



Officer Report

Application Number:	HGY/2024/0693
Application Type:	Full planning permission
Address:	137 Turnpike Lane, Wood Green, London, N8 0DU
Proposal:	Redevelopment of existing rear storage yard to create new 2-storey unit, for storage use with ancillary office space.
Case Officer:	Ben Coffie
Valid Date:	12/03/2024
Applicant:	Polo Investments LLP
Agent:	Mr Laurence Ackrill

1. Site location

The application site relates to a linear section of land to the rear of nos. 137-117 Turnpike Lane, which is accessed via an archway entrance off Wightman Road.

The surrounding area is made up of a mix of commercial and residential uses. To the north and west of the site are commercial properties which form part of the Turnpike Lane Local Shopping Centre with residential units on upper floor levels. To the south and east are residential units made up of a mix of single-family dwellings and flatted developments. There is variety of scale, styles and materiality to the built form to the rears of properties along Turnpike Lane and Sydney Road, with a number of flats roof buildings / projections of single storey, two storey and three storey in scale. A number of the properties have been extended in a piecemeal fashion which has eroded any real level of consistency or rhythm to the built form found within the immediate vicinity of the application site.

The application site is not located within a conservation area.

2. Description of Proposal

This is an application for the redevelopment of an existing rear storage yard to create new 2-storey unit, for storage use with ancillary office space.

3. Relevant Planning and Enforcement history

The most recent applications for this site are summarised as follows:

HGY/2018/2103,

Address: 129-131, Turnpike Lane, London, N8 0DU

Proposal: Erection of rear dormers and linked roof extensions above outriggers, installation of 2 front rooflights to 129 and 131 Turnpike Lane, in association with creation of a new 3-bedroom self-contained in extended loft space.,

Decision Date: 24 August 2018

Decision: Approve with Conditions

HGY/2006/1338,

Address: Rear Of, 113, Turnpike Lane, London, N8 0DU

Proposal: Demolition of existing storeroom and erection of 3 x 2 storey one bedroom live / work units.,

Decision Date: 25 August 2006

Decision: Refuse

HGY/2022/1961,

Address: 133-137, Turnpike Lane, London, N8 0DU

Proposal: Retrospective amendments to previously approved loft conversion & extension scheme (HGY/2020/2868), comprising the reconfiguration and enlargement of the approved Flat E at No.137, the creation of one additional 2-bedroom flat (Flat F at No.137), and reverting Flat D at No.133 to its original layout but with the creation of a new roof terrace area to serve flats E and F.,

Decision Date: 23 September 2022

Decision: Refuse

HGY/2021/0837,

Address: Storage yard to the rear of, 137, Turnpike Lane, London, N8 0DU

Proposal: Redevelopment of existing rear storage yard to create a new single storey storage unit (B8 Use).,

Decision Date: 13 May 2021

Decision: Approve with Conditions

HGY/2020/2868,

Address: 133-137, Turnpike Lane, London, N8 0DU

Proposal: Erection of roof and rear extensions to create an additional loft flat, and provide increased floor space for Flat D of no. 133 and flats A & C of no. 137 Turnpike Lane.,

Decision Date: 21 December 2020

Decision: Approve with Conditions

HGY/2019/0123,

Address: 133, 135 & 137, Turnpike Lane, London, N8 0DU

Proposal: Mansard roof extension and erection of rear roof, first and second floor rear extensions to create two new self-contained flats, together with extensions to two existing flats & storage unit, and facades remodelling.,

Decision Date: 12 February 2019

Decision: Refuse

4. Internal & Statutory Consultation

The following were consulted regarding the application:

Transportation – Raise no objection.

5. Local Representations

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: 2

Objecting: 2

Supporting: 0

The following comments were raised in the representations received:

- Access issues due to drive ownership.
- Existing access is not sufficiently wide and high emergency vehicles such as fire engines.
- Proposed placement of windows will give rise to loss of privacy into neighbouring gardens.
- Bulk of the proposed building also warrants careful consideration.
- Drawings accompanying the application fail to account for the presence of two significant trees located within neighbouring garden.

6. Assessment of Planning Considerations

The main planning considerations raised by the proposed development are:

Principle of development;

Design and appearance;

Impact on neighbouring amenity;

Transport considerations.

Principle of development

The proposal here for creation of a two-storey unit for storage use with ancillary office space is acceptable in land use terms, given the surrounding area is made up of a mix of commercial and residential uses. As noted above the site to the north and west of the site are commercial properties and form part of the Turnpike Lane Local Shopping Centre with residential units on upper floor levels. While accepting the access via an archway from Wightman Road is restricted this is an existing means of access.

Equally as set out above it noted that consent was previously issued for a single storey commercial building.

Design and appearance

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 building would have a two-storey scale, having a ground floor serving as a storage unit and the office space above. Its upper floor would be contained within a mansard roof, with the ground floor would be externally clad in brick. Similar to the HGY/2021/0837 proposal, the development would infill what is currently an unsightly storage yard and its access would be achieved from the west side of the site.

The proposed development would not be visible from Turnpike Lane however given its form/ height would be visible from the rear of existing dwellings on Sydney Road. The proposed scale and design will therefore represent a bulky, imposing, and incompatible structure within this context. The rear of the buildings are mainly single storey ancillary storage structures and yard for the commercial units on Turnpike Lane. To the east is a long terrace of two storey Mews dwellings which are well contained within their location given there is sufficient separation between them and the residential buildings.

The resulting siting and scale of the proposed development would create bulkier and cramped form of development. The associated volume would be contrived and not sensitive to the constraints of the site. This tightly bound development would present issues in terms of its relationships with neighbouring gardens, which in this instance adds more bulk directly next to such boundaries.

For the above reasons, the proposed development would be harmful to the character

and appearance of this site and as such is not supported in spatial and design terms.

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 development would be significantly higher than the existing boundary wall shared with neighbouring residential properties on Sydney Road. The large expanse of development next to these boundaries would bring conflict in terms of affecting the space and will be visually overbearing. Furthermore, the installation of windows on elevation which would face the rear gardens on these neighbouring dwellings would give rise to loss of privacy in that they would create the sense of being overlooked.

As such, the visual and residential amenity to neighbouring occupiers is considered to be harmed by the introduction of such a development.

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 (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 application site has a PTAL value of 6a, which is considered 'excellent' in relation to access to public transport services. 2 bus services are within a 5-minute walk of the site, Turnpike Lane station is 7 minutes' walk away, and Hornsey Station 4 minutes away. The site is also located within the Borough's Wood Green Outer Zone CPZ. Given the above, most trips to and from the site are likely to be via sustainable modes such as walking, cycling and public transport.

The level of car and cycle parking proposed is considered to be acceptable. Further details of the cycle storage, as well as waste and recycling storage would be required to be submitted to and approved in writing by condition if the LPA, were minded to approve the proposed development.

As per the representations received it is noted that rights to use the access to this site are brought into question. The red line and block plans however provided, show a mean of access to services this site. In the event of that planning consent were granted further clarification on the issue of ownership of the land in question/ right to access would be sought. Equally it is pointed out that the granting of planning consent does not modify or affect any personal or restrictive covenants, easements, override ownership etc.

In terms of the concerns about fire safety, it is pointed out that fire safety compliance is typically matter for Building Regulations, Policy D12 of the London Plan requires all major proposals to submit a Fire Statement but does not specifically mandate minor applications, although it gives some weight to this being a possible material consideration.

In the event that consent was given here and given the backland nature of this site and constrained access, a fire statement should be submitted showing how fire safety has been considered, i.e. typically provided after the technical and detailed design stage of a project.

Impact on trees

DM Policy (2017) DM1 'Delivering High Quality Design' states that the Council will expect development proposals to respond to trees on and close to the site. The supporting text to Local Plan 2017 Policy SP13 recognises, "trees play a significant role in improving environmental conditions and people's quality of life".

No arboricultural report has been submitted with the application with it noted that there are mature trees within the rear gardens of properties adjoining this site. The large canopy to such trees also appear to overhang this site and overall such trees are important in terms of visual amenity but also in screening the back of the commercial parade of Turnpike Lane as viewed from such residential properties. In absence of an

arboricultural report and details to show how such a structure can be built it has to be assumed that such trees would be adversely affected/ lost.

Conclusion

The proposed development in terms of its layout, siting and scale is not acceptable in terms of design and amenity considerations, and is viewed to be an overdevelopment of this site.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be **refused** for the reasons set out below.

7. CIL Applicable

Based on the information given on the plans, the Mayoral CIL charge will be £12,910 (200sqm x £64.55) and the Haringey CIL charge will be £49,018 (200sqm x £245.09 (Indexation included)). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8. Recommendation

Refuse Planning Permission

1. The siting and scale of the resulting development would appear cramped and contrived in the context of the constraints of this site, resulting in overdevelopment and being detrimental to the character and appearance of the area, contrary to policy SP11 of the Haringey Local Plan 2017 and policies DM1 and DM7 of the Development Management DPD 2017.
2. The proposed development by reason of its siting and location in the context of the constraints of this site would result in an adverse impact against the amenity of the occupiers of 3-7 Sydney Road and part of Wandsworth Court contrary to Policy D6 of the London Plan 2021, Policy SP11 of Haringey's Local Plan Strategic Policies 2017 and Policies DM1 and DM7 of the Haringey Development Management Development Plan Document DPD 2017.
3. The proposed development is likely to impact unacceptably on trees immediately next to the site detrimental to the visual amenity of the area contrary to the provisions of Policy SP13 of the Local Plan 2017, Policy DM1

of The Development Management DPD 2017 and Policy G7 of the London Plan 2021.