

Officer Report

Application Number:	HGY/2023/0926
Application Type:	Full planning permission
Address:	43 Belmont Avenue, Tottenham, London, N17 6AX
Proposal:	Redevelopment of site to provide 5 apartments - consisting of 3 x 1 bed & 2 x 2 bed flats. (Revised Scheme)
Case Officer:	Kwaku Bossman-Gyamera
Valid Date:	31/03/2023
Applicant:	3 Mr S Oliver
Agent:	Mr Andrew MacDougall, AJM Planning

RECOMMENDATION

Approve with Conditions

1. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

1.1 This is an application for the redevelopment of the site from a vacant builder's storage yard to provide five high-quality residential development units consisting of 3 x 1 bed and 2 x 2 bed flats.

1.2 The proposal contains a two-storey structure above ground level with a flat roof, including proposed new stepped basement level with satisfactory floor to ceiling height, living area and associated lightwells.

Site and Surroundings

1.3 The application site is situated on a plot of land to the rear of no.43 Belmont Avenue, which is accessed from Belmont Avenue. The site is located at the junction of two terraces set at angles to each other on Belmont Avenue, a residential street comprising two storey terraced Victorian houses with additional attic accommodation.

1.4 The main access to the site is via a solid metal gate from Belmont Avenue. It is bounded to the north and southeast by the brick and timber garden walls of the neighbouring terrace buildings and to the northwest by a ball court belonging to Grove School.

1.5 To the rear (southwest), the site has a more open and elevated aspect with a grass verge sloping down on to Ivatt Way. A metal perforated fence defines the boundary with an additional fence located approximately 1-2m beyond the boundary fence. Ivatt Way is built on the site of an old railway line that was infilled and developed as a residential estate (thought to be in the

1960/70s), which explains the topography to the rear of the site. The entrance elevations of Ivatt Way are approximately 17.5m from the site boundary.

1.6 The site was previously used as a builder's storage yard. Two shipping containers, a large scaffolding frame, a dilapidated single-story WC together with a large, shed building and partially demolished storage building currently occupy the site.

1.7 The surrounding area is wholly residential in character. The site is not located within any conservation area and does not fall within the curtilage of a listed building.

Relevant Planning and Enforcement history

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

- HGY/2022/2212 -Withdrawn 31/03/2023 - Redevelopment of site to provide 5 apartments - consisting of 3 x 1 bed & 2 x 2 bed flats. This application was withdrawn following officers' concerns in relation to the overall bulk, scale and massing of the building. Agent was advised to redesign the scheme to reduce the size in order to complement the surrounding neighbouring properties.

2. CONSULTATION RESPONSE

2.1 The responses below were received following consultation on the application:

Internal:

- 1) LBH Transportation Team: No objection subject to conditions.
- 2) LBH Climate Change Officer: No objection subject to conditions.
- 3) LBH Environmental Health (Pollution)Team: No objection subject to conditions.
- 4) LBH Arboricultural Team: No further objection raised.
- 5) LBH Building Control: no comments.

External:

- 6) Thames Water: No objection but suggested some informative.

3. LOCAL REPRESENTATIONS

3.1 The application has been publicised by way of 97 letters. The number of representations received from neighbours, local groups, in response to notification and publicity of the application were as follows:

No of individual responses: 16

Objecting: 16

Supporting: 0

3.2 The following issues were raised in representations that are material to the determination of the application and are summarised and addressed in the next section of this report:

- Objection on the grounds that the proposed building is modern and ugly and is incompatible with local neighbourhood surroundings. The development is out of character for the area and does not keep the same massing and aesthetics as other local buildings.
- Unsuitable level of access to the site, lack of light and privacy, unacceptable level of noise pollution during construction.
- Proposal would increase parking pressures/noise from new residents. Concern for all the residents of the street is the increased footfall and crowding to the area.
- Proposed building that would overlook the rear bedroom windows of both the ground and first floor flats of 43, thus impacting the privacy of both sets of occupants.
- Haringey needs family homes rather than more flats.
- There is no fire engine access to the site as the entrance is not wide enough.
- The building still too close to my house and will make my house and garden much darker as it will block much of the light from side.

3.3 Comments on representations

- Objectors' comments are noted. The current scheme has been amended following officers and adjoining occupiers' concerns. The overall scale of the development has been reduced and sensitively design to compliment its surrounding. The modern design approach is not necessarily bad one, but evolution of the site – given its restrictive nature and as such the design approach is considered to be acceptable.
- Owing to the significant separation between the built form overall the proposal is not considered to impact upon the amenities of these adjoining occupiers.
- The scheme is designated as car-free development and as such it is unlikely to generate any additional traffic upon the surrounding roads.
- Concerns relating potential disruption during construction, such as materials and dust. As with any construction work, it is accepted that the building works will cause a certain amount of disruption to adjoining occupiers. However, this short-term disruption is not considered to be a justifiable reason for refusal.
- Concerns about cumulative impact of flatted developments within the surrounding area – each application is assessed on its own merits and cumulatively there is not considered to be a detrimental impact caused by the proposal. Proposed flat provide a good quality residential accommodation to the benefit of the council's housing stock.

4. MATERIAL PLANNING CONSIDERATIONS

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

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

Principle of development

4.2 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).

4.3 London Plan Policy D3 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.

4.4 The site is vacant and derelict structures have a demoralising and downgrading effect on the area. The Council's therefore welcomes the principle of bringing back into use vacant sites, as in this instance. In judging the acceptability of residential use in this location it is considered that residential use would be appropriate in this predominantly residential area. The provision of additional housing at this location would be supported by policies SP2 of the Core Strategy which seeks to meet and exceed the borough housing targets through the provision of additional housing in suitable location as in this instance.

4.5 The site is located within an existing residential area and as such, providing that the proposal respects the character and appearance of the surrounding area and there is no other material impact, a residential scheme such as this is in principle supported.

4.6 The proposed scheme resulting in a creation of five residential units are considered appropriate in principle at this location.

Design and appearance

4.7 London Plan (2021) policies emphasise the importance of high-quality and seek to optimise site capacity through a design-led approach. Policy D4 '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.

4.8 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.

4.9 Following the pre-application discussion with officers and the subsequent withdrawal of the previous application, the current submitted plans have been significantly amended to reduce the bulk and massing of the proposed development.

- The revised design is set back from all site boundaries in order to safeguard the amenities of the adjoining properties and their gardens.
- Windows have been relocated to avoid any potential overlooking to neighbouring properties and their gardens.
- The size and quality of outdoor amenity space has been increased to all proposed units.
- Landscape proposal has been revised to increase planting and relocate recycle and refused store including secure bicycle storage.
- The communal courtyard is simpler in design and would appear significantly less cluttered than previous iteration.

4.10 Overall, the current scheme addresses the concerns raised in the previous application withdrawn.

4.11 The proposed building would be located at rear of 43 Belmont Avenue and being located within a back land site, its role within the wider street scene would be minimal. The building is considered to have taken into account its location, being at a 90-degree angle to the properties fronting Ivatt Way. The rear elevation of the proposed building would therefore be separated, at its closest point by 19.4 metres (from all the adjoining occupiers at Ivatt Way).

4.12 The proposed development would be contemporary two storey with a basement building with a flat roof which would be subservient to the host property. Taking into account the back land nature of the site, the varied character and appearance of the built form seen both within Belmont Avenue and Ivatt Way, as well as the site constraints, overall, the proposed contemporary design approach is considered to be a positive addition to the wider area.

4.13 The proposed building would incorporate terraces within rear elevation at first floor level, which are sensitively designed to minimise overlooking, but not significantly increase the buildings mass to an unacceptable degree. Overall, it is considered that the design integrates into the site and surroundings whilst maximising the number of units that can be delivered.

4.14 The building is recessed into the ground by half a level to lower the height of the building and make the parapet at first floor commensurate with the eave's levels of the existing terraces. This helping to reduce impacts but also ensuring that internal space is of high quality.

4.15 At first floor, the fifth apartment is set back from the parapet and is rotated to contrast with the lower two floors, create private terraces and provide a playful element informed by the existing geometry of the existing Belmont Avenue terraces. This also reduces the massing of the building and impact on the neighbouring buildings.

4.16 The scheme arrangement defines a landscaped entrance courtyard accessed from the junction between the two terraces on Belmont Avenue and creates a primary frontage to Ivatt Way, effectively resolving the uncomfortable gap where the two lines of terraces meet. This directly follows pre-application request that the entrance area be communal and an attractive entrance point for future occupiers and visitors.

4.17 The proposed building materiality would mainly constitute brick, detailing fenestration used throughout the building. Overall, this approach is supported, subject to further details relating to this being secured via condition.

4.18 The scheme is considered to be a sensitive intensification of an existing vacant builder's storage yard which makes the best use of the site whilst being of an appropriate scale that respects the existing character of the wider area.

Standard and quality of residential accommodation

4.19 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.

4.20 All of the proposed flats would accord with minimum standards and would be afforded an adequate level light and outlook. It is also considered that the flats would be acceptable in terms of their stacking with the main living accommodation located above one another.

4.21 A refuse and recycle store would be provided to the ground floor to the rear of the site and would be accessible by all residents.

4.22 All of the proposed upper floor flats would have access to terrace which would meet the requirements of the London Plan (2021) in terms of its size. The development is considered to result in a high-quality development with all units provided acceptable internal and external space.

Basement

4.23 Provision of basement accommodation in the development and raise concerns over basement construction and the impact of basement upon the water table, party wall and sewer. However, in accordance with Policy DM 18, the applicant has provided a basement impact Assessment. The statement conclude that design and construction of the basement accommodation is in line with industry norms and there are no technical reasons why the basement should not be constructed as planned. The provision of basement accommodation is therefore considered to be acceptable in terms of policy DM18 subject to appropriate condition to ensure satisfactory construction.

Impact on neighbouring amenity

4.24 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.

4.25 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.

45, 47 and 49 Belmont Avenue

4.26 The proposed building would be located approximately 3.2m from the boundary 45 Belmont Avenue. Taking into account that any overlooking would be restricted to the very end of their private amenity space and separation to the built form would be significantly increased overall there is not considered to be detrimental impact upon these adjoining occupiers.

4.27 At its closest point, the proposed development would be approximately separation from 47 and 49 by 11 - 17 metres. However, as the proposed development building step in and away from boundary behind 47. Overall, considering the proposed step in the proposed massing and subsequent separation distance as well as the existing third-party trees, which are proposed to be protected accordingly, the amenities of these adjoining occupiers are considered to be satisfactorily protected.

4.28 The building would be set off sensitive site boundaries to ensure that there is no dominant impact created either upon neighbouring dwellings or sensitive open spaces. While some neighbours will be able to see new built form, the built form visible will be set a significant distance from neighbouring properties and would in no way prove to be prominent or intrusive. Neighbour and new occupant amenities are respected and would be of a high quality.

39, 41 and 43 Belmont Avenue

4.29 There would be an approximately separation of 4.2 metres between the proposed side elevation of the building and the boundary with 43 Belmont Avenue. However, this separation is increased to approximately 17 metres between the rear of 39 Belmont Avenue and that of the proposed flatted development. There is noted to be one flank window within the developments first floor level, however considering the separation distances, overall, there is not considered to be a detrimental impact upon the host properties futures amenities. Whilst there are roof terraces located within the rear elevation of the development, owing to the separation distances to the boundary, the existing boundary treatment (which is stated to be repaired and replaced where required to be 1.8 metres in height) and that the proposed development is at a 90 degree angle to this adjoining occupiers property, overall the proposal is not considered to lead to an unreasonable level of overlooking or a loss of privacy due to the development. Windows have been relocated to avoid any potential overlooking to neighbouring properties and their gardens.

4.30 Concerns have been raised in relation to the proposed access road and the potential impact this would have on the adjoining occupiers. As the proposed building is for residential use, within a residential area, overall, it is considered that the proposal would not result in undue noise, light or air pollution from an increased number of occupants or vehicles on site.

4.31 Subject to conditions, the proposed development is not visually intrusive and would not result in any significant loss of privacy.

Light

4.32 A daylight/sunlight analysis was submitted with the application and an analysis on the effect of the proposed development itself and to windows in adjacent residential properties in Belmont Avenue and Ivitt Way was undertaken.

4.33 The assessments are based on the numerical tests laid down in the Building Research Establishment (BRE) guide 'Site Layout Planning for Daylight and Sunlight: a good practice guide, 3rd Edition' by P J Littlefair 2022.

4.34 The advice given in the BRE is not mandatory and the guide should not be seen as an instrument of planning policy; its aim is to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design.

4.35 The results demonstrate that the proposed development design achieves a very high level of compliance with the BRE recommendations. Whilst a small number of rooms and the outdoor amenity areas do not meet the recommendations, the results are not unusual in the context of an urban location. The proposed design will provide the development's future occupiers with high levels of natural light. The proposed development would be consistent with the NPPF, which requires developments to provide acceptable living standards whilst making efficient use of land.

4.36 Looking at neighbouring properties the results demonstrate that the proposed development will have a low impact on the light receivable by its neighbouring properties. Taking into account the overall high level of compliance with the BRE recommendations, and the mitigating factors set out in section 4 of the consultant report, the proposed development is acceptable in terms of daylight and sunlight. In this case officers concur with the outcomes of the daylight/sunlight analysis that no adverse loss of light would result to adjacent residential occupiers from the proposed siting and massing of the proposed development.

Transport considerations

4.37 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.

4.38 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'.

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

4.40 No off-street parking is proposed on the site. The site has Transport for London Ptal rating of 4 and is within an 8-minute walk of Turnpike Lane station and Wood Green Metropolitan Centre. There are also three local bus routes serving Downhills Park Road, which is a two-minute walk away. A total of 8 cycle spaces (2 per house) are proposed, as well as a cycle rack providing 2 visitor cycle spaces. This would comply with the London Plan 2021. Given the site is within a relatively short walking distance to local buses, the underground station and the Metropolitan Centre, then it is considered the proposed development would assist in promoting sustainable travel use.

4.41 The site is located within a Controlled Parking Zone (CPZ). Notwithstanding that the applicant has agreed to enter into a legal agreement to prevent residents of the proposed houses from obtaining residential parking permits in the event of a CPZ coming forward in the local roads.

4.42 While it is acknowledged that the submitted Transport Statement and parking survey therein shows a very high level of on-street daytime/night-time parking stress, it is considered the accessibility of the site and sustainable travel measures that could be accessed would not lead to any adverse increase of off-street parking detrimental to the parking availability and traffic generation on local roads.

4.43 The parking survey study has shown that there is ample 'spare' parking capacity within the immediate vicinity of the proposal site. Therefore, motorists associated with the proposed development will be able to park safely on-street if need be. They will not cause any consequent risk of hazard, or inconvenience to road users or residents alike. There were at least 66 spare unrestricted parking spaces within the study area, maximum parking stress was calculated as being 67%. A car free development is therefore absolutely appropriate.

Trees and landscaping

4.44 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.

4.45 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.

4.46 A detailed Arboricultural Report has been prepared in support of this application. The purpose of this report is to provide a consideration of the arboricultural implications of the construction of a block of five apartments with associated hard and soft landscaping and ancillary structures for bin and cycle storage.

4.47 Trees considered to be within the influencing distance of the development have been assessed in accordance with BS5837:2012. All trees on and near the site that could potentially be affected by the development were considered. It is confirmed that there are no trees within the boundaries of the proposed development site. The scheme will require no tree removals to facilitate this development.

4.48 The trees in neighbouring gardens will be retained trees and protected in accordance with BS 5837:2012 specifications throughout the development. The development proposal includes landscaping with replacement tree and shrub plantings to improve the biodiversity and provide future canopy cover.

4.49 Council's tree officer is satisfied with the proposed measures to protect the adjoining trees and these recommendations are proposed to be conditioned accordingly.

Energy and sustainability

4.50 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.

4.51 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.

4.52 The proposed building has been designed to achieve the highest of environmental performance standards following the Energy Hierarchy as set down by the London Plan and the London Borough of Haringey's local plan policies.

4.53 A supporting Energy Report has been submitted that takes on board the latest GLA guidance on writing energy statements (April 2020) as well as taking into account matters raised with the adopted London Plan.

4.54 A 'Lean, Clean, Green' approach has been adopted and the development achieves an overall improvement (DER/TER) in regulated emissions at over 81.64% above Part L 2013 standard, through the adoption of high standards of insulation, heat pump driven heating and hot water systems to the flats and a roof mounted PV array. This is also recommended to be secured via condition.

Conclusion

4.55 The proposal is considered acceptable. Given the significant need for housing within the Borough and the brownfield status of the site, the principle of this residential development is considered acceptable within this area. The proposed design would bring forward an innovative and original design of development on a backland site in a residential area and would represent a sensitive and sustainable redevelopment of the site. Whilst it is acknowledged that the mass of

built form would be greater than the existing garages currently on site, the proposal would be in context with the transition of the surrounding environment. The proposal would have no significantly harmful impact on the amenities of the adjacent properties and the application demonstrates that the impact on the highway network would be acceptable. Officers are satisfied that the scheme is worthy of a planning permission.

4.56 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.

5. CIL APPLICABLE

The development is less than 100 square metres but is for a whole new unit and as such is liable for CIL. Based on the information given on the plans, the Mayoral CIL charge will be £22,915.25 (355sqm x £64.55) and the Haringey CIL charge will be £18,978.30 (355sqm x £53.46 (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.

6. RECOMMENDATION

GRANT PERMISSION subject to the following condition(s):

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

- 3 Prior to the commencement of buildings works above grade, detailed drawings, including sections, to a scale of 1:20 to confirm the detailed design and materials of the:

- a) Detailed elevational treatment;
- b) Detailing of roof and parapet treatment;
- c) Windows and doors (including plan, elevation and section drawings indicating jamb, head, cill, reveal and surrounds of all external windows and doors at a scale of 1:10), which shall include a recess of at least 115mm;
- d) Details of entrances and porches which shall include a recess of at least 115mm;

- e) Details and locations of down pipes, rainwater pipes or foul pipes and all external vents;
- f) Details of balustrading;
- g) Facing Brickwork: sample panels of proposed brickwork to be used showing the colour, texture, pointing, bond, mortar, and brickwork detailing shall be provided;
- h) Any other external materials to be used,

Shall be submitted to and approved in writing by the Local Planning Authority, together with a full schedule of the exact product references for all materials.

The development shall thereafter be carried out solely in accordance with the approved details.

Reason: To safeguard and enhance the visual amenities of the locality in compliance with Policies DM1, DM8 and DM9 of the Development Management Development Plan Document 2017.

- 4 Notwithstanding the submitted details and prior to commencement of the development hereby approved a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority, detailing the programme of works and providing details in respect of the construction traffic movements, material and plant storage areas, details of necessary suspended car parking spaces, details of conveyor and gantry to transfer material over the footway. The approved details thereafter shall be implemented throughout the project period.

Reasons: 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 The applicant will be required to provide a minimum total of 10 x long-stay cycle parking spaces and 2 x short-stay cycle parking spaces in line with the London Plan (2021) standards and the London Cycle Design Standards.

Reason: To promote travel by sustainable modes of transport and to comply with the London Plan (2021) minimum cycle parking standards and the London Cycle Design Standards.

- 6 Prior to the first occupation of the development, the developer shall enter into an agreement with the Council as the Local Highway Authority under Section 278 of the Highways Act 1980 to undertake highway works comprising:
- Reinstatement of the footway on Belmont Avenue

A detailed drawing showing the extent and nature of all proposed highway works shall be submitted to the Council so that an estimate of the cost of the works to be paid in full by the applicant can be carried out. A contribution of £4,000 towards the amendment of the Traffic Management Order shall also be secured. No highway works shall commence until all funds have been paid to the Council.

Reason: To ensure the highway works are undertaken to high-level standards and in accordance with the Council's requirements. To enable the amendment of the Traffic Management Order enabling the reinstatement of on-street parking outside the site, as well as lining and signing works.

- 7 No development or works of site preparation shall take place until all trees that are to be retained within or adjacent to the site have been enclosed with temporary protective fencing in accordance with BS:5837:2012 'Trees in relation to design, demolition and construction. Recommendations'. The fencing shall be retained throughout the period of construction and no activity prohibited by BS:5837:2012 shall take place within such protective fencing during the construction period.

Reason: In order to ensure the safety and well-being of the trees on the site during constructional works that are to remain after building 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.

- 8 Notwithstanding the approved tree protection measures, which seek to protect and minimise the loss of established landscaping features to this site, details of supplementary landscape planting and hard-surfacing shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme/ detail as approved shall be carried out in the first planting season following the completion of the development.

Any trees, shrubs or plants that die within a period of five years from the completion of the development, or are removed and/or become seriously damaged or diseased in that period, shall be replaced (and if necessary continue to be replaced) in the first available planting season with others of similar size and species, unless the Local Planning Authority gives prior written permission for any variation.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity consistent with Policy D4 of the London Plan.

- 9 Details of a scheme for the storage and collection of refuse from the premises shall be submitted to and approved by the Local Planning Authority prior to the commencement of the use. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policies SI 7 and SI 8 of the London Plan 2021.

- 10 Before development commences other than for investigative work:

a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information.

b. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

c. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation

shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.

d. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

e. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

- 11 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

- 12 a. Prior to the commencement of the development, evidence of site registration at <http://nrmm.london/> to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during the demolition/construction phase of the development shall be submitted to and approved by the Local Planning Authority.
- b. Evidence that all plant and machinery to be used during the demolition and construction phases of the development shall meets Stage IIIB of EU Directive 97/68/ EC for both NOx and PM emissions shall be submitted to the Local Planning Authority.
- c. During the course of the demolitions, site preparation and construction phases, an inventory and emissions records for all Non-Road Mobile Machinery (NRMM) shall be kept on site. The inventory shall demonstrate that all NRMM is regularly serviced and detail proof of emission limits for all equipment. All documentation shall be made available for inspection by Local Authority officers at all times until the completion of the development.

Reasons: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

- 12 The development hereby approved shall be constructed in accordance with the Energy & Sustainability Statement by the PES (dated 20/07/2022) delivering a minimum 81.66% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 5.61 kWp solar photovoltaic (PV) array.

(a) Prior to above ground construction, details of the Energy Strategy shall be re-submitted to and approved by the Local Planning Authority. This must include:

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum XX% reduction in SAP2012 carbon factors, including details to reduce thermal bridging;
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp)
- Specification of any additional equipment installed to reduce carbon emissions.

The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.

(b) The solar PV arrays/ air source heat pump(s) must be installed and brought into use prior to first occupation of the relevant block. Six months following the first occupation of that block, evidence that the solar PV arrays have been installed correctly and are operational shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, an energy generation statement for the period that the solar PV array has been installed, and a Microgeneration Certification Scheme certificate.

Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.

- 13 No dwelling shall be occupied until details of the location of a water butt of at least 120L internal capacity to be installed to intercept rainwater draining from the roof of each dwelling has been submitted to and approved in writing by the Local Planning Authority and subsequently provided at each dwelling. The approved facilities shall be retained.

Reason: To reduce the risk of flooding and demand for water, increase the level of sustainability of the development and in line with Haringey Local Plan Policy SP5, DM21, DM24 and DM25.

- 14 (a) Prior to the above ground commencement of development, details of the living roof(s) and/or living wall must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:

- i) A roof plan identifying where the living roofs will be located; AND/OR A ground floor plan identifying where the living walls will be rooted in the ground, if any;
- ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);
- iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate;
- iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;
- v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with roof ball of plugs 25m³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native);
- vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
- vii) Management and maintenance plan, including frequency of watering arrangements.
- viii) A section showing the build-up of the blue roofs and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site;

(b) Prior to the occupation of 90% of the dwellings/of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roof has/have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs has/have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, S11 and S12 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

- 15 Prior to the occupation of the dwelling hereby approved a Unilateral Undertaking or equivalent mechanism shall be completed and submitted to the Local Planning Authority securing a payment of £3,220.50 to fund offsetting the remaining carbon emissions from this development.

Reason: In the interest of climate change and to help achieve zero carbon development across the borough and in compliance with Local Plan Policies SP4 and DM21.

- 16 All future occupiers of the new residential units, hereby approved shall not be eligible to obtain an on street residents parking permit except:

- i) In the case of disabled persons;
- ii) In the case of the resident who is an existing holder of a residents parking permit issued by the London Borough of Haringey and has held the permit for a period of a least one year.

Reason: To ensure that the development remains car free, in accordance with Policy DM32 of the adopted DPD and London Plan Policy T1.

Informatives:

INFORMATIVE: Party Wall Act

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

INFORMATIVE: Land Ownership

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

INFORMATIVE : 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 Mayor's CIL charge will be £22,915.25 (355 x £64.55) and the Haringey CIL charge will be £18,978.30 (355 x £53.46). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

Note: The CIL rates published by the Mayor and Haringey in their respective Charging Schedules have been inflated in accordance with the CIL regulations by the inflation factor within the table below

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.