

Planning Statement

Site: 636A Green Lanes N8 OSD

Proposal: Demolition of existing building and provision of a part single part two storey house.

1.0 Application Site and Location

The application site contains a single storey building, located to the rear of 636 Green Lanes, fronting onto Harringay Gardens, N8.

The surrounding uses are mixed, with residential use within the residential street of Haringey Gardens, and a mix of residential use and some retail-related commercial use located on the adjacent section of Green Lanes.

The site has a public transport accessibility level (PTAL) of 6a.

The site is close to local shops.

The site is not located within a conservation area.

There are no protected trees within or adjacent to the site.

The site is located in a low flood risk zone (flood risk zone 1).

2.0 The Planning Proposal

The proposal includes the demolition of the existing dilapidated building.

The proposal provides for a contemporary style with flat roofs (with green sedum roofs), part single storey, part two storey 2-bedroom house.

The proposed house provides 74sqm of floorspace, which meets London Plan minimum floor space standards for a 2-bedroom dwelling.

The proposal provides 15sqm of private external amenity space.

The proposal complies with Part M4(2) of the building regulation accessibility standards.

No car parking spaces are proposed.

Two secure cycle storage spaces will be provided.

Refuse and recycling storage is provided in line with the council's standards.

3.0 Relevant History

Planning permission was granted 9th September 2020 (planning ref: HGY/2020/1835), for: *“Conversion of existing vacant building into 1-bedroom dwelling, with external alterations.”*

Planning permission was granted 11/8/2015, for a similar scheme (“Demolition of the existing storage to construct a 2-bed dwelling”) at No.50A Park Road, N15 (planning ref: HGY/2015/1740).

4.0 Relevant Policies in respect of the NPPF, the London Plan and the Councils Adopted Local Plan

National Planning Policy Framework (NPPF) 2021

Paragraph 10 of the National Planning Policy Framework Document (NPPF) (2019) states; *“So sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).”*

Paragraph 11 states; *“Plans and decisions should apply a presumption in favour of sustainable development.”*

Paragraph 60 states: *“To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”*

Paragraph 69 states: *“Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly.”*

Paragraph 111 states: *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

Paragraph 119 states: *‘Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, whilst safeguarding and improving the environment and ensuring safe and healthy living conditions’*

Paragraph 124 states: *“Planning policies and decisions should support development that makes efficient use of land....”*

The London Plan 2021

Policy GG2 - Making the best use of land. Part c of the policy states: *“Proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.”*

Policy GG4 - Delivering the homes Londoners need. This policy reinforces the need to delivery more homes because the delivery of more homes is a strategic priority.

Policy SD6 - Town centres and high streets. This policy seeks to strengthen the viability and function of town centres. The policy promotes housing growth in such areas to help strengthen the viability and function of town centres.

Policy D3 -Optimising site capacity through the design-led approach. This policy seeks design led higher density development in sustainable locations.

Policy D4 - Delivering good design.

Policy D6 - Housing quality and standards

Policy D5 - Inclusive design

Policy D6 - Housing quality and standards

Policy D7 - Accessible housing

Policy H1 - Increasing housing supply. This policy sets new housing delivery targets for all London Boroughs.

Policy H2 - Small sites. This policy states that small site housing developments will be the strategic priority to deliver housing. Part A of the policy states that “small sites should play a much greater role in housing delivery...” Part B, 1, recognises that planning decisions should accept that local character evolves over time and will need to change in appropriate locations to accommodate additional housing provision and increases in residential density through small housing developments. The policy also includes a new housing delivery target solely for the number of dwellings approved for smaller sites.

Policy T5 - Cycling Policy

Policy T6 Car parking Policy

The London Plan Housing SPG (2016) is also a material consideration.

Council’s Adopted Policies

Policies SP2, SP7, DM1, DM4, DM12 & DM31.

5.0 Planning Assessment

The main issues for consideration in this case are:

- Principle of the development
- The impact the proposal would have on the character and appearance of the area
- The standard of accommodation provided and amenities of future occupiers of the proposed units
- Impact on the amenities of neighbouring and surrounding occupiers

- Highway and parking matters
- Refuse and recycling
- Sustainability & accessibility
- Other material planning considerations
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6.0 Principle of development

The principle of the loss of the existing commercial accommodation was accepted by the planning permission granted 9th September 2020 (planning ref: HGY/2020/1835).

7.0 Impact on character and appearance

The existing building proposed to be demolished contributes negatively to the character and appearance of the locality. Therefore, demolition and removal of the building would represent an improvement subject to a suitable designed replacement.

Brownfield development sites like the application site are more suited to a contemporary style design where both the old and new developments are easily distinguishable and the proposal would not dominate the street scene. The replacement building is very much contemporary in design and would generally provide visual interest without comprising the traditional period buildings that surround the site.

The proposed building is part single storey and part two storey with the front ground floor area closest to the neighbouring property being set back to reflect the building line of the neighbouring building.

The proposed building would be finished in a white coated render, with a glazing feature at first floor level to ensure a visual distinction between the proposed and neighbouring attached building at first floor level.

The flat roofs of the proposal would be provided green sedum roofs to further add visual improvement to the overall design form and biodiversity benefits.

The design and positioning of the windows adds to the individual merit of the building. This combined with the white render finish gives the development a light appearance on the street.

Overall, the proposal would enhance the character and appearance of the area because the contemporary style would add some visual interest to an otherwise dilapidated site.

8.0 The standard of accommodation provided and amenities of future occupiers of the proposed units.

The proposed 2-bedroom dwelling meets the space standards for new development set out in "Housing Standards Minor Alterations to the London Plan (March 2016)."

The proposed dwelling is triple aspect and will be provide good levels of light and outlook.

The proposed dwellings houses meet Part M4(2) of the building regulation accessibility standards.

9.0 Impact on the amenities of neighbouring and surrounding occupiers

The proposal would not result in any demonstrable harm to neighbouring residential amenity.

10.0 Highway and parking matters

No on street car parking provision is provided.

The proposal is provided secure cycle storage for two cycles.

The site is located within an area with a public transport accessibility level (PTAL) of 6a, which is considered to be excellent.

There is a controlled parking zone (CPZ) in operation (Mon-Sat, 8am – 6:30pm) and the road has sufficient on street car parking availability for any additional demand for car parking by the development (maximum one car parking space demand).

11.0 Refuse and Recycling Storage

The proposal would provide waste and recycling storage in the front court yard area.

12.0 Sustainability

The development will achieve a 35% carbon reduction target (beyond Part L 2013 of the Building Regulations), in compliance with the new building regulations.

13.0 Accessibility

The proposal complies with Part M4(2) of the building regulation accessibility standards.

14.0 Other material considerations

Policy H1 (Increasing Housing Supply) of the London Plan 2021, requires (in part) London local planning authorities to optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions, especially sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a Tube station, rail station or town centre boundary - the site meets this criteria.

Policy H2 (Small Sites) of the London Plan states that small sites should play a much greater role in housing delivery. The policy requires boroughs to apply a presumption in favour of small housing development.

This site meets all the criteria set by both policies and as such these policies are significant material planning considerations.

Therefore, significant weight should be afforded to the provision of one additional much needed dwelling in a sustainable location.

The proposal ensures an efficient use of land in compliance with sustainability policies.