

	Officer Report		
Application Number:	HGY/2024/0325		
Application Type:	Full planning permission		
Address:	1 - 4 Aylmer Mews, Aylmer Parade, London, N2 0PE		
Proposal:	Demolition of 9 x existing garages to the rear of Aylmer Parade and the erection of 4 x two storey townhouses with basement floor and amenity space at roof level (AMENDED DESCRIPTION).		
)Case Officer:	Josh Parker		
Valid Date:	14/02/2024		
Applicant:	Palas Developments Limited		
Agent:	Mr Samuel Kitt-Lewis		

1. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

- 1.1 This is an application for the redevelopment of this site involving the demolition of 9 x existing garages and the erection of with 4 x two storey town houses with accommodation at basement level as well as amenity space at roof level, along with the provisions of refuse and cycle storage. The application in question is very similar to a scheme granted under reference number HGY/2020/2291.

Site and Surroundings

- 1.2 The application site was historically used for private parking in the former of garages. The site is at the rear of a retail/ commercial parade with residential accommodation above. To the rear of the site are attached garages associated with the Linksvie housing development, which fronts onto Archway Road.
- 1.3 The site is accessed via a vehicular access to the side of Aylmer Parade, with associated pedestrian access. Additional pedestrian accesses permeate the Aylmer Parade frontage connecting to the rear of the site. The flats above this parade are accessed from the rear. The service road is privately owned and contains parking restrictions.
- 1.4 The garages were privately owned and not associated with the Aylmer Parade retail or residential use. It appears as though a change of use from commercial to

residential garages was approved in 1999. There was nothing within that application to suggest that these would be for the residents of Aylmer Parade and that permission has no obligation for the garages to be retained for residents of Aylmer Parade.

- 1.5 The garage buildings have been demolished in connection with consent granted under reference number HGY/2020/2291.
- 1.6 The site is not located within a conservation.

Relevant Planning and Enforcement history

- 1.7 The relevant planning history in relation to the site is as follows.
 - HGY/1999/1450 Change of use of former garage workshop and stores to use as garages for the storage of private motor vehicles. GRANTED
 - HGY/2020/2291 - The demolition of 9 x existing garages to the rear of Aylmer Parade and erection of 4 x part two storey townhouses.- Grant permission - 14/09/2020.

2. LOCAL REPRESENTATIONS

- 2.1 The application has been publicised by way of site 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: 2
Objecting: 2
Supporting: 0

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

- Loss of privacy and overlooking towards Linksvie;w;
- Parking impact has not been assessed with the new application.

3. MATERIAL PLANNING CONSIDERATIONS

- 3.1 The main planning considerations raised by the proposed development are:
 1. Background and principle of the development;
 2. Design and impact on the character area;
 3. Standard and quality of residential accommodation;

4. Inclusive access;
5. Impact on neighbouring amenity;
6. Basement;
7. Transport considerations;
8. Refuse;
9. Energy and sustainability.

Background and principle of development

Background

- 3.2 This application was foAs highlighted above, there is an extant planning consent for a similar development at this site, as approved under reference HGY/2020/2291. This application was for the "demolition of 9 x existing garages to the rear of Aylmer Parade and the erection of 4 x part two-storey townhouses".
- 3.3 In land-use terms, the proposal has already been established by way of application reference HGY/2020/2291. As such, it is not necessary to re-evaluate all aspects of the scheme, most of which remain the same, such as land use/principle of development and the impacts on the transport/highway network.

Design and appearance

- 3.4 London Plan (2021) policies emphasize the importance of high quality and seek to optimize 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.
- 3.5 Local Plan Policy SP11 (2017) and Development Management Development Plan Document (DPD) Policy DM1 seek to secure the highest standard of design that 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 the public realm; and distinctive local architectural styles, detailing, and materials.
- 3.6 Development Management DPD Policy DM7 relates to backland and garden development. The Highgate Neighbourhood Plan further emphasizes these points of preserving garden sites and ensuring development is of high quality and respects the character of the area. In this instance, the site is previously developed for the use of independent garages, so issues of loss of garden are not applicable. Relevant policy considerations include ensuring the development appropriately and sensitively

relates to the surrounding area, retains good access through routes where possible, and provides a site-specific creative response incorporating features of the area. This site would have no street frontage, but it is appropriate that the proposed backland development is ancillary to the host parade and the adjacent houses.

Changes

- 3.7 The proposal incorporates alterations by adding a roof terrace by incorporating a pitch to the roof sloping to the southern side. As such, each unit would be allocated 8.9 sq.m of roof terrace whilst adding a basement section staged below the proposed upper floors.
- 3.8 The additional floor space has been achieved by excavation of a lower ground level, sited approximately a half floor below the approved permissions and adjoining garages that are retained.

Assessment

- 3.9 The height of the roof would be pitched to the rear of the site and would have a wide expanse above the height of the retained Linksvie garages, albeit with a staggered height. The blank façade on these sides of the building would require a high-quality finish. In this regard, the use of standing seam detail is considered to be acceptable. Subject to securing/agreement on such materials, the overall appearance of the development is considered to be acceptable.
- 3.10 While the building envelope is largely remaining the same, the mono-pitch roof is in keeping with the extant application. The benefits of the increased pitch of the roof are threefold: providing greater internal volume, enabling high-level window installation, and providing discrete access to roof-level private amenity spaces.
- 3.11 The elevations follow a similar language to the approved application HGY/2020/2291, using vertical timber cladding and inset aluminium framed windows. The solid-to-void ratio of windows remains simple, with the continuation of the vertical cladding. As such, the proposed design is considered acceptable, being largely the same as that already consented. Regarding additional massing for the roof terrace, this would not appear too bulky/incongruous when tested against the extant permissions, as the bulk has been subtly integrated using appropriate setbacks and the mono-pitch roof design.
- 3.12 Overall, the revised design is similar to the previous permission, with the addition of a small roof terrace considered a creative response to the site constraints. Although more prominent than the existing garage structure, the proposal will have an improved appearance for the site. As such, this will be a suitable form of backland development.

Standard and quality of residential accommodation

- 3.13 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.
- 3.14 In assessing the proposal against these requirements, the proposed unit would accord with the minimum unit size requirements. The minimum standards prescribed for individual rooms are set out within The London Housing Design Guide and the proposed rooms conform to these standards as shown on the floor plans with the units meeting the minimum requirement as follows:
- Home 1, first floor – 3 bedroom = 112.2m².
 - Home 2, first floor – 3 bedroom = 113.2m².
 - Home 3, first floor – 3 bedroom = 113.2m².
 - Home 4, first floor – 3 bedroom = 111.1m².

Note: Previous permission had 4 x 2 bedroom (3 people) at 74sq.m

- 3.15 While not all of the units would be dual aspect, they would avail of sufficient outlook from each habitable room, and the majority of windows would be south/south-west facing. There would also be improved amenity space by way of a roof terrace to each respective unit.
- 3.16 The proposal is considered to provide a sufficient standard of accommodation for the future occupiers of the units.

Inclusive access

- 3.17 London Plan Policy D5 requires all new development to achieve the highest standard of accessible and inclusive design, seeking to ensure new development can be used easily and with dignity by all. London Plan Policy D7 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.
- 3.18 Homes that are not on the ground floor for minor developments can comply with the M4(1) standard, which does not require step-free access, where provision of step free access would be unfeasible. The applicant has provided detail of how the dwellings can conform to M4(1) and it is noted that M4(2) could be accessible through

adaptation within the floor plan as shown. The width of stairs would be sufficient for a stair lift and circulation space is provided in the lobby.

- 3.19 The raised ground floor means that there are no rooms other than the lobby at entrance storey level, but sanitary facilities are provided at a level that accommodates bedrooms. The provision of a bathroom and en-suite would allow for adaptation of these if required to meet M4(2). Windows would be at a suitable height, and all internal alterations could be achieved without requiring a significant amendment to the permission hereby granted. As such, this design is considered acceptable in terms of accessibility and ability to be adapted, similar to the previous scheme.

Impact on neighbouring amenity

- 3.20 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.
- 3.21 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.
- 3.22 It is noted that during the previous scheme development stage and early stages of the initial submission, a roof terrace that stretched the entire roof space was subsequently removed to address some of the privacy and bulk concerns. This submission essentially introduced a whole additional storey, which would have allowed unobstructed views in all directions.

Privacy and overlooking

- 3.23 The proposed version is here a lot more compact, introducing only a small portion of outdoor amenity space amounting to less than 9 sq.m per unit and having limited views towards Linksvie on the northern edge of the development. This will be softened by the setback and vegetation of the planter boxes mentioned below.
- 3.24 The most sensitive neighbours in terms of impact are the flats above the retail units on Aylmer Parade, with however impact on these units remaining similar to that considered in the extant scheme, as the proposed terraces are sited to the rear towards the Linksvie Block Apartments.
- 3.25 The new scheme has a pitched roof with PVs facing towards Aylmer Mews properties, and therefore the occupiers in Aylmer Mews would not be impacted by overlooking

with the new proposal. The approved 2020 permissions mention: 'regardless of these amendments, there is a separation distance of approximately 13.5m between the proposed dwellings and these flats, which is not uncharacteristic of the approximate distance between houses on either side of a more conventional residential street.' This observation is still consistent with the new proposal, and therefore the separation is considered acceptable for this type and scale of residential build.

- 3.26 Consultation comments received outline concerns regarding the proximity of the proposed dwellings in respect of the Linksvie apartment block to the north. When considering the impacts on Linksvie, it is accepted the element of 3rd floor would have some additional impact on amenity over and above the extant scheme, however the additional bulk is not viewed to be significant in terms of height and impact on conditions of light and outlook or overshadowing.
- 3.27 In terms of the specific design of the roof terrace a planter boxes is to be place along the edge of the terrace area for the purposes of creating a setback so as to prevent users of the terraces standing close to the edges and looking in the direction of the Linksvie apartments. The design of roof terrace as well as this mitigation measure, separation distances as well as the fact that there is some degree of mutual overlooking, particularly in the case of apartment blocks, means than the proposal here will not adversely affect the amenity to the occupiers of this block.

Daylight, sunlight and overshadowing

- 3.28 In terms of Aylmer Parade the scheme would still comply with the 'rule of thumb' Skylight indicator/'25 degree' test, but it is also pointed out that the application is supported by a sunlight, daylight, and overshadowing report. This report satisfies compliance with BRE guidance and shows that there would be no adverse impact on conditions of daylight and sunlight to neighboring residential units.
- 3.29 The overshadowing analysis shows that the flats on the ground floor toward the southeastern corner of Linksvie will experience some additional overshadowing and some loss of daylight/sunlight in the evening, but these conditions will not be materially or significantly affected. Likewise, the communal garden area would be partially affected, but this would be a relatively small area in the context of that site. There would be minimal impact on gardens or residents of Doran Manor due to the orientation and siting of this block in relation to the application site.
- 3.30 Overall, it can be demonstrated that there will be no unacceptable harm to the living conditions of neighbouring residents. As such, the scheme is considered to be in accordance with the policies outlined above.

Basement works

- 3.31 Given ground levels here and the use of an elevated ground floor a lower ground floor is being created, with part of this subterranean and part above ground. As such,

the extent of the excavation below ground is not significant. Such works do not represent a significant structural stability hazard, on the grounds of using industry-standard underpinning in advance of the excavation below the current foundations.

- 3.32 Such works to the party wall would be very similar to typical underpinning works/foundation repairs, where foundations are taken below the swelling and shrinkage zone of London Clay, so as to reduce the risk of damage caused by the water consumption of trees in shrinkable soil as well as due to normal seasonal movement.
- 3.33 The site is not within a Critical Drainage Area and therefore there is no obvious risk of flooding, which is a large component of Policy DM18. The works here are largely contained within the existing footprint of the house. As such, there is only a very modest increase in the proportion of hard surfacing on-site, meaning surface water discharged to the ground will not be adversely affected.
- 3.34 Other legislation provides further safeguards to identify and control the nature and magnitude of the effect on neighbouring properties. Specifically, the structural integrity of the proposed basement works here would need to satisfy modern-day building regulations. In addition, the necessary party-wall agreements with adjoining owners would need to be in place prior to the commencement of works on-site. In this instance, a condition is being imposed to ensure that works are overseen by a suitably qualified engineer.

Transport considerations

- 3.35 The NPPF sets out the overarching planning policies on the delivery of sustainable development through the planning system. It emphasises the importance of reducing the need to travel and encouraging public transport provision to secure new sustainable patterns of transport use.
- 3.36 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.
- 3.37 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'.
- 3.38 The size of the dwellings are of a similar nature to the original proposal and as indicated previously any potential for displaced parking would not create a significant

impact on the highway network. The PTAL area for this site is below PTAL 4 and so a formal car free arrangement as advocated by Policy DM32 is not required here. As previously indicated in the 2020 permissions the applicant has again agreed to enter into a car club agreement to encourage the new residents to use alternate transportation options. It is noted that a Zipcar is located within accessible walking distance from the site and therefore a condition can be applied provide car club membership for the occupiers of these new units.

- 3.39 A parking stress survey was included with the last application, which included the service road as vacant parking bays and reviewed by the LPA with this considered to be reliable and acceptable. It was concluded that whilst the stress survey does show that the area is experiencing high parking stress it also shows approximately 12 spaces left on Aylmer Parade and that other roads also have additional capacity.
- 3.40 Although the units now would have an extra bedroom making them technically 'family sized units', given the findings of the previous stress survey as well as the requirement to provide car club membership means that there is no strong basis to argue that such a scheme would affect local parking conditions.
- 3.41 Given the site's location at a narrow width of private service road, where there is access required to other businesses and residential properties, as before it is required that a Construction Logistics Plan/ Construction Method Statement be provided for review prior to the commencement of the construction works here.
- 3.42 The proposal includes 8 No. cycle parking spaces provided on the ground level integrated into the frontage of each dwelling. Such cycle parking would accord with the London Plan.
- 3.43 Taking account of the deliberations in the previous application it is considered that the loss of the garages here will not materially impact parking conditions in the immediate area nor the development here affect parking conditions or the highway network. Conditions requiring car club membership and cycle storage will also encourage sustainable means of transport to and from this site.

Waste management

- 3.44 Local Plan Policy SP6 and Development Management, DPD DM4 require development proposals to make adequate provision for waste and recycling storage and collection. The Sustainable Design and Construction SPD (2013) sets out requirements for wheelie bins to be no more than 25m from the point of collection and bulk storage shall be no more than 10m.
- 3.45 Refuse stores for each unit which would be integrated into the frontage of each unit.

- 3.46 These have the capacity to hold 2 x 240L wheely bins side by side next to the bike storage. Further details of these will be required in the above condition detail to ensure they will be suitable to accommodate the waste storage. As per the extant scheme a refuse management plan is required to be submitted to agree arrangement for the delivery of bins for collection as secured by way of a planning condition.

Energy and sustainability

- 3.47 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.
- 3.48 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.
- 3.49 As per the previous application the scheme was supported by a Sustainability and Energy Statement prepared by Syntegra (updated March 2021) showing it achieves a 49.66% improvement in carbon dioxide emissions.
- 3.50 It is accepted that the scheme as submitted is very similar to the previous application as such meaning that the measures identified to secure carbon reductions and incorporate ASHP and PVs would remain very similar, however given the change in building regulations covering new dwellings has changed since the submission of this previous application, namely Building Regulations Part L1A 2021 superseding Part L1A 2013, an updated energy report demonstrating base Part L 2021 compliance/ updated SAP figures etc, is required to be submitted to the LPA.
- 3.51 Given however the Energy Report as submitted adequately explains how energy efficiency would be incorporated in to this proposed design, this provides adequate evidence to show that the proposal can comply with the overarching objectives of Policy SP4 as well Policy DM21, however as reflected above to achieve a performance above 2021 Building Regulations minimum, and update Energy Report should be submitted once this scheme has been fully developed, which will be secured by way of a planning condition to be imposed.

Conclusion

- 3.52 Taking account of the previous scheme approved and relatively minor nature of the changes over and above this scheme it is Local Planning Authority's view that the

proposed redevelopment of this site to remove the existing garages and provide residential dwelling houses, would still respond appropriately to the local context and provide appropriate living conditions for the future occupiers of the development, without affecting neighbouring amenity or having an adverse impact on on-street parking conditions or highway safety.

- 3.53 All other relevant policies and considerations, including equalities, have been taken into account.

4. CIL APPLICABLE

4.1 INFORMATIVE : Community Infrastructure Levy

Based on the information given on the plans, the Mayoral CIL charge will be £18,612.8 (268.7 sqm x £69.27) and the Haringey CIL charge will be £113,512.3 (268.7 sqm x £422.45) (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.

5. RECOMMENDATION

GRANT PERMISSION subject to the following 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 shall be completed in accordance with the approved plans as listed above except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. Samples of materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy D3 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

4. Prior to the commencement of development, a Construction Management Plan shall be submitted to and approved in writing by the local planning authority. The statement shall include the following matters and the development shall be undertaken in accordance with the details as approved:
 - a. routing of construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway;
 - b. the estimated number and type of vehicles per day/week;
 - c. estimates for the number and type of parking suspensions that will be required;
 - d. details of measures to protect pedestrians and other highway users from construction activities on the highway / private access road.

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 Policy T4 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

5. Before development commences other than for investigative work:
 - 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 in accordance with Policy SI 1 of the London Plan 2021 and Policy DM23 of The Development Management DPD 2017.

6. 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.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy SI 1 of the London Plan 2021 and Policy DM23 of The Development Management DPD 2017.

7. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london>.

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

8. Prior to the first occupation of the dwelling units hereby approved details of the membership to a Car Club scheme for the eligibility of the occupants of the development shall be first submitted to and approved in writing by the local planning authority. Such membership to a Car Club scheme shall operate as a minimum for the first 3 years of occupation of the residential units unless otherwise agreed in writing by the local planning authority.

Reason: To promote sustainable transport and to reduce the potential for additional on street parking stress as a result of the development, consistent with Policies SP0, SP4 and SP7 of the Haringey Local Plan 2017.

9. Prior to the first occupation of the development hereby approved a refuse management plan for provision of refuse and waste storage and recycling facilities and arrangements for collection, shall be 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.

Reason: In order to protect the amenities of the locality and to comply with Policy SP6 of the Local Plan 2017, Policy DM4 of The Development Management DPD 2017 and The Sustainable Design and Construction SPD (2013).

10. An updated energy report shall be submitted to and approved in writing by the Local Planning Authority prior to above ground works commencing on site showing the required improvement in carbon emissions over 2021 Building Regulations Part L are still to be achieved taking account of the Sustainability and Energy Statement by Syntegra (dated March 2021) and shall include the following details:

- Location, specification and efficiency of the proposed ASHP unit;
- Details of the PV arrays to be installed in the form of a roof plan showing the number, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp).

The development shall thereafter be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development.

Within six months of first occupation, evidence that the PV array and ASHP installation has been installed correctly shall be submitted to and approved by the Local Planning Authority, namely a Microgeneration Certification Scheme certificate.

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

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

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

12. Notwithstanding the approved drawings listed under condition 2, details of general or security outdoor lighting shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on site. The development shall be carried out strictly in accordance with the details so approved prior to the first occupation of the development hereby approved and shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority. Reason: In the interests of good design, security and protecting neighbouring and future residential amenity

Reason: In the interests of good design, security and protecting neighbouring and future residential amenity.

13. Before any above ground works commence, details of the planter boxes that are to be installed on the roof terraces shall be submitted to and approved in writing by the Local Planning Authority. The drawings shall include the dimensions of the planters and the species to be planted. All planting shall take place within the first planting season once the dwellinghouses are occupied and shall be maintained and retained unless agree to by the Local planning authority. If any of the plants die or become diseased they should be replaced the following planning season.

Reason: In order to avoid mutual overlooking for the locality and to comply with Policy SP6 of the Local Plan 2017, Policy DM4 of The Development Management DPD 2017 and The Sustainable Design and Construction SPD (2013).

14. 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 extensions or alterations to the dwellings 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.

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: 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: 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: Fire Safety

The submission/approval of this planning application does not replace the need for building regulation approval in relation to fire safety, nor does it convey or imply any approval under those regulations, with such a matter needing careful consideration in the context of these 4 new units and the existing units/ residents within this building.

INFORMATIVE: Asbestos

The applicant must ensure any issue with dust where applicable is adequately addressed so as to minimised the effects of the demolition work on the existing AQ and any other nearest sensitive receptors.

INFORMATIVE: Dust

Prior to the demolition or construction on the existing land, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

INFORMATIVE : Community Infrastructure Levy

Based on the information given on the plans, the Mayoral CIL charge will be £18,612.8 (268.7 sqm x £69.27) and the Haringey CIL charge will be £113,512.3 (268.7 sqm x £422.45) (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.

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