



Officer Report

Application Number:	HGY/2023/1083
Application Type:	Full planning permission
Address:	116 Norfolk Avenue, Wood Green, London, N13 6AJ
Proposal:	Demolition of existing dwelling and erection of a two storey building including two storey side extension to provide 2 x 3 bedroom flats. This permission is granted subject to a Section 106 Legal Agreement.
Case Officer:	Sarah Madondo
Valid Date:	03/07/2023
Applicant:	Mr Steven Antoniou
Agent:	Mr Chris Georgiou

RECOMMENDATION

Approve with Conditions

RECOMMENDATION

Grant to subject to s106 and conditions

Section 106 Heads of Terms

- Payment of carbon offset contribution prior to the above ground construction work, based on £2,850 per tonne of carbon emissions.
- Monitoring Costs £614
- S278 contributions £7910.18

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

This is an application for the demolition of existing dwelling and erection of a two storey building including two storey side extension to provide 2 x 3 bedroom flats.

Site and Surroundings

The subject site is a 2-storey end-of terrace property located on the southern end of Norfolk Avenue, and on the corner of Norfolk Avenue and Thetford Close. The surrounding area is wholly residential in character. The site is not located within a conservation area and does not fall within the curtilage of a listed building.

Relevant Planning and Enforcement History

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

HGY/2022/1625 Planning application for the demolition of existing building and the erection of anew block of 4 x self-contained flats. This application was not determined.

HGY/2022/0902 Planning permission granted for proposed single storey rear & two storey side extensions. and for the creation of a roof terrace with privacy screen.

HGY/2021/2020 Certificate of Lawfulness granted for a roof extension involving hip to gable, rear dormer window with juliette balcony and three front facing rooflights and for a garden outbuilding.

CONSULTATION RESPONSE

The responses below were received following consultation on the application:

LBH Transportation Team: No objection subject to conditions.

LBH Carbon Management: No objection subject to conditions.

LOCAL REPRESENTATIONS

The application has been publicised by way of x 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: 6

Supporting: 0

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:

- Parking (*Officer Comments: The development would include two parking spaces and it considered that as these units are family units, 1 car per family would be acceptable and comply with London Plan standards. As such it is not considered that the proposal development would have any impact on parking.*
- Character and appearance (*Officer Comments: The proposed building would in-corporate some of the traditional features that appear on the existing dwelling as indicated on drawing 1653/05A and the side extension would be setback as such would appear subordinate and proportionate, therefore the proposed development would not be out of character with the existing terrace).*
- Disrupt the architectural uniformity (*Officers Comments: The proposed building would have original features as indicated on the drawing 1653/05A, the only difference is that a two storey side extension/ single storey rear extension has been incorporated which has already been approved under HGY/2022/0902, rear dormer was approved under planning reference HGY/2021/2020 as such it not considered that the architectural uniformity would be disrupted).*
- Noise nuisance (*Officer Comments: The proposal is for two family units, therefore it is considered that the noise introduced by occupiers of these two family units would not be that significant considering that the property is an end of terrace and given that these units would be occupier by families and not unrelated individuals. In terms of construction a informative condition would be attached to restrict the hours of construction).*
- Too many flats (*Officer Comments: The proposal would only increase the number of dwellings by 1 as the other flat is considered to a replacement of the main dwelling. As*

such it is not considered that the proposal would increase the number of flats rather the proposal would increase Council's housing stock).

- Width of the property would double (*Officer Comments: The proposed development would include a side extension which was approved under HGY/2022/0902 therefore the width of property would be increased. However it is considered that this is acceptable as this property is an end terrace which has scope to be developed on the side elevation, hence one developed the property would be appear larger than other properties on this terrace).*
- Overlooking from the balconies (*Officer Comments: The proposed development would include a Juliet balcony was approved under reference HGY/2021/2020 and also it is not considered that the overlooking from the Juliet balcony would cause significant overlooking as there is already existing overlooking from the existing first floor windows).*
- No consideration has been made to reduce carbon footprint (*Officer Comments: The applicant has submitted an Energy Statement REVb which has been reviewed by the carbon officers who have advised that the development achieves a reduction of 66% carbon dioxide emissions on site, which is supported in principle. As such it is considered that carbon footprint has been reduced).*
- Relevant supporting documents. (*Officer Comment: The applicant has submitted sufficient information for the LPA to make a determination).*

The following issues raised are not material planning considerations:

- Impact on property values (*Officer Comment: This is not a material consideration).*
- Potential structural damage (*Officer Comment: This is a civil matter).*

MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

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

Principle of development

Providing additional residential housing is supported at national, regional and local plan level. National Planning Policy Framework (NPPF) sets out requirements for Local Planning Authorities to significantly boost the supply of housing whereby the approval of housing development on small sites is supported with the emphasis that such sites can make a positive contribution to meeting the housing targets of an area.

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.

Taking account of the above, the provision of additional dwellings in this location is considered acceptable in principle, subject to addressing other material planning considerations, as discussed further on in this report.

Loss of family housing

The proposal is for the demolition of existing dwelling and erection of 2 storey building comprising of 2 x 3 bedroom flats with access to private gardens. Given that the proposed development consists of 2 family units, it is not considered that there is no loss of family housing as two family units are being re-provided.

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.

DPD Policy DM12 'Housing Design and Quality' states that extensions or alterations to residential buildings, including roof extensions will be required to be of a high, site specific, and sensitive design quality, and respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original building, including external features such as chimneys, and porches. High quality matching or complementary materials should be used appropriately and sensitively in relation to the context. DPD Policy DM1 'Delivering High Quality Design' requires development proposals to relate positively to their locality, while Local Plan (2017) Policy SP11 requires the highest standard of design that respects local context and character and historic significance, which is equally supported by London Plan (2021) Policy D6.

The proposed development would introduce a new building comprising of two flats. The proposal would incorporate previous permissions such as the two storey side extension/single storey rear extension approved under planning reference HGY/2022/0902 and rear dormer approved under planning reference HGY/2021/2020. The proposed building would be modern, however some of original features of existing building would be replicated such as the pitched roof, bay window and windows style would appear the same, as such it is considered that the appearance of the terrace would not be significantly altered as some of traditional design would be mimicked. Therefore, the proposed development would not appear out of character. Furthermore, the side extension has been stepped back and would appear subordinate and proportionate. It is therefore considered that the proposed development would blend in with the existing architectural styles.

Overall the design, form, scale, massing, layout and location of the proposed development would respect the character and appearance of the area. Among other things, the development proposal would be of high quality; relate positively to their locality, including taking account of building heights, form, scale, urban grain and building lines; make the best use of land; and provide successful sustainable housing.

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 development will provide 2 new residential units, with the size of such units meeting the minimum area standards as required by the London Plan, with each unit including a living room, kitchen diner and WC, along with amenity space to the front and rear for each unit. The proposed units would be dual aspect and would be well lit in terms of daylight and sunlight.

The proposal will deliver two family home (3+ bedrooms) and will contribute the Council's housing stock.

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.

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

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.

Given the location of the proposed development at end of terrace and that are no windows proposed on the boundary with no. 118, it is not considered that proposed development would not have a significant impact on the amenities of the neighbouring properties.

The position of the two-storey side extension and its modest depth along the flank wall would not have an adverse impact on the amenity of adjoining neighbours. Following the advice from the case officer the applicant has removed both roof terraces from the design, including the side Juliette balcony window that was facing no.118, and therefore there is no impact on no.118 and no.114. A condition would be attached to restrict construction noise.

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 advises that the site has a PTAL rating of 1b, indicating that its access to public transport is poor. Officers note that 2 parking space would be provided in the front garden which would comply with , London Plan 2021 Policy T6.1 as a maximum of two spaces is required.

Vehicle crossover

The existing vehicle crossover would be relocated and the applicant would be required to make a contribution and be responsible for all costs towards the reinstatement of the redundant vehicle crossover via s278 agreement.

Cycle parking

The plans submitted indicate that 4x short stay cycling parking would be provided at the front garden. However, officer would require long stay cycle parking at the front and this should be accessible and secured. This would be secured via a condition if planning permission is granted.

Electric vehicle charging

The applicant has not submitted any information on the provision of on-site electric vehicle charging points. For a development of this type to comply with policy at least 1no. active charging, with rest passive would need to be provided. Therefore, the development contradicts the published London Plan 2021 Policy T6.1 Residential Parking which requires that '20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces'. This issue can be addressed with a planning condition.

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 & Sustainability Statement produced by ERS Consultants Ltd has been submitted as part of the planning application. The development would achieve 66% improvement in carbon

emissions over the baseline requirements within Building Regulations compliant design. The development will further achieve 'zero carbon' through an offset payment in line with the London Plan guidance which is being secured via a s.106.

The energy report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement.

A condition is being imposed requiring the development to be constructed in accordance with the Energy and Sustainability Assessment with further details in respect of the air source heat pumps (ASHPs) and solar photovoltaic (PV) panels to be submitted for approval. Subject to compliance with these conditions, the development is acceptable from an energy and sustainability perspective.

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.

The applicant submits that the refuse bin area would be provided at the front garden. A condition would be attached for the applicant to submit details of secured bin storage.

Conclusion

The position, scale, mass, detail and alignment of the proposed building is considered to be acceptable. The character and appearance of the area is sufficiently preserved and in some ways enhanced by the proposal. The proposal would not cause unacceptable harm to the living conditions/amenity of neighbouring residents. The proposed development would contribute to the Council's housing targets and alterations are considered to be acceptable in design terms, the appearance of the building and the character and appearance of the area. The extension/ alterations will not adversely impact the residential and visual 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. The details of the decision are set out in the RECOMMENDATION.

CIL APPLICABLE

Based on the information given on the plans, the Mayoral CIL charge will be £11,914.44 (172 sqm x £69.27) and the Haringey CIL charge will be £9,869.36 (172sqm x £57.38 (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.

RECOMMENDATION

GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement

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 The external materials to be used for the proposed development shall match precisely in colour, size, shape and texture those of the existing building. The render of the flank wall gable ends and frontage of the second floor shall replicate the texture and colour of the existing frontage and resurface the existing render of the frontage identically if there is not a seamless appearance between the old and new parts of the building. Detailing of the proposed bay window shall match exactly that of the existing barge board and front gable detailing at first floor and roof tiles shall reuse or match precisely the existing roof tiles. The rear elevation shall match the window arch detail and painted brickwork of the ground and first floor.

Reason: In order to ensure a satisfactory appearance for the proposed development, to safeguard the visual amenity of neighbouring properties and the appearance of the locality consistent with London Plan 2021, Policy SP11 of the Haringey Local Plan 2017, Policy DM1 of The Development Management DPD 2017 and the South Tottenham Residential Extensions SPD 2013

- 4 The development hereby approved shall be constructed in accordance with the Energy and Sustainability Statement RevB prepared by ERS Consultants Ltd. (dated 21 Dec 2023) delivering a minimum 66% improvement on carbon emissions over 2021 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, and air source heat pumps (ASHPs).

(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 30% reduction in SAP10 carbon factors, including details to reduce thermal bridging;
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;

- 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 air source heat pump must be installed and brought into use prior to first occupation of the relevant block.

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.

- 5 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.

- 6 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.

- 7 No development shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 4 cycle parking spaces for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017

- 8 Prior to occupation of the development hereby approved, 1 of car parking shall be provided with electric vehicle charging infrastructure, with a further 1 allocated for passive provision.

Reasons: To provide residential charging facilities for Electric Vehicles and to encourage the uptake of electric vehicles consistent with Policy T6.1 of the London Plan 2021 and Policies SP0 and SP4 of the Haringey Local Plan 2017.

- 9 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.

- 11 No development shall take place until a Construction Management Plan, to include details of:

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. 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.

- 12 Development shall not commence (other than demolition) until a Construction

Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.

The following applies to Part a above:

- a) The CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).
- b) The CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:
 - i. A construction method statement which identifies the stages and details how works will be undertaken;
 - ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
 - iii. Details of plant and machinery to be used during demolition/construction works;
 - iv. Details of an Unexploded Ordnance Survey;
 - v. Details of the waste management strategy;
 - vi. Details of community engagement arrangements;
 - vii. Details of any acoustic hoarding;
 - viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
 - ix. Details of external lighting; and,
 - x. Details of any other standard environmental management and control measures to be implemented.
- c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:
 - i. Monitoring and joint working arrangements, where appropriate;
 - ii. Site access and car parking arrangements;
 - iii. Delivery booking systems;
 - iv. Agreed routes to/from the Plot;
 - v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and
 - vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and
 - vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.
- d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:
 - i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;
 - ii. Details confirming the Plot has been registered at <http://nrmm.london>;
 - iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
 - iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
 - v. A Dust Risk Assessment for the works; and
 - vi. Lorry Parking, in joint arrangement where appropriate.

The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.”

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- a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information.
 - b. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
 - c. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.
 - d. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.
 - e. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

- 14
- 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.

- 15
- 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 outbuildings shall be erected and no extensions or alterations to the dwelling houses hereby approved, including the insertion of or alterations to windows and doors, hereby approved 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.

- 16 The residential unit hereby approved shall be designed to meet Part M4 (2) 'accessible and adaptable dwellings' of the Building Regulations 2015 (formerly Lifetime Homes Standard) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards in relation to the provision of accessible and adaptable dwellings.

Informatives:

INFORMATIVE: 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: Party Wall Act

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

INFORMATIVE: Land Ownership.

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

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 published on the Council's planning portal in relation to this application.

INFORMATIVE: Street 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 3472) to arrange for the allocation of a suitable address.

INFORMATIVE: Community Infrastructure Levy.

Based on the information given on the plans, the Mayoral CIL charge will be £11,914.44 (172 sqm x £69.27) and the Haringey CIL charge will be £9,869.36 (172sqm x £57.38 (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.