



Officer Report

Application Number:	HGY/2026/0184
Application Type:	Householder planning permission
Address:	1 Turnpike Lane, Wood Green, London, N8 0EP
Proposal:	Alteration to the existing property at roof level to provide a self-contained residential unit, inclusion of private amenity, cycle parking and refuse storage. Enhancement of approved consent (Ref: HGY/2021/1082).
Case Officer:	Kwaku Bossman-Gyamera
Valid Date:	09/02/2026
Applicant:	-
Agent:	Mr NICK GEORGIU

RECOMMENDATION

Approve with Conditions

1. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

This is an application for proposed alteration to the existing property at roof level to provide an additional self-contained residential unit, inclusion of private amenity, cycle parking and refuse storage.

Site and Surroundings

The application site is an end of terrace building, with commercial ground floor and residential units above. The site is accessed via a side passage that leads to a rear entrance. This access also provides access to the rear. The site is not located within a conservation area.

Relevant Planning and Enforcement history

The most recent planning history in relation to the site is as follows.

- HGY/2020/0402 – Granted 06/05/2020 - Erection of first floor roof extension to create an additional 2-bed self-contained flat.

- HGY/2021/1082 - Granted 01/06/2021 - Erection of a rear dormer roof extension for use as studio flat; 6 x front rooflights; internal alterations to existing second floor flats; and provision of ground floor refuse and cycle storage.

2. Consultation response

The responses below were received following consultation on the application:

Internal:

LBH Transportation Team: LBH Transportation Team: The PTAL is sufficient to allow for car-free s106. Cycle storage siting for two bikes is acceptable. Details will be required for suitability to be assessed. There should be a CMP via condition, due to siting (Officer Response: The site has sufficient PTAL but is for a single small unit only, so it is not deemed appropriate or necessary to require a s106 for car free. The bike storage area is considered to suffice and provide suitable so can be conditioned. A CMP will be required.)

3. LOCAL REPRESENTATIONS

The application has been publicised by way of 82 letters. 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

4.1 The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design and appearance;
3. Standard and quality of residential accommodation;
4. Impact on neighbouring amenity;
5. Transport considerations;

Principle of development

The principle of development has been accepted by virtue of the previously approved planning permission granted in respect of this property. Mainly outlined below:

- HGY/2021/1082 – Erection of a rear dormer roof extension for use as studio flat; 6 x front rooflights; internal alterations to existing second floor flats; and provision of ground floor refuse and cycle storage.
- HGY/2020/0402 - Erection of first floor roof extension to Proposal: create an additional 2-bed self contained flat. This approved permission has therefore lapsed.

The proposed development is identical to the above outlined approved scheme in terms of scale and footprint. The difference relates to changes to the design of the half-hipped roof detail to the side has been changed to form a gable end continuation of the existing main roof. The proposed roof style to form gable end to the side elevation will have no significant effect character and appearance of the property and as such provide a uniform and symmetrically balance roof form for the block. Therefore, the substantive development has been accepted. Given the nature of development which is similar to the approved scheme and the same location, the principle of this development is acceptable subject to the design detailing and other consideration as outlined below.

Design and appearance

DPD Policy DM12 'Housing Design and Quality' states that extensions or alterations to residential buildings, including roof extensions will be required to be of a high, site specific, and sensitive design quality, and respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original building, including external features such as chimneys, and porches. High quality matching or complementary materials should be used appropriately and sensitively in relation to the context. DPD Policy DM1 'Delivering High Quality Design' requires development proposals to relate positively to their locality, while Local Plan (2017) Policy SP11 requires the highest standard of design that respects local context and character and historic significance, which is equally supported by London Plan (2021) Policy D6.

The proposed roof extension has modest scale, through a simplified design with a lantern rooflight. The scale and massing of the extension does not compromise the design quality. The existing building has a flat roof, and this additional floor would create a coherent roof appearance to the building. This development will therefore appear more subordinate design than the continuation of boundary masonry seen further along the terrace in the mews development. The roof would be set-in from all edges of the ground floor and set well back from the frontage facing the rear of Turnpike Lane. This would be in a dark hanging tile similar to others in the area. The windows would be dark framed aluminium.

The proposed extension would be set within the existing roof between the roof of the roofs of the two storey rear projections. There are several large roof extensions in the area and the set-in form will ensure it is subordinate and in keeping with the character of the area. The contemporary material will appear as a high-quality addition. The rooflights are considered to sit comfortably in the front roof slope and the roof extension will not change the roof profile as seen from the public highway. As such the design is considered to be acceptable.

Overall, it is considered that the additional scale and massing of the development will respect the residential character of the area and will be a suitable addition to the existing building.

Standard and quality of residential accommodation

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.

The proposed studio layout has been amended to include a greater floorspace than that of the previous approval. The proposed size of unit is increased in the amended form, which will be preferable to future residents. The rationale for closing off areas of roof below 2m appears to have been so that over 75% of the floorspace would be 2.5m or above. Including floorspace below 2m would increase the amount of floorspace below this threshold but would still achieve the required 75% of the 37sqm minimum required floorspace for a flat. As such the increased floorspace is considered to be preferable for the proposed flat than only achieving the minimum floorspace.

The provision of high-level windows and rooflights instead of large glazing does avoid concerns of privacy and overlooking but does limit outlook to the proposed occupants. The rooflights will provide views of sky and the main living area does have an outlook, as does the main bedroom. As such this is considered to be acceptable.

The space would be open plan and have cross ventilation from the dual aspect. The rooflights would allow limited outlook and more conventional outlook would be provided from the rear window. As such the proposed flat is considered to be a suitable living space.

To achieve suitable headroom for the proposed flat there would be a lowering of the internal floor level but this would retain 2.4m and generous sized windows and a consistent 2.4m headroom throughout, so would not appear overly oppressive. As such the living conditions remain acceptable for that site.

A simplification of the design has also meant that the amenity spaces provided by small, enclosed terrace. Given the constraints of the setting and modest size of development and the proposed flat, this is considered to be acceptable in this instance.

Impact on neighbouring amenity

London Plan Policy D6 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.

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.

The proposed roof alteration in the dormer would not be readily visible either in the street scene or from most perspectives to the side or the rear. It would not appear dominant or out of scale with the rest of the building.

The scale would be retained within the existing roof profile and would not create significant amenity concerns. There would be some additional overlooking from the roof extension, but this would not be significantly worse than the existing situation and what can reasonably be expected in a dense urban setting. On this basis it would not be harmful to character and appearance of the area around Turnpike Lane and it would not conflict with policies which relates to general design principles and the design of residential extension in particular.

Transport considerations

London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

Local Plan 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 DPD Policy DM31 'Sustainable Transport'.

DPD Policy DM32 'Parking' states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development, parking is provided for disabled people; and parking is designated for occupiers of developments specified as 'car capped'.

The Council's Transportation Team has been consulted and advises that this be car free, but the increase of one small unit would not be proportionate to justify entering into a car free legal agreement. The site is a sustainable setting next to a tube station and bus garage, and it is reasonable to conclude that the studio would not be reliant on car ownership.

The siting of the bike store is considered to be suitable by Transport officers. This is a discrete setting and a standard bike store compliant with London Plan Policy. London Cycling Design Standards, long-stay cycle parking should be covered and access to it should avoid obstacles such as narrow passages/doorways (less than 1,200mm wide). The access door/gate to the rear courtyard should therefore be 1,200mm wide at least, and this needs to be marked up on plans. Such a condition will require details of this.

This is a busy junction, so it is considered appropriate and proportionate to include a Construction Management Plan.

DPD Policy DM1 requires proposals demonstrate how landscaping and planting are integrated into a development as a whole, responding to trees on and close to the site.

Generally residential above a commercial unit would use a daily street collection and this is assumed to be more suitable than the rear store. More information is required for the refuse store if this is to be used and for the general refuse strategy and a condition requiring further clarification of a refuse management plan is suggested.

BNG

The development is for householder development and removes less than 25 sqm of vegetation, and will therefore meet the exceptions for the provision of BNG

5 Conclusion

The proposal is considered acceptable in terms of design, amenity, future living conditions and transportation impact.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

6. CIL APPLICABLE

The development is less than 100 square metres but is for 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 £5,091.10 (70sqm x £72.73) and the Haringey CIL charge will be £19,331.20 (70sqm x £276.16 (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.

7. RECOMMENDATION

GRANT PERMISSION subject to conditions

Conditions:

- 1 The development to which this permission relates must be begun no later than three years from the date of this decision notice, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

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

Approved drawings list: 1TLN80EP00;
1TLN80EP05A;
1TLN80EP -6;
1TLN80EP007;
1TLN80EP -10;
1TLN80EP -11;
1TLN80EP -12;
1TLN80EP -13;
1TLN80EP -14.

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

- 3 Prior to the commencement of development, a Construction Management Plan shall be submitted to and approved in writing by the local planning authority. The statement shall include the following matters and the development shall be undertaken in accordance with the details as approved:

- a) routeing of construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway;
- b) the estimated number and type of vehicles per day/week;
- c) estimates for the number and type of parking suspensions that will be required;
- d) details of measures to protect pedestrians and other highway users from construction activities on the highway.

Reason: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policy T4 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

- 4 Prior to first occupation details of the type of secure and covered cycle parking facilities and details of refuse storage (if required) shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 2 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 sustainable modes of transport in accordance with policy T5 of the

London Plan 2021 and Policy SP6 & SP7 of the Haringey Local Plan 2017, Policy DM4 of The Development Management DPD 2017 and The Sustainable Design and Construction SPD (2013)

- 5 Prior to the commencement of development hereby approved confirmation of a residential refuse management agreement / refuse management plan shall be submitted to and approved by the Local Planning Authority. Such a scheme as approved shall be implemented prior to first occupation and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy SP6 of the Local Plan 2017, Policy DM4 of The Development Management DPD 2017 and The Sustainable Design and Construction SPD (2013).

- 6 The external materials to be used for the proposed development shall match in colour, size, shape and texture those of the existing building.

Reason: In order to ensure a satisfactory appearance for the proposed development, to safeguard the visual amenity of neighbouring properties and the appearance of the locality consistent with Policy D3 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 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 £5,091.10 (70sqm x £72.73) and the Haringey CIL charge will be £19,331.20 (70sqm x £276.16 (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 as published on-line.

INFORMATIVE: Party Wall Act

The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

INFORMATIVE: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

INFORMATIVE: Hours of Construction Work

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-
8.00am - 6.00pm Monday to Friday
8.00am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays.