

Island Portfolio Developments Ltd

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

74 Turnpike Lane, London N8 0PR

PLANNING, DESIGN AND ACCESS STATEMENT





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1. INTRODUCTION

1.1 This Planning Statement (“The Statement”) has been commissioned by Island Portfolio Developments Ltd (“the Applicant”) to accompany a Full Planning Application for the Construction of rear extension to facilitate residential units at 74 Turnpike Ln, London N8 0PR (“the Site”).

1.2 The following drawings, prepared by Marrons, have been submitted electronically via the Planning Portal as part of this application, and should be read in conjunction with this Statement:

- **Site Location Plan, drawing no. 2512369.2.01**
- **Existing Block Plan, drawing no. 2512369.2.02**
- **Proposed Block Plan, drawing no. 2512369.2.10**
- **Existing Floor Plans, drawing no. 2512369.2.03**
- **Existing Elevations and Sections, drawing no. 2512369.2.04**
- **Proposed Floor Plans, drawing no. 2512369.2.11**
- **Proposed Elevations and Sections, drawing no. 2512369.2.12**
- **Design Review and Concept Design Document**

1.3 The following technical reports should also be read in conjunction with this Statement:

- **Phase I Contaminated Land Assessment, prepared by Oakshire Environmental**
- **Noise and Odour Assessment, prepared by NJD environmental**

1.4 The purpose of this statement is to assess the proposal against relevant policies from the Development Plan and material planning considerations.

1.5 This Planning Statement is structured as follows:



- In **Section 2** we set out a description of the site, its surroundings and background information relevant to this application;
- In **Section 3** we describe the proposed development and set out the design principles;
- In **Section 4** we identify the relevant planning policy considerations against which the proposed development should be considered;
- In **Section 5** we assess the proposed development against these policy considerations;
- In **Section 6** we set out our conclusions.



2. SITE CHARACTERISTICS & CONTEXT

i. Site and Surroundings

- 2.1 The application site comprises the curtilage land related to No. 74 Turnpike Lane, a mid-terrace building with a restaurant on the ground floor (Use Class A3) and residential accommodation on the upper 3 floors. This is currently occupied as a 5-bed HMO (Use Class C4).
- 2.2 The site is located on Turnpike Lane, identified as a Local Centre within the Local Plan (Wood Green Town Centre). The surrounding area is mixed use, and the high street contains a mixture of shops and businesses on the ground floor with residential development above. For example, the adjacent buildings within the terrace comprise a computer repair shop and an estate agent on the ground floor, with residential accommodation above.
- 2.3 The rear gardens of No. 8 and No. 10 Alexandra Road are located to the northern curtilage boundary of the site. To the east lies No. 72A and 70A, to the South is Turnpike Lane and the west lies No. 76 Turnpike Lane and the rear garden. The alleyway to the rear, extending to the west of the property and adjoining Alexandra road, is in sole ownership of the applicant.
- 2.4 The building has a rear extension, constructed in 2015, which is utilised as part of the restaurant. There is an additional temporary structure to the side and rear of this forming a covered garden area.
- 2.5 The site benefits from excellent public transport links within a sustainable urban location. The site is located within a zone rated with PTAL as 6a with excellent connections to public transport. Turnpike Lane tube station is located within a 5 minute walk to the east served by Piccadilly line and Hornsey station is location within a 10 minute walk to the west with direct links to Finsbury Park.



- 2.6 The application site is within Flood Zone 1, which has a low probability of flooding from rivers and the sea.
- 2.7 There are no designated heritage assets within close proximity to the site. Therefore the development of the site would not raise any heritage consequences and the statutory duties under Section 66 and under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 would not be engaged.
- 2.8 The site constitutes previously developed brownfield land within a highly sustainable area, where this is an opportunity to bring forward much needed housing.

ii. Background and Planning History

- 2.9 The relevant planning history for the site is set out at Table 1 below. This includes

Application No.	Description of Development	Date of Decision	Decision
HGY/2022/4142	This planning application intends for the conversion of the existing vacant former residential unit at the upper floors into a 3bed-4p family unit at the first floor and two 1bed-2p flats at the second and third floor, involving the two storey rear extension.	12/01/2023	Refused
HGY/2022/2376	This planning application intends for the conversion of the existing vacant/ former HMO upper floors into a 2bed-3p flat at the first floor and two 1bed-2p flats at the second and third floor, involving the two storey rear extension.	03/11/2022	Withdrawn
HGY/2015/1229	Construction of rear extension including internal alterations and new external flue	2/9/2015	Approve
HGY/2012/2455	Change of use from A1 (retail) to A3 (restaurant) and installation of flue to rear elevation	20/03/2013	Approve
HGY/2002/0198	Change of Use of ground floor from office to (A3) restaurant and the erection of an extract flue to the rear elevation.	09/04/2002	Approve

Table 1 – Relevant planning history of the application site, as available.



- 2.10 The site was subject to an application for the conversion of the existing vacant former residential unit at the upper floors into a 3bed-4p family unit at the first floor and two 1bed-2p flats at the second and third floor, involving the two storey rear extension in January 2023.
- 2.11 This application was refused on 2 no. grounds:
- *RfR 1: The proposed extensions, by virtue of its excessive height, depth and massing, is not subservient in appearance to the host building, resulting in an overdevelopment of the site which is out of keeping with the pattern of development within the row of buildings.*
 - *RfR 2: The excessive bulk, scale and massing of the proposed rear extensions would be visually overbearing in appearance, result in an unacceptable impact on neighbouring amenity in terms of overshadowing, loss of light when viewed from the rear gardens and windows of neighbouring occupants and create an increased sense of enclosure.*
- 2.12 This application has been prepared to address these reasons for refusal.



3 THE PROPOSED DEVELOPMENT

- 3.1 Full planning permission is sought for the removal of a ground floor temporary structure and construction of rear extension to extend kitchen for existing restaurant (ground floor) and facilitate change of use from HMO bedrooms into Class C3 dwellings comprising 1 no. two bed unit (first floor) and 2 no. one bed units (second floor & third floor)
- 3.2 The proposal has been carefully considered with consideration for the previous Reasons for Refusal. The proposed development comprises the following:
- **Removal of existing ground floor temporary structure;**
 - **3-storey rear extension;**
 - **Conversion of the Upper Floors into 1 no. two-bedroom flat on the first floor, 1 no. one-bedroom flat on the second floor, and 1 no. studio flat on the third floor;**
 - **Alterations to the internal arrangement of the restaurant on the ground floor, including an extension to the kitchen;**
 - **Relocation of kitchen services;**
 - **A suitable and accessible bin collection point for the residential units, and a separate bin storage and collection for the restaurant;**
 - **Car-free development in a sustainable location**
- 3.3 The proposal is for a 3-storey rear extension that will align with the existing buildings and maintain the façade pattern to the rear. There will be no changes to the street scene as a result of the development.



- 3.4 The existing arrangement for refuse storage and collection is in need of improvement. The proposed development will rationalise this to remove clutter from the street scene.



4 PLANNING POLICY CONTEXT

The Development Plan

- 4.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, an application for planning permission should be determined in accordance with the Development Plan unless other material considerations indicate otherwise.
- 4.2 The relevant Planning Policy Framework against which the proposed development is to be assessed comprise the relevant policies of the Haringey Local Plan, comprising the Strategic Policies Document (adopted March 2013 and consolidated with alterations since 2017) and Development Management DPD (adopted July 2017). The London Plan (2021) and the National Planning Policy Framework (NPPF) 2023 are also material considerations in the decision making process.
- 4.3 The Policies of relevance to this application are listed below:

Local Plan: Strategic Policies 2013 (with alterations 2017)

- *SP0: Presumption in Favour of Sustainable Development*
- *SP1: Managing Growth*
- *SP2: Housing*
- *SP4: Working towards a Low Carbon Haringey*
- *SP5: Water Management and Flooding*
- *SP6: Waste and Recycling*
- *SP7: Transport*
- *SP11: Design*

Local Plan: Development Management DPD

- *DM1 Delivering High Quality Design (Haringey Development Charter)*



- *DM2 Accessible and Safe Environments*
- *DM10 Housing Supply*
- *DM11 Housing Mix*
- *DM12 Housing Design and Quality*
- *DM16 Residential Conversions*
- *DM21 Sustainable Design, Layout and Construction*
- *DM31 Sustainable Transport*

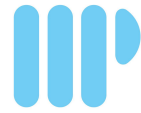
London Plan, adopted March 2021

- *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 H9 Ensuring the best use of stock*
- *Policy H10 Housing size mix*
- *Policy H11 Build to Rent*
- *Policy T3 Transport capacity, connectivity and safeguarding*
- *Policy T5 Cycling*



- *Policy T6.1 Residential parking*

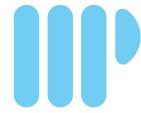
4.4 The relevant extracts from the above policies are discussed and referred to in the Planning & Sustainability Assessment section of this Statement.



5 PLANNING & SUSTAINABILITY ASSESSMENT

i. Principle of Development and Housing Need

- 5.1 The proposal is for a rear extension to facilitate the conversion of the upper floors of a HMO to 3 no. residential units. An application was previously submitted for a similar scheme. The principle of development was deemed acceptable under the previous application. This resubmission comes forward to address the reasons for refusal, which were focussed on design and amenity.
- 5.2 Local Plan Policy SP0 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.
- 5.3 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) 2021. The current housing land supply for Haringey is 5.04 years.
- 5.4 Policy H2 of the London Plan states that boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) to significantly increase the contribution of small sites to meeting London's housing needs, and to diversify the sources, locations, type and mix of housing supply. Furthermore, the NPPF (at Paragraph 70) identifies the important contribution that small-sized sites can make to meeting housing requirements of an area and are often built-out relatively quickly.
- 5.5 The principle of additional housing within the borough, particularly on a small site such as this one, is therefore supported by Local Plan Policies SP1, SP2 and London Plan Policy H2, subject to all other planning considerations.



5.6 With regards to the principle of conversion, Policy DM16 states that the Council will only permit conversion of larger family homes to small self-contained homes where it is located outside of the Family Housing Protection Zone (FHPZ) and the gross original internal floor space of the existing dwelling is greater than 120m². When the property is located within the FHPZ, there must not be any net loss of family-sized units (3 bedroom or more).

5.7 The property is located within the Family Housing Protection Zone however it is currently operated as a HMO with 5 no. rooms. This proposal seeks to create 3 no. flats with the following housing mix:

Flat No.	No. of Bedrooms	No. of Bed Spaces
01	2	3
02	1	2
03	1 (studio)	1

5.8 Therefore, there will be no loss of family-sized dwellings, and by comparison, an addition of larger units that may be suitable for small families/ first time buyers. As such, the principle of extension and conversion in this case is considered acceptable. The housing mix also accords with the criteria as set out in Policy DM11, insofar as the development provides a mix of housing suitable to the location and site constraints.

5.9 Turnpike Lane is identified as a Local Shopping Centre within the Local development plan. The proposal retains the restaurant use on the ground floor, granted permission in 2013 (ref: HGY/2012/2455), serving to maintain the mixed-use character of the street, including an active frontage appropriate to its location, in accordance with policy DM43.

5.10 Furthermore, policy GG2 of the London Plan seeks to prioritise development in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, and promotes applying a design-led approach to determine the optimum development capacity of site. The scheme proposes to develop 3 no. residential flats within a sustainable location with



excellent public transport links, alongside a multitude of local shops and facilities within walking distance. The proposal also seeks to optimise the site to develop 3 individual homes in this prime location, whilst respecting the nature of the site, and the character and appearance of the area.

- 5.11 Accordingly, the principle of development is wholly acceptable, as the site is in a highly sustainable location and constitutes previously developed land, which will be developed to provide much-needed housing.

ii. Design and Impact upon Character and Appearance of the Area

- 5.12 Policy DM1 outlines the need for development proposals to relate positively to their locality, having regard to: building heights; form, scale & massing prevailing around the site; urban grain, and the framework of routes and spaces connecting locally and more widely; maintaining a sense of enclosure and, where appropriate, following existing building lines; rhythm of any neighbouring or local regular plot and building widths; active, lively frontages to the public realm; and distinctive local architectural styles, detailing and materials.
- 5.13 Furthermore, policy SP11 emphasises the need for all new development respect its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity;
- 5.14 The proposal is for a 3-storey rear extension to a mixed-use building, and includes internal reconfiguration and relocation of kitchen services, alongside the removal of the temporary structure to the rear.
- 5.15 This is a design-led application that has been carefully considered to address the concerns raised in the refused scheme ref: HGY/2022/4142. Namely, RfR 1 states *"the proposed extensions, by virtue of its excessive height, depth and massing, is not subservient in appearance to the host building, resulting in an overdevelopment of the site which is out of keeping with the pattern of development within the row of buildings"* (our emphasis).

- 5.16 Within the revised proposal, the footprint of the development has been significantly reduced to avoid overdevelopment of the site, and remain subservient to the existing building. This includes narrowing the form to retain the window to the west, and reducing the overall massing.
- 5.17 These changes have also served to maintain the established façade pattern to the east, where the rhythm of development is characterised by flat-roof elements that extend to the rear, and are stepped down from the height of the building. This form (or a close variation of) is evident along the majority of Turnpike Lane.
- 5.18 The design changes are evidenced through Figure 1 (below) which demonstrates the significant reduction in massing, and change of building line, to ensure the extension is in keeping with the design and character of the neighbouring properties. The proposed materiality will reflect the existing building and neighbouring properties, including the style and finish of the windows, so that it appears seamless within its surroundings.

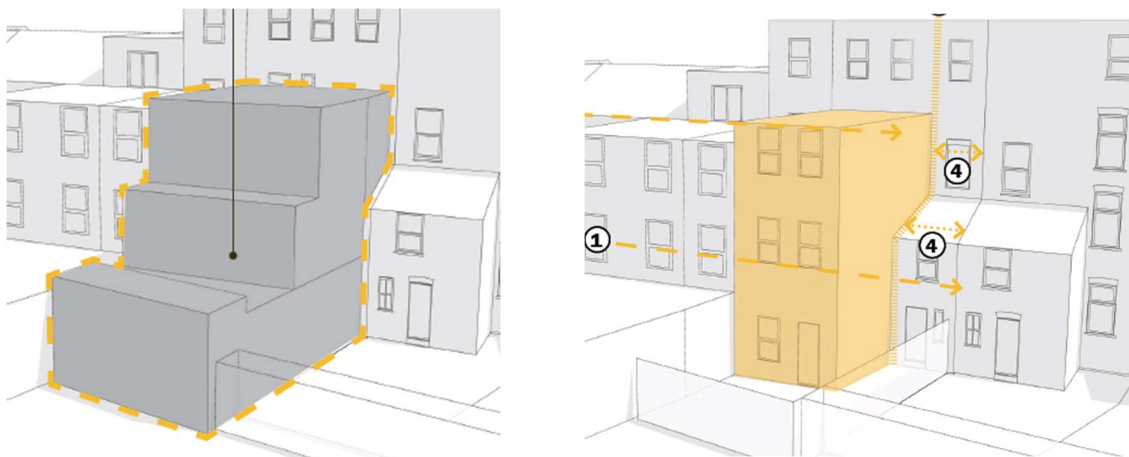


Figure 1: Comparative massing study of the previous proposal (ref: HGY/2022/4142) and the current proposal.

- 5.19 The temporary structure to the rear is proposed to be removed, and the internal layout of the ground floor has also been altered, relocating the kitchen to the rear of the building to allow for ventilation to be relocated to a suitable position. A small outdoor space for the restaurant has been created alongside 2 no. refuse storage areas to the rear that serve the restaurant and the residential units respectively with separate entrances, and cycle storage. This will allow the commercial use and the residential use to operate effectively without interference with one another.



Figure 2: Comparative internal layout of the existing building, and the current proposal.

- 5.20 The proposed scheme has been sensitively designed to ensure the site is not overdeveloped. The proposal is for a rear extension to enable the conversion of a HMO into 3 no. residential units to introduce a more modern housing occupancy offer and give residents a higher standard of living. The scheme comes forward to optimise the building by adapting and altering the existing structure in an



appropriate manner to create units which contribute toward housing local demand, whilst remaining subservient in appearance to the host building.

- 5.21 Overall, the proposed addresses the reasons for refusal (ref: HGY/2022/4142) by significantly reducing the massing to ensure the extension is subservient in appearance to the host building, and the building line mirrors the neighbouring buildings in the row. The temporary structure to the rear will also be removed in order to create a usable courtyard space for servicing.
- 5.22 Accordingly, the proposal has been designed to respect the character and appearance of the surrounding area and reflect the existing pattern of development, in accordance with local and national policy guidance.

iii. Amenity

A. Neighbouring Amenity -

- 5.23 Policy DM1 of the Local Plan states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The Council will support proposals that:
- a) Provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and land;
 - b) Provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and the residents of the development; and
- 5.24 Policy D6 of the London Plan states that the design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.



- 5.25 The proposed layout has been redesigned following the previous refusal (ref: HGY/2022/4142) to ensure neighbourly relationships are maintained, specifically to address concerns raised through RfR 2:

The excessive bulk, scale and massing of the proposed rear extensions would be visually overbearing in appearance, result in an unacceptable impact on neighbouring amenity in terms of overshadowing, loss of light when viewed from the rear gardens and windows of neighbouring occupants and create an increased sense of enclosure. (Our emphasis)

- 5.26 Under the previous application, from within the curtilage of the neighbouring property (No. 76), the extension would have presented an overbearing, oppressive expanse of brickwork. Under this application, the massing of the extension has been revised and scaled back, and is set back over 2m from boundary, which will significantly reduce any overbearing impact to the neighbouring rear gardens.
- 5.27 The building as proposed to be extended would not cause loss of daylight/ sunlight to the surrounding residential occupiers.
- 5.28 The design of the previous scheme projected out past the building line of the adjacent buildings which would have resulted in a loss of daylight/ sunlight into the habitable room windows of the neighbouring property (No. 76). The current proposal reduces the massing of the extension and mirrors the building line of the adjacent properties. This ensures that the proposed extension does not protrude past the 45-degree line when taken from the mid-point of the nearest window serving habitable room of No. 76 Turnpike Lane (see Figure 3 overleaf) ensuring appropriate levels of daylight/ sunlight can be maintained.
- 5.29 The extension is also oriented to the North East of the neighbouring gardens of No. 76 and 78 Turnpike Lane, and when accounting for the movement of the sun, this would minimise any loss of daylight/ sunlight.

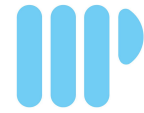


Figure 3: 45-degree line from neighbouring property (No. 76)

- 5.30 Furthermore, there are no windows proposed on the side elevations of the rear extension to ensure no loss of privacy or sense of overlooking for the neighbouring residents of No. 76 and 78.
- 5.31 To the eastern boundary, the extension meets the building line of No. 72 and therefore would have no impact upon the amenity of the existing occupiers.
- 5.32 The gardens of several properties on Alexandra road lie to the northern boundary of the site. Due to the orientation of the building, the relative massing of the extension compared with the surrounding built form, and the separation distances, it is not considered that the proposal would have any overbearing or overshadowing impacts upon the rear gardens of these properties.
- 5.33 Overall, we consider that the layout as proposed would not result in any significant loss of daylight/sunlight to any surrounding occupiers, nor would the scheme result in any undue overlooking or invasion of privacy. The proposal would therefore not result in any adverse impacts upon the amenity that surrounding occupiers should reasonably expect to continue to enjoy.

B. Amenity for Future Occupiers -

- 5.34 Policy D6 states that a housing development should be of high quality design and provide adequately-sized rooms with comfortable and functional layouts which are



fit for purpose.

- 5.35 All units have been designed to comply with nationally described space standards, included internally fixed storage space.
- 5.36 The design parameters of the proposed units are based upon the scale and massing of the rear extension to ensure the scheme is appropriate for its location whilst optimising the site. 3 no. spacious and functional apartments are proposed that have been designed with sufficient internal amenity space for future occupiers, with reasonable outlook over either the garden or the street. Each habitable room is served by large windows and/ or skylights to ensure sufficient levels of daylight/ sunlight can be achieved for a healthy living environment. This represents a significant improvement over the existing with a more modern housing offering.
- 5.37 We have carried out an assessment of the surrounding noise environment, and the applicant is committed to carrying out suitable mitigation, including mechanical ventilation, to ensure future occupiers can reside comfortably.
- 5.38 Accordingly, the development complies with Policy D6 alongside the relevant sections of the NPPF (2023), and would provide a high standard of amenity for future occupiers.

iv. Highways Effects

- 5.39 Paragraph 115 of the NPPF (2023) states that 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.
- 5.40 There are no direct highway safety implications as a result of the proposal. This is a car-free scheme within sustainable location. The existing occupiers do not have access to vehicle parking spaces and therefore there is no loss of parking as a result of the proposal.



- 5.41 The proposed development would operate in similar manner to the existing. Whilst the housing offer differs from a multiple occupancy unit to individual apartments, the overall number of beds has been reduced. Therefore, there will be no demonstrable intensification of vehicle trips (for example deliveries) comparative to the existing use, and no significant parking issues are predicted.
- 5.42 Policy DM31 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 and public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index. The site is located within a zone rated with PTAL as 6a with excellent connections to public transport. Turnpike Lane tube station is located within a 5 minute walk to the east served by Piccadilly line and Hornsey station is location within a 10 minute walk to the west with direct links to Finsbury Park. The site is located within walking distance to a number of local services and facilities, including shops, pubs and supermarkets. The proposal also includes an area of vertical cycle storage to the rear with sufficient spaces to serve the residents.
- 5.43 Policy DM4 sets out the requirement for all proposals to make on-site provision for general waste, the separation of recyclable materials and organic material for composting. In the case of mixed-use development, household and commercial waste should be suitably separated.
- 5.44 The waste and recycling arrangements have been rationalised as per this development proposal. The refuse storage has been relocated to the rear garden of the property, with space for 2 no. bins per flat to include recycling, alongside a separate area for commercial waste. This area is screened from the outdoor restaurant seating area.

Architectural floor plan of a building extension, showing various rooms and structural elements. The plan includes a kitchen, outdoor space, vertical cycle storage, and a refuse area. Dimensions and room labels are provided.

Rooms and Areas:

- REFUSE AREA PROVIDED FOR EACH FLAT WITH 2ND PER FLAT INCLUDING RECYCLING
- REFUSE AREA
- EXISTING KITCHEN SERVICES INDICATIVELY RELOCATED TO SUIT NEW EXTENSION & KITCHEN LOCATED (TBC BY SERVICE ENGINEER)
- OUTDOOR SPACE
- KITCHEN
- STORE
- W.C.
- ACC. W.C.
- CORRIDOR
- STAIRS

Dimensions:

- 3600
- 4190
- 1550
- 1116
- 2470
- 2730
- 730

Elevations:

- ELEVATION C
- ELEVATION B

Other Labels:

- NO. 76
- NO. 72

5.46 Overall, the development is within a sustainable location with excellent public transport links in direct compliance with Local Plan Policy, and would not prejudice the safe or efficient use of the public highway, in accordance with NPPF (2023).

5.47 NPPF (2023) requires that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.



- 5.48 Policy DM1 states that new development should address issues of vibration, noise, fumes, odour, light pollution and microclimatic conditions likely to arise from the use and activities of the development.
- 5.49 The development is for the conversion of a 5-bed HMO (C4) to dwellinghouses (C3) and therefore the principle of residential units above the restaurant is already established. The scheme does involve relocating the kitchen services including ventilation equipment to ensure that its position is compatible with the proposed residential units.

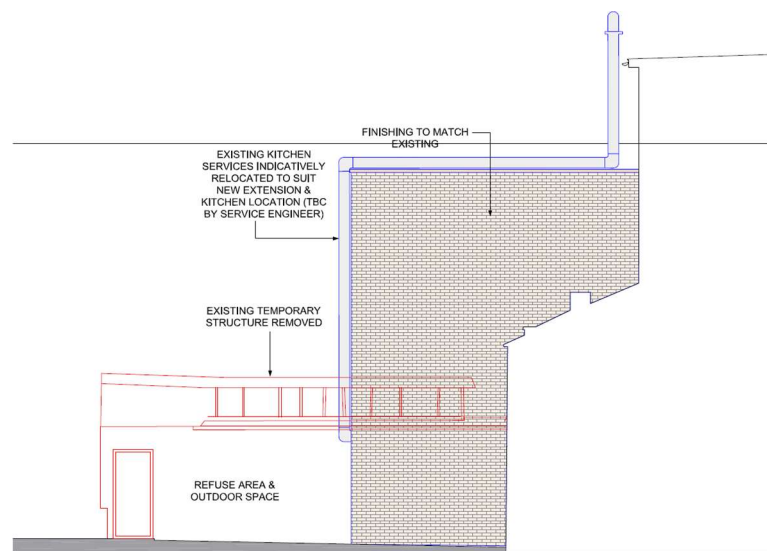


Figure 5: Kitchen Services

- 5.50 Turnpike Lane is a busy, vibrant street. Therefore, we have carried out a noise survey to understand the noise environment and provide data which will inform any mitigation strategy. This is in the interests of ensuring that future occupiers would be able to reside in a comfortable and healthy environment without adverse noise impacts.
- 5.51 The results of the survey confirms that there will be no adverse impacts to future occupiers if appropriate mitigation is utilised. For the habitable rooms overlooking Turnpike Lane, enhanced glazing along with mechanical ventilation will be



required. At the rear of the property enhanced glazing and appropriate ventilation such as trickle vents will be required to ensure noise levels are appropriate. Details of these mitigation measures are described in full in the attached Noise Report. All windows will be openable, however there is the option of mechanical ventilation on the southern façade should this be required.

- 5.52 Accordingly, the proposal could come forward satisfying the aims and criteria of relevant policies from the Development Plan and the NPPF 2023.

vi. Other Matters

A. Ecology, Biodiversity and Trees -

- 5.53 The site comprises previously developed land with limited existing ecological value. The proposed development site contains no priority habitat. There will be no impact on any designated sites of conservation value resulting from the proposed development. There are no trees within the site boundary and any trees adjacent to the site will not be impacted by the proposal.
- 5.54 The development involves a rear extension to an existing building. There is currently a single storey elevation and temporary structure to the rear of the property which will be replaced with a 3-storey extension and small area of outdoor space, with bin storage and cycle storage. There is scope for a limited amount of planting within the outdoor space, which would constitute an improvement in the biodiversity levels on site.
- 5.55 Overall, the development will result in no adverse impact on the ecological value of the site, in accordance with Policy DM19.

B. Flood Risk and Drainage -

- 5.56 The application site is located in Flood Zone 1 and therefore has a low probability of flooding. This means in any year, land has a less than 0.1% chance of flooding from rivers or the sea.



- 5.57 The existing drainage arrangement will be maintained.
- 5.58 Overall, it is considered that the development can proceed without incurring unacceptable flood risk problems, and will be safe for its lifetime without increasing flood risk elsewhere. The proposed scheme therefore complies with the aims of Development Plan and the NPPF 2023.

C. Contaminated Land –

- 5.59 We are committed to ensuring that the dwellings would only be first occupied once the site is rendered free from risks to human health from any contaminants that are identified.
- 5.60 The proposal is for a 2-storey rear extension to a residential building, where the likelihood of ground contamination is very low. For due diligence, we have carried out a Phase I Contaminated Land Assessment which includes a desktop survey. The report concludes that the risk to residential end users and site users is considered to be low.



6 CONCLUSIONS & PLANNING BALANCE

- 6.1 This proposal for the construction of a rear extension to facilitate the change in use from a 5-bed HMO (Use Class C4) to 3 no. residential units (Use Class C3) which is more suited to meet local demand.
- 6.2 This comes forward following a similar scheme that was refused on the site (ref: HGY/2022/4142)) due to issues of design and amenity. This current proposal seeks to wholly address these Reasons for Refusal, by significantly reducing the massing to ensure the extension appears subservient to the host building, as well as mirroring the building line of the adjacent properties (to the east).
- 6.3 The revised design and layout would also ensure that there are no adverse impacts upon the private amenity of the neighbouring occupiers. By reducing the overall massing and scale of the extension, this will in turn reduce any loss of daylight/ sunlight to the neighbouring properties. The rear extension has also been re-designed so that there is a significant visual gap to the neighbouring boundary, minimising any perceived overbearing or sense of enclosure from the garden of No. 76 Turnpike Lane.
- 6.4 Beyond this, the proposal brings forward much-needed housing by optimising a brownfield site, which is wholly supported in principle in both local and national policy. The proposal is for a car-free scheme within a sustainable location that will enable future occupiers to utilise excellent public transport links and active travel.
- 6.5 Overall, there are no technical constraints that would prevent this scheme from coming forward.
- 6.6 Accordingly, the planning balance should be tipped firmly in favour of the development as the proposal complies with relevant policies from the Council's Development Plan and would constitute sustainable development in line with the NPPF (2023).