



Officer Report

Application Number:	HGY/2023/1337
Application Type:	Full planning permission
Address:	12 Canning Crescent, Wood Green, London, N22 5SR
Proposal:	Demolition of existing dwelling and redevelopment of the site to provide 6 self contained flats
Case Officer:	Zara Seelig
Valid Date:	18/05/2023
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Applicant:	Mr Bilal Ustun
Agent:	Mr Jamie Sleep

RECOMMENDATION

Approve with Conditions

SUMMARY OF RECOMMENDATION

GRANT PERMISSION (with conditions) subject to Section 106

Conditions:

1. Time limit
2. In accordance with approved plans
3. Materials details to be provided
4. Details of cycle parking
5. Details of waste/refuse storage
6. Construction Method Statement
7. Energy Strategy
8. Overheating
9. Sustainability
10. Water Butts
11. Landscape details
12. SUDS

Informatives:

1. Land ownership
2. Hours of Construction
3. Party Wall Act
4. CIL
5. Street Numbering
6. Thames Water

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

This is an application for the demolition of an existing two storey detached dwelling situated on the southern side of the road at its junction with Newnham Road and construction of 6 self-contained flats.

Site and Surroundings

The application site is currently a two storey detached dwelling situated on the southern side of the road at its junction with Newnham Road. The site is not located within a conservation area, it is not a listed building and there are no TPO's on the site.

Relevant Planning and Enforcement history

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

HGY/2022/1956 - Demolishment of existing dwelling and redevelopment of the site to provide 9 self contained flats. - Refused permission for the following reasons:

- 1. The proposed development by reason of its size, height, massing, siting forward of the established building line and degree of site coverage would result in a cramped, obtrusive and incongruous form of development, that would have an awkward relationship with the existing properties and pattern of development within Canning Crescent and Newnham Road. For these reasons the proposal is considered an overdevelopment of the site, out of keeping with the pattern of development in the area, detrimental to the character and appearance of the area and to local visual amenities generally, contrary to Policies D3 and D6 of the London Plan (2021) and supporting guidance, Policy SP2 and SP11 of the Haringey Local Plan (2017), and Policy DM1 of the Haringey Development Management Development Plan Document Policy (2017).*
- 2. The development by reason of its height, bulk, overall scale and massing would have a visually intrusive and overbearing relationship with adjoining properties to the detriment of the residential amenities of neighbouring residents. There would also be a loss of privacy, overlooking and potential noise disturbance as a result of the proposed large balcony located on the top floor. As such the proposal is contrary to Policy D6 and D14 of the London Plan (2021) and supporting guidance, Policy SP11 of the Haringey Local Plan (2017), and Policy DM1 of the Haringey Development Management Development Plan Document Policy (2017).*
- 3. The proposed development would result in the provision of units with poor levels of private amenity space and communal amenity space provision, resulting in a poor living environment for future occupiers. As such, the proposal would be contrary to Policies D6 of the London Plan (2021), policies SP2 and SP11 of the Haringey Local Plan (2013), the Mayor of London's Housing SPG and policies DM1, DM11 and DM12 of Development Management DPD (2017).*
- 4. Due to the proposal including the removal of mature trees, the lack of replacement trees, and the general lack of green amenity space proposed around the site, the proposed development would have a harmful impact on biodiversity and local visual amenity contrary to policies G7 of the London Plan (2021) and Policy DM1 of the Development Management DPD (2017).*
- 5. The proposal is not considered acceptable in terms of carbon reduction and sustainability and does not comply with policies SI 2 and SI 4 of the London Plan (2021), Local Plan policy SP4 and policy DM21 of the Development Management DPD (2017).*
- 6. The site is located within a Family Protection Zone, and only 1 of the 9 units contributes towards this need for family housing with the mix skewed towards smaller 1 to 2 bed units, failing to provide an appropriate mix of units contrary to Policy H10 of the London Plan (2021) and DM11 of the Development Management DPD (2017).*

HGY/2005/1183 - Retention of extension to existing garage - Refused permission

UNW/2011/00200 - Possible unauthorised erection of a detached structure - Enforcement notice served, extension to garage was removed and enforcement case was closed.

CONSULTATION RESPONSE

The responses below were received following consultation on the application:

Internal:

LBH Building Control: Consulted - no response received

LBH Transportation Team: Consulted - See comments in the Transport section of this report

LBH Cleansing: Consulted - No response received

LBH Drainage: Consulted - No response received

LBH Carbon Management: Consulted - See comments in the Sustainability section of this report

External:

Thames Water: Consulted - response: Thank you for consulting Thames Water on this planning application. Having reviewed the details, we have no comments to make at this time. Should the details of the application change, we would welcome the opportunity to be re-consulted

London Fire Brigade: Consulted - No response received

LOCAL REPRESENTATIONS

The application has been publicised by way of 48 neighbour consultation letters.

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:

Objecting: 0

Supporting: 0

Commenting: 0

The following local groups/societies made representations:

- None

The following Councillor(s) made representations:

- None

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:

- None

The following issues raised are not material planning considerations:

- None

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design and appearance;
3. Standard and quality of residential accommodation;
4. Inclusive access;
5. Impact on neighbouring amenity;
6. Transport considerations;
7. Trees and landscaping;
8. Energy and sustainability and
9. Other considerations.

Principle of development

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

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.

The principle of development is acceptable. There is potential to optimise development on the site subject to design, transport, sustainability, amenity considerations.

Design and appearance

London Plan (2021) policies emphasise the importance of high-quality and seek to optimise site capacity through a design-led approach. Policy D4 'Delivering good design' states that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to street hierarchy, building types, forms and proportions.

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.

The site is located on a prominent corner, the proposal has been reduced in size from that previously refused. The proposal has been set back to be largely in line with the adjacent neighbouring buildings and broadly established street pattern. The proposed design is overall considered acceptable. The proposed window reveals were amended to be deeper, details of which will be conditioned to be provided. The balustrading on the balconies was amended following discussions with the agent, these were changed to a perforated metal design to prevent the future occupiers from using their own screening which erodes the design, details of which are to be provided by way of a condition. For these reasons, the proposal is considered acceptable in terms of design and does comply with relevant policy in this regard.

Standard and quality of residential accommodation

London Plan Policy D6 requires housing developments to be of high quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible storage space as well as outdoor amenity space. Table 3.1 sets out the internal minimum space standards for new developments, while Table 3.2 of the London Plan provides qualitative design aspects that should be addressed in housing developments.

The quality of residential accommodation to be provided is adequate. The submitted daylight/sunlight assessment considers the proposed units will benefit from acceptable levels of daylight/sunlight. The ground floor balconies have been amended to be more screened from the adjacent road and set back so would be a more useable space. All 6 units comply with the nationally described space standards minimum floorspace provision. The proposal would therefore comply with policy D6 of the London Plan.

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. DPD Policy DM2 also requires new developments to be designed so that they can be used safely, easily and with dignity by all.

The scheme does include accessible units on the ground floor. The scheme also includes a lift, which we would typically expect to enable adaptable accommodation at all levels. The proposal is considered acceptable in terms of accessible and inclusive design.

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.

The proposal has been reduced in height since it was previously refused for causing overshadowing and loss of privacy from the roof terraces. The roof terrace at the top floor has been restricted to just the front of the building. Amendments were made following officer request to include obscure glazed panels at each end of the roof terrace to prevent overlooking. The proposal is largely the same height as the direct adjacent neighbouring buildings. The building line has also been set back from the previous refusal to be more in line with the neighbouring properties. The proposal would be acceptable in terms of neighbouring amenity with the previous reasons for refusal having been overcome.

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'.

CAR FREE

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'.

The Council's Transportation Team has been consulted and their comments are as follows:

Location and access

This site is on the corner of Canning Crescent and Newnham Road.

It has a PTAL value of 5, considered 'very good' access to public transport services. 7 bus services are within 2 to 7 minutes walk of the site, and Wood Green Underground Station is an 8 minute walk away.

It is located within the Wood Green Outer CPZ, which operates between 0800 – 1830 Monday to Saturday, it is also close to the western edge of this CPZ and this abuts the Woodside West CPZ, which operates Monday to Friday between 11.00 and 13.00.

Existing arrangements and proposed development

It is understood there are 6 existing studio flats at this site.

The Proposed residential provision is as follows;

- 2 No. 1 bedroom
- 2 No. 2 bedroom
- 2 No. 3 bedroom

An internal cycle parking store (14 spaces) and waste/recycling store is shown to the ground floor.

The development is proposed as car free, which given the very good accessibility to public transport service and a PTAL value of 5, is considered appropriate and accords with policy DM32.

The applicant will need to enter into the appropriate planning Agreement to formalise the car free/permit free status, and meet the Council's administrative costs (£4000).

As there is the same number of units (albeit the existing building contained only one bedroom units), and given the car free/permit free status, zero on site parking and very good PTAL, it is not expected that there will be any tangible parking impacts arising from this development should it be granted consent and built out.

Cycle parking is shown located within an internal cycle store to the north east corner of the building. To meet London Plan numerical requirements, 11 long stay and 2 short stay cycle parking spaces are required. The application includes 14 spaces within this internal store. The short stay spaces should be separate from the long stay as visitors will not necessarily have access to the store and to ensure security for the long stay cycle parking. Therefore, the applicant will need to revisit arrangements for the two visitor spaces.

In addition to this it appears that the long stay cycle parking utilises an alternate vertical storage arrangement. Ideally not all long stay cycle parking would be vertical as some occupiers/residents may find lifting cycles awkward so a balance of horizontal and vertical may be more appropriate.

The applicant needs to revisit their cycle parking arrangements to demonstrate separation of long and short stay cycle parking, and provide a more user friendly arrangement. All cycle parking should meet the London Cycle Design Standards as produced by TfL, and fully dimensioned details demonstrating this and, and adherence to the manufacturer's installation specifications for spacing, headroom and the like also needs to be demonstrated.

There is space within the development site to accommodate separate long and short stay cycle parking so ideally the applicant should confirm acceptable arrangements prior to decision, alternatively a pre commencement condition to provide full cycle parking details will be suitable.

Waste storage and collection arrangements will need to meet the Borough's standards with respect to capacity/form and pull distance.

Finally, a construction method statement or similar will be required, this can also be conditioned as a pre commencement requirement, to detail how the development will be built out and how potential impacts on adjacent neighbours and the smooth operation of the public highway will be minimised and managed.

This will need to include information such as the programme, and confirmation that construction vehicle arrivals and departures will avoid the AM/PM peak periods and be concentrated between 0930 and 1500 (to also avoid school start and finish times) as far as is practicable. It should also include details of any proposals for temporary highways arrangements and identify which bays are sought for materials handling and visiting construction vehicles.

Summary

This redevelopment proposal includes demolition of the existing building at the site containing 6 studio flats, and the construction of a new accommodating 6 new flats. In terms of potential parking demands, there is no uplift in unit numbers, and it will be appropriate for this development to be formalised as permit free/car free via the appropriate planning agreement.

Otherwise, cycle parking needs to fully meet London Plan numerical requirements for long and short stay parking with separation between long and short stay, and full details of the proposed arrangements are required to demonstrate compliance with London Cycles Design Standards which can be covered by a pre commencement condition. A pre commencement condition for a Construction Method Statement will also be required.

Subject to the above referenced conditions and formal designation as a car/permit free development, Transportation do not object to this proposal.

The proposal, therefore, is considered acceptable in terms of transportation, following the addition of the conditions/section 106 requested above by the transport team.

Trees and landscaping

London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals. DPD Policy DM1 requires proposals demonstrate how landscaping and planting are integrated into a development as a whole, responding to trees on and close to the site.

The proposal includes 3 mature trees to be planted on the site to replace those lost through construction which overcomes the previous reason for refusal. There is hedging proposed along the boundary which will help with screening for the ground floor units. A condition will be added requesting hard/soft landscaping details to be provided.

Energy and sustainability

Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L (2013)). The London Plan (2021) further confirms this in Policy SI2. The overall predicted reduction in CO2 emissions for the development shows an improvement of approximately 77% in carbon emissions, from the Baseline development model (which is Part L 2021 compliant). This represents an annual saving of approximately 26.1 tonnes of CO2 from a baseline of 33.3 tCO2/year.

London Plan Policy SI4 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.

Actions:

- Please clarify why the space heating demand is 220 kWh/m2/year - is this a typo?
 - What is the g-value?
 - Is waste water heat recovery included?
 - Has the ASHP been assumed for the Be Lean case, or a gas boiler?
 - Demonstrate the cooling hierarchy has been followed, and specify which overheating mitigation measures are proposed to reduce the overheating risk within the proposed design:
- o Internal heat generation, i.e. heat distribution infrastructure
 - o Heat entering building, i.e. shutters, trees, vegetation, blinds
 - o Manage heat through thermal mass and high ceilings
 - o Passive ventilation, i.e. openable windows, shallow floorplates, dual aspect, stack effect
 - o Mechanical ventilation, i.e. free cooling from outside air in shade, by-pass for summer mode

Energy - Clean

The applicant is not proposing any Be Clean measures. The site is not within reasonable distance of a proposed Decentralised Energy Network (DEN). A Combined Heat and Power (CHP) plant would not be appropriate for size of development.

Energy - Green

As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.

The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement.

The solar array peak output would be 1.2 kWp per flat (7.2 kWp total).

The individual air-to-water ASHP system(s) (min. SCOP of 3.40) will provide hot water and heating to the dwellings.

Actions:

- Please provide some commentary on how the available roof space has been maximised to install solar PV.
- A living roof should be installed under the solar PV, or if this is not feasible, the roof should be light coloured to reduce solar heat gains and to improve efficiency of the solar panels.

- Please identify on the plans where the internal and external parts of the air source heat pumps will be located and how the units will be mitigated in terms of visual and noise impact.
- How much of the heating/hot water demand will be met by the proposed type of heat pump? If this cannot be met fully, how will this be supplemented?

Overall Sustainability

Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. Given the constraints of the site and the scale of the development this is considered acceptable.

Sustainability - Urban Greening and Biodiversity

All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5. London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage impacts on biodiversity and aim to secure a biodiversity net gain. Additional greening should be provided through high-quality, durable measures that contribute to London's biodiversity and mitigate the urban heat island impact. This should include tree planting, shrubs, hedges, living roofs, and urban food growing. Specifically, living roofs and walls are encouraged in the London Plan. Amongst other benefits, these will increase biodiversity and reduce surface water runoff.

Conditions:

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

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

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

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

- 3 Prior to the commencement of buildings works above grade, detailed drawings, including sections, to a scale of 1:20 to confirm the detailed design and materials of the:
 - a) Detailed elevational treatment;
 - b) Detailing of roof and parapet treatment;
 - c) Windows and doors (including plan, elevation and section drawings indicating jamb, head, cill, reveal and surrounds of all external windows and doors at a scale of 1:10), which shall include a recess of at least 115mm;
 - d) Details of entrances and porches which shall include a recess of at least 115mm;
 - e) Details and locations of down pipes, rainwater pipes or foul pipes and all external vents;
 - f) Details of balcony screening;
 - g) Facing Brickwork: sample panels of proposed brickwork to be used showing the colour, texture, pointing, bond, mortar, and brickwork detailing shall be provided; and
 - h) Any other external materials to be used,

Shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted and together with a full schedule of the exact product references for all materials. The development shall thereafter be carried out solely in accordance with the approved details.

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

- 4 Prior to the commencement of development above ground, full 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 11 long stay and 2 short stay cycle parking spaces for users of the development, with the long stay storage being separate from the short stay storage, in accordance with the London Cycling Design Standards. Once agreed, the details shall be implemented as approved and retained/maintained as such thereafter.

Reason: To promote travel by sustainable modes of transport and to comply with the London Plan 2021 minimum cycle parking standards and the London Cycling Design Standards, policy T5 of the London Plan 2021, Policy SP7 of the Haringey Local Plan 2017 and to maximise the accessibility of the development.

- 5 No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policy 5.17 of the London Plan 2021.

- 6 No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:
- a) parking and management of vehicles of site personnel, operatives and visitors
 - b) loading and unloading of plant and materials
 - c) storage of plant and materials
 - d) programme of works (including measures for traffic management)
 - e) provision of boundary hoarding behind any visibility zones
 - f) wheel washing facilities:
- have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period. This will need to include information such as the programme, and confirmation that construction vehicle arrivals and departures will avoid the AM/PM peak periods and be concentrated between 0930 and 1500 (to also avoid school start and finish times) as far as is practicable. It should also include details of any proposals for temporary highways arrangements and identify which bays are sought for materials handling and visiting construction vehicles.

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

- 7 The development hereby approved shall be constructed in accordance with the Energy Strategy by Base Energy (dated May 2023) delivering a minimum 77% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 7.2 kWp solar photovoltaic (PV) array.
- (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 efficiencies to achieve a minimum 54% reduction;
 - Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
 - Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
 - Specification of the waste water heat recovery system, if proposing;
 - Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp)
 - Specification of any additional equipment installed to reduce carbon emissions.
- The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development.

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

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

- 8 Prior to occupation of the development, details of internal blinds to all habitable rooms must be submitted for approval by the local planning authority. This should include the fixing mechanism, specification of the blinds, shading coefficient, etc. Occupiers must retain internal blinds for the lifetime of the development or replace the blinds with equivalent or better shading coefficient specifications.

The following overheating measures must be installed prior to occupation and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the Domestic Overheating Assessment prepared by Base Energy (dated 12 March 2024)

- Internal blinds to all habitable rooms
- Natural ventilation.
- Windows opening to have the ability to be opened beyond the 100mm restrictors as required by the occupants.
- Glazing g-value of 0.40 ground floor and 0.63 on upper floors
- dMEV with flow rates as per Approved Document F minimum requirements for a continuous extract system.

If the design of Blocks is amended, or the heat network pipes will result in higher heat losses and will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application.

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.

- 9 *Prior to above ground commencement of development, details of the sustainability strategy shall be submitted to and approved by the Local Planning Authority. This shall include specifications, plans and sections that demonstrate sustainable design, layout, construction techniques and proposed measures to improve the sustainability of the scheme including but not limited to sustainable transport, health and wellbeing, reduction of material use and waste, water consumption, and flood risk, drainage improvements, and biodiversity enhancement.*

The report shall include:

- *Urban greening and biodiversity enhancement measures;*
- *Details on electric vehicles charging points, cycle parking facilities;*
- *A target percentage for responsibly sourced, low-impact materials used during construction;*
- *Justification for the demolition of the existing buildings in terms of its impact on the whole life carbon of the development and the circular economy principles;*
- *Details on how any demolition materials can be reused;*
- *Details on how surface water runoff will be reduced and overall sustainable drainage strategy;*
- *Climate Change mitigation measures to be considered for the external spaces and the impact of the increase in severity and frequency of weather events on the building structures.*

Reason: To ensure the development provides the maximum provision towards increasing the level of sustainability in line with London Plan (2021) policies G6, SI7 and Haringey Local Plan Policy SP4, DM21, DM25, and DM29.

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

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

- 11 Prior to the first occupation of the development hereby approved full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority, and these works shall thereafter be carried out as approved. Details shall include information regarding, as appropriate:

- a) Means of enclosure;
- b) Hard landscaping surfacing materials;
- c) Planting plans including an assessment of existing and proposed trees;
- d) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);
- e) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate.

The approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be retained thereafter.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy DM1 of the Development Management DPD 2017 and Policy SP11 of the Local Plan 2017.

- 12 The development shall be undertaken in accordance with the "Surface Water and SUDS

Assessment Rev0" dated 17th May 2023.

Reason: To ensure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter in compliance with Policy SI13 of the London Plan 2021, Policies SP0 and SP4 of the Haringey Local Plan 2017 and Policy DM24 of The Development Management DPD 2017.

Informatives:

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: 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 : 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 submitted CIL form the Mayoral CIL charge will be £26,221.46 (378.54sqm x £69.27) and the Haringey CIL charge will be £99,571.16 (378.54sqm x £263.04). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

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.

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.