



Officer Report

Application Number:	HGY/2026/0452
Application Type:	Full planning permission
Address:	Avondale, Truro Road, Wood Green, London, N22 8DP
Proposal:	Removal of existing garages and erect a one-bedroom single storey dwelling.
Case Officer:	Nathan Keyte
Valid Date:	26/03/2026
Applicant:	Grovebury Investments Ltd
Agent:	Mr Neil Rigden

RECOMMENDATION

Approve with Conditions

1. SITE DESCRIPTION

The subject site comprises seven existing garages to the rear of Avondale and Richard Court. The buildings are stated to be in domestic use, and let to local residents under Licence Agreements, primarily for storage purposes. Access is via a shared driveway from Truro Road. The site is not within a conservation area.

2. PROPOSED DEVELOPMENT

The scheme is to remove seven existing garages currently used for storage and erect a one-bedroom single storey dwelling. The footprint will be similar to the existing buildings. The roof form will change from the currently sloped roof to a roof with parapet. The height of the building is proposed to increase to 3.2m at parapet height on front and side elevations, with the height increasing by 0.3m on the rear boundary to a height of 3.0m (or 3.7m relative height to the neighbouring ground level to the rear).

The proposed building will include a central courtyard, with additional small courtyard serving the secondary living space. An air source heat pump (ASHP) and solar panels are proposed to be mounted on the roof. The façade of the building will be finished in brick.

3. RELEVANT PLANNING AND ENFORCEMENT HISTORY

None known.

4. CONSULTATION RESPONSE

The following were consulted on the planning application:

LBH Transportation Team: Outlines a number of matters to be addressed, such as details on cycle storage, refuse storage, and construction and demolition management plan. Queries use of existing garages to be removed. States s106 agreement required for car free development. [Officer

comment: outstanding matters are addressed by condition, or else covered in the assessment below].

LBH Carbon Management: Acceptable following receipt of additional information, subject to conditions.

LBH Cleansing: No comment received.

Thames Water: No objection regarding waste water and sewage network, and highlights matters for consideration during detailed design by the developer.

5. LOCAL REPRESENTATIONS

The application was publicised by way of letters and the public planning register. The following representations were received:

Total: 2

Objecting: 1

Supporting: 0

Representation: 1 (Thames Water)

The following objections material to planning were raised:

- The building will restrict access to existing parking spaces. [Officer comment: the proposed building and development is located within the footprint of existing buildings].
- Uneven ground in the vicinity.

Objections non-material to planning:

- Abandoned vehicle adjacent to development site.

6. MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design and appearance;
3. Standard & quality of accommodation;
4. Inclusive access;
5. Impact on neighbouring amenity;
6. Parking & transport
7. Energy & Sustainability;
8. Waste and recycling.
9. Trees

Principle of development

Supply of housing

Providing an additional residential unit is consistent in respect of Government, London and local plan policies in respect of increasing housing supply and higher levels of density in relation to accessible locations, with both the 2021 National Planning Policy Framework (NPPF) and new London Plan putting particular emphasis on 'small site' development.

Paragraph 73 of the NPPF (December 2024) recognises the importance of small and medium sized sites can make in meeting the housing requirement of an area, with these often built-out relatively quickly. Chapter 11 supports the effective use of land and in paragraph 120 seeks the

optimisation of sites by way of upward extensions, when designed to be sympathetic to the street scene. Paragraph 130c seeks to secure development which is sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).

The considerable emphasis on the development of small sites for housing, coming forward, is also strongly supported by London Plan 2021. The site is located within 480m of Bounds Green Station and 600m of Alexandra Park Station.

Backland Development

National Planning Policy encourages the efficient use of urban land, particularly through redevelopment and intensification. Paragraph 73 supports small and medium-sized sites due to their flexibility and ease of integration into existing communities. Paragraph 125(d) promotes and supports the development of under-utilised land and buildings, especially where this would help meet identified housing needs. Paragraph 135(c) calls for innovative, higher-density housing that remains sensitive to its context. London Plan Policies D2, D3, and H10 also advocate a design-led approach to optimising density, particularly in areas with high transport accessibility and proximity to town centres.

At the same time, Paragraph 75 of the NPPF states that proposals for development in back gardens should be resisted where they would cause harm to the local area. It is noted that the London Plan (2021) excludes private residential gardens from the definition of Brownfield/Previously Developed Land. Furthermore, residential gardens are not mentioned in the supporting text of Policy H2, which lists sites that might contribute to the small site housing target.

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.

Policy DM7 relates to development on infill, backland and garden land sites, and sets out various requirements that offer some potential for infill, backland and garden land proposals:

- 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;
- f. Incorporate at least one street frontage or be ancillary to the host dwelling and the adjacent houses/terraces;

As per Part B of Policy DM7, it is accepted that, subject to meeting a number of criteria, some proposals for infill, backland, and garden land development may be considered acceptable. Specifically, a successful scheme would need to appear ancillary or subordinate in scale, be situated within a newly created plot of acceptable size, and have frontage onto a street with appropriate access for emergency vehicles, refuse collection, and delivery services.

While the site does not have frontage to a street, it does benefit from access to Truro Road via a shared accessway, and where the design of the proposal has been undertaken similar to a mews-style development. The principle of development in the proposed location is considered to be acceptable, subject to addressing the matters outlined in DM7 – with these being considered further in the assessment below.

Loss of Garages

The proposal would result in the loss of seven existing garages which are currently let to local residents and used primarily for storage purposes. As the garages are not used for vehicle parking, their removal will not displace existing parking demand or give rise to parking stress in the surrounding area. While some storage capacity would be lost, this is considered to be outweighed by the public benefit arising from the provision of an additional dwelling, contributing towards housing supply and the efficient use of previously developed land.

Design & Appearance

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.

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.

The existing garages are characterised by a simple utilitarian appearance, incorporating pitched roofs that rise from the front towards the rear of the site. The proposed development would alter the roof form of the application unit through the introduction of a flat roof design, increasing the height of the front elevation by approximately 1.1 metres. The proposal would also introduce a brick façade treatment, resulting in a building that would differ in appearance from the remaining garages within the terrace.

Notwithstanding these changes, it is not considered that the proposal would give rise to any material harm to the character or visual amenity of the area. In reaching this conclusion, significant weight is afforded to the site's backland location. The garage block is situated away from the public realm and is not readily visible from surrounding streets or wider public viewpoints. Consequently, opportunities for the development to be experienced within the broader environment are limited, and any visual effects would be largely confined to the immediate site context.

Whilst the proposed building would depart from the prevailing roof form of the adjoining garages, the scale of the alteration is modest and would not appear incongruous or unduly prominent when viewed within the context of the wider garage court. The replacement of the existing frontage with a brick façade would provide a more robust and permanent appearance, and the detailed design has sought to respond to the building's historic function as a garage. In particular, the incorporation of recessed elements within the front elevation reflects the former garage door openings, thereby retaining a visual reference to the established character and evolution of the structure.

It is also relevant that the existing garages are not designated heritage assets, nor are they located within a Conservation Area or other designation where a heightened level of sensitivity to change would apply. As such, there is no overriding requirement for the retention of the existing utilitarian form. The proposed design is considered to represent a sympathetic and proportionate intervention that respects the established character of the site whilst enabling its continued and enhanced use.

Taking all matters into account, it is considered that the proposal would not result in unacceptable harm to the character and appearance of the site or the surrounding area. The development is therefore considered to accord with the design and amenity objectives of the development plan, which seek to ensure that new development responds positively to its context and maintains an acceptable standard of visual amenity.

Overall, considering the particular characteristics of the site and surrounds as well as the design elements proposed, the works here will be suitable for its context, and will not harm the character and appearance of the area and is considered to be acceptable.

Standard & quality of accommodation

London Plan (2021) 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. The government's 2015 'Technical housing standards – nationally described space standard' (NDSS) is also relevant.

The development will provide 1 new residential unit, with the size meeting the minimum area standards as required by the London Plan, with the unit including a WC at ground floor level.

- Beds: 1b2p
- Size: 65 sqm (50 sqm required)
- Bedsizes: Complies
- Outdoor space: Complies
- Storage space: Complies
- Floor height: Complies

The unit will be dual aspect and will provide outdoor amenity space that meets the minimum size requirements.

While it is acknowledged that the proposed unit will be located on a shared access to garages, this would be similar to a mews development. The proposed dwelling has provided suitable amenity space for the future occupants.

Inclusive access

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.

A bathroom, living room and bedroom are proposed at ground floor level.

Impact on neighbouring amenity

London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.

DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring residents.

The proposal would be implemented on the site of an existing row of garages and, as such, neighbouring occupiers to the south within Alesia Close already experience a relationship with built development along the shared boundary. The neighbouring buildings are observed to have short gardens backing onto the development site, with gardens being approximately 5.4m in depth.

In terms of scale and massing, the development would result in the rear wall of the garage block being increased in height by approximately 0.3 metres over a length of around 18 metres. Whilst this represents a modest increase in the extent of built form along the boundary, the resultant structure would remain broadly comparable to the existing arrangement and would not materially alter the established relationship with neighbouring properties. Furthermore, the design incorporates a degree of relief within the rear elevation at the location of the proposed courtyard, which serves to break up the overall massing and reduce any perception of visual enclosure when viewed from adjoining residential properties.

Having regard to outlook and enclosure, the limited increase in height of 0.3 metres is not considered sufficient to give rise to an oppressive or overbearing form of development. The relationship is further moderated by the position of the neighbouring dwellings relative to the site and the fact that a substantial boundary structure already exists in this location.

Regarding daylight and sunlight impacts, the submitted drawings demonstrate that the proposed increase in height remains below a 20-degree line measured from the centre point of the nearest habitable room windows serving properties to the rear in Alesia Close. Furthermore, the orientation of the site is an important consideration. The application site lies to the north of the neighbouring residential properties in Alesia Close, meaning that any shadowing effects associated with the slight increase in height would be inherently limited. Given the modest scale of the proposed alteration and its position relative to the path of the sun, it is not considered that the development would result in any material adverse impacts on sunlight availability or daylight to neighbouring homes or private amenity spaces to the south.

In respect of privacy, no windows or other openings are proposed within the rear elevation facing towards the neighbouring properties. The absence of rear-facing fenestration ensures that there would be no opportunity for overlooking or loss of privacy arising from the development. Consequently, the proposal would maintain the existing level of privacy experienced by the occupiers of adjacent residential properties.

Regarding neighbours to the east at 105 Truro Road, there is an existing outbuilding observed to the rear of the site. It is observed that there has been no planning permission for the outbuilding to be utilised as a dwelling and is assumed to be ancillary. Notwithstanding this, were the building to be in use as a lawful dwelling, an area of open space is observed to be located to the east of the building, away from the development. The height on the shared boundary will be increased by a maximum of 1.0m as a result of the proposal, for a length of approximately 5.0m. While there will be some increase in bulk and dominance along the side boundary, noting the existing site context, boundary treatment and vegetation, impacts on neighbour amenity will be acceptable.

Impacts on neighbouring properties to the north such as from overlooking or privacy will be mitigated by the separation distance to the proposed unit. Furthermore, the design of the front elevation of the unit is such that minimal glazing faces the neighbours to the north.

Overall, it is 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.

Parking & transport

London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

Local Plan 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'.

It has a PTAL value of 5, indicating very good access to public transport services.

While the proposal results in the loss of 7 garages, these are of a size that are generally too small for modern use, and where the current use of the garages is for storage rather than parking. Accordingly, there will be no impact of loss of car parking on the site as a result of the proposal and would not lead to parking stress on the surrounding area.

The site is within the Bounds Green East CPZ, which operates Monday to Friday between 11am – 1pm.

The proposed development does not incorporate on-site parking provisions and is therefore to be assessed as a car-free development. While located within a CPZ, and noting the comment of the Transport Officer, considering the proposal is for one additional residential unit, amendment of the TMO is not required in this instance.

Regarding cycle parking, secure and covered parking is provided.

Energy and sustainability

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.

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.

An Energy Statement produced by Assessment Hive is submitted as part of the planning application and was revised following queries from the council. The development would achieve 100% improvement in carbon emissions over the baseline requirements within Building Regulations compliant design and includes a PV panel array and an ASHP and the development is supported from a carbon management and sustainability perspective subject to conditions.

Waste and recycling

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.

Refuse, recycling and food waste storage is provided. The bins will be taken to the street for collection.

Impact on Trees

No trees are proposed to be removed however works will occur within the vicinity of large trees observed on neighbouring boundaries. The site is not located within a conservation area, and there is no general protection for trees in the area. However, an informative is proposed to ensure impacts upon neighbouring trees is considered.

Conclusion

The scheme in both spatial and visual terms is considered acceptable to accommodate such a development, with the development being acceptable in design terms and not impacting on the character and appearance of the area.

The design, layout and orientation of the buildings and separation distances to neighbouring properties are considered acceptable to protect the amenities of neighbouring occupiers.

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

7. CIL APPLICABLE

Based on the information given on the plans, the Mayoral CIL charge will be £4,727.45 (65sqm x £72.73) and the Haringey CIL charge will be £17,950.40 (65sqm x £276.16). This will be collected by Haringey should the scheme be granted on appeal and 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.

8. BNG

The proposal will be located on existing hardstand/ replace existing built form and will result in the removal of less than 25 sqm of vegetation, thereby meeting the exemption requirements for BNG.

9. RECOMMENDATION

Grant permission subject to 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 as listed below except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

Approved plans list:

220_1001 Rev C; 220_1100 Rev C; 220_1200 Rev B; Location Plan.

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

- 3 Prior to commencement of the above ground works, a schedule of all the proposed external finishes and materials, shall be submitted to and approved in writing by the Local Planning Authority. This shall include a schedule of the exact product references or other satisfactory details for: roof, fencing, and all external surfaces. Thereafter, the works shall be implemented and retained in accordance with the approved materials and details.

Reason: In order to ensure a satisfactory appearance for the proposed development, consistent with Policies SP11 of the Haringey Local Plan (2017) and Policies DM1, & DM12 of The Development Management DPD (2017).

- 4 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.

- 5 The development shall not be occupied until the cycle parking and refuse and waste storage and recycling facilities have been provided in accordance with the approved plans and shall be maintained for the lifetime of the development.

Reason: To promote sustainable modes of transport in accordance with Policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017 and in order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017.

- 6 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.

7 No development shall take place until a Construction and Demolition Management Plan, to include details of:

- I. A programme of works (including measures for traffic management);
 - II. Vehicle routing and if any reversing manoeuvres on public highway land is required, provision for the management of their movement by a qualified and certificated banksman;
 - III. Storage of plant and materials used in constructing the development;
 - IV. Details of any construction compound including the siting of any temporary site office, toilets, skips or any other structure;
 - V. The erection and maintenance of security hoarding where appropriate;
 - VI. Wheel cleaning / wash facilities to prevent mud, or dust from migrating on to the adjacent highway;
 - VII. Contact details for the Site Supervisor responsible for on-site works;
- 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.

8 The development hereby approved shall be constructed in accordance with the Energy Statement by Assessment Hive rev A (dated 10th Feb 2026) delivering a minimum 100% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, air source heat pump (ASHP) and a minimum 3.08 kWp solar photovoltaic (PV) array.

(a) Prior to above ground construction the following details shall be 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 26% reduction, 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;
- 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.

(b) The development shall be carried out strictly in accordance with the approved details. The solar photovoltaic (PV) array, including associated monitoring equipment, and the air source heat pump (ASHP) shall be installed and brought into use prior to first occupation of the dwelling. Thereafter, the approved energy infrastructure shall be retained and maintained for the lifetime of the development, with the solar PV array being inspected and maintained at least annually.

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.

- 9 The dwellings hereby approved shall be constructed to meet as a minimum the higher Building Regulation standard Part G for water consumption limited to 110 litres per person per day using the fittings approach.
- Reason: The site is in an area of serious water stress requiring water efficiency opportunities to be maximised; to mitigate the impacts of climate change; in the interests of sustainability; and to use natural resources prudently in accordance with the NPPF.
- 10 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended, or any Order revoking or re-enacting that Order, no extensions or alterations to the dwelling hereby approved, including the insertion of new windows and doors or alterations to existing windows and doors, shall be carried out without the prior grant of planning permission from the Local Planning Authority.
- Reason: To safeguard the visual amenities of the area and prevent the overdevelopment of the site by controlling future extensions and alterations, in accordance with Policy D6 of the London Plan (2021) and Policy DM1 of the Development Management DPD (2017).
- 11 Notwithstanding the provisions of the Town and Country Planning General Permitted Development (England) Order 2015, or any Order revoking or re enacting that Order, no part of the flat roof to the dwelling hereby granted shall be used as a roof terrace or balcony.
- Reason: To safeguard the residential amenities of the neighbours and to prevent overlooking of the neighbouring properties by controlling roof extensions and alterations consistent with Policy D6 of the London Plan 2021 and Policy DM1 of The Development Management DPD 2017.
- 12 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.
- 13 All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The

developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london>.

Reason: To protect local air quality and comply with Policy SI1 of the London Plan and the GLA NRMM LEZ.

Informatives:

INFORMATIVE: Community Infrastructure Levy (CIL)

The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given, the Mayoral CIL charge will be £4,727.45 (65sqm x £72.73) and the Haringey CIL charge will be £17,950.40 (65sqm x £276.16). This will be collected by Haringey should the scheme be granted on appeal and 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: 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: 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: Protection of Neighbouring Trees

The applicant is reminded that this permission does not authorise works to trees outside the application site. The applicant is responsible for protecting any neighbouring trees that may be affected by the development. Damage to neighbouring trees may give rise to civil liability and, where protected trees are affected, enforcement action. Arboricultural advice should be sought before works commence.

INFORMATIVE: Designing Out Crime Accreditation

The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

INFORMATIVE: Naming & Numbering

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

5573) to arrange for the allocation of a suitable address.