

Officer's Report

Application Number	HGY/2023/0130
Type	Full planning permission
Location	Land to the rear of the block 1-14 Rowan, Methuen Park, London, N10 2JS
Proposal	Demolition of the existing garages and construction of a single 6-bedroom family dwelling and associated works.
Case Officer	Eunice Huang
Valid Date	16/01/2023
Applicant	c/oagent
Agent	Susie Taylor

1. SUMMARY OF RECOMMENDATION

GRANT PLANNING PERMISSION, subject to conditions.

2. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

2.1 This application seeks demolition of the existing garages and construction of a single 6-bedroom family dwelling and associated works.

Site and Surroundings

2.2 The application site relates to a block of garages to the rear of Rowan, a 4 storey block of flats. The application site faces on to and is accessed from Methuen Park. None of the buildings / structures on the site are listed, but the site is located within the Muswell Hill Conservation Area.

Relevant Planning and Enforcement history

2.3 The most recent planning history relating to the site as is as follows:

- HGY/2022/1911 - Demolition of the existing garages and construction of a single 4-bedroom family dwelling and associated works – Withdrawn 02/09/2022 following Officer advice that the design was not in keeping with the conservation area.

- HGY/2021/2061 – Demolition of existing garages and construction of 2 x 3 bedroom single family dwellings and associated works – Approved with conditions on 15/10/2021.

2.5 A pre-application meeting (reference PRE/2022/0256) was held for this proposal on 14 November 2022. The plans submitted for the pre-application were found to be acceptable in principle, subject to the submission of additional details. The conservation officer advised that the amended design was an improvement upon the previously withdrawn scheme under HGY/2022/1911. The proposed plans for this application are based on the pre-application plans.

3. Consultation response

3.1 No responses were received during consultation.

4. LOCAL REPRESENTATIONS

4.1 The application has been publicised by way of press advert, site notice and letters. No responses were received.

5. MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development;
2. Design and impact on the character and appearance of the conservation area;
3. Standard and quality of residential accommodation;
4. Inclusive access;
5. Impact on neighbouring amenity;
6. Basement development;
7. Trees and landscaping;
8. Transport and parking;
9. Energy efficiency and sustainability.

Principle of development

5.2 London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 – 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum. Policy H1 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, especially sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a station or town centre boundary.

5.3 London Plan (2021) Policy H2A outlines a clear presumption in favour of development proposals for small sites (below 0.25 hectares in size) and sets out a minimum target in Table 4.2 for boroughs (Haringey –10 year target is 2,600).

5.4 London Plan Policy D6 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services.

5.5 However, there is equally a presumption against the loss of garden land as per Policy DM7 of the Haringey Development Management DPD (2017). Part B of Policy DM7 outlines 7 requirements for proposals to meet the design expectations of Policies DM1 and DM2, which include: relating sensitively to the surrounding area, providing a site specific and creative response to the built and natural features of the area and safeguarding privacy and amenity of neighbouring occupiers.

5.6 The proposal would provide a new dwellinghouse with a frontage onto Methuen Park, which contributes positively to the character and appearance of the conservation area. The proposed design provides a site specific response to the constraints of the site, which features an electrical substation on the frontage. The addition of a dwellinghouse in a landscaped setting would be a visual improvement of the site, which is currently overwhelmingly hardscaped and underutilised as a residential car park. Compared to the approved 2no. dwelling scheme of HGY/2021/2061, the proposed single dwellinghouse design demonstrates improvements in access, aspect, and useable external amenity space.

5.7 As such, subject to further considerations as discussed below, the demolition of the garages on the site to create one additional residential dwelling here is considered acceptable in terms of delivering additional housing.

Design and impact on the character and appearance of the conservation area

5.8 London Plan (2021) policies emphasise the importance of high-quality and seek to optimise site capacity through a design-led approach. Policy D3 'Delivering good design' states that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to street hierarchy, building types, forms and proportions.

5.9 Local Plan Policy SP11 (2017) and Development Management Development Plan Document (DPD) Policy DM1 seek to secure the highest standard of design which respects local context and character to contribute to the creation and enhancement of Haringey's sense of place and identity. DPD Policy DM1 'Delivering High Quality

Design' requires development proposals to meet a range of criteria having regard to the following: building heights; form, scale and massing prevailing around the site; urban grain; sense of enclosure and where appropriate following existing building lines; rhythm of neighbouring or local regular plot and building widths; active, lively frontages to public realm; and distinctive local architectural styles, detailing and materials.

5.10 London Plan Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and DPD Policy DM9 set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment.

5.11 DPD Policy DM9 states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. In relation to extensions or alterations to residential buildings, including roof extensions, Policy DM9 requires proposals to be of a high, site specific, and sensitive design quality, which respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original buildings, including external features such as chimneys, and porches. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.

5.12 The site is located within Muswell Hill Conservation Area and the garages and Rowan (Nos. 1 to 13), date from the late 1960s/early 1970s, and have been identified as detractors in the Conservation Area Appraisal. However, the surrounding properties – opposite on Methuen Park and most of the properties along Donovan Road (Nos. 1-13 (odd)) make a positive contribution to the Conservation Area.

5.13 The proposed development would appear as a two-storey, detached dwellinghouse, with accommodation within the roof space, and a basement level. The proposal introduces a new residential frontage to Methuen Park, whilst respecting the established building line on this street. The dwelling design is a modern interpretation of a Edwardian house, taking inspiration from Edwardian forms, massing and elements to reflect the character of Muswell Hill Conservation Area, without slipping into pastiche.

5.14 The introduction of a new dwellinghouse here is viewed to be an acceptable treatment for this specific site. It would assimilate positively into the immediate and varied character of the area. The proposal would be an improvement upon the streetscene, compared to the appearance of the existing garages and driveways on the existing site, which detracts from the character of the area.

5.15 The residential dwellings within the locality are largely made up of properties with small front and more spacious rear gardens with the existing houses being mostly 2 storeys, albeit varying in height due to the changes in levels up towards Muswell Hill. The height of the proposed dwelling is responsive to the scale of terraces in Methuen Park. The proposed streetscene south elevation drawing (Sheet no. 1086-EL-04011-Metheun Park, prepared by Dowen Farmer Architects) demonstrates that the proposed ridge height of the dwellinghouse is comparable to the terrace row to the south-east on the same side of Metheun Park. The dwellinghouse is lower than the adjacent four storey block of flats, Rowan, facing on to Muswell Road. It is noted that Nos. 1a & 1b Donovan Avenue would be lower than that of the proposed development. However, they represent an anomaly within the streetscape along Methuen Park where there are larger two storey dwellings that face on to both sides of the street.

5.17 The dwellings would be composed of red brick pointed with a mortar of a similar tone, a light buff cast stone and blue grey roof tiles. The palette of materials forms a contemporary translation of the traditional proportions and details of surrounding buildings to articulate the building façade.

5.18 A hardstand space is located at the front of the site, on the north-western side of the substation. Although front car spaces are not a common feature in the locality, the proposed car space siting is acceptable for the following reasons. Due to the width of the site, which is greater than characteristic of surrounding lots, the hardstand car space is not located in front of the new dwellinghouse. The frontage would nonetheless be dominated by the existing substation adjacent to the street boundary. The front car space is also acceptable in the context of the existing garage and driveway configuration on the site. The car space siting utilises the same location as the existing driveway adjacent to the north-western side boundary. Furthermore, the landscaping scheme introduces planting to the frontage to soften the appearance of the hardstand and substation in the frontage.

5.19 It is noted that the current site comprises of low-level structures, and the views toward rear gardens of Muswell Road and Donovan Avenue are relatively unobstructed. However, given the relatively generous spacing between the proposed development and Rowan to the north-west (6.5m) and 1a & 1b Donovan Avenue (18m), the proposal would retain a sufficient sense of openness toward the rear gardens beyond.

5.20 Overall, the proposed scheme would sufficiently respect and reinforce (preserve) the established townscape and qualities of the conservation area, which has been given considerable importance and weight. The proposal is therefore viewed to be acceptable in design and heritage terms, in accordance with the aforementioned policy requirements.

Standard and quality of residential accommodation

5.21 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.

5.22 In assessing the proposal against these requirements, the proposed dwelling would accord with the minimum unit and room size requirements:

- 1 x 6 bedroom, 12 person, 3 storey dwelling = 138m² (319m² proposed)

5.23 The proposed dwelling would be dual aspect and would provide sufficient levels of outlook and daylight for the future occupiers. The future occupiers would also benefit from a rear garden amenity area. As such, the proposed development would provide a sufficient level of accommodation for the future occupiers of each unit.

Inclusive access

5.24 London Plan Policy D5 requires all new development to achieve the highest standard of accessible and inclusive design, seeking to ensure new development can be used easily and with dignity by all. London Plan Policy D7 require that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. DPD Policy DM2 also requires new developments to be designed so that they can be used safely, easily and with dignity by all.

5.25 The proposed dwelling would provide level access from the street and would also provide W/C at ground floor level. The proposal would meet the M4(2): Category 2 – Accessible and adaptable dwelling standard and a condition is to be attached to ensure compliance and delivery of this standard.

Impact on neighbouring amenity

5.26 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.

5.27 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.

5.28 The proposed scale of the dwelling relates to the surrounding area and is articulated in a modern interpretation of Edwardian forms, breaking up the visual bulk of the building and mitigating harm to residential amenity. There would be adequate separation distances retained between the proposed development and neighbouring residential properties to avoid unacceptable harm to the living conditions of neighbouring residents, in terms of daylight/ sunlight, impact on outlook and to avoid an overbearing impact when viewed from these neighbouring properties/ gardens.

5.29 The proposed development would be approximately 18m away from the rear windows of 1a & 1b Donovan Avenue and approximately 12m from the rear gardens to those properties, where there are also garage structures that would obscure parts of the proposed dwellings from view. The proposed dwellings would be set away from the garden boundary with properties at Donovan Court by 1.1m, and the depth of the gardens are substantial depth of over 19m. The distance to the closest directly facing rear windows at Rowan from the proposed building would approximately 6.5m away. The separation distance allows for adequate outlook from neighbouring windows toward the proposed garden areas of the application site and beyond.

5.30 In terms of daylight, the closest affected window would be the ground floor window within Rowan, due north-west of the application site. The applicant has provided a Daylight, Sunlight Report prepared by Joel Micahesl, which outlines that for buildings that are located adjacent new development, the BRE Guidance suggests that there will be a 'noticeable' impact to daylight, if either, its windows achieve a Vertical Sky Component (VSC) below 27% and have existing levels of sky visibility reduced to less than 0.80 times their former value, or the level of No-Sky Line (NSL) within a room are reduced to less than 0.80 times their former value. The daylight impacts would be most prominent on the ground floor level windows, of which the room uses are unknown but have been assumed to be habitable. These windows have an existing VSC below 27%; however, the maximum reduction from existing levels is 0.95 times their former value. The NSL values for any room are not reduced to less than 0.87. As such, the Daylight, Sunlight Report concludes that all windows meet the BRE Guidance criteria for daylight and sunlight.

5.31 The proposed siting of the development would be due north of existing dwellings opposite the site along Methuen Park and north-west of the closest dwellings along Donovan Avenue, mitigating daylight impacts upon those neighbouring occupiers.

5.32 The proposed development would have a similar privacy relationship as per the rest of the housing stock along the street. Proposed windows are primarily orientated to the street or the rear gardens of the development site and adjacent development, away from adjacent property windows. The north-west facing windows on the ground floor side elevation facing Rowan are proposed to be composed of obscured glazing. A condition will be attached requiring the upper level north-west facing windows (bedroom and bathroom) to be obscured glazed, and fixed below a height of 1.7m above finished floor level.

5.33 In terms of noise and disturbance from the construction works, these would be restricted by the control of the pollution act and would prevent unreasonable levels of noise and disturbance to neighbouring occupiers. A construction management is to be secured by way of condition to ensure that the disturbance to the highway network is minimised.

Basement development

5.34 Policy SP11 of Haringey's Local Plan requires that new development should ensure that impacts on natural resources, among other things, are minimised by adopting sustainable construction techniques.

5.35 DPD policy DM18 ('Residential Basement Development and Light Wells') requires the construction of new basements to demonstrate that a proposal will not adversely affect the structural stability of the application building and neighbouring buildings; does not increase flood risk to the property and nearby properties; avoids harm to the established character of the surrounding area and not to adversely impact the amenity of adjoining properties or the local natural and historic environment. Policy DM24 reiterates the requirement of new development to manage and reduce surface water runoff.

5.36 London Plan 2021 policy relates more specifically to large-scale basement development but in paragraph 3.10.6 it is recognised and outlined that small-scale basement excavations, where they are appropriately designed and constructed, can contribute to the efficient use of land, and provide extra living space. Paragraph 3.10.5 equally highlights the need to manage sensitively through the planning application process potential impact on the local environment and residential amenity.

5.37 The proposed development involves the formation of a new basement below the new dwelling house. A lightwell is located on the north-western side of the dwelling to provide light and ventilation to the gym and games room.

5.38 A Basement Impact Assessment (BIA) was submitted with the application. The BIA is based on a walkover survey of the site and a desktop study, which include a review of the geological and hydrogeological conditions. The BIA also includes 'Screening' and 'Scoping' sections.

5.39 The published geological maps indicate that the site could be directly underlain by superficial deposits of the Dollis Hill Gravel Member, which are underlain by solid deposits of the London Clay Formation. The risk of flood is considered to be low and the proposed basement is unlikely to have a detectable impact on the local groundwater regime. The desktop study concludes that the creation of the development will not adversely impact the site or its immediate environs, providing measures are taken to protect surrounding land and properties during construction. The proposed basement excavation will be within 5m of a public pavement, but more than 5m distance from neighbouring properties. A ground investigation is required to confirm ground conditions, groundwater levels (if any) beneath the site.

5.40 Overall, the level of information provided at the planning application stage is considered acceptable. As a matter of course it is pointed out that more detailed onsite investigations will take place to feed into the detailed foundation design and the construction phase of the development. A condition is to be imposed to ensure that the structural side of the basement/excavation works are overseen by a suitably qualified chartered engineer. The submission of a construction management plan (CMP) is also required prior to the commencement of works on site. This will provide further information on the broader programme of works associated with the construction of this new dwelling.

Transport and parking

5.41 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.

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

5.43 The Council's Transportation Team advised, in relation to the HGY/2021/2061 application, that the existing apartment block adjacent to the site, Rowan, currently

houses 14 flats. Included within the application site is highway access to a hardstand and 14 garages, accessed via two crossovers off Methuen Park.

5.44 It is noted that some of the existing garages may be used for storage and others for parking. The proposal includes redeveloping 12 of the 14 garages to construct a new dwelling house with 1 off-street car space.

5.45 The site's Public Transport Accessibility Level (PTAL) is 3 and the site is not located in any of the Borough's Controlled Parking Zones (CPZs). The applicant's transport consultant has estimated that the new house would generate demand for up to one car. It is also noted that the proposed car parking provision is in line with the London Plan (2021) maximum car parking standards, which state that for Outer London locations with a PTAL of 2-3 and dwellings with 3 or more bedrooms, up to 1 space can be provided per dwelling. Therefore, the proposed off-street parking provision is appropriate.

5.46 A parking stress survey (following the Lambeth methodology) was undertaken in May 2021 to estimate the existing on-street parking occupancy levels in the vicinity of the site, assess the impact of the loss of the 12 garages including the potential overspill of parked vehicles from the site to nearby on-street locations. The parking stress survey has identified that, on the busiest night of the survey, three cars were observed parked on the garage forecourt.

5.47 As a result, the garage and parking stress surveys have established that the development proposals (involving the demolition of the 12 garages) would displace a total of up to 9 cars, 6 from the existing garages and 3 from the forecourt. The transport consultant has assumed that, because 4 of the 6 cars parked in the existing garages are classic cars, these would not end displaced on street (thus reducing the effective displacement to 5 cars only). This may be correct but, for robustness, the transport consultant has also considered the worst-case scenario of 9 cars displaced on street.

5.48 The parking stress survey has concluded that, based on approximately a 5.5m bay length (a mid-point between the 5m requested by the Lambeth methodology and the 6m requested by Haringey Council's transport planning team), parking occupancy in the local streets around the site within a 200m walking distance would range between 67% on Methuen Park and 100% on Cranbourne Road, with an average of 86% throughout the surveyed area. With a 6m bay length, stress would increase to 71% on Methuen Park, 108% on Cranbourne Road and an average of 95% throughout the surveyed area.

5.49 The spare capacity available on street therefore varies considerably depending on

the street. Only two streets in the surveyed area have capacity below the 85% stress threshold (beyond which it becomes difficult to find a suitable space and practical capacity is reached), Methuen Park and Donovan Avenue.

5.50 Methuen Park which directly borders the site has a total spare capacity ranging from 16 to 27, depending on the bay length considered to calculate capacity (5m or 6m). The spare capacity before the 85% stress threshold is reached (beyond which it becomes difficult to find a suitable space) ranges from 8 and 17. Donovan Avenue, which is in close proximity to the site, has a total spare capacity ranging from 7 to 18 spaces. The spare capacity below the 85% threshold ranges from -1 to +8.

5.51 Across Methuen Park and Donovan Avenue, therefore, there is a combined total spare capacity ranging from 23 to 45 spaces, and a combined spare capacity below the 85% threshold ranging from 7 and 25. At a mid-point with an approximate 5.5m bay length, the combined spare capacity below the 85% threshold on Methuen Park and Donovan Avenue is estimated by the transport consultant at 18 spaces.

5.52 As the proposed development would displace a maximum of 9 cars on street, it is considered that the spare capacity in the immediate vicinity would be able to absorb that additional demand, even if other streets in the area are already beyond practical capacity.

5.53 The applicant's transport consultant has also highlighted that the future residents of the proposed development would most probably not generate any additional overspill parking on street, as their car demand would be catered for on-site by the proposed off-street space. However, as parking is uncontrolled in the area, it cannot be ruled out that the new houses would potentially attract a few visitor car trips, but the spare capacity identified on street (after reallocation of the 9 vehicles) would still offer some leeway.

5.54 A total of 2 long-stay cycle parking spaces are proposed, which accords with the London Plan (2021) minimum cycle parking standards.

5.55 Delivery and servicing activity would be undertaken from Methuen Park, in line with the existing arrangements on that street. There are no parking restrictions along Methuen Park, however vehicles would pull up and park where it is safe to do so. The predicted volume of vehicles per day and week is low.

5.56 Bin storage is located on the western portion of the site, near the front of the site. This location provides a direct pathway to the street via the driveway.

5.57 Given the above, the proposed development would have no significant impact on any of the local walking, cycling, public transport and highway networks.

Trees and landscaping

5.58 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals.

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

5.60 An Arboricultural Impact Assessment has been submitted as part of the application, concluding that there is no arboricultural impact to prevent approval of the application. The proposal does not involve the removal of any on-site or off-site trees. Conditions will be attached to manage tree protection during construction/demolition works.

5.61 The existing site is predominantly composed of hard surfaces. The proposed landscaping scheme introduces lawn and planted beds to form the front and rear garden. Paving for the driveway and pathways is proposed to be permeable to allow for drainage. A green roof is proposed over the rear of the ground floor level. Conditions will be attached to require further details of the landscaping scheme to ensure a high level of visual amenity in the setting of the proposed development.

Energy and sustainability

5.62 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 on-site renewable energy generation.

5.63 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.

5.64 The information submitted as part of an energy and sustainability statement indicate that the resulting development would be more energy efficient and sustainable than the existing, achieving over a 57% reduction in CO₂ emissions and is supported in this regard. In addition, given that the application relates to minor development, the proposal would not be subject to a carbon off-set contribution.

Conclusion

5.65 The proposed development would provide one new dwellinghouse in a sustainable location and would sufficiently preserve the character and appearance of this part of the Muswell Hill Conservation Area. The proposal would have an acceptable impact upon the residential amenity of neighbouring occupiers, trees of special amenity value and upon on-street parking pressure and highway safety, subject to conditions.

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

6. CIL APPLICABLE

6.1 The development is more than 100 square metres, is for a whole new unit, and as such is liable for CIL. Based on the information given on the plans, the Mayoral CIL charge will be £12,458.15 (193 sqm x £64.55) and the Haringey CIL charge will be £75,968.66 (193 sqm x £393.62 (Indexation included)). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

7. RECOMMENDATION

GRANT PLANNING PERMISSION subject to conditions.

Conditions

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

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

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

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. Samples of materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any above ground development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy D3 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

4. No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:

- a) parking and management of vehicles of site personnel, operatives and visitors
- b) loading and unloading of plant and materials
- c) storage of plant and materials
- d) programme of works (including measures for traffic management)
- e) provision of boundary hoarding behind any visibility zones
- f) wheel washing facilities:

have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period.

Reason: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

5. Prior to the commencement of the development hereby approved details for the protection of retained trees and position of protective fencing in accordance with BS 5837:2012, shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall be implemented in strict accordance with the approved details.

Reason: In order to ensure the safety and wellbeing of the trees close to the development during constructional works that are to remain after works are completed consistent with Policy G7 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

6. Prior to the first occupation of the development, a scheme for the treatment of the surroundings of the proposed development including the timescale for the planting of trees and/or shrubs and appropriate hard landscaping has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be implemented in accordance with the approved details.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity consistent with Policy G7 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

7. Prior to the first occupation of the development, details of all enclosures around the site boundary (fencing, walling, openings etc) at a scale of 1:20, have been submitted to and approved in writing by the Local Planning Authority. Details shall include the proposed design, height and materials. The approved works shall be completed prior to occupation of the development and shall be permanently retained thereafter.

Reason: In the interest of public safety and security and to protect the visual amenity of the locality consistent with Policies D1 and D3 of the London Plan 2021 and Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

8. The dwelling hereby approved shall be designed to meet Part M4 (2) 'accessible and adaptable dwellings' of the Building Regulations 2015 (formerly Lifetime Homes Standard) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards in relation to the provision of accessible and adaptable dwellings.

9. Before the first occupation of the dwelling hereby permitted, the upper floor side windows shall be fitted with obscured glazing and any part of the window that is less than 1.7 metres above the floor of the room in which it is installed shall be non-opening and fixed shut. The window shall be permanently retained in that condition thereafter.

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

10. The basement works hereby approved shall not commence until such time as a suitably qualified chartered engineer with membership of the appropriate professional body has been appointed to inspect, approve and monitor the critical elements of both

permanent and temporary basement construction works throughout their duration to ensure compliance with the design which has been checked and approved by a building control body. Details of the appointment and the appointee's responsibilities shall be submitted to and approved in writing by the Council prior to the commencement of development. Any subsequent change or reappointment shall be confirmed forthwith and retained for the duration of the construction works.

Reason: To safeguard the appearance and structural stability of neighbouring buildings and the character of the immediate area in accordance with the requirements of policy.

11. No part of any structure hereby granted shall be used as a roof terrace or balcony.

Reason: In order to restrict the use of the premises to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable consistent with Policy DM1 of The Development Management DPD 2017.

12. Before any above ground development commences, details of the 'green roof' and a maintenance scheme shall be submitted to, and approved in writing by, the Local Planning Authority. Details shall include species, planting density, substrate and a section at a scale of 1:20 showing that adequate depth is available in terms of the construction and long term viability of the green roof. The approved works shall be completed prior to occupation of the development and shall be permanently retained thereafter.

Reason: To ensure a sustainable development consistent with Policies SP0, SP4 and SP11 of the Haringey Local Plan 2017.

13. The garages and parking spaces shown on the approved drawings shall be permanently retained and used in connection with the dwelling forming part of the development, unless there is prior approval in writing by the local planning authority.

Reason: In order to ensure that the approved standards of provision of garages and parking spaces are maintained in accordance with the approved plans consistent with Policy T6.1 of the London Plan 2021 and Policy DM32 of The Development Management DPD 2017.

14. The applicant will be required to provide 1 car parking spaces with active electric charging points.

Reason: To comply with the London Plan, and reduce carbon emission in line with the Council's Local Plan Policy SP7.

15. The energy efficiency measures/features and renewable energy technology (air source heat pump), which provide for no less than 57% on-site regulated CO₂ reduction as detailed within the 'Energy Statement' shall be installed and operational prior to the first occupation of the development. Should, following further assessment, the approved renewable energy option be found to be no-longer suitable: a) a revised scheme of renewable energy provision, which shall provide for no less than 57% onsite regulated CO₂ reduction, shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The final agreed scheme shall be installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.

Reason: To comply with Local Plan Policy SP4 and in the interest of adapting to climate change and to secure sustainable development.

16. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (and any order revoking and re-enacting the order) no extensions or outbuildings shall be built and no new window or door openings inserted into any elevation of the buildings (other than that development expressly authorised by this planning permission).

Reason: To safeguard the amenities of neighbouring occupiers and the general locality.

Informatives:

INFORMATIVE: Hours of Construction Work

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays.

INFORMATIVE: Land Ownership

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

INFORMATIVE: Community Infrastructure Levy

The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayoral CIL charge will be £12,458.15 (193 sqm x £64.55) and the Haringey CIL charge will be £75,968.66 (193 sqm x £393.62 (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.

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