 **SP7: Transport** – confirms Haringey's compliance with London Plan policy in respect of the delivery of new and improved transport infrastructure

5.26 **SP8: Employment** – confirms the Council will secure a strong economy in Haringey and protect the borough's hierarchy of employment land.

5.27 **SP9: Improving skills and training** – confirms the Council will seek to address unemployment by facilitating training opportunities for the local population, increasing the employment offered in the borough and allocating land for employment purposes.

5.28 **SP10: Town Centres** – confirms the Council will promote and encourage development of retail, office, community, leisure, entertainment facilities, recreation uses, arts and cultural activities within its town centres, with Wood Green being the primary focus.

5.29 **SP11: Design** – confirms 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.

UDP saved policies

5.30 A number of saved UDP policies are relevant to the proposed development the following paragraphs highlight those that are relevant giving a summary of the pertinent points:

5.31 **UD1 – Planning Statements** confirms the need for planning applications to be accompanied by a range of reports and statements to demonstrate compliance with policy and other material considerations

5.32 **UD3 – General Principle's** sets out the overarching principles that all development will be expected to meet.

5.33 **UD7 – Waste Storage** confirms the need for development to make appropriate provision for the storage of waste and recycling

5.34 **ENV6 – Noise Pollution** states that noisy development should be located where ambient noise levels are already high.

5.35 **EMP5 – Promoting Employment Uses**, confirms that employment generating uses will be supported throughout the borough particularly where good transport connects exisit.

5.36 **M10 – Parking** for development confirms that developments will be assessed against parking standards.

5.37 **CLT4 – Hotels, boarding houses and guest houses** confirm that application for such uses will be approved where the proposals does not result in the loss of housing stock, where the location is within an existing town centre or a location well served by public transport and the proposals does not have an adverse impact on the amenity of nearby residents.

Emerging Local Plan Policy

5.38 Haringey is currently producing a number of policy documents that have relevance to the proposed development, these documents are at various stages of public consultation and as such are not yet adopted documents. With regard to emerging policy the NPPF states at paragraph 216 that:

'From the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to:

- *The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);*
- *the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and*
- *the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)'*

5.39 In light of the above guidance appropriate levels of weight are given to the emerging policy set out below:

Development Management DPD (Regulation 19 8th Jan – 4th March 2016)

5.40 Given this policy document is in its later stages of public consultation significant weight can be attributed to the policies, the relevant policies are listed below with brief descriptions:

5.41 **DM1: Delivering high quality design** – sets out the overall design principles that all new development should respond to.

5.42 **DM2: Accessible and safe environments** – confirms that all development should be accessible by all members of the community in a safe and dignified manner.

5.43 **DM7: Development on infill, backland and garden land sites** – confirms that development will only be acceptable on such sites where the objectives of policies DM1 and DM2 are met.

5.44 **DM21: sustainable design, layout and construction** – confirms that all new development should exhibit a sustainable approach to both the design and use of new development to ensure carbon dioxide emissions are reduced.

5.45 **DM31: Sustainable transport** – confirms the Council's approach is to located development which generate a high number of trip in high sustainable locations with access to good public transport and pedestrian and cycle facilities

5.46 **DM32: Parking** – confirms development will be assed in accordance with car and cycle parking standards set out within the London Plan

5.47 **DM41: New town centre development** – confirms that new retail, leisure and cultural uses will be permitted in town centres where they are consistent with the size and role of the centre, sustain and enhance vitality and viability and contribute to Haringey's spatial strategy.

5.48 **DM45: Maximising the use of town centre land and floor space** – confirms that the council will seek to maximise the use of land and floorspace within town centres by encouraging new mixed use development including new or re-used space above shops and commercial premises.

5.49 **DM53: Hotels and visitor accommodation** - Hotels and other visitor accommodation are generally appropriate in locations within an existing town centre or at a location well served by public transport subject to considerations of existing residential amenity, no loss of housing, with appropriate access for servicing and good levels of amenity for occupiers.

Wood Green Area Action Plan (Issues & Options 8th Feb – 20th Mar 2016)

5.50 Given that this policy document is at it's very initial stage of consultation less weight can be attributed to it. Nevertheless the publication of the document demonstrates the Council's aspirations for the Wood Green Area. These aspirations include:

- The creation of new jobs and housing
- Creation of a more vibrant town centre through the uplift in retail capacity
- Plan for a complementary range of development to help attract investment
- Seek the regeneration of underused utility and industrial land
- Seek improvements to the amenity and connectivity of the High Road through a new cultural quarter and connection with Alexandra Palace
- Maximise the benefit of new transport connections
- Promote high quality, safe and accessible development

Site/Area Specific Allocations/Designations

Strategic Level Designations

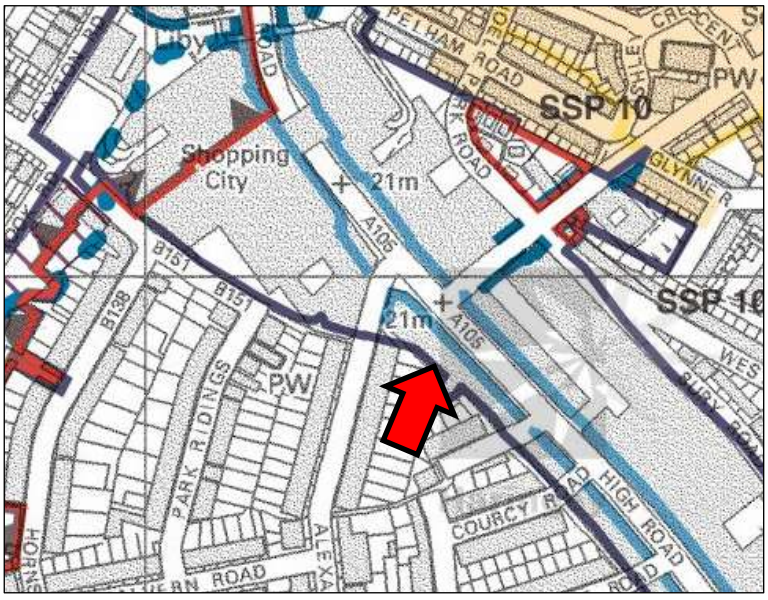
5.51 The **London Plan** identifies Haringey Heartlands/Wood Green as an **'Intensification Area'** and identifies a range of development opportunities on former railway and industrial land as well as opportunities for the redevelopment and intensification of

parts of Wood Green High Road. A minimum capacity of 1000 new homes and 2000 new jobs is envisaged.

Local Level Designations

5.52 The application site itself is located within the **Wood Green Metropolitan Town Centre Boundary** as identified on the proposals map (see extracts below) where Local Plan policy SP10 is relevant. The site is not located within a Conservation Area and the site does not contain or is adjacent to any listed buildings.





- The site also falls within the boundaries of the emerging Wood Green Area Action Plan documents and therefore the emerging polices that will form that document become relevant

6 PLANNING ASSESSMENT

6.1 This section of the Planning Statement assesses the proposed development against the relevant considerations set out in national, regional and local planning policy and guidance.

6.2 The following key planning considerations are assessed in turn:

- Principle of Development
- Economic Benefits
- Regeneration Benefits
- Design and Residential Amenity
- Noise
- Refuse
- Energy and Sustainability
- Parking and Accessibility
- Special Circumstances

Principle of Development

6.3 This full application seeks permission for the use of the site for the siting of an Airstream Trailer to be used for C1 (boutique hotel accommodation) purposes with ancillary structures and spa'. It is intended that the proposed scheme will give a long term viable use for this brownfield, former commercial site and will further enhance the vibrancy and vitality of the area.

6.4 At the heart of the NPPF is a presumption in favour of sustainable development. This means that development proposals that accord with the development plan should be approved without delay (Para 14). It is considered that the proposed development should benefit from this presumption in favour of sustainable development in so far as it seeks to address national, regional and local planning policy requirements to optimise the use of this brownfield location for the delivery of hotel accommodation for which there is an identified need across London.

6.5 The London Plan supports Intensification Areas such as Wood Green by ensuring that development proposals within them make the best and most efficient use of brownfield land and seek to optimise residential and non-residential output and densities. Development is also encouraged to support wider regeneration objectives by integrating development into the surrounding areas.

6.6 The presumption in favour of sustainable development established by the NPPF is reflected in the Haringey Local Plan (Policy SP0). The policy sets out the strategic objective to optimise

the use of land to deliver the growth agenda and targets as defined in the London Plan and in particular focusing development on the identified growth areas, such as Wood Green.

6.7 On the basis of the above there is significant support at the national and regional level for the proposed development particularly in the context of the land being brownfield previously developed land and in an area identified for intensification and regeneration.

6.8 The principle of development is clearly supported at the local level as well, the site has a long history of use for commercial and industrial uses. The site was at one time occupied by a single building covering its entire foot print (see para.3.7) and has been used for many years for B2/B8 purposes. Most recently and prior to the purchase by the current owner the site had been used for the open storage of motor vehicles. However due to changes to working practices and the availability of a wide variety of purpose built premises for B2/B8 purposes the site had become less viable for its established use. Prior to purchase by the current owner the site had fallen into a very poor state. The site was not secure and as a result had been adversely affected by fly tipping. The poor state of the site also had a negative impact on Hazel Mews itself which was also used for dumping rubbish and was attracting antisocial behaviour including the misuse of drugs.

6.9 Given the recent history of the site it is essential that a viable alternative use can be secured for this site to ensure it contributes positively to the character of the local area.

Hotel Use (C3)

6.10 In term s of the proposed use (Hotel, use class C1) the site benefits from being located within Wood Green Metropolitan town centre which is a highly accessible location with a PTAL rating of 6a – excellent.

6.11 London Plan Policy 4.5 highlights a need to increase the supply of hotel rooms across London by 40,000 hotel bedrooms by 2031. The London Plan also identifies in policy 2.15 that hotel uses are considered most appropriate within town centre locations.

6.12 Haringey's saved UDP policy CLT4 and emerging Development Management DPD policy DM53 also both confirm that hotel uses are considered most appropriate within town centres subject to the consideration of the impact on the amenity of existing residential properties.

Summary

6.13 The application site is a brownfield site located in a town centre location, it is highly sustainable with excellent access to public transport. The principle of the redevelopment and reuse of the site is supported by planning policy. In terms of the proposed hotel use this is supported in principle by planning policies at all levels. In particularly the NPPF and Local Plan Policy SP0 both confirm a presumption in favour of sustainable development and London Plan policy 2.15, Haringey UDP policy CLT4 and emerging Development Management DPD policy DM53 all support hotel uses within town centre locations.

6.14 The principle of the redevelopment of the site and its use for hotel purposes in this highly sustainable location can therefore be supported in planning policy terms.

Economic Benefits

6.15 The historic use of the site would have supported the employment of staff and the economic benefits associated with such use. In its more recent history and as a result of a restrictive planning condition preventing commercial use in respect of planning permission HGY/2015/0586 the site fails to and is not capable of contributing to the vitality and viability of the area and the local economy. This situation is untenable for a highly sustainable site that is located within the town centre and in such close proximity to the primary retail frontages.

6.16 The proposed development represents an opportunity to return and enhance the economic benefits that the site is capable of securing, these economic benefits are associated with following advantages to Haringey's economy that the proposed development will bring:

- Employment associated with construction and long terms maintenance of the development
- Direct employment for up to 4 members of staff in full and part time positions
- Indirect employment in supporting services such as beauty treatment/massage etc
- Additional spending in local bar, shops and restaurants as a result of linked trips with the proposed use

Summary

6.17 The importance of creating economic growth is confirmed in paragraphs 18-20 of the NPPF which indicates that the planning system and local authorities play a vital role in ensuring this is achieved. London Plan policy 2.7 concerns the outer London economy confirming the need to encourage growth and increase the attractiveness of outer London.

6.18 At the local level both town centre policies (Development Management DPD policies DM41 and DM45) and employment policies (UDP policy EMP5) confirm the need to create places that are vibrant and full of vitality to ensure the continued economic growth of the borough.

6.19 The proposed development will significantly improve the economic benefits of the site and are therefore supported by policy.

Regeneration Benefits

6.20 The Wood Green area is identified as one of significant potential but has over recent years been neglected and has failed to develop in a planned and positive way. This is clearly a matter that is acknowledged by Haringey and a number of initiatives are emerging that will seek to regenerate Wood Green and the surrounding areas.

6.21 Among the initiatives that are in place or emerging in the Wood Green area:

- £4.1million spent on public realm improvements in and around Wood Green
- Wood Green Cultural Quarter and The Chocolate Factory

- Station Road revival project
- The Green Rooms and The Mill Co Project
- Large scale improvements to Alexandra Palace and enhancement of connections to and from Wood Green

6.22 The above initiatives in addition to the designation of Wood Green as an 'Intensification Area' in the London Plan and the recently published draft Wood Green Area Action Plan are all clear indication of the regeneration plans and aspirations held both publicly and privately.

6.23 The application site and the proposals for it are well placed to support and enhance these existing regeneration plans. Indeed the Hazel Mews area has already experienced a significant and notable regeneration. The application site and Hazel Mews itself were in a poor state prior to the purchase by the current owner. Through the owner's own efforts and with support of other local property owners, residents and the London Borough of Haringey significant local regeneration has been achieved. In seeking a viable long term use for the site improvements including clearing the site and the mews of rubbish, deterring passers-by from using the mews as a public toilet, securing the site boundaries and installing new lighting and additional CCTV cameras have been undertaken. The site and the Mews are now a safer place to be and attract much less of the fly tipping, drug taking and other anti-social behaviours that it once did.

Summary

6.24 The need to find and secure a viable long term use for the site is essential to maintain and further the regeneration benefits that have been secured to date. The proposals subject of this statement are essential to ensure the site is capable of contributing the wider regeneration efforts that the Council is promoting. The regeneration benefits to the immediate and wider area arising from the proposed development are supported by London Plan policy 2.13 (Intensification areas) and the emerging overarching principles set out in the Draft Wood Green Area Action Plan.

Design and Residential Amenity

6.25 Planning policies at all levels from national to local note the importance of good design. Chapter 7 of the NPPF confirms that good design is indivisible from good planning. In paragraph 60 the NPPF confirms that planning policies and decisions should not attempt to impose architectural style or particular tastes and they should not stifle innovation.

6.26 Local policies confirm that development proposals should among other considerations ensure high quality architecture, good levels of daylight and sunlight, good levels of privacy, appropriate levels of development and appropriate visual impact and accessibility (UDP policy UD3 and Development Management DPD policy DM1).

6.27 The proposals subject of this application represents an innovative design solution to a constrained backland site. The main feature of the site is a Vintage American Airstream Trailer, this design of trailer is widely accepted as being an icon of classic design and is a rare sight in the UK. Sited within the site its low height and the curvature of its form ensure it is

not an overly obtrusive feature within the locality. The privacy of the site is a key attribute for potential guests and existing boundary treatment which will be enhanced through planting will ensure that the classic shape of the trailer is not an obtrusive feature in this backland setting.

6.28 The ancillary structures are both low key buildings with a low height of just 2.5m at their highest point. They are located to either end of the site and are predominantly constructed with timber. The structure in the southern part of the site already has planning permission (HGY/2015/0586). The structure to the northern end of the site is barely if at all visible was built ancillary to the site's established B8 uses and respects the architectural approach of the approved building. The form and height of these structures conform with the building previously granted planning permission and have therefore previously been considered acceptable by the local planning authority.

6.29 Soft landscaping is to be a key feature of the site and will be a selling point to future occupiers. The use of creepers, bamboo screening and palm tree will help to soften the site providing a green oasis for residents but also spilling out over the boundary onto Hazel Mews to help green and soften the wider environment.

6.30 The overall massing of the development on the site is low and therefore there are no issues of overshadowing or demonstrable loss of sunlight to neighbouring gardens. This is further enhanced due to the sun originating from the south of the site and therefore does not overshadow any other property. The structures are only 30cm higher than existing boundary treatments and are some 7m away from the nearest kitchen window and 9m from the nearest habitable room windows. This ensures that there is no impact on the amenity of neighbouring occupiers and due to the separation and marginal difference in height between the existing boundary treatments and the proposed development are not considered to have an impact on the outlook of neighbouring residents.

6.31 The layout of the buildings within the site are all inwardly facing therefore ensuring no adverse impact through overlooking for either existing residents or future users of the hotel facility.

Summary

6.32 The development proposals are an innovative use of a relatively constrained former industrial site. The site was once occupied by a building occupying almost the full footprint of the site (57sq.m of total site of 58.1sq.m and had a height of 3m at the eastern side facing hazel Mews and 2.550m at the north and west eaves). The proposals subject of this application adds visual interest to the site in a novel and engaging way. Importantly the location of the structures and trailer within the site have been positioned to ensure there is no impact on the amenity of surrounding occupiers and their low unobtrusive form further ensures the protection of neighbours amenity. In light of these design attributes it is considered that the intentions of the identified policies (UDP policy UD3 and Local Plan policy SP11) are met.

Noise

6.33 The application site is located in a relatively sensitive location whilst being located within the town centre it also shares boundaries with residential properties. The site's historic and existing use for B2/B8 purposes is a material consideration and is a use that could potentially result in noise and disturbance resulting from activities on the site and vehicle movements associated with deliveries.

6.34 Existing background noise levels given the proximity of the site to the busy High Road are also relatively high.

6.35 The proposed use will generate very low levels of vehicular movements if any at all. The noise levels generated from use which for the majority of the time will be from a small number of people, predominantly couples is also considered to be negligible.

6.36 the layout of the site as previously detailed is inwardly facing and as a result the positioning of buildings within the site acts as an acoustic barrier to the neighbouring properties and retaining any noise that is omitted within the site.

6.37 The nearest noise sensitive windows are some 9m metres away and given the noise retention properties facilitated by the site layout and the existing background noise levels it is considered that the likely noise to be generated by the site would not be demonstrably harmful to the amenity of existing residents.

Summary

6.38 Saved UDP policy ENV6 sates that noisy development should be located where ambient noise levels are already high. Although the proposed development is not considered to be 'noisy development' as such, it is located in an area where ambient noise levels are high. Given the likely generated noise from the site will be low and in the context of the relatively high ambient noise levels the proposals are considered to be acceptable and compliant with policy ENV6.

Refuse

6.39 Waste storage is a matter considered by saved UDP policy UD7 which seeks to ensure that appropriate provision is made for the storage of refuse. The proposed development is considered to be a very low producer of waste. The management of the development will ensure that an environmentally responsible approach is taken to all matters relating to the use of energy and the management of waste. The facility will be attended by management on a daily basis and therefore the low levels of waste will also be dealt with on a daily basis. Within the site any waste that is generated will be encouraged to be recycled wherever possible and refuse storage to enable the separation of waste to enable recycling will be provided on site and removed to Council managed bins located in the mews on a daily basis in accordance with Council's prevailing arrangements for the area. The objectives of policy UD7 are therefore fully met.

Energy and Sustainability

6.40 Sustainable development is at the heart of the NPPF and this is further supported by Local Plan Policy SP0. Emerging Development Management DPD policy DM21 (Sustainable Design, Layout and Construction requires development to be maximise energy efficiency through design, layout and construction techniques in order to reduce cO2 emissions.

6.41 Sustainability is a fundamental principal of the business philosophy for the Silver Bullet Spa and as such sustainable measures are incorporated wherever it is practical to do so. In spite of the modest size of the Wood Green site, Silver Bullet Spa have adopted a proactive approach to minimising the site's greenhouse gas emissions. This consideration has proved to be important to the target customer group of the proposed development. The site is south facing and is washed with natural sunshine. Recognising this, management would aim to draw the site's energy from renewable sources and make provision for sustainable green infrastructure.

6.42 The proposals incorporate the following sustainable and energy saving measures:

- A large proportion of the materials including the railway sleepers and the trailer itself come from recycled and reused sources.
- Guests would be proactively encouraged to effectively minimise waste and energy use while occupying the site
- All structures have been insulated to very high standards exceeding building regulation requirements. Further insulation will be retrofitted where it is found to be viable
- Timers are to be used in the sauna and hot tub, which would automatically switch off after a pre-set number of minutes.
- No vehicle use. Encouraging guests to use sustainable transport, bicycles and walking
- Low energy light bulbs and appliances

6.43 A further aspiration should it be determined financially viable will be to install flexible photo voltaic matts on the roof of the ancillary structures and the trailer which could help the site generate a significant proportion of its own energy requirements.

6.44 The proposals are inherently sustainable and therefore adhere to the intentions of the relevant policy referred to.

Parking and Accessibility by Walking, Cycling and Public Transport

6.45 A Transport statement is submitted alongside this statement in support of the application and assesses the parking and accessibility implications of the proposed development in detail. As previously noted the site is located in a highly sustainable location with a PTAL rating of 6a with excellent access to a wide range of public transport options.

6.46 The NPPF directs new development to locations that are highly accessible by public transport, walking and cycling, recognising that an integrated transport system is necessary to support a strong and prosperous economy (Para 31-35).

6.47 In terms of the impact on parking (saved UDP policy M10 and Development Management policy DM32) it is considered that due to the relatively low trips likely to be generated by the development and its highly sustainable location that the impact on parking in surrounding streets will be negligible as very few guests if any would be expected to arrive by car. No provision is made for parking on site due to the size constraints of the site and the abundance of available public car parking in the area ensures that any parking requirement that does arise can easily and safely be accommodated by existing parking infrastructure. The proposals are therefore considered to comply the council's parking standards.

6.48 In terms of the cycling and walking environment the site is located near to a number of established cycle routes providing convenient and safe cycle access opportunities. Cycling will be encouraged by the management of the development and cycle parking for 2 bikes will be provided.

6.49 The walking environment is also very good in the area with significant investment having recently been made in the improvement in the pavements in the Wood Green area. Level access exists between the site and a vast number of local facilities and public transport connections.

6.50 As mentioned public transport in the area is excellent and the site has the highest PTAL rating of 6a. Wood Green and Turnpike Lane underground stations are both within 500 metres of the site with frequent trains to both central London, Heathrow and Cockfosters. A total of 16 bus service also operate from a range of bus stops within a short walk of the site.

Summary

6.51 In summary, the proposed development benefits from good levels of public transport accessibility, pedestrian and cyclist provision. In addition, it is demonstrated that the trips generated by the proposed development could easily be accommodated on the surrounding transport infrastructure. As such, the proposed development is considered to be in accordance with the relevant transport policies at national, regional and local levels. Further detail on the effect of the proposed development in transport terms is provided in the Transport Statement.

Special Circumstances

6.52 Special circumstances exist that are also considered to be a material consideration in the determination of the application. The owner of the site was involved in a serious motorcycle accident in 2006 where he obtained serious and critical injuries. As a result of these injuries he is no longer able to work in his previous profession and has not been able to work in a full time position since. The proposals subject of this application will offer him the prospect of a full time employment opportunity enabling him to contribute to the Wood Green community that he is a resident of and feels passionately about. Full details of these special circumstances are detailed in a confidential statement submitted alongside this application.

7 CONCLUSIONS

7.1 This Planning Statement has been prepared in support of a full planning application for the redevelopment of the site; Silver Bullet, Hazel Mews, Wood Green, London, N22 6DT in the London Borough of Haringey.

7.2 This Statement demonstrates the planning case in support of the proposals in the context of the development plan and other material considerations.

7.3 The proposed development provides a significant opportunity to provide a new viable use that will insert vitality to this underused and neglected brownfield site in Wood Green. The proposed development will compliment other locally led regeneration initiatives and help to turn around the decline that Wood Green and specifically Hazel Mews has experienced over a number of years.

7.4 The proposed development will deliver the following key planning and regeneration benefits:

- Delivery of new hotel accommodation to meet an identified need within both London and the Wood Green area
- Significantly improve the character of the site and Hazel Mews creating a safer and more accessible environment
- A well designed and innovative development
- New jobs and employment opportunities both directly and indirectly. Including an employment opportunity for the owner of the site who has been disadvantaged through a serious accident
- Positive contribution to the vitality and viability of the Wood Green Metropolitan Town Centre
- Increased spending in surrounding shops, bars and restaurants

7.5 The proposed development is considered to be in accordance with the development plan and other planning policy guidance and material considerations, including the emerging Wood Green Area Action Plan.

APPENDIX 1

DESIGN AND ACCESS STATEMENT

Design and Access Statement – Silver Bullet, Hazel Mews, London, N22 6DT

This Design and Access Statement has been prepared in support of proposals for 'The use of the site for the siting of an Airstream trailer to be used for C1 (boutique hotel accommodation) purposes with ancillary structures and spa''. Although not a statutory requirement to support a proposals of this scale and nature it has been prepared to explain how the proposals have responded to various key considerations including the history of the site and surround area and the constraints and opportunities presented by this unique site.

Key Features

The site is located with the Metropolitan Town Centre of Wood Green.

The site can be considered to be occupying a 'backland' are within a mixed use area surrounded by both commercial and residential properties.

The site fronts onto Hazel Mews. Hazel Mews provides service access to commercial (predominantly retail) units fronting the High Road. This boundary is formed by reclaimed timber railway sleepers to a height of 3m. The Mews also provides access to some residential properties.

The Mews lacks natural surveillance and has limited activity; as such recent improvements including CCTV and new lighting have begun to address previous concerns relating to criminal activity and antisocial behaviour.

Commercial property backing onto the Mews is generally single storey rising up to 3-4 storeys where it fronts the High Road.

The Mews itself would have historically provided access to workshops located to the rear of properties fronting the High Road. As the town centre developed in the post war era these buildings got gradually redeveloped and incorporated in to the commercial properties fronting the High Road. As such the Mews has developed more of a service function rather than providing access to self-contained businesses and the activity and vibrancy this would have created.

The site itself is considered to have developed as a result of this thriving post war business mews and would have originally been occupied by a similar B2/B8 business. As surrounding businesses closed and where incorporated into the retail ground floors of the High Road properties so the application site was left as an anomaly in the Mews.

Access

The site is extremely well served by public transport connections and has a PTAL rating of 6a. (Please refer to the Transport Statement submitted in support of the application).

The pedestrian environment is also of a very high quality following £4.1m of investment in public realm improvements in the local area.

Hazel Mews also has level access to the improved pedestrian environment described above. The Mews itself is laid with tarmac.

Within the site due to the nature of the proposals level access is not possible throughout however support for those with mobility difficulties is never far away. The site is contained with only short walking distances required to be negotiated. The proposals will be fully compliant with building regulations relevant to the type and nature of development.

Layout

The layout of the site has been designed to avoid privacy issues with neighbouring properties and to provide an acoustically contained environment to further protect the amenity of neighbouring property.

The layout around a courtyard facilitates the creation of a green urban oasis.

Scale and Appearance

The scale of the development is a direct result of an understanding of the sites constraints and history. Previously a building occupied the site to the full extent of the site boundaries. A significant reduction in scale is therefore now proposed with the proposals resulting in an approximate site coverage of only 65%.

The height of the proposed structures reflects previously approved development on the site. The nature of the proposals and the form of the structures ensures that the scheme is not visually dominant.

In terms of appearance, the nature of the development and its inwardly looking approach minimises the impact of its appearance. The vintage Airstream trailer has a form and materials which minimise its impact.

Landscaping

The design and business philosophy is to create a tranquil lush environment within which guests feel removed from the city. As such landscape is an important and integral part of the proposals. In addition landscaping will be used to soften the boundaries providing screening to the neighbouring residential properties and spilling out over the Hazel Mews boundary to help provide a softer green edge to this otherwise hard urban environment.

APPENDIX 2

SITE PHOTOS

Silver Bullet - Hazel Mews N22 6DT - Site Development Examples:







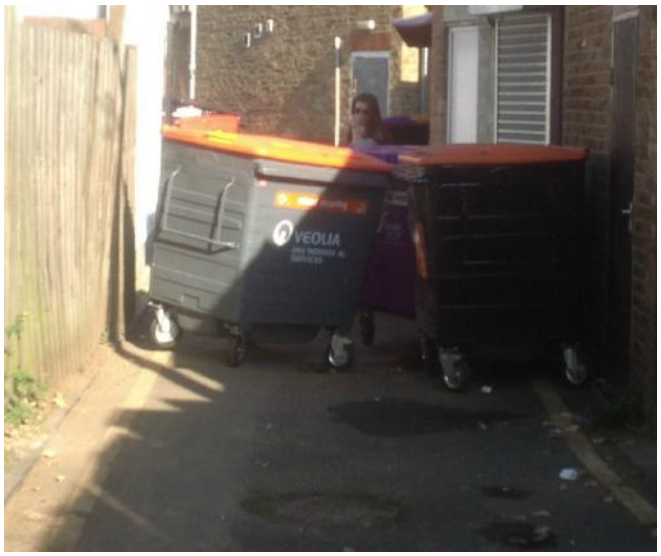


HAZEL MEWS







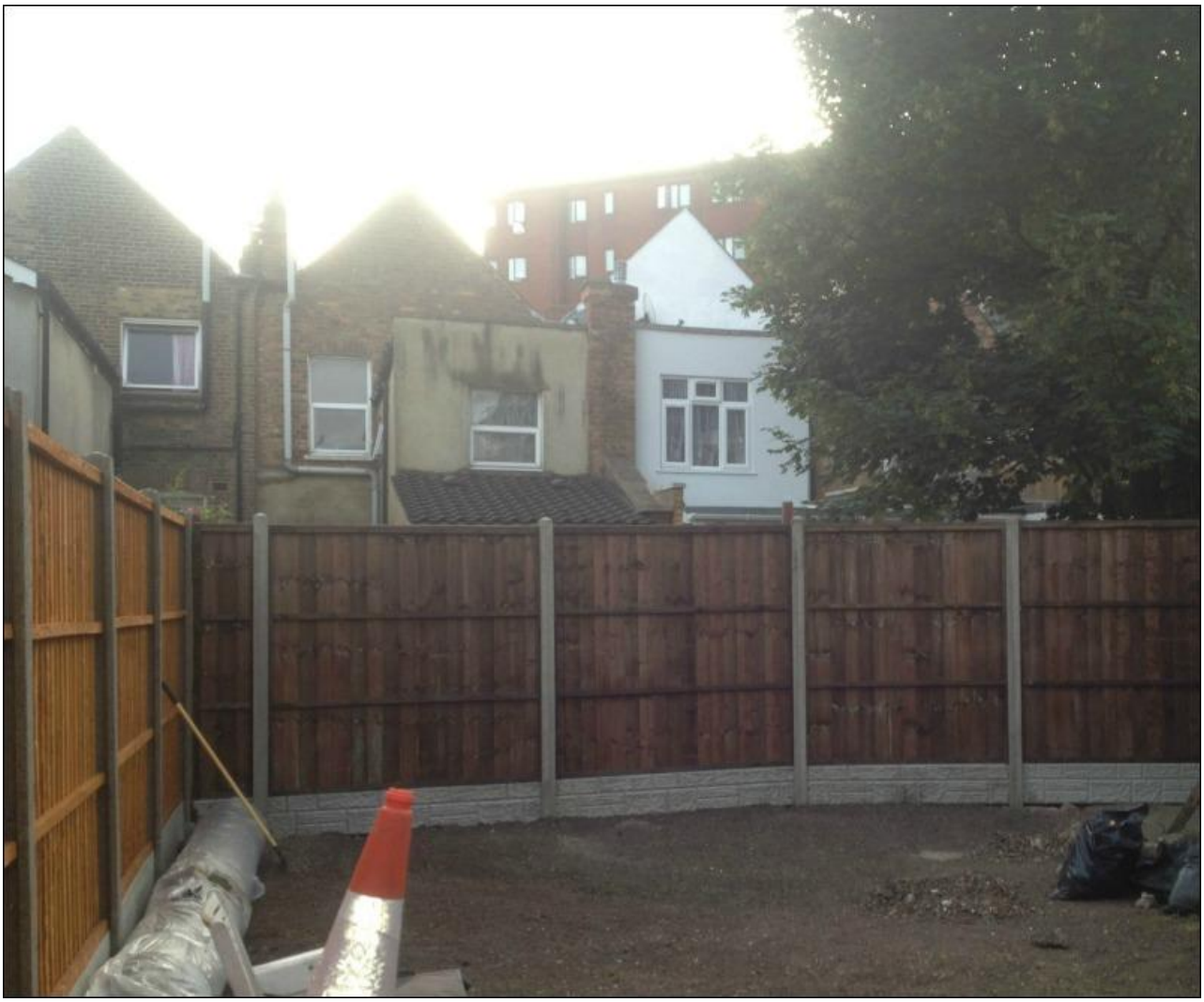




site clearance & new boundaries:













Before:



After:



Before:



After:












silver bullet

APPENDIX 3

RELEVANT PLANNING POLICIES

APPENDIX A - Relevant planning policies:

Silver Bullet, Hazel Mews

Local Plan: Strategic Policies DPD (March 2013)

SPO: PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

SP7: TRANSPORT

SP8: EMPLOYMENT

SP9: IMPROVING SKILLS AND TRAINING TO SUPPORT ACCESS TO JOBS AND COMMUNITY COHESION AND INCLUSION

SP10: TOWN CENTRES

SP11: DESIGN

SP15: CULTURE AND LEISURE

Crime and Safety (Section 1.4 Challenges Facing Haringey and Section 1.5 Vision and Objectives)

Saved Unitary Development Plan policies

(adopted July 2006, saved policies March 2013)

UD1: PLANNING STATEMENTS

UD3: GENERAL PRINCIPLES

UD7: WASTE STORAGE

ENV6: NOISE POLLUTION

ENV7: AIR, WATER AND LIGHT POLLUTION

EMP5: PROMOTING EMPLOYMENT USES

M10: PARKING FOR DEVELOPMENT

CLT4: HOTELS, BOARDING HOUSES AND GUEST HOUSES

Development Management DPD

(Regulation 19 consultation 8th Jan to 4th March)

2.0 DESIGN AND CHARCATER

DM1: DELIVERING HIGH QUALITY DESIGN

DM2: ACCESSIBLE AND SAFE ENVIRONMENTS

DM7: DEVELOPMENT ON INFILL, BACKLAND AND GARDEN LAND SITES

4.0 ENVIRONMENTAL SUSTAINABILITY

DM21: SUSTAINABLE DESIGN, LAYOUT AND CONSTRUCTION

5.0 TRANSPORT AND PARKING

DM31: PARKING

DM32: SUSTAINABLE TRANSPORT

6.0 EMPLOYMENT AND TOWN CENTRES

DM37: MAXIMISING THE USE OF EMPLOYMENT FLOOR SPACE

DM38: EMPLOYMENT LED REGENERATION

DM41: NEW TOWN CENTRE DEVELOPMENT

DM45: MAXIMISING THE USE OF TOWN CENTRE LAND AND FLOOR SPACE

7.0 COMMUNITY INFRASTRUCTURE, IMPLEMENTATION AND MONITORING

DM53: HOTELS AND VISITOR ACCOMODATION

DM55: REGENERATION AND MASTERPLANNING

Wood Green Area Action Plan

(Issues and Options consultation 8th Feb to 20th March)

The purpose of the Area Action Plan is to provide a detailed and proactive policy framework to guide development, regeneration and investment decision in the area for the next 15 years. At this stage a number of options are set out in order focus the above. Due to the early stage of consultation there is little to link it to our application directly. However, the overall objectives of the document align with those we and other regeneration projects are trying to secure.

London Plan (2015)

The London Plan is a regional strategic policy document and therefore the Silver Bullet, Hazel mews proposals are only relevant where they further the strategic objectives set out within the London Plan.

2.7 OUTER LONDON: ECONOMY

2.15 TOWN CENTRES

3.1 ENSURING EQUAL LIFE CHANCES FOR ALL

4.5 LONDON'S VISITOR INFRASTRUCTURE

4.7 RETAIL AND TOWN CENTRE DEVELOPMENT

4.8 SUPPORTING A SUCCESSFUL AND DIVERSE RETAIL SECTOR AND RELATED FACILITIES AND SERVICES

6.2 PUBLIC TRANSPORT CAPACITIES

6.9-6.13 PARKING, CYCLING.WALKING, CONGESTION

7.4 LOCAL CHARACTER

7.6 ARCHITECTURE

National Planning Policy Framework (NPPF)

Sets out the overall planning framework for the country within which all regional and local policies should be made.

1. Building a strong competitive economy paras. 11-14

2. Ensuring the vitality of town centre para.23

4. Promoting sustainable transport paras. 29-32

7. Requiring good design paras. 56-68