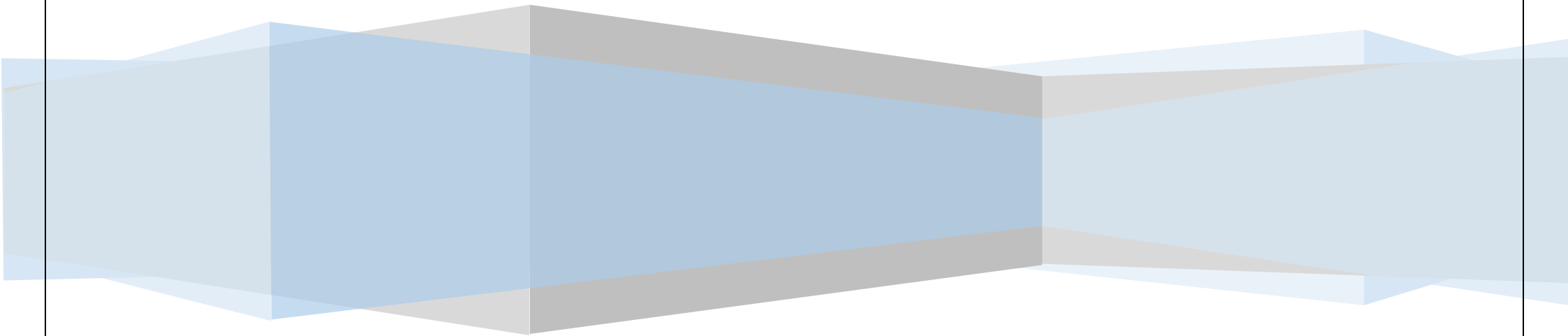


Project: 6 TURNPIKE LANE, WOOD GREEN N8 OPT

Planning, Design & Access Statement

Advance Architecture





Planning application for Demolition of storage building to the rear the off licence,
sub division of the site. Erection of one storey
1b2p dwelling house included cycle and refuse storage.

1.0 BACKGROUND AND BRIEF HISTORY

This document has been conducted in order to accompany the planning application, regarding the property 6, Turnpike Lane, Wood Green, N8 OPT. It should be read in conjunction with the submitted documents and drawings.

1.1 SITE CONTEXT



AERIAL VIEW OF SITE

6, Turnpike Lane (N8 OPT) forms part of a terrace of three-storey residential buildings, located within an area predominantly characterised by a mix of semi-detached houses and low-rise flatted developments.

The surrounding context is largely composed of residential properties of two to three storeys, contributing to a consistent low-rise urban grain. This pattern of development reinforces the predominantly suburban character of the neighbourhood, where traditional housing typologies are interspersed with small-scale flat conversions.

The application site is not listed and does not fall within a Conservation Area, allowing a greater degree of flexibility for potential alterations and development. Overall, the site sits comfortably within a varied but coherent residential setting, where both flatted accommodation and traditional housing coexist, defining the established character of the area.

1.2 EXISTING BUILDING & USE



EXISTING SITE PLAN

The application site relates to the rear section of the existing off-licence premises located at 6 Turnpike Lane, Wood Green, London N8.

The site currently comprises a single-storey rear storage structure associated with the commercial unit fronting Turnpike Lane. The existing rear building is of limited architectural quality and is currently used primarily for ancillary storage purposes connected to the operation of the off-licence. The wider site forms part of a mixed-use urban block characterised by commercial frontages at ground floor level together with residential and service uses to the rear and upper levels.

Access to the rear of the site is currently available via the established rear access route between the rear of No.18 Turnpike Lane and the side of N.2 Waldegrave Road.

The existing rear structure and associated hard standing make a limited positive contribution to the visual quality or functionality of the surrounding rear environment. The proposal therefore seeks to improve the site through the redevelopment of this underutilised rear section whilst maintaining the continued operation of the existing commercial premises at the front of the property.

2.0 RELEVANT PLANNING & APPEAL HISTORY

2.1 SITE HISTORY

HGY/2025/2819

Full Planning Application Refuse on 17/02/2026

Demolition of storage building to the rear the off licence, subdivision of the site. Erection of one storey 1b2p dwelling house included cycle and refuse storage, attached to the rear of site attached to the rear of site.

HGY/2025/230

Full Planning Application Approved with condition on 11/2/2026

Removal of existing two-storey rear outriggers and erection of a single storey rear extension to ground floor commercial units and a first floor rear extension to create a new 3-bedroom self-contained flat. Creation of a new two-bedroom self-contained flat on first floor. Erection of a rear dormer to No. 16 Turnpike Lane to create a new 3-bedroom self-contained flat on second and roof level.

HGY/2023/0460

Planning Application Granted With Conditions on 31/7/2023

64 Turnpike Lane, Wood Green, London, N8 0PR Proposal rear and front extension to create new shop unit at front and storage unit at rear.

HGY/2022/4493

Planning Application Approved with conditions on 24/5/2023

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.

2.2 ADJACENT HISTORY

APP/Y5420/W/24/3341662

Planning Application Appeal Decision on 7 August 2024

Remove ground floor temporary structure; construct 3 storey rear extension to extend kitchen for existing restaurant (ground floor) and facilitate change of use from HMO bedrooms (Use Class C4) into Class C3 dwellings comprising 1 no. two bed unit (first floor) and 2 no. one bed units (second floor & third floor), install replacement ventilation equipment & external flue to the rear

2.3 PLANNING APP 24/04119/FUL REFUSAL REASONS ADDRESSED IN THIS APPLICATION

Refusal Reason 1:

The proposed development, by reason of its insufficient internal floor area, and cramped layout, fails to meet the relevant London Plan and Nationally Described space standards for new dwellings, resulting in a cramped form of accommodation, with poor outlook, to the detriment of future occupants' living standards, contrary to London Plan 2021 policy D6, policy SP2 of the Haringey Local Plan 2017 and policy DM1 of the Haringey Development Management Plan 2017.

Response to Refusal Reason 1 in this application:

The revised proposal has been substantially amended in response to the concerns raised by the Local Planning Authority.

The proposed dwelling now provides a total internal floor area of 51.25sqm and therefore complies with the Nationally Described Space Standards for a 1-bedroom, 2-person dwelling, as required by London Plan Policy D6. The internal arrangement has been comprehensively redesigned to provide a clear and functional layout, including a generously sized open-plan kitchen/living area, a compliant double bedroom, dedicated storage areas, and improved circulation space throughout the dwelling. The revised layout overcomes the previous concerns relating to cramped accommodation.

The proposal also benefits from an independent residential entrance located to the rear of the site, accessed via the existing vehicular access between the rear of 18 Turnpike Lane and the side of 2 Waldegrave Road. This arrangement provides an appropriate degree of privacy and separation between the residential accommodation and the retained commercial premises.

Furthermore, the revised scheme maintains a dedicated escape route for the commercial unit, ensuring the continued safe and functional operation of the existing shop.

The proposed accommodation has also been improved through the inclusion of roof lights and enhanced access to natural light and ventilation, significantly improving the outlook and residential quality of the unit.

It is therefore considered that the revised proposal successfully addresses the previous refusal reason and would provide an acceptable standard of accommodation in accordance with London Plan Policy D6, Policy SP2 of the Haringey Local Plan, and Policy DM1 of the Development Management DPD.

Refusal Reason 2:

The submitted plans do not demonstrate how the site can be safely accessed or serviced as it relies on land outside the applicants redline boundary, which also appears to be a busy parking and servicing area for neighbouring businesses. The proposal is therefore, contrary to London Plan 2021 policy D6, policy SP2 of the Haringey Local Plan 2017 and policy DM2 of the Haringey Development Management Plan 2017.

Response to Refusal Reason 2 in this application:

In response to Refusal Reason 2, the applicant has revised and clarified the proposed access arrangements to the residential unit. Access to the proposed dwelling is provided via the existing rear access route between the rear of No.18 Turnpike Lane and the side of No.2 Waldegrave Road. This is an established access route currently serving the rear of surrounding properties within the wider mixed-use urban block.

The proposed development relates solely to the creation of a single 1-bedroom, 2-person dwelling and therefore would generate a very limited number of pedestrian movements. No vehicular access or on-site car parking is proposed as part of the development.

The residential entrance is located at the rear of the site and is accessed independently from the retained commercial premises. The revised proposal also maintains a dedicated escape route for the existing shop unit, ensuring the continued safe operation of the commercial premises.

Whilst the access route falls partially outside the applicant's red line boundary, no physical alterations or engineering works are required to third-party land in order for the proposed dwelling to operate safely and effectively. The application relies on an existing and established rear access arrangement which is already present within the surrounding urban context.

Given the limited scale of the development, the low intensity of residential use, and the sustainable town centre location of the site, the proposal would not result in unacceptable servicing or access impacts. It is therefore considered that the proposal provides safe and suitable access arrangements in accordance with London Plan Policy D6, Policy SP2 of the Haringey Local Plan, and Policy DM2 of the Development Management DPD.

Refusal Reason 3:

The proposal relies on a landscaped strip outside the redline boundary, and so is unable to demonstrate that any external amenity space or suitable buffer can be provided between the proposed dwelling's front elevation and site boundary for the privacy, security, outlook and daylight of future occupiers, contrary to London Plan 2021 policy D6, policy SP2 of the Haringey Local Plan 2017 and policies DM1 and DM12 of the Haringey Development Management Plan 2017.

Response to Refusal Reason 3 in this application:

In response to this reason for refusal, the revised proposal has been designed to provide an acceptable standard of residential accommodation independently of any landscaped strip located outside the application red line boundary.

The proposed dwelling benefits from multiple sources of natural daylight, outlook and ventilation through a combination of windows and roof-lights serving the principal habitable rooms. The scheme includes two windows facing the rear access side elevation together with additional windows serving the rear elevation, including openings to the living area and bathroom. This arrangement provides effective natural illumination, outlook and cross ventilation throughout the dwelling.

The proposed unit therefore does not rely upon any external landscaped strip outside the applicant's ownership in order to provide acceptable living conditions for future occupiers.

The proposal relates to a single 1-bedroom, 2-person dwelling within a highly urbanised town centre setting characterised by compact mixed-use development and rear servicing arrangements. The relationship between the proposed dwelling and the adjacent access route is considered typical of the prevailing urban grain and does not result in unacceptable impacts in terms of privacy, security, outlook or residential amenity.

Furthermore, the limited scale and low intensity of the proposed residential use would generate minimal pedestrian activity along the rear access route and would provide appropriate levels of passive surveillance and safety for future occupiers.

Overall, the revised proposal provides a good quality living environment with adequate daylight, outlook, ventilation and residential amenity in accordance with London Plan Policy D6, Policy SP2 of the Haringey Local Plan and Policies DM1 and DM12 of the Development Management DPD.

2.4 OFFICER COMMENTS ADDRESSED IN THIS APPLICATION

1. Principle of Development

Principle of additional housing in town centre designated areas Policy DM43 Local Shopping Centres of the Development Management Plan states that within local shopping centres, as defined on the Haringey Policies Map, the use of ground floor units for appropriate town centres uses will be permitted where the overall number of units in non-retail use (including extant planning permissions) will not exceed 50% across the entire frontage, unless it can be demonstrated the proposal will significantly enhance the vitality and viability of the centre. Whilst the proposal would retain the retail frontage, the proposal would lead to the loss of over half of the existing retail space to the rear of the property impacting the vitality and viability of the retail

Space .Supply of housing / small sites

Providing additional residential unit is consistent in respect of national, London and local plan policies in respect of increasing housing supply and higher levels of density in relation to accessible locations, with both the National Planning Policy Framework (NPPF) and the London Plan 2021 putting particular emphasis on 'small site' development. Paragraph 73 of the NPPF (Dec 2024) recognises the importance of small and medium sized sites can make in meeting the housing requirement of an area, with these often built out relatively quickly. The considerable emphasis on the development of small sites for housing, coming forward, is also strongly supported by London Plan 2021. In specific the London

Plan Policy H2 'Small sites' places great weight on the contribution that small sites with within 800m of a Tube or rail station are to make to delivering housing in London, with targets set for each borough.

The proposal is considered to contribute to the supply of housing in the borough in an accessible location, in accordance with the overarching aims of adopted policy. Therefore, the principle of providing additional residential accommodation on the site is acceptable subject to all other planning considerations discussed below.

Response to Officer Commentary:

The proposal seeks the demolition of the existing rear storage structure associated with the off-licence at 6 Turnpike Lane and the erection of a single-storey 1-bedroom, 2-person dwelling.

The proposal represents a small-site residential development within a highly sustainable town centre location with excellent public transport accessibility (PTAL 6b), located within close walking distance of Turnpike Lane Underground Station and multiple bus routes.

The proposal would retain the active commercial frontage and continued operation of the existing off-licence at ground floor level. The development would therefore contribute towards local housing delivery objectives whilst maintaining the vitality and viability of the shopping frontage in accordance with the objectives of the London Plan and Haringey Local Plan.

Design, Townscape and Heritage - Officer Commentary Summarised:

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 development would replace the one storey pitched roof storage unit with a flat roofed building with 2 no. rooflights. The walls would be brick and the windows for outlook would be uPVC.

The roof would comprise of GRP Fibreglass. These details have been provided in the application form, however, details of this have not been provided in proposed elevations, which appears to be missing the application. The building would be one storey instead of two-storeys, which is improvement from the pre-application advice under PRE/2025/0048.

Response to Officer Commentary:

The revised proposal has been carefully designed to respond appropriately to the rear urban context of Turnpike Lane and the surrounding mixed-use town centre character. The proposal replaces the existing poor-quality storage structure with a modest single-storey building designed to minimise visual impact on neighbouring occupiers and surrounding rear environments.

The proposed dwelling incorporates a simple contemporary design approach utilising brick external walls, high-quality window openings and a flat roof form with rooflights. The scale, massing and height of the development have been intentionally limited following pre-application discussions in order to reduce impacts on neighbouring amenity and improve overall integration within the site.

The proposed materials palette includes:

- Brick external walls;
- uPVC double-glazed windows;
- GRP fibreglass flat roof finish;
- Rooflights to improve daylight penetration.

The revised scheme is considered to represent an improvement over the previously proposed two-storey form and provides a more sensitive response to the surrounding built environment.

3. 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 criteria set out within parts c-g of part A of DMP policy DM16 largely echo some of the design aspects covered within policy D6 of the London Plan.

The proposal would see the existing property sub-divided into self-contained units as follows:

Flat No./Level | Units (Beds / Persons) | Bedroom | Living Kitchen/Dining Area | Total Area | MinSpace Standard | Complies

Proposed unit/1-storey ground level | 1B2P | 11.7 sqm | 27 sqm | 47.7sqm | 50 sqm | Does not comply.

The unit falls short of the minimum total floorspace area for a 1b2p one-storey dwelling, therefore, it falls short of the minimum requirement. The details of the floor-to-ceiling height have not been provided, which should meet the minimum requirement of 2.5m for a new dwelling. The outlook would to one side, which is on the west side, would make the proposed dwelling a single aspect property with limited outlook across a narrow passageway to the site boundary.

There is amenity space to the west elevation, but more details would need to be provided regarding the boundary treatment that separates the amenity space from the neighbouring properties. The refuse area and cycle storage would be to the northwest corner of the dwelling, however, the cycle space does meet the minimum requirement for a 1b2p dwelling.

The access to the site would be from Waldegrave Road via the service area to the rear Nos. 8-18 Turnpike Lane, but this is outside the redline boundary of the site. The proposed ground floor plan shows a narrow landscape strip in front of the proposed units main elevation, but this too appears to be outside boundary of the site. The submitted plans do not demonstrate how the site can be accessed or serviced as it relies on land outside the redline boundary, which appears to be a busy parking and servicing area for the shops belonging to Nos.8-18 Turnpike Lane, and therefore is considered to be unacceptable.

The proposal also relies on a landscaped strip that is also outside the redline boundary, so it is unable to demonstrate that any external amenity space or suitable buffer can be provided between the proposed dwelling's front elevation and site boundary for the privacy, security, outlook, and daylight of future occupiers, and therefore is considered unacceptable.

The proposed development, by reason of its insufficient internal floor area, and cramped layout, fails to meet the relevant London Plan and Nationally Described space standards for new dwellings, resulting in a cramped and form of accommodation, with poor outlook, to the detriment of future occupants living standards, contrary to London Plan policy D6, policy SP2 of the Haringey Local Plan and policy DM1 of the Haringey Development Management Plan.

Response to Officer Commentary:

The proposed dwelling now provides a total internal floor area of 51.25sqm and therefore complies with the Nationally Described Space Standards for a 1-bedroom, 2-person single-storey dwelling.

The internal arrangement has been redesigned to provide:

- A generously sized open-plan kitchen/living area;
- A compliant double bedroom;
- Dedicated bathroom facilities;
- Integrated storage provision;
- Improved circulation space throughout the dwelling.

The dwelling benefits from a floor-to-ceiling height of approximately 2.8m, exceeding the minimum standards expected for new residential accommodation. The accommodation benefits from multiple sources of natural daylight, outlook and ventilation through a combination of windows and roof lights. The scheme includes:

- Two windows facing the private rear courtyard access side;
- Additional rear-facing openings serving the living area and bathroom;
- Roof lights serving the principal habitable accommodation.

This arrangement provides effective daylight penetration, outlook and cross ventilation throughout the dwelling. The proposal therefore overcomes the previous concerns relating to cramped accommodation, limited outlook and poor residential quality.

4. Impact on neighbouring amenity:

The 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 alterations to the rear of the property would not adversely affect the amenity of neighbouring occupiers following the pre-application advice, whereby an improvement has been made to the design by removing the first floor extension, so that the neighbouring dwellings at No4 Turnpike Lane would still receive access to daylight and sunlight

Response to Officer Commentary:

The revised proposal has been reduced to a single-storey form following pre-application advice and therefore significantly reduces potential impacts on neighbouring occupiers.

The proposal would not result in unacceptable overlooking, overshadowing or loss of privacy to neighbouring properties.

The revised single-storey scale ensures continued access to daylight and sunlight for neighbouring occupiers, including adjacent properties along Turnpike Lane.

The proposal is therefore considered to preserve neighbouring residential amenity.

5. Transport, Access and Parking

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 (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'. The site has a PTAL value of 6b, considered excellent access to public transport services. There are 6 different bus services and Turnpike Lane Underground Station are available within 2 minute walk of the site. The site is not within any of the Borough's formal CPZ's, the closest is the Wood Green Outer Zone CPZ, to the west of the site.

The proposal does not provide off-street parking space as the proposal would be car-free due to the high PTAL score.

It is considered, given the scale of the development, the intended level of occupancy and the availability of public transport in the area, the proposal is not considered to result in harm to the transport and highways network or result in on-street parking stress to an unacceptable level.

In terms of cycle parking arrangements, the London Plan 2021 requires 2 spaces for a 1-bedroom 2-person dwelling, however, 1 space has been provided which falls short of the minimum requirement. Covered cycle parking spaces would be provided adjacent to the dwelling within the private amenity space, but it would need to be adjusted to meet the minimum requirement.

These changes and the others mentioned by the Council's Transportation Team in the consultation section would need to be addressed if the proposal is to be considered for further.

Response to Officer Commentary:

The site benefits from excellent public transport accessibility with a PTAL rating of 6b. The development is proposed as a car-free development with no on-site parking provision.

The proposal includes:

- 2 secure long-stay cycle parking spaces;
- Dedicated refuse and recycling storage;

- Independent pedestrian access arrangements.

The scale of development and sustainable location of the site are such that the proposal would not result in unacceptable impacts on the surrounding transport network or on-street parking conditions

6. Waste management:

DM Policy (2017) DM4 'Provision and Design of Waste Management Facilities' requires all proposals to make on-site provision for general waste, recycling and waste organic materials ensuring adequate internal and external storage space to manage the volume of waste arising from the site.

The Haringey 'Waste management guidance note for residential and mixed-use developments' sets out waste and recycling guidelines for residential and mixed-use developments within the borough. The proposed plans show one bin in the amenity space, but there, however, the proposal would need to be clear on the provision of bins in this location, which would be 1 x 25L food bin, 1x 140L non-recycling bin, and 1 x 140L recycling bin.

Adequate bin storage for both refuse and recycling purposes is provided within the private amenity space. More details would need to be required that shows the waste storage enclosure within the amenity space.

Response to Officer Commentary:

Dedicated refuse and recycling storage facilities are provided within the site.

Provision is made for:

- 1 x 25 L food waste bin;
- 1 x 140 L general waste bin;
- 1 x 140 L recycling bin.

The waste storage area has been designed to ensure safe and convenient collection arrangements whilst maintaining the quality of the residential environment.

7. Energy and sustainability:

The London Plan sets out detailed policies in relation to energy efficiency, renewable energy, climate change and water resources. Local Plan Policy SP4 promotes and requires all new developments to take measures to reduce energy use and carbon emissions during design, construction and occupation. Low- and zero-carbon energy generation are required with all new development, specifically to achieve a reduction in predicted carbon dioxide emissions through onsite renewable energy generation.

DPD Policy DM21 also requires new development to consider and implement sustainable design, layout and construction techniques, with proposals required to apply the energy hierarchy to minimise energy use in order to meet/ exceed, minimum carbon dioxide reduction requirements.

Policy G6 (Biodiversity and access to nature) of the London Plan (2021) advises that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. This should be informed by the best available ecological information and addressed from the start of the development process.

Policy DM1(c) 'Landscaping' requires that development proposals demonstrate how landscaping and planting are integrated into the overall development. Proposals must consider the natural landform, levels, and slopes, as well as existing trees on or near the site. They should also address landscaped boundaries and treatments, and give attention to significant biodiversity, prioritising native species over invasive ones. The policy emphasises a holistic approach that responds thoughtfully to the site's natural and existing features.

An Energy Statement was produced by Assessment Hive Limited. The development would achieve a reduction of 80% carbon dioxide emissions on site (1.9 tCO₂) from a Building Regulations Part L

2021 compliant building, but the Climate Change Officer does not support the application the proposal has been modelled as a refurbishment rather than a new build. They advised that further details are required in relation to energy strategy, the proposed U-value of the external wall, the location of the air source heat pump and proposing a solar PV system.

Response to Officer Commentary:

The revised proposal incorporates a range of sustainability measures including:

- High-performance thermal insulation;
- Air source heat pump technology;
- Roof-mounted photovoltaic panels;

- Energy efficient glazing and ventilation systems.

The proposal has been designed in accordance with the energy hierarchy principles of the London Plan and Haringey Local Plan Policy SP4.

The development would contribute towards reducing operational carbon emissions and improving the environmental performance of the building.

Conclusion:

The proposed development would provide additional housing in small site, which is acceptable in principle. However, the would provide unacceptable living conditions for future occupiers as it would fall short of the minimum floor space requirement for the type of dwelling proposed. All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be refused for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

Response to Officer Commentary:

The revised proposal represents a significant improvement over the previously refused scheme and successfully addresses the concerns raised by the Local Planning Authority.

The development would deliver a high-quality small-site residential unit within a sustainable town centre location whilst maintaining the continued operation of the existing commercial premises.

The proposal is therefore considered to comply with the objectives of the National Planning Policy Framework, London Plan Policy D6, Haringey Local Plan Policy SP2 and relevant Development Management policies.

3.0 RELEVANT PLANNING POLICIES

National Policy

- National Planning Policy Framework (NPPF)
- National Planning Practice Guidance (NPPG)

London Plan 2021

- Policy GG2: Making the best use of land
- Policy GG4: Delivering the homes Londoners need
- Policy D1: London's form, character and capacity for growth
- Policy D3: Optimising site capacity through the design-led approach
- Policy D4: Delivering good design
- Policy D5: Inclusive design
- Policy D6: Housing quality and standards
- Policy H1: Increasing housing supply
- Policy H2: Small sites
- Policy H10: Housing size mix
- Policy SI 2: Minimising greenhouse gas emissions
- Policy SI 5: Water infrastructure
- Policy SI 13: Sustainable drainage
- Policy T4: Assessing and mitigating transport impacts
- Policy T5: Cycling
- Policy T6: Car parking
- Policy T6.1: Residential parking
- Policy T6.5: Non-residential disabled persons parking
- Policy G5: Urban greening
- Policy G6: Biodiversity and access to nature

Haringey Local Plan 2017

- Policy SP0: Ambition for Haringey
- Policy SP1: Managing Growth
- Policy SP2: Housing
- Policy SP4: Working Towards a Low Carbon Haringey
- Policy SP7: Transport
- Policy SP11: Design
- Policy SP13: Open Space and Biodiversity

Haringey Development Management DPD 2017

- Policy DM1: Delivering High Quality Design
- Policy DM2: Sustainable Design and Construction
- Policy DM4: Provision and Design of Waste Management Facilities
- Policy DM12: Housing Design and Quality
- Policy DM16: Provision of New Residential Development
- Policy DM31: Sustainable Transport
- Policy DM32: Parking
- Policy DM43: Local Shopping Centres

Supplementary Planning Guidance / Other Relevant Documents

- Nationally Described Space Standards (NDSS)
- Haringey Waste Management Guidance for Residential and Mixed-Use Developments
- London Cycle Design Standards 2023
- Housing SPG
- Accessible London Supplementary Planning Guidance

4.0 DESIGN STATEMENT

4.1 PROPOSAL OVERVIEW

The proposal seeks the demolition of the existing rear storage structure associated with the off-licence at 6 Turnpike Lane and the erection of a new single-storey 1-bedroom, 2-person self-contained dwelling together with associated refuse and cycle storage.

The proposed development has been carefully designed to make efficient use of a previously underutilised rear section of the site whilst respecting the established mixed-use urban character of Turnpike Lane and the surrounding town centre environment. The proposal would retain the active commercial frontage and continued operation of the existing off-licence unit at ground floor level, whilst optimising the residential capacity of this sustainable and highly accessible site.

The revised proposal has been significantly improved following pre-application discussions and previous officer comments. In particular, the scale and massing of the scheme has been reduced from a previously proposed two-storey form to a more sensitive single-storey building in order to minimise impacts on neighbouring amenity and better integrate within the surrounding rear courtyard context.

The proposal provides a high-quality compact urban dwelling designed in accordance with the Nationally Described Space Standards and London Plan housing quality requirements. The dwelling now provides approximately 51.25sqm of internal floor area with a generous floor-to-ceiling height of approximately 2.8m, creating a functional and comfortable residential environment for future occupiers.

All habitable rooms benefit from natural daylight, outlook and ventilation through a combination of windows and roof lights. The design prioritises the quality of the principal living spaces and seeks to maximise natural illumination and residential amenity within the constraints of the site.

The proposed dwelling benefits from an independent pedestrian access route from Waldegrave Road via the established rear access arrangement serving the wider urban block. The scheme also maintains a dedicated escape route for the retained commercial premises, ensuring the continued safe and functional operation of the existing shop unit.

The proposal includes secure cycle parking provision, refuse and recycling storage, and sustainable design measures including high-performance insulation, air source heat pump technology and roof-mounted photovoltaic panels.

The development represents an efficient form of small-site residential intensification within a highly sustainable town centre location with excellent public transport accessibility (PTAL 6b). In the context of the continued demand for housing delivery across London and within the Borough of Haringey, the proposal would make a positive contribution towards housing supply whilst reusing previously developed urban land.

The scale, form and appearance of the proposed building are considered appropriate to the established rear urban grain of the area and would not result in excessive bulk, overdevelopment or unacceptable harm to the character of the surrounding environment or neighbouring occupiers.

4.2 EVALUATION

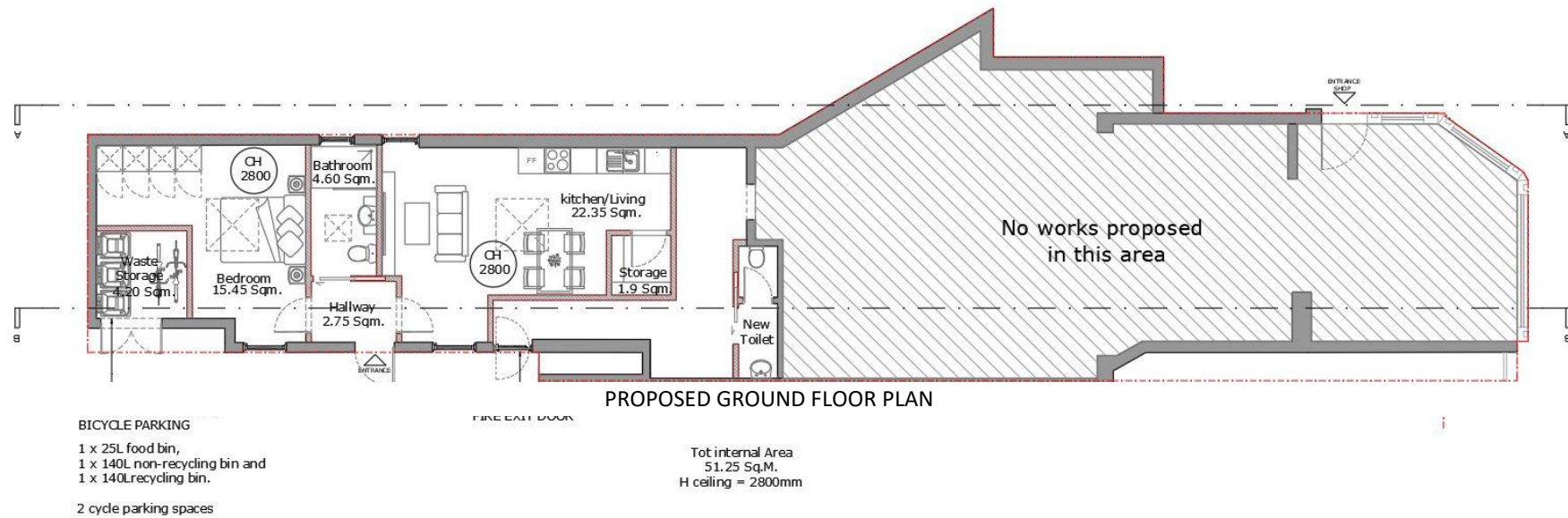
The proposed dwelling has been carefully designed to provide a high-quality residential environment in accordance with the Nationally Described Space Standards and relevant London Plan housing quality policies.

The revised proposal provides a total internal floor area of approximately 51.25sqm, exceeding the minimum space standards required for a 1-bedroom, 2-person single-storey dwelling. The accommodation has been arranged to provide comfortable and functional living spaces with an efficient internal layout, generous circulation areas and integrated storage provision.

The principal habitable rooms have been designed to maximise residential quality, natural daylight, outlook and ventilation. The dwelling benefits from multiple window openings and roof lights serving the living accommodation, bedroom and bathroom, creating a well-lit and comfortable internal environment for future occupiers.

The proposal also benefits from a floor-to-ceiling height of approximately 2.8m, further improving the sense of space, internal amenity and overall residential quality.

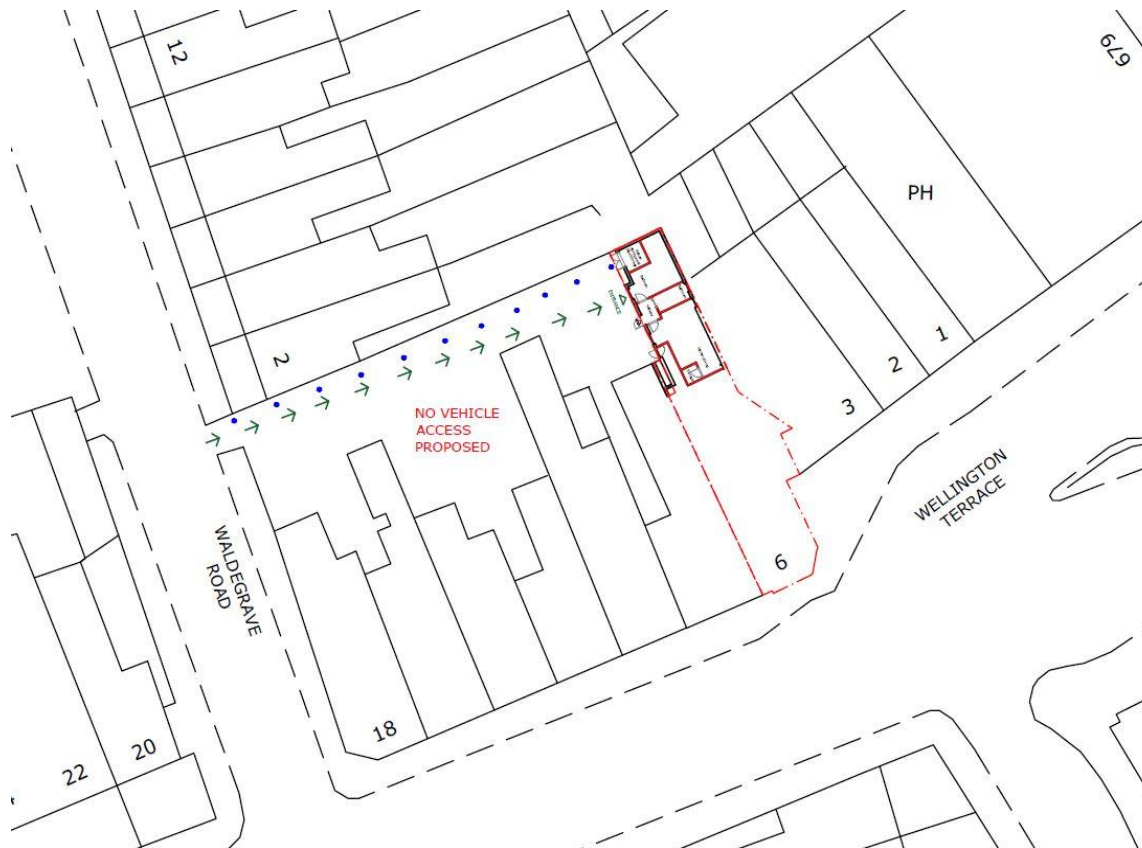
The development has been designed to operate effectively within the constraints of the site whilst respecting the established mixed-use urban character of the surrounding area. The proposal is therefore considered to provide a high standard of accommodation consistent with the objectives of London Plan Policy D6 and relevant Haringey planning policies.



1BED-2PERSON Ground Floor Flat 51.25 Sq.M.

- Kitchen/ Dining/Living : 22.35 Sq.M.
- Bedroom : 15.45 Sq.M.
- Hallway : 2.75 Sq.M.
- Storage : 1.9 Sq.M.
- Bathroom : 4.6 Sq.M.
- Bins and Bicycle : 4.2 Sq.M.

5.0 ACCESS STATEMENT



The proposed single-storey dwelling has been carefully designed to ensure that the continued operation of the existing off-licence premises at 6 Turnpike Lane is maintained without disruption.

The proposed residential unit would benefit from an independent pedestrian access route located to the rear of the site via the existing rear access arrangement between the rear of No.18 Turnpike Lane and the side of No.2 Waldegrave Road. This established rear access route already serves the wider urban block and provides safe and legible access to the proposed dwelling.

The revised proposal also maintains a dedicated escape route for the retained commercial premises, ensuring that the existing shop unit can continue to operate safely and independently from the proposed residential accommodation.

No vehicular access or on-site car parking is proposed as part of the development. Given the highly sustainable town centre location of the site and the excellent level of

public transport accessibility (PTAL 6b), the proposed dwelling is intended to operate as a car-free development.

The proposal includes secure long-stay cycle parking provision for two bicycles together with dedicated refuse and recycling storage areas positioned within the site boundary. The refuse strategy includes provision for general waste, recycling and food waste storage in accordance with Haringey waste management guidance.

The proposal has been carefully arranged to ensure that the residential accommodation functions appropriately within the existing rear courtyard environment without adversely impacting neighbouring occupiers, existing servicing arrangements or the operation of surrounding commercial premises.

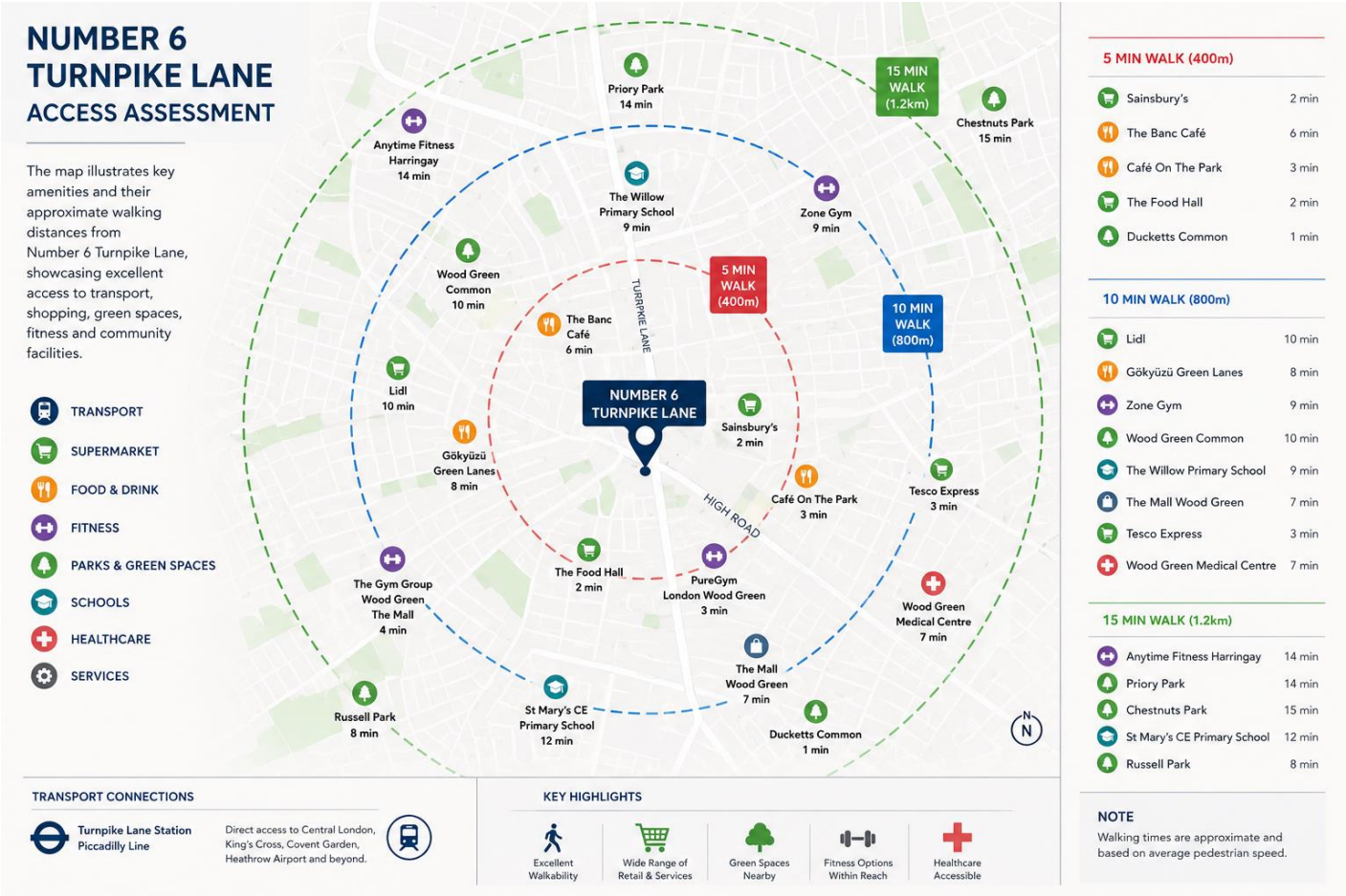
Overall, the proposal has been designed to integrate sensitively within the existing urban infrastructure whilst delivering a high-quality residential unit in a sustainable and accessible location.



Pictures showing the internal access route and rear courtyard area serving the property

5.1 AMENITIES

6 Turnpike Lane benefits from a highly accessible and well-connected location, with a wide range of local amenities available within short walking distance.



The area is served by Turnpike Lane Underground Station (Piccadilly Line), providing direct connections to Central London and Heathrow Airport. Nearby amenities include supermarkets, cafés, restaurants, fitness facilities, healthcare services, schools, and public green spaces such as Ducketts Common and Wood Green Common, contributing to a convenient and sustainable urban living environment

6.0 STRATEGIES

CAR-FREE DEVELOPMENT AND ACCESS

The proposed development has been designed as a car-free residential unit in recognition of the site's highly sustainable town centre location and excellent public transport accessibility (PTAL 6b).

No on-site vehicular parking is proposed as part of the development. The site benefits from immediate access to Turnpike Lane Underground Station and multiple bus routes, allowing future occupiers to rely primarily on public transport, walking and cycling.

The proposed dwelling would be accessed independently via the established rear pedestrian access route between the rear of No.18 Turnpike Lane and the side of No.2 Waldegrave Road. The proposal would generate only limited pedestrian activity associated with a single 1-bedroom, 2-person residential unit and would not result in unacceptable impacts on surrounding access arrangements or servicing operations.

The revised proposal also maintains a dedicated escape route for the retained commercial premises, ensuring the continued safe and functional operation of the existing off-licence unit.

REFUSE AND RECYCLING

The proposal has been carefully designed to comply with Haringey Council's waste management guidance for residential and mixed-use developments.

Dedicated refuse and recycling storage facilities are provided within the site boundary in a secure and accessible location adjacent to the proposed dwelling. The refuse strategy includes provision for:

- 1 x 25 L food waste bin;
- 1 x 140 L general waste bin;
- 1 x 140 L recycling bin.

The refuse storage area has been designed to ensure convenient access for future occupiers and waste collection operatives whilst maintaining the quality of the residential environment and avoiding obstruction to pedestrian movement.

The refuse enclosure will be visually contained and integrated within the overall design of the development to minimise visual impact and maintain a tidy and functional rear environment.

CYCLE STORAGE

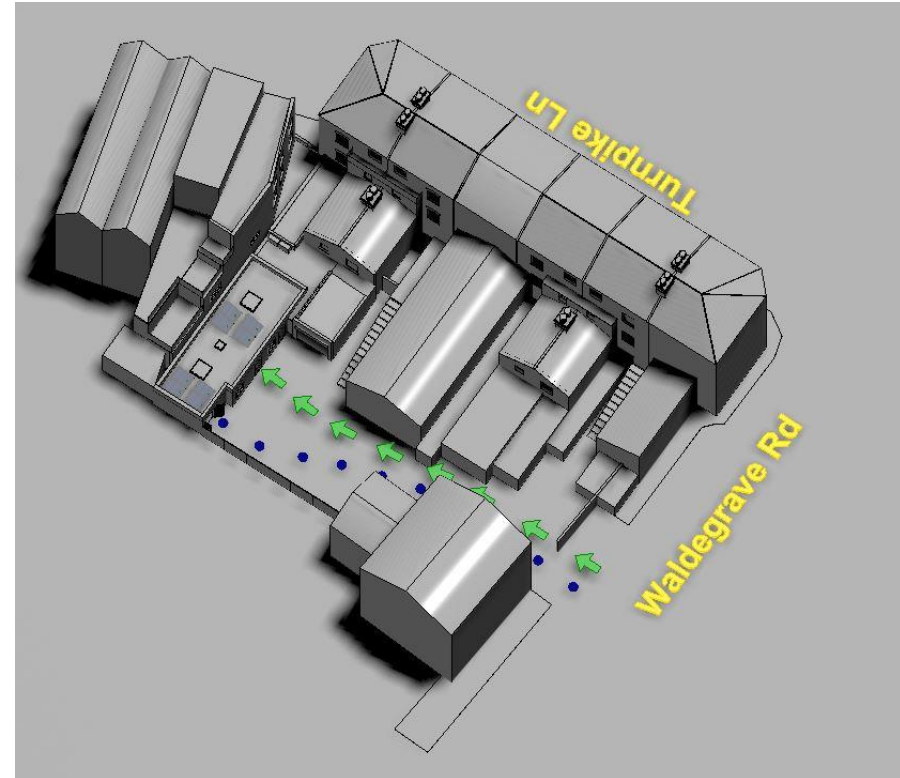
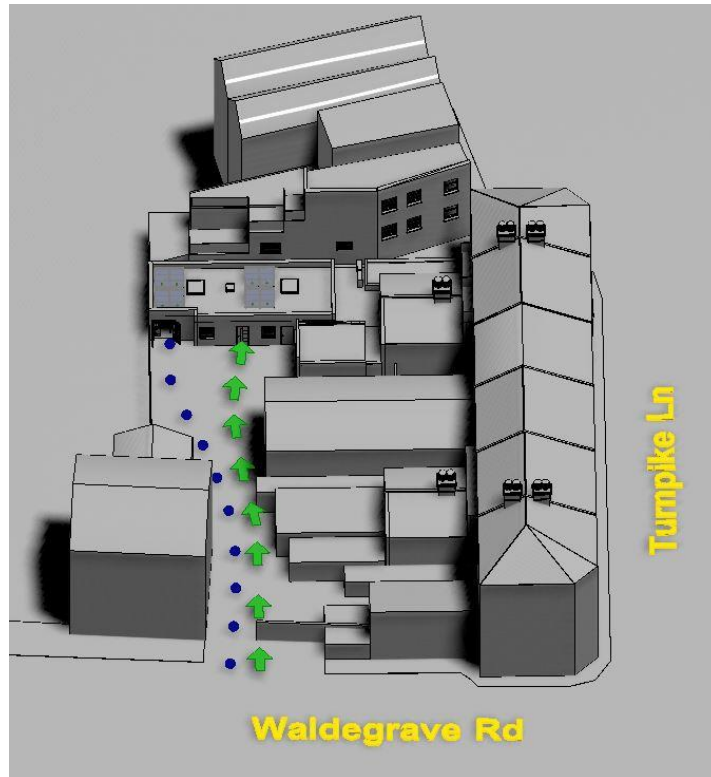
The proposal promotes sustainable travel choices through the provision of secure long-stay cycle parking facilities in accordance with London Plan Policy T5 and Haringey transport guidance.

The development includes secure and weather-protected cycle parking provision for two bicycles located within the site boundary on the rear of the proposed dwelling.

The cycle storage area has been positioned to provide convenient and direct access from the rear pedestrian route whilst ensuring appropriate levels of security and usability for future occupiers.

The proposal therefore supports sustainable transport objectives by encouraging cycling and reducing reliance on private vehicle ownership within this highly accessible urban location.

The images illustrate access to the flat, refuse storage area, and bicycle parking facilities.



The images illustrate access to the flat, refuse storage area, and bicycle parking facilities.
The access arrangement between the rear of No.18 Turnpike Lane and the side of No.2 Waldegrave Road.

7.0 CONCLUSION

The proposed development seeks the demolition of the existing rear storage structure associated with the off-licence at 6 Turnpike Lane and the erection of a high-quality single-storey 1-bedroom, 2-person dwelling together with associated cycle and refuse storage.

The revised proposal has been carefully developed in response to previous officer comments and refusal reasons and now represents a significant improvement over the previously submitted scheme. The development has been redesigned to provide compliant internal accommodation standards, improved outlook, enhanced access arrangements and a more sensitive relationship with the surrounding rear urban environment.

The proposed dwelling now provides approximately 51.25sqm of internal floor area together with a generous floor-to-ceiling height of approximately 2.8m, ensuring compliance with the Nationally Described Space Standards and London Plan housing quality requirements.

The proposal benefits from multiple sources of natural daylight, ventilation and outlook through a combination of windows and roof lights serving the principal habitable rooms. The scheme also provides an independent pedestrian access arrangement, secure cycle parking, refuse and recycling storage, and sustainable design measures including air source heat pump technology and photovoltaic panels.

The scale, form and appearance of the development are considered appropriate to the established mixed-use town centre character of Turnpike Lane and would not result in unacceptable impacts on neighbouring amenity, access arrangements or the continued operation of the retained commercial premises.

The proposal represents an efficient and sustainable form of small-site residential intensification within a highly accessible urban location and would contribute positively towards housing delivery objectives within the Borough of Haringey.

Overall, the proposed development is considered to comply with the objectives of the National Planning Policy Framework, the London Plan 2021, the Haringey Local Plan and the relevant Development Management policies, and therefore planning permission should be granted.

Advance Architecture