

Officer's Report

Application Number	HGY/2022/4493
Type	Full planning permission
Location	135 & 137 Turnpike Lane, Wood Green, London, N8 0DU
Proposal	Retrospective planning application for the erection of roof and rear extensions to create two additional flats within the extended loft comprising Flat E (2-bedroom flat) and Flat F (2-bedroom flat). This is a revision of a previously approved scheme (permission ref: HGY/2020/2868) for roof and rear extensions to create one additional flat and increase the size of three of the existing flats.
Case Officer	Ben Coffie
Valid Date	08/02/2023
Applicant	Polo Investments llp
Agent	Neil Squires

RECOMMENDATION

Approve with Conditions

1. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

1.1 Retrospective planning application for the erection of roof and rear extensions to create two additional flats – Flat E (2-bedroom flat) and Flat F (2-bedroom flat). This is a revision of a previously approved scheme (permission ref: HGY/2020/2868) for roof and rear extensions to create one additional flat and increase the size of three of the existing flats.

1.2 This application is a resubmission of a refused application with ref: HGY/2022/1961, the refused proposal comprises the reconfiguration of the approved (Flat E at No.137) to create an additional 1x 2 bed flat (Flat F at No.137) and reverting (Flat D at No.133) to its original layout but with a subdivision of its terrace to create an outdoor amenity space for Flat F.

1.3 The current application makes slight changes which includes the reconfiguration of flat F to increase the size of the terrace to 12sqm and the creation of a second living room while minimising the living space and kitchen from 27sqm to 15sqm. For Flat E, a new second bedroom would be created while minimising the kitchen/living space from 39.5sqm to 26.6sqm.

Site and Surroundings

1.4 The subject site contains nos. 133 – 137 Turnpike Lane which are 3-storey buildings forming the end of the parade on the southern side of Turnpike Lane, N8. The parade is composed of a consistent pitched roof design between nos. 137 – 53 Turnpike Lane. The upper floors of nos. 133 – 137 Turnpike Lane are in use as 10 flats at present. The site does not contain a listed building and is not located within a conservation area.

Relevant Planning and Enforcement History

133 Turnpike Lane:

No relevant planning history

135 Turnpike Lane:

No relevant planning history aside from change of address app:

SNN/2017/0032: Addressing of conversion of existing address: Flat A, 135 Turnpike Lane, London, N8 0DU, currently existing over 1st and 2nd floors, into 2 new self contained flats with access from 133 Turnpike Lane, London, N8 0DU.

135 – 137 Turnpike Lane:

OLD/1946/0215: Alteration to the ground floor living Accommodation – Gtd

133, 135 & 137 Turnpike Lane, N8

HGY/2019/0123: Mansard roof extension and erection of rear roof, first and second floor rear extensions to create two new self-contained flats, together with extensions to two existing flats & storage unit, and facades remodelling – Refused. Appealed and dismissed

The proposed mansard roof extension, by reason of its design and bulk, on this prominent corner location in what is otherwise a highly consistent terrace of pitched roof properties, would fail to respect local context and character and would appear an uncomplimentary and obtrusive addition to the streetscene to the detriment of local visual amenities. The proposal is therefore contrary to policies 7.4 and 7.6 of the London Plan 2016, policy SP11 of the Haringey Local Plan 2017, policy DM1 of the Haringey Development Management DPD 2017.

HGY/2020/2868: Erection of roof and rear extensions to create an additional loft flat and provide increased floor space for Flat D of no. 133 and flats A & C of no. 137 Turnpike Lane – Approved: 21/12/2020

HGY/2022/1961: Permission refused for the reconfiguration of the approved (Flat E at No.137) to create an additional 1x 2 bed flat (Flat F at No.137) and reverting (Flat D at No.133) to its original layout but with a subdivision of its terrace to create an outdoor amenity space for Flat F.

2. Consultation response

2.1 The following were consulted regarding the application:

- LBH Building control
- LBH Design
- LBH Transportation

The following responses were received:

Internal:

- 1) LBH Design: No objections

3. LOCAL REPRESENTATIONS

3.1 The application has been publicised by way of letters sent to neighbouring occupants. The number of representations received from neighbours, local groups, etc in response to notification and publicity of the application were as follows:

No of individual responses: 0

Objecting: 0

Supporting: 0

4. MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of the development;
2. Design and appearance;
3. Impact on the amenity of adjoining occupiers;
4. Living conditions for future occupants;
5. Parking and highway safety;
6. Waste and recycling.

Principle of the development

4.1 Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal. Local Plan Policy SP1 sets out the strategic vision to provide up to 20,410 new homes by 2026, which aligns with the aspirations of Policy SP2 which has a current target of providing 1,502 new homes a year in Haringey between the period 2015 to 2026, in line with the London Plan (MALP) 2016. The creation of an additional housing unit here is supported by Local Plan Policies SP1, SP2 and London Plan Policy

4.2 The proposal would contribute to the supply of housing in the borough in accordance with the overarching aims of adopted policy. The principle of the development to introduce new residential accommodation at this location is considered acceptable.

Design and appearance

4.3 London Plan (2021) policies emphasise the importance of high-quality design and seek to optimise site capacity through a design-led approach. Policy D4 'Delivering good design' states that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to street hierarchy, building types, forms and proportions.

4.4 Local Plan Policy SP11 (2017) and Development Management Development Plan Document (DPD) Policy DM1 seek to secure the highest standard of design which respects local context and character to contribute to the creation and enhancement of Haringey's sense of place and identity. DPD Policy DM1 'Delivering High Quality Design' requires development proposals to meet a range of criteria having regard to the following: building heights; form, scale and massing prevailing around the site; urban grain; sense of enclosure and where appropriate following existing building lines; rhythm of neighbouring or local regular plot and building widths; active, lively frontages to public realm; and distinctive local architectural styles, detailing and materials.

6.5 A large part of the external modifications were previously approved under application HGY/2020/2868, therefore the changes as shown in this proposal are largely internal. The proposal shows the conversion of the area of flat roof at the 3rd floor level to serve flats D at no.133 and F at

no.135. The development also includes the enlargement of the roof dormer of flat E to accommodate the relocation of the bathroom.

6.6 The proposed enlargement would not be visible from the public realm and would not harm the scale, form or appearance of the group of buildings. The proposed terrace would not have any detrimental impact against the character and appearance of the building or the surrounding areas. Roof terraces are considered to form part of the prevailing character of the terrace of buildings.

Impact on the amenity of adjoining occupiers

4.5 London Plan Policy D4 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.

4.6 DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring resident.

6.9 It was established in the permission granted for application no: HGY/2020/2868 that the depth and height of the extension would not result in an unacceptable loss of light, outlook or be visually overbearing when viewed from the rear windows of this property. The proposed roof extension would only project above the flat roof. The siting, height and massing of the proposed roof extension would not result in an unacceptable loss of light, outlook or create an unacceptable level of overshadowing that would result in an unacceptable impact upon the amenities of neighbouring occupants.

6.10 Given the changes as proposed in this current application does not involve any significant addition from what was previously approved, Officers do not anticipate the significant rise of overbearing impacts against the amenity of the occupiers of the existing flats.

Living conditions for future occupants

6.11 London Plan Policy D6 requires housing developments to be of high quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible storage space as well as outdoor amenity space. Table 3.1 sets out the internal minimum space standards for new developments, while Table 3.2 of the London Plan provides qualitative design aspects that should be addressed in housing developments.

6.12 The current proposal would result in the reconfiguration of the layouts of the approved flats E and D to facilitate the creation of a new Flat F. A review of VOA records confirms that the existing units were created in 1993. As the units are existing flats that have been in existence for over four years and are immune from enforcement action, an assessment on the standard of accommodation is not deemed to be required for flat D as the original layout of flat D would now be maintained. However, its external terrace would be subdivided to provide an external terrace for Flat F. The reduction of the roof terrace serving flat D would be maintain at least 5sqm which is considered acceptable.

6.13 The reconfiguration of the layout of flat E still maintains an acceptable internal floor space of 71sq.m which meets the 61sq.m required for a minimum floor space standards for a 2-bedroom 3-person flat in the Technical Housing Standards. 53.5sq.m of this floor space would benefit from a floor-to-ceiling height of 2.3 metres which just meets the 75% of 2.3m floor space required to meet Technical Housing Standards.

6.14 The new unit Flat F of no.135 would have an internal floor space of 63sq.m which accords to the 61sq.m required to meet minimum floor space standards for a 2-bedroom 3-person flat in the London Plan although, only 48.8sq.m of this floor space would benefit from a floor-to-ceiling height of 2.3 metres which is just 1% under the 75% required to meet Technical Housing Standards. The proposed new flat is not considered generous in space and does not comfortably exceed the minimum requirement for the 2b3p unit. Whilst this flat failed to meet this requirement in the previous refusal, it has been ascertained through a new survey that where the 2.3m height was taken was inaccurate. Whilst the new calculations would come short of the requirements by 1%, it is not considered sufficient to warrant a refusal.

6.15 Other factors are taken into account such as the lack of windows being proposed in the unit (bedrooms and the kitchen area) therefore the proposed flat would not be considered to be dual aspect, however the kitchen and living area is open plan, and it is anticipated that it would benefit from adequate natural light from the access doors to the roof terrace. Rooflights are installed in the bedroom which would allow natural light into the bedrooms. The terrace which is provided for Flat F has been widened diagonally to address previous concerns relating to loss of outlook and enclosure due to the adjacent extension of flat E, consequently these concerns have been mitigated.

6.16 There are some identified areas for personal storage shown on the proposed floor plans. Overall, the proposal would provide an acceptable standard of accommodation for the future occupiers of the dwelling.

Parking and highway safety

6.17 Local Plan (2017) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DM Policy (2017) DM31 'Sustainable Transport'.

6.18 The development would not provide any off-street parking space for the development. However, the site is located within an area with excellent public transport accessibility (PTAL 6a). The proposal would only add one additional unit and 1 additional bedrooms to existing units, and therefore would not result in an unacceptable impact upon highway conditions or public transportation networks.

6.19 No details of space for cycle storage have been provided. Further details of secure sheltered cycle storage to meet London Plan standards shall be conditioned to be submitted and approved by the LPA, and subsequently implemented prior to occupation.

6.20 The proposal is therefore acceptable with regards to parking and highway safety considerations.

Waste and recycling

6.22 Standard 22 of the London Housing Supplementary Guidance 2016 states storage facilities for waste and recycling containers should be provided in accordance with local authority

requirements. The Haringey Sustainable Design and Construction SPD 2013 requires a standard kerbside collection set to be provided for each 3-bedroom unit.

6.23 No storage has been provided within the site as part of the proposal. In common with most upper floor residential properties on Turnpike Lane, waste collection would be made through bringing out waste sacks at agreed collection times throughout the week.

6.24 Whilst it would be preferable to have an external waste storage area, given the constraints of the site and the pre-existing waste collection arrangements making provision for domestic waste collection of upper floor flats on Turnpike Lane, this is an acceptable arrangement.

Conclusion

6.25 The proposed additional unit of accommodation would provide adequate living conditions for future occupiers in accordance to policies SP2 and SP11 of the 2017 Haringey Local Plan, Policies DM1 and DM12 of the 2017 Development Management DPD and Policy D6 of the 2021 London Plan.

7. CIL APPLICABLE

The development is for than 100 square metres and a whole new unit and as such is liable for CIL. Based on the information given on the plans, the Mayoral CIL charge will be £13,426.4 (208sqm x £64.55) and the Haringey CIL charge will be £50,978.72 (208sqm x £245.09 (Indexation included)). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8. RECOMMENDATION

APPROVE PLANNING PERMISSION

Conditions:

- 1 The development hereby permitted shall be carried out in complete accordance with the approved plans and drawings listed in this decision notice, other than where those details are altered pursuant to the conditions of this planning permission.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 2 Details of the type and location of secure and covered cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development. The development shall not be occupied until a minimum of 5 cycle parking spaces for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote travel by sustainable modes of transport and to comply with the London Plan 2021 minimum cycle parking standards and the London Cycling Design

Standards, policy T5 of the London Plan 2021, Policy SP7 of the Haringey Local Plan 2017 and to maximise the accessibility of the development.

- 3 A 1.7 metre high opaque glazed privacy screens shall be installed around the perimeter of the roof terraces hereby approved, prior to the occupation of the development, and shall be retained in perpetuity unless otherwise agreed in writing by the Planning Authority. Planning Officer Delegated Report

Reason: To avoid overlooking into the adjoining properties and to comply with Policy SP11 of the Haringey Local Plan 2013 and Policy DM1 of The Development Management DPD 2017.

Informatives:

- **INFORMATIVE : Community Infrastructure Levy**
The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayoral CIL charge will be £13,426.4 (208sqm x £64.55) and the Haringey CIL charge will be £50,978.72 (208sqm x £245.09 (Indexation included)). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

Note: The CIL rates published by the Mayor and Haringey in their respective Charging Schedules have been inflated in accordance with the CIL regulations by the inflation factor within the table below

- **INFORMATIVE: Street Numbering**
The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3472) to arrange for the allocation of a suitable address.