# Officer Report

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| **Application Number:** | **HGY/2026/1601** |
| **Application Type:** | **Full planning permission** |
| **Address:** | 67 Victoria Road, Hornsey, London, N4 3SN |
| **Proposal:** | Demolition of an existing garage and construction of a new two-storey dwelling |
| **Case Officer:** | Oskar Gregersen |
| **Valid Date:** | 08/06/2026 |
| **Applicant:** | Castle |
| **Agent:** | Cassion Castle |

## RECOMMENDATION

**Approve with Conditions**

### 1. PROPOSED DEVELOPMENT AND LOCATION DETAILS

**Proposed Development**

This is an application for the demolition of an existing garage and erection of a single-storey residential building with additional half-storey over for the creation of a roof terrace. This application is a reduced and amended version of a previously approved development (HGY/2022/0828)

**Site and Surroundings**

The application site is a backland site with an existing garage at the back of an existing garden. The site is set close to the corner of Victoria and Albert Road. The site is located in a predominantly residential area and within the Stroud Green Conservation Area. There are several locally listed buildings on Victoria Road but none immediately adjacent.
The host building is an end-of-terrace residential building and aligns with the remainder of the terrace which benefits from rear gardens. The 33sqm garage occupies the rear most part of the existing garden of no. 67 Victoria Road. Its north-eastern end bounds with no. 36 Albert Road.

**Relevant Planning and Enforcement History**

- HGY/2022/0828 | Demolition of an existing garage and erection of new dwelling. Granted 21/07/2022
- PRE/2018/0259 | Demolition of garage and construction of new two-person dwelling. Advice issued.
- HGY/2012/1716 | Demolition of existing single storey side extension and erection of two storey side extension and erection of single storey rear / side extension. Demolition of garden wall and erection of new garden wall. Granted 26/10/2012.

- HGY/2009/1066 | Conversion of property into 2 x 2 bed flats and 1 x 1 bed flat, and erection of side / rear extensions (revised scheme). Refused 1/6/2010.
- HGY/2009/0617 | Conversion of property into 2 x 2 bed flats and 1 x 1 bed flat, and erection of side / rear extensions. Refused 2/6/09.

## 2. CONSULTATION RESPONSE

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

LBH Carbon Management: The development achieves a reduction of 75% carbon dioxide emissions on site (0.6 tCO2) from a Building Regulations Part L 2021 compliant building. This is supported in principle. Planning conditions have been recommended to secure the benefits of the scheme.

LBH Transport/Highways: The site has a moderate public transport accessibility level of 3, and is located within a CPZ. Various conditions are proposed, including a S106 agreement for the site to be car free, with no objection subject to these conditions.

## 3. LOCAL REPRESENTATIONS

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

No of individual responses: 4

Objecting: 4

The material planning concerns of these objections are noted below, and will be addressed in the main body of this report:

- The previous grant of planning permission does not constitute an acceptable principle of development
- Reduced floor area appears not to provide sufficient floor area in line with London plan policy
- Design out of character with the conservation area
- Overshadowing to 36 Albert Road
- Overlooking
- Application of current policy (Officer comments: proposal is being assessed against all of the same policy documents)
- Compliance with accessibility standards
- Quality of outdoor amenity space
- Parking provision and highway safety
- Submission of a construction management plan (Officer comments: To be conditioned)

Issues not material to planning included in the objections were as follows:

- Party wall matters
- Structural issues as a result of development

## 4. MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

- Land use and the principle of the development;
- Design and appearance;
- Standard and quality of residential accommodation;
- Impact on neighbouring amenity;
- Inclusive access;
- Transport considerations and waste provision;
- Energy and sustainability;
- Biodiversity Net Gain.

**Land-use and the principle of the development**

**Supply of housing / small sites**

Government policy as set out in the NPPF 2024 requires Local Planning Authorities to significantly boost the supply of housing. Paragraph 73b supports approval on small sites and outlines that such sites can make an important contribution to meeting the housing requirement of an area, as they often can be built out relatively quickly.

The ability of a new development to deliver an appropriate mix of homes that meet any of the following needs will be treated as a benefit of significant weight including providing affordable housing that meets the Boroughs' targets and is delivered onsite with the inclusion of smaller units to provide for a mix of house sizes.

**Infill / backland development**

Adopted policy DM7 'Development on Infill, Backland and Garden Land Sites' in meeting the design expectations of Policies DM1 and DM2, requires development proposals for infill sites to have at least one street frontage or be ancillary to the host dwelling and the adjacent houses/terraces. Such criteria (listed a. to g. below) and others are met here.

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; and
g. Not result in 'gated' developments that prevent access which would normally be provided by a publicly accessible street

Policy DM7 the Development Management DPD states that there will be a presumption against the loss of garden land unless it represents comprehensive redevelopment of a number of whole land plots and generally, back gardens have an established layout that form the context of the wider character and appearance of areas.

However, as there is a variation in housing design, size, scale and materials within the locality and the pattern of development is also that of a dense-knit built-up area, which also include post war purpose build blocks of flats and some examples of modern/ contemporary infill developments.

Mindful of the character of the area and given the current use of the land for parking (albeit ancillary to No.67), the introduction of a dwelling here will not necessarily detract from the character and appearance of the area. As discussed further on in this report, Officers view that the introduction of a building of a subordinate nature to its neighbours, is an acceptable treatment to this larger corner plot, and would make a beneficial use of this site.

Accordingly, the proposed redevelopment of this small site would result in the loss of a redundant garage and replace it with a new residential home. This is considered acceptable and complies with the aims of the Local Haringey Plan Policy DM7 as well as the London Plan.

Various comments were submitted by neighbours noting that the previously lapsed permission (HGY/2022/0828) does not hold any legal weight over this proposal, however given that this proposal is a reduced version of a proposal that was considered to be acceptable against the same policies above, the lapsed permission becomes an influential material consideration when establishing the principle of development for this application.

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

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 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.

Adopted policy DM7 'Development on Infill, Backland and Garden Land Sites' in meeting the design expectations of Policies DM1 and DM2, requires development proposals for infill sites to have at least one street frontage or be ancillary to the host dwelling and the adjacent houses/terraces. In specific part B of DM7 highlights 7 sub-points amongst which any proposal must relate sensitively to the surrounding area as well as the established street scene, provide a site specific and creative response to the built and natural features of the area and safeguard privacy, and amenity.

DPD Policy DM9 states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. In relation to extensions or alterations to residential buildings, including roof extensions, The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.

DPD Policy DM14 ‘Self-build and custom build housing’ states that the LPA will support individuals or groups of individuals that wish to build their own homes as a more affordable means by which to access home ownership. It is important that applications for self or custom build do not compromise the ability of the Council to meet housing needs, particularly in Haringey’s growth areas or areas of change.

Permission is sought for a simple modern 1-1.5-storey building made of brick and timber cladding with powder coated metal window and door frames. This proposal would be a reduced version of the previously approved HGY/2022/0828, following a similar scale and form to that development, with a similar material palette. It omits the previous basement excavation and therefore provides a reduced level of internal floor area, and creates a 1-bedroom 1-person dwelling.

The front of the proposed dwelling at first floor level would be set back from the side elevation of No 67 and would sit approximately in line with the front elevation of 36 Albert Road, similar to the height of the party wall of the ground floor projection. As such, the proposal here does take account of the building line of each of these two properties. Although the ground floor element of the building would adjoin the boundary on to Victoria Road, there is an existing garage of the same line. As such, the proposal would not appear any higher or bulkier at ground floor level than the existing site. Considering the scale of the existing garage and the surrounding scale and heights of buildings, the proposed scale and size of the replacement is considered reasonable and subordinate to the host site and surrounding built environment.

Given the above, and that the existing building on the site is considered to detract from the character and appearance of the conservation area, the proposal would likely enhance the character and appearance of this part of the Stroud Green Conservation Area, subject to detailing including the submission of materials to be used in the external surfaces of the building

**Standard and quality of residential accommodation**

In addition to the high-quality design requirements of Policy DM1 of the Haringey Development Management DPD (2017), Policy DM12 of the DPD states that all new housing must be of a high quality. Policy D6 (Housing Quality and Standards) of the London Plan (2021) states that housing developments must be of a high-quality internally and externally. This policy also includes Table 3.1 which sets out space standards for dwellings. The greater emphasis on securing high-quality housing across London has been translated into Haringey Local Plan Policies SP2 and SP11.

The proposed dwellinghouse provides a bedspace for a single occupant, arranged across 1.5 floors with a single bedroom. The Gross Internal Area (GIA) of the proposed dwelling is measured to be 50.5sqm. The space standards in Table 3.1 do not establish a quantum for a 1-person bedroom dwelling arranged over more than one floor, with the minimum for a 1b1p flat being 39sqm.

According to London Plan Policy D6, double bedrooms must have a minimum floor area of 11.5 sqm, while single bedspace rooms must be at least 7.5 sqm. The first-floor bedroom would have an area of 9.1 sqm and therefore meets the required quantum for a single bedroom.

The submitted drawings show the site as a one-bedroom, one-bedspace dwelling. Based on the above, the proposal complies with London Plan Policy D6 in terms of space standards, providing an adequate level of space and storage for a 1b1p dwelling, arranged in a functional and practical manner, with an open plan kitchen/living space.

With respect to access to natural light, it is considered that the proposed glazing to the front elevation would allow for sufficient light to enter the dwelling by virtue of being south-east facing.

The outdoor amenity space, located at roof level, and screened by a 1.6m privacy screen, would have an area of 5.32sqm, and would therefore meet the required quantum for outdoor space to a new dwelling. Officers note that a comment was submitted by neighbours that the outdoor space would provide a poor quality of amenity space by virtue of being enclosed on all sides and at roof level, however Officers consider that this form of amenity space is similar to that of a balcony within a flat at an upper level and would allow for a wide view of the sky and would be appropriately sized. As such, the amenity space would be acceptable.

Overall, the proposed dwellinghouse is of high quality, designed to maximise the potential of an unconventional site. The proposal is considered acceptable in terms of internal space, access to light, and would provide a satisfactory standard of accommodation in accordance with relevant policy.

**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 require that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. DPD Policy DM2 also requires new developments to be designed so that they can be used safely, easily and with dignity by all.

The submitted details confirm that the new building will be constructed in accordance with Building Regulations Part M (Access to and Use of Buildings), including a level threshold at the entrance to facilitate access for ambulant disabled users. A WC suitable for ambulant disabled use will also be provided on the ground floor, close to the entrance. To ensure compliance with M4(1) of the Building Regulations, a condition is imposed requiring these provisions to be implemented.

The proposal is therefore considered acceptable in this regard.

**Impact on neighbouring amenity**

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

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

It is noted that there is an existing garage building that backs on to the garden areas of No. 67 and 69 Victoria Road and also along the common boundary with No. 36 Albert Road.

The proposed ground floor element of the scheme would not be increasing significantly in height above that of the existing garage. The first-floor element, inclusive of the terrace would project 1.6m upwards at a width of approximately 6m and would sit approximately in line with the front elevation of 36 Albert Road, similar to the height of the party wall of the ground floor projection. It is considered that the increase in height over the existing would not result in a loss of amenity to the rears of Nos. 67 and 69 Victoria Road.

As above, the first-floor element would sit in line with the parapet of the ground floor of No. 36 Albert Road. While this element would interrupt the view from a small window in the side elevation of that property, this window does not serve a habitable room. The 36A front door side entrance door faces mostly the rear shed of 65 Victoria Road and is already obscured with the garage wall and garden door with a 0.95m gap. As such, it would not be justifiable to refuse the application on these grounds.

The proposed roof terrace would be modestly scaled for a single person dwelling and would be used in a similar manner to a balcony or open garden and would be screened by a 1.6m enclosure. As such it is considered that the terrace would not raise any concerns in relation to noise or odour generation.

With respect to the construction of the proposal, a condition is imposed on this decision that the applicants submit to the LPA a full Construction Logistics Management Plan (CMLP) for approval prior to commencement of works. Additionally, an informative is included in relation to hours of construction. Officers note that structural issues as a result of construction are covered under the Party Wall Act 1996, which protects neighbouring properties from construction works.

**Transport Considerations**

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

Local Plan 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'.

The Council's Transportation team has been consulted and noted that the site benefits from a 'moderate' level of public transport accessibility (PTAL Level 3) and is located within a Controlled Parking Zone (CPZ). The proposal is to be secured as car-free by way of a S106 agreement, with the applicants also required for the corresponding cost of amending the CPZ TMO. As noted above, the applicants will be required to submit a CMLP, inclusive of a highway dilapidation survey, for approval by the LPA prior to commencement of works to ensure that the works are carried out in a satisfactory manner.

Cycle parking and refuse storage are proposed within the dwelling, and an enclosed unit opening onto the street respectively. The submitted plans show a storage unit adjacent to the front entrance that would accommodate two 240L refuse bins.

There is parking provision for 2no. bicycles shown on proposed plan 1313 P01 REV_E, and this is conditioned to be retained in perpetuity.

Overall, the proposal is considered to be generally compliant with London Plan Policies T1, T4, T5, and T6, as well as Local Plan Policy SP7, and is recommended for approval.

**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 Achieve Green has been submitted as part of the planning application. The statement, in addition to the other plans, drawings and supporting information have been reviewed by a Carbon Management Officer. The development would achieve a 75% reduction in carbon emissions over the baseline requirements within Building Regulations Approved Document Part L1A, and as such a condition is attached to this permission that a payment in lieu be made to offset the difference.

The Energy Report concludes that an internal air source heat pump (ASHP) and a 1.25kWp solar photovoltaic (PV) panels, with 9kWh battery storage are the most viable options to deliver the Be Green requirement.

Conditions are being imposed requiring the development to be implemented in accordance with the Energy Statement for details of the air source heat pump and solar PV arrays.

Overall, the LPA are satisfied that the development meets policy requirements for energy and sustainability and the proposal should be approved.

**Waste & 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.

As per the detail submitted wheelie bins would be stored within a separate enclosure on site fronting the street, as such meaning refuse bins would not be openly visible. As such in terms of waste and recycling the scheme here provides acceptable arrangements.

**Biodiversity Net Gain**

From 6th August 2026 the requirements for BNG were altered, removing the self-build exemption for small scale or custom build developments, and instead sites with an area of 0.2 Hectares or below are exempt.

This application was received by the LPA on the 8th August 2026, and has an overall area significantly less than 0.2 hectares, and is therefore exempt from BNG.

**Conclusion**

The proposal is considered acceptable in principle and in land-use terms, as it relates to the redevelopment of an existing building that is considered to be a detractor to its surrounds. The position, scale, massing, detailing, and alignment of the proposed dwelling are deemed appropriate, with the design appearing subordinate and subservient to the nearest properties and within the streetscene.

Although the site is small, the development, arranged over two, would provide an acceptable quality of accommodation for future occupiers. The proposal would not result in unacceptable harm to the

living conditions or amenity of neighbouring residents. The development is also considered acceptable in terms of transport, energy, and sustainability measures.

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

**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 £3,672.87 (50.5sqm x £72.73) and the Haringey CIL charge will be £22,397.76 (50.5sqm x £443.52) ((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 the provisions of the Planning & Compulsory Purchase Act 2004 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 condition, other than where those details are altered pursuant to the conditions of this planning permission. Approved drawings list: 1313/E01 REV_A, 1313/E02 REV_A, 1313/P01 REV_E, 1313/P02 REV_A, 1313/P03 REV_A

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

3 No above ground works shall take place until the following details of the buildings/ structures hereby permitted have been submitted to and approved in writing by the Local Planning Authority:

a) Materials – Particulars and samples of the materials to be used on the external faces of the building, including the front boundary wall and gates.
b) Elevations and architectural detailing – Elevation drawings, plans, and cross-sections at a scale of 1:20, including typical details of fenestration, entrances, and the front boundary wall and gates.
c) Brickwork articulation – Details of any decorative brickwork features, copings, or

special brickwork elements.
d) External fixtures and plant – Details and locations of downpipes, rainwater pipes, foul pipes, external vents, and venting for the internal Air Source Heat Pump.

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

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

4 Prior to first occupation of the development, the cycle storage facilities shown in the approved plans shall be fully installed and made available for use by future occupiers and maintained thereafter.

Reason: To promote cycling as a sustainable mode of transport, ensure secure and accessible cycle parking, and safeguard long-term usability in accordance with Policy T5 of the London Plan 2021, Policy SP7 of the Haringey Local Plan 2017, and the London Cycling Design Standards.

5 Prior to occupation of the development, the refuse enclosure area as shown in the approved plans shall be provided on site for the storage of refuse and recycling with the bins in turn brought forward to Albert Road for collection in accordance with collection arrangements and returned promptly to the enclosure following collection.

Reason: To ensure appropriate provision of waste and recycling storage, and to protect the amenities of the locality, in compliance with Policy DM4 of the Development Management DPD (2017).

6 The development hereby approved shall be constructed in accordance with the Energy Statement version 3 by Achieve Green (dated 02 Sept 2026) delivering a minimum 75% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric e□iciencies, air source heat pump (ASHP) and a minimum 1.25 kWp solar photovoltaic (PV) array with battery.

(a) Prior to above ground construction, details of the Energy Strategy 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 e□iciencies to achieve a minimum 15% reduction, including details to reduce thermal bridging;
- Location, specification and e□iciency of the proposed ASHPs (Coe□icient 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 e□iciency 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 and air source heat pump 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.

7 Prior to the commencement of all works on site, a Unilateral Undertaking or equivalent mechanism shall be completed and submitted to the Local Planning Authority securing a payment of £1,765 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.

8 No development works shall take place until a Unilateral Undertaking has been completed and submitted to the Local Planning Authority securing a payment of £4,000 to fund a traffic management order amendment and agree details and payments for the reinstatement of the crossover on the public highway. The exact nature of the proposed highway works should be clearly explained and illustrated on a Section 278 drawing. The Section 278 agreement would be secured pre-occupation and a detailed drawing required at the earliest possible opportunity to enable the Council to estimate the cost of the works to be paid in full by the applicant.
Reason: In the interest of public highway comfort and safety in compliance with Local Plan Policies DM33.

9 No development shall take place until arrangements have been made to secure the development as "car free" in accordance with S106 agreement which has been approved in writing by the local planning authority. The approved scheme/ agreement should ensure that all future occupiers of the approved development cannot apply for or obtain an on-street parking permit to park a vehicle on the public highway in perpetuity. The approved scheme/ agreement shall be implemented prior to first occupation of the development hereby permitted.

Reason: To promote sustainable transport and to reduce the potential for additional on street parking stress as a result of the development, consistent with Policy DM32 of The Development Management DPD 2017 and Policy T6.1 of the London Plan 2021.

10 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.

11 Prior to above ground construction, a statement shall be submitted to and approved by the Local Planning Authority to demonstrate how the overheating risk has been minimised and mitigated on site in line with the London Plan Cooling Hierarchy. Details and specification of the mitigation measures shall be provided in support of this statement.

Reason: In the interest of reducing the impacts of climate change and mitigation of overheating risk, in accordance with London Plan (2021) Policy SI4, and Local Plan (2017) Policies SP4 and DM21.

12 The rating level of noise emitted from the plant room and air source heat pump (ASHP) system hereby approved shall not exceed 10dB below the existing background noise level as measured or calculated at 1 metre from the façade of the nearest noise sensitive property. The measurement and assessment shall be made according to BS 4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound' at the nearest and / or most affected noise sensitive premises, with the plant room and ASHP system operating at maximum capacity and be inclusive of any penalty for tonal, impulsive or other distinctive acoustic characteristics.

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.

13 The residential unit hereby approved shall be designed to meet Part M4 (1) '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.

14 No construction or demolition shall take place, other than site clearance, until a Construction Logistics Management Plan (CLMP) has been submitted to and approved in writing by the Local Planning Authority. Where demolition and construction works are undertaken by separate contractors, individual CLMPs may be required for each phase to ensure continuity of logistics and mitigation. The submitted plan(s) must cover both demolition and construction phases and provide the following details:

I. A programme of works (including measures for traffic management);
II. Vehicle routing and if any reversing maneuvers 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. Parking of vehicles of site operatives and visitors;
VII. Wheel cleaning / wash facilities to prevent mud, or dust from migrating on to the adjacent highway;
VIII. Contact details for the Site Supervisor responsible for on-site works; have been submitted to and approved in writing by the Local Planning Authority.
IX. Highway Dilapidation Survey (scope as agreed with Haringey Highways Officer)

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.

15 Notwithstanding the provisions of the Town and Country Planning General Permitted Development (England) Order 2015, or any Order revoking or reenacting that Order, no extensions or alterations to the dwelling house hereby approved, including the insertion of or alterations to windows and doors shall be carried out without the grant of planning permission having first been obtained from the local planning authority.

Reason: To safeguard the visual amenities of the area and to prevent overdevelopment of the site by controlling proposed extensions and alterations consistent with Policy D6 of the London Plan 2021 and Policy DM1 of The Development Management DPD 2017.

**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: Hours of Construction Work

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

8.00am - 6.00pm Monday to Friday
8.00am - 1.00pm Saturday
and not at all on Sundays and Bank Holidays.

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

INFORMATIVE: Community Infrastructure Levy

Based on the information given on the plans, the Mayoral CIL charge will be £3,672.87 (50.5sqm x £72.73) and the Haringey CIL charge will be £22,397.76 (50.5sqm x £443.52) ((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.

INFORMATIVE: London Fire and Emergency Authority

The London Fire and Emergency Authority recommends that sprinklers are

considered for new development and major alterations to existing premises. Sprinkler systems installed in building can significant reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life.

INFORMATIVE: Secure by Design

You are advised to review the Crime Prevention Officer's recommendations in developing the detailed design for this scheme, in relation to the following issues:

external residential and individual entrance Door-sets, ground floor and accessible windows, bin lighting, storage, boundaries, climbing aids. See comments publish on the Council's planning portal in relation to this application.