



Officer Report

Application Number:	HGY/2023/0345
Application Type:	Householder planning permission
Address:	2C Landrock Road, London N8 9HP
Proposal:	Erection of one-storey 2no. bedroom dwellinghouse with basement development and associated amenity space (resubmission of withdrawn application ref : VOID/2021/1691).
Case Officer:	Cameron Sturges
Valid Date:	31/07/2023
Applicant:	Mr F Karimi
Agent:	Mr James Botterill

1. SUMMARY OF RECOMMENDATION

GRANT PLANNING PERMISSION, subject to conditions

2. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

2.1 This is an application for the erection of a two-storey, 2no. bedroom dwellinghouse with a basement and associated amenity space.

Site and Surroundings

2.2 The subject site is located on the northern side of Landrock Road, between the junctions of Gladwell Road and Ferme Park Road. The application site was formerly host to garages and now lies vacant. The street scene mainly consists of terraced dwellinghouses.

2.3 The site is not located within any conservation area and does not fall within the curtilage of a listed building. The subject site is however located in proximity to the Crouch End Conservation Area which covers a portion of Landrock Road, Drylands Road and Gladwell Road to the south, west and north of the site.

Relevant Planning and Enforcement History

2.4 The relevant planning and enforcement history of the site is outlined below:

HGY/2022/0281 - Erection of dwelling house with associated excavation of basement accommodation; Associated amenity space and space for external bin and cycle storage – Not Determined

115, Ferme Park Road, London, N8 9SG

HGY/2014/3411 - Demolition of garage and erection of a two-bedroom three person house accessed from Landrock Road – APPROVED 26/01/2015

HGY/2016/2971 - Demolition of garage and erection of a two bedroom three person house accessed from Landrock Road (resubmission of granted permission HGY/2014/3411) – APPROVED 20/10/2016

3. CONSULTATION RESPONSE

3.1 The following were consulted regarding the application:

- LBH Transportation
- LBH Cleansing
- LBH Carbon Management

3.2 The following responses were received:

Internal:

- 1) Transportation – Raises objections to the proposal, further outlined in the transport section.
- 2) LBH Cleansing – No objections.
- 3) LBH Carbon Management – No comments received.

4. LOCAL REPRESENTATIONS

4.1 The application has been publicised by way of 37 letters. The number of representations received from neighbours, local groups etc in response to notification and publicity of the of the application were as follows:

No of individual responses:

Objecting: 14

Supporting: 1

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

- Impact on nearby conservation area
- Issues with plot size
- Lack of respect towards local architecture
- Loss of garden space
- Disruption, noise and pollution during development

- Impact on nearby infrastructure and utilities
- Subsidence/structural damage
- Development would be out of character with locality
- Impact on hydrology
- Loss of light/outlook
- Overshadowing on neighbouring properties
- Impact on privacy
- Parking

4.3 All above comments have been addressed below in the discussion.

5. MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of Development;
2. Design & Appearance;
3. Impact on neighbouring amenity;
4. Standard and quality of residential accommodation;
5. Inclusive access;
6. Basement Development;
7. Energy and sustainability;
8. Transport considerations; and
9. Waste and recycling.

Principle of Development

5.2 London Plan (2021) Table 4.1 sets out housing targets for London over the coming London Plan Policy H1 and Table 4.1 identify the overall housing targets for Boroughs (Haringey's 10-year target – 15,920). In addition, London Plan Policy H2 sets out a presumption in favour of development proposals for small sites (below 0.25 hectares in size) and in Table 4.2 a minimum target for housing delivery on small sites is identified for Boroughs (Haringey's 10-year target is 2,600).

5.3 The development here is viewed to be 'backland/ in-fill development' by virtue of where the development would sit. The local plan has a specific policy on backland, infill and garden land development. Policy DM7 of the Development Management DPD states that there will be a presumption against the loss of garden land but equally the subtext of the policy outlines that for the Council to meet its housing needs, optimising existing built sites it may be necessary, but importantly such development should be of "sensitive design in order not to detract from the character of the street scene, the architectural integrity and scale of adjacent buildings or from residential amenity". Part B of the policy outlines a number of criteria that should be met in relation to infill/ backland development as set out below:

- a. Relate appropriately and sensitively to the surrounding area as well as the established street scene, ensuring good access and where possible, retaining existing through routes;

- b. Provide a site specific and creative response to the built and natural features of the area;
- c. Where appropriate, repair or re-provide street frontages and provide additional passive surveillance and increased security;
- d. Safeguard privacy, amenity, and ensure no loss of security for adjoining houses and rear gardens;
- e. Retain and provide adequate amenity space for existing and new occupants; and
- f. Incorporate at least one street frontage or be ancillary to the host dwelling and the adjacent houses/terraces.

5.4 In policy terms the principle of residential development is considered to be acceptable, given the site is previously developed land and benefits from a road frontage. Previous planning consent has also been given for residential development on this site (HGY/2014/3411) and the proposed scheme therefore accords with additional housing supply at this location.

Design and Appearance

5.5 DPD 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.

5.6 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. Policy DM1 requires that new development must contribute to the character and amenity of the local area by amongst other things relating positively to neighbouring structures by having regard to building heights; form, scale and massing around the site; urban grain; local architectural styles; detailing and materials.

5.7 The proposal seeks to erect a contemporary, detached two-storey dwellinghouse with basement and associated outdoor amenity space. Materials used in the development will include a dark grey zinc cladding and buff facing brickwork. The dwelling will also include a low-pitched roof and flat parapet towards the front of the dwelling. The scheme also proposes to erect a boundary fence constructed from a combination of timber, brick and galvanised railings.

5.8 The ground floor of the dwelling will be visible from the street and is set back from Landrock Road, sited on the boundary with No.2 Landrock Road and No.117 Ferme Park Road and pulled in from the boundary with No.115 Ferme Park Road.

5.9 The height of the dwelling will be approximately 3.5m, 7.6m wide and approximately 7m in depth. The bulk, height, massing and footprint of the proposed building would be minimal in comparison to the surrounding residential housing. As such, the proposed building is considered to be sensitive to the character and appearance of the area,

including the nearby Crouch End Conservation Area (CA) which lies approximately 20-30m west of the subject site on Landrock Road. Whilst the subject site is not located within the CA, it is important that the design of this structure is sensitive to the appearance of the CA. The proposed materials, scaling, bulk and massing would provide a design that is a modest addition in relation to the nearby CA and would therefore not harm its character or appearance.

5.10 The dwelling has been designed to deliberately reference the previous garage structure at the site in terms of its height above ground level and its form and appearance. In particular, it retains a subservient scale when compared to the taller established buildings within the immediate vicinity. The dwelling would retain a suitable stepped arrangement between buildings in Landrock Road and Ferme Park Road, as per the existing arrangement, and this is not considered to be overly dominant for the street scene of Landrock Road.

5.11 Overall, the proposed high quality contemporary design and appearance is considered to appear appropriate within the context of the streetscene and would have an acceptable impact on the character and appearance of the area. The proposed development is therefore in accordance with the abovementioned policies.

Impact on neighbouring amenity

5.12 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.

5.13 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.

5.14 The siting and scale of the proposed new dwelling would ensure that it would not result in an unacceptable loss of light, outlook, overshadowing or create an unacceptable visually overbearing impact on neighbouring occupants. The orientation of the side facing windows have been positioned to ensure that they would not afford overlooking of neighbouring properties to an unacceptable degree.

5.15 A Daylight and Sunlight report for the impact on neighbouring properties has been produced by GIA Chartered Surveyors dated 28th July 2023. The report concludes that neighbouring properties situated at 2 Landrock Road, 115 and 117 Ferme Park Road would maintain 100% BRE compliance in relation to daylight and sunlight as these properties will be minimally affected as a result of the proposed development.

- 5.16 Overall, it can be demonstrated that there will be no unacceptable harm to the living conditions of neighbouring residents. As such, the scheme is considered to be in accordance with policies outlined above.

Inclusive access

- 5.17 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 requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users.

- 5.18 In this particular case the proposed dwelling would be compliant with Part M4(2). A WC will be provided on the ground floor close to the entrance, which will be suitable for ambulant disabled use. A condition is attached to secure this. The proposal is therefore acceptable with regards to the policies outlined above.

Standard and quality of residential accommodation

- 5.19 London Plan (2021) policy D6 requires the design of all new housing developments to enhance the quality of local places and for the dwellings in particular to be of sufficient size and quality. Local Plan (2017) Strategic Policy SP2 and Policy DM12 of the Development Management DPD 2017 reinforce this approach. The Mayor's Housing SPG sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered.

- 5.20 The London Plan further gives guidance on the minimum individual room sizes for the residential development proposals. In line with the London Plan space standards, all the individual rooms and the private amenity space afforded to the new house would meet or exceed the minimum thresholds to result in an acceptable level of residential accommodation for future occupants in accordance to Local Plan Policy SP2, London Plan Policy 3.5 and the Mayor's Housing Supplementary Planning Guidance.

- 5.21 The proposed dwelling would be set over 2 floors with an open plan kitchen-living area provided at ground floor level with 2-bedrooms, bathroom and living room area located at lower ground level. The new dwelling would have an internal floor space of 122sqm which would comfortably exceed the 70 sq.m required to meet minimum floor space standards as set out in London Plan.

- 5.22 The upper ground floor level includes kitchen and dining space which features windows serving the front and side (south/southeastern) elevations. The lower ground floor/basement levels includes both bedrooms. Internal daylight and sunlight here would be experienced via windows/doors facing outwards to the lower courtyard space.

- 5.23 An Internal Daylight and Sunlight Report has been commissioned by GIA Chartered Surveyors dated 28 July 2023. The report concludes that two out of four assessed habitable rooms achieve the minimum levels of spatial Daylight Autonomy (sDA) recommended within the UK National Annex for residential buildings. These rooms include the kitchen/dining space on the upper ground floor and the living room located

at lower ground floor/basement level. Furthermore, the report acknowledges that daylight availability for the bedrooms in the basement is significantly restricted as a result of the obstruction from the fencing of the proposed dwelling and the overhang from the balcony in the upper ground floor level.

5.24 The report concludes that the dwelling will be provided with very good sunlight amenity in the main habitable spaces, however, the bedrooms will fall short of the recommended values. The applicant has since provided updated plans with a rooflight on the balcony above bedroom 1 and this is considered to mitigate any issues associated with daylight and sunlight restrictions. Officers are satisfied that despite the concerns of daylight and sunlight for bedroom 2, the generous size of the lower courtyard would still provide adequate sunlight and daylight here.

5.25 In consideration of the above, the proposed dwelling would provide a sufficient standard of quality residential accommodation for future occupants.

Basement Development

5.26 DPD policy DM18 ('Residential Basement Development and Light Wells') requires householder extensions for basement development 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 outlines the requirement of new development to manage and reduce surface water runoff.

5.27 London Plan 2021 policy relates more specifically to large-scale basement development but in paragraph 3.10.6 it outlines and recognises 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 impacts on the local environment and residential amenity.

5.28 A Basement Impact Assessment (BIA) produced by Tunstall Smith King (TSK) has been submitted with this application dated December 2021, which seeks to demonstrate that the impacts of the works would be acceptable as required by Policy DM18 of the Council's 2017 Development Management Development Plan Document (DPD). This policy requires proposals for basement development to demonstrate that the works 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 will not adversely impact the amenity of adjoining properties or the local natural and historic environment.

5.29 The application site is located within a critical drainage area and 'Flood Zone 1', however, risk of the property flooding is low. London Clay is located underneath the application site and it is concluded that the water encountered from nearby borehole records indicate that either no water or surface water only was experienced during

testing. It is noted that the BIA provided with this application was for a previous scheme that included 2 basement floors, with a similar design to this scheme. The BIA was reviewed by Officers and is considered acceptable.

- 5.30 The BIA outlines how the basement will be constructed. Specifically, the new basement perimeter retaining walls are to be constructed using piling and the installation of capping beams in order to minimise disturbance to the existing adjacent structures. Temporary propping will be required to stabilise the excavation in temporary conditions and control lateral movements until the construction of the basement concrete shell is finished. The authors of the BIA, TSK, will appoint a suitable contractor for this scale of project. A Mechanical Engineering Consultant will be appointed to design the internal foul and external storm drainage. The ground floor drainage is proposed to run via a gravity fed system and feed into the main sewer and the foul drainage will then be pumped back to ground level and discharged into the main sewer. A non-return valve will be installed at the main outfall to secure that the basement areas are not flooded by the combined sewer system in times of sustained heavy rainfall.
- 5.31 Mitigation measures for the works will be put in place to ensure there is no detrimental impact with regards to noise, vibration and dust on neighbouring properties. The mitigation measures will include continuous flight augering techniques for the piling, regular maintenance checks on any mechanical plant and pouring of any concrete within the permitted construction hours. The appointed contractor will be advised to ensure that any dust generating works will be completed off site.
- 5.32 TSK advise that the contractor shall provide monitoring points on the perimeter walls of both, 2 Landrock Road and 115 Ferme Park Road residences, as well as the site boundary walls near the proposed excavation during the construction of the basement.
- 5.33 The level of information provided at the planning application stage is considered acceptable, however as a matter of course it is pointed out that more detailed on-site investigations will take place to feed into the detailed foundation design and the construction phase of the development. A condition is being imposed to ensure that the structural side of the basement/ excavation works are overseen by a suitably qualified chartered engineer.
- 5.34 It should be noted that other legislation provides further safeguards to identify and control the nature and magnitude of the effect on neighbouring properties. In specific the structural integrity of the proposed basement works here would need to satisfy modern day building regulations. In addition, the necessary party-wall agreements with adjoining owners would need to be in place prior to the commencement of works on site. In conclusion, the proposal is considered acceptable in this regard.

Energy and sustainability

- 5.35 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.

- 5.36 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.
- 5.37 An Energy Statement produced by Ashby Energy Assessors has been submitted as part of the planning application. The development would achieve a 59% improvement in carbon emissions over the baseline requirements within Building Regulations compliant design. The development will further achieve 'zero carbon' through an offset payment in line with the London Plan guidance for £45.06. The new dwelling would be designed with energy efficient solutions incorporated into its construction with high quality, low impact materials to minimise the overall environmental impact.
- 5.38 The energy report concludes that an air source heat pump (ASHP) is the most viable option to deliver the 'Be Green' requirement.
- 5.39 A condition is being imposed requiring the development to be constructed in accordance with the Energy and Sustainability Assessment with further details in respect of the ASHP to be submitted for approval. Subject to compliance with these conditions, the development is acceptable from an energy and sustainability perspective.

Transport considerations

- 5.40 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.
- 5.41 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'.
- 5.42 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'

- 5.43 The Council's Transportation Team has been consulted and advises that the site has a PTAL value of 2 which is considered 'poor' access to public transport services. The site is located within the Crouch End 'A' Controlled Parking Zone.

Vehicle parking

- 5.44 The proposed development involves the retention of 2 vehicular crossovers and will result in the loss of off-street double garage parking for 2 Landrock Road/115 Ferme Park Road. The applicant has not submitted a parking stress survey/assessment with this application and the Council's Transport Team has therefore raised objections to this proposal. On-street parking restrictions for future occupants of the dwelling are not considered to be necessary.

- 5.45 Whilst the concerns of the transportation team are acknowledged, on balance, the delivery of housing on this site would provide benefits to the borough that outweigh the harm caused by potential parking stress in the area. The constraints of the site within its small plot do not allow parking to be provided within the site. As such, the proposed development would not result in a significant increase in on street parking demand that would warrant refusal of the application.

- 5.46 Furthermore, images show that the garage structure which was formerly located at the subject site was demolished prior to 2018. The images also suggest that the garages, prior to demolition, were dilapidated and in effect not host to vehicle parking for either 2 Landrock Road/115 Ferme Park Road for an extended period of time and therefore the loss of any off-street parking at the subject site is rather negligible.

Cycle parking

- 5.47 The proposals include provision for two wall hung cycle spaces in the front yard. The Council's Transportation team have objected to this arrangement as they are not sheltered, secure or accessible. A condition has been added for details of the type and location of secure and covered cycle parking facilities to be submitted to and approved in writing by the Local Planning Authority prior to development.

- 5.48 A construction logistics Management Plan (CLMP) is required. This can be secured by condition, requiring submission of a CLMP for approval prior to start of works.

Waste and recycling

- 5.49 DM DPD Policy DM4 requires proposals to sustainably manage waste that arises from development during the design, construction and occupation phases. All proposals should make on-site provision for general waste, the separation of recyclable materials and organic material. Adequate internal and external storage space should be provided to manage the volume of waste arising from the site. Accessible and safe access to on-site storage facilities both for occupiers and collection operatives should be supplied.

- 5.50 The proposed drawings indicate that bin storage would be provided to the front of the site, bordering No.2. The store appears to be screened and protected from view and would not detract from the street scene. Council's Transport Team has not raised objections to the waste storage.

5.51 The house will be eligible for a kerbside collection for refuse and recycling. Our standard set of containers for a kerbside service is 1 x 240 litre wheelie bin (refuse), 1 x 240 litre wheelie bin (mixed recycling – paper, card, glass, cans, food and drinks cartons plastic tubs, bottles and trays), and 1 x external food waste container (23 litre) and 1 x 7 litre internal kitchen waste caddy. Paid for garden waste collections are available on request.

Conclusion

5.52 The position, scale, mass, detail and alignment of the proposed dwelling is considered to be acceptable. The character and appearance of the area is sufficiently preserved and, in some ways, enhanced by the proposal. The proposal will not cause unacceptable harm to the living conditions/ amenity of neighbouring residents. Sufficient details have been provided to demonstrate that the basement would be acceptable, accompanied by several reports with this application.

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

6. CIL APPLICABLE

Based on the information given on the plans, the Mayoral CIL charge will be £7,875.10 (122sqm x £64.55) and the Haringey CIL charge will be £48,021.64 (122sqm x £393.62). 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.

7. RECOMMENDATION

GRANT PLANNING PERMISSION subject to 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. Prior to commencement of the development hereby approved, a Construction Logistics Management Plan (CLMP) shall be submitted to and approved in writing by the Local Planning Authority. The CLMP shall detail the programme of works and provide details in respect of: the construction traffic movements, material/plant storage areas and details of necessary suspended car parking spaces. Thereafter, the development shall be implemented in line with the approved details throughout the project 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) and with Policy DM1 of The Development Management DPD (2017).

5. No development shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 2 cycle parking spaces for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with policies and standards set out in the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

6. The development hereby approved shall be constructed in accordance with the Energy Statement prepared by Ashby Energy Assessors (dated 19 June 2023) delivering a minimum 59% improvement on carbon emissions over 2021 Building Regulations Part L with an air source heat pump (ASHP). 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.

Within six months of first occupation, evidence that the ASHP installation has been installed correctly shall be submitted to and approved by the Local Planning Authority, including evidence of the installed capacity, photographs of the

equipment, a six-month energy generation statement, 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 Policy SP4 and DM22.

7. The noise level from the operation of the air source heat pump hereby approved must not exceed 42dB LAeq (5 min) at 1 metre from the window of a habitable room on the façade of any neighbouring residential property. If, in the opinion of the Local Planning Authority the proposed air source heat pump results in any noise nuisance to the occupant of any neighbouring dwelling the Applicant shall install noise mitigation measures in agreement with the Planning Authority.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy D14 of the London Plan 2021 and Policies DM1 and DM23 of The Development Management DPD 2017.

8. No development shall commence until a Chartered Civil Engineer (MICE) or Chartered Structural Engineer (MI Struct.E) has been appointed to supervise the construction works throughout their duration and their appointment confirmed in writing to the Local Planning Authority. In the event that the appointed engineer ceases to perform that role for whatever reason before the construction works are completed those works will cease until a replacement chartered engineer of the afore-described qualification has been appointed to supervise their completion and their appointment confirmed in writing to the Local Planning Authority. At no time shall any construction work take place unless an engineer is at that time currently appointed and their appointment has been notified to this Authority in accordance with this condition.

Reason: The details are considered to be material to the acceptability of the proposal, and for safeguarding the amenity of neighbouring residential properties and to comply with the policy DM18 of the Development Management DPD 2017.

9. The residential unit 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.

Informatives:

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 £7,875.1 (122sqm x £64.55) and the Haringey CIL charge will be £48,021.64 (122sqm x £393.62). 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: 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: 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.