



Officer Report

Application Number:	HGY/2024/0701
Application Type:	Full planning permission
Address:	Frederick Morfil House, Firemens Flats, Bounds Green Road, Wood Green, London, N22 8DG
Proposal:	Erection of 2x two-storey (3-bedroom/ 6 person homes) replacement residential dwellings with dormer windows; with associated landscaping works to rear gardens and bin storage to the front (included bin storage for adjacent properties).
Case Officer:	Gareth Prosser
Valid Date:	13/03/2024
Applicant:	Marna
Agent:	Campbell

RECOMMENDATION

Approve with Conditions

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Case Officer: Gareth Prosser
Valid Date: 10/04/2024
Applicant: LBH Haringey

1. Site Description

1.1 Frederick Morfill House is located to the west of the Bounds Green Road, which runs from the junction of Station Road and the North Circular Road in Bounds Green, to the High Road in Wood Green. Access is via a narrow single lane road with no footpath from Bounds Green Road, and is a mews location. There is an existing, vacant two-storey flat roof building on site. Immediately adjacent the site are a terrace of maisonettes to the south and two blocks of flats to the north. The surrounding land use is generally residential with the exception of a Victoria ambulance station (former fire station) adjacent to the site, facing Bounds Green Road.

1.2 The site is not located within a conservation area.

2. Relevant Planning and Enforcement History

2.1 There is no recent planning history in relation to the site, other than tree applications.

3. Consultation Response

3.1 The following were consulted on the planning application:

- LBH Transportation Team: No objections raised subject to appropriate conditions on refuse and car parking.
- LBH Pollution Team: No objection subject to conditions.
- Design Officer: No comments raised.
- LBH Carbon management. No objection subject to conditions and contributions

3.2 The number of representations received from neighbours, local groups, etc in response to notification and publicity of the application were as follows:

Summary of Objections from the Public

- No. of objections: Petition (5 signatures)

Parking

- Existing residents should still be able to use existing parking (Officer Comment: No additional restrictions are proposed for existing residents).

Other Comments (Not planning considerations)

- Asbestos removal (Officer comment: Any demolition will be required to comply with standard building regulations. An informative has been added)

4. Material Planning Considerations

4.1 The main planning considerations raised by the proposed development are:

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

Principle of development

Supply of housing

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

4.3 Paragraph 69 of the NPPF (July 2021) recognises the importance of small and medium sized sites can make in meeting the housing requirement of an area, with these often built-out relatively

quickly. Chapter 11 supports the effective use of land and in paragraph 120 seeks the optimisation of sites by way of upward extensions, when designed to be sympathetic to the street scene. Paragraph 130c seeks to secure development which is sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).

4.4 The considerable emphasis on the development of small sites for housing, coming forward, is also strongly supported by London Plan 2021. In specific the London Plan Policy H2 'Small sites' places great weight on the contribution that small sites within 800m of a Tube or rail station are to make to delivering housing in London, with targets set for each borough.

Loss of employment

4.5 Frederick Morfill House is a vacant and dilapidated, two storey structure located next to an existing terrace of Victorian dwellings known as the 'Firemen Flats'. The use of the site is unclear although it may have been used for employment purposes in the past. DMDPD Policy DM40: 'Non-Designated Employment Land and Floorspace' states that the loss of employment land and floorspace will only be permitted where it can be demonstrated that the building or land is no longer suitable for continued employment use having regard to a number of criteria including, feasible alternative employment uses, the age and condition of the existing building(s) and the potential for refurbishment or adaptation, in particular to more flexible unit sizes. Site layout, access, and relationship to neighbouring uses and periods of long-term vacancy are also to be considered.

4.6 Being located within a residential terrace, the site is considered more appropriate for residential use, particularly given the scale of the existing infill building on site is considered out of scale and character with the adjoining residential units. The building is also very poor quality, being faced with corrugated steel and is considered a detractor from the surrounds which is predominantly residential. Given that the site is highly constrained, both in terms of its location and the availability of parking space for potential employees, the site is considered more desirable as residential, particularly given the opportunity to provide much needed family housing within a family housing protection zone.

4.7 As such a residential proposal is accepted in principle

Design & Heritage

Policy overview

4.8 London Plan (2021) policies emphasise the importance of high-quality and seek to optimise site capacity through a design-led approach. Policy D3 'Delivering good design' states that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to street hierarchy, building types, forms and proportions.

4.9 Local Plan Policy SP11 (2017) and Development Management Development Plan Document (DPD) Policy DM1 seek to secure the highest standard of design which respects local context and character. Policy DM1 requires that new development must contribute to the character and amenity of the local area by amongst other things relating positively to neighbouring structures by having regard to building heights; form, scale and massing around the site; urban grain; local architectural styles; detailing and materials.

Detailed design

4.10 The proposed development is for the erection of two new, two storey dwellings (with roof space) and landscaped rear gardens following the demolition of the existing two-storey, flat roofed structure known as 'Frederick Morfill House'. The existing structure is of no architectural merit and is dilapidated and in a poor state of repair. As such, its demolition and replacement is acceptable in principle.

4.11 The pair of proposed houses reflect the scale and massing of the adjoining dwellings known as the 'Firemens Flats', being two storeys with a pitched roof whilst having a two-story rear projection and generous rear gardens. The proposal is a contemporary interpretation of the tradition Victorian houses which are characteristic of the surrounding area and much of the borough. The reduced scale and massing, reflecting the domestic nature of the proposal is considered a considerable enhancement to the site and the wider street scene with significant improvements for the setting of the neighbouring properties.

4.12 Proposed materials have been provided as part of the application, these include a white brick, orange/coral metalwork to the cycle store doors and a grey standing seam zinc to the roof. The material choices have drawn from the context and also from how Frederick Morfill House currently stands out in relation to its context. The contemporary choice of materials makes a clear distinction between the new dwellings and the older neighbours whilst still providing some correlation such as the use of brickwork and grey coloured roofing.

4.13 As such, the proposed development is considered to be a positive and contemporary, yet sympathetic addition to the street scene, presenting a higher quality of design on the site. The proposal is considered acceptable in design terms.

Standard & quality of accommodation

4.14 London Plan (2021) Policy D6 requires housing developments to be of high-quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible storage space as well as outdoor amenity space. Table 3.1 sets out the internal minimum space standards for new developments, while Table 3.2 of the London Plan provides qualitative design aspects that should be addressed in housing developments. The government's 2015 'Technical housing standards – nationally described space standard' (NDSS) is also relevant.

Unit No Type/ Size GIA Amenity Space

1 3 bed 6 person 119 72

2 3 bed 6 person 115 72

Total 234 144

4.15 The development will provide 2 new houses, with the size of such units exceeding the minimum area standards as required by the London Plan, with each unit including a living room, kitchen diner and WC at ground floor level, along with significant amenity space to the rear. The proposed units would be dual aspect and would be well lit in terms of daylight and sunlight, as confirmed by the daylight and sunlight assessment.

4.16 Given the over scaled massing of the existing building, the proposal significantly improves the relationship with the adjoining properties, providing a more sympathetic and appropriate massing, thus improving the living conditions of the neighbouring properties, in particular access to natural light and improved outlook.

4.17 The proposal will deliver 2 much needed family homes (3+ bedrooms) within a Family Housing Protection Zone and will contribute positively in terms of providing a greater mix of housing in the area.

Inclusive access

4.18 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.

4.19 In this particular case one unit (50%) would be compliant with Part M4(2), whilst one unit (with step access) will achieve Part M4(1). The proposal is therefore acceptable in regards to the policies outlined above.

Impact on neighbouring amenity

4.20 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.

4.21 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.

4.22 The existing building on site is a later addition than the residential properties either side and is considered by officers to be significantly out of scale with its neighbours, thus having a significant, detrimental impact on these properties. The redevelopment of the site offers an opportunity to significantly improve this relationship and as such the proposed houses are significantly reduced in scale and massing, (in particular on the first floor which more than halves in volume) from the existing. This reduction, along with a set-back from the boundary allows significantly more light to the neighbouring properties at Nos 7-9 Firemens Flats, improving both the access to natural light and outlook from these properties. Given the blank flank wall to No6 of the Firemens flats, there is no impact here. The proposed depth of the houses also sits behind the depth of its neighbour in this section of the development.

4.23 A Daylight and Sunlight assessment has been undertaken and submitted with this application. This analysis concludes that the proposed redevelopment of Frederick Morfill House will have minimal impact on daylight & sunlight provision to the neighbouring properties with all of the neighbouring windows, assessed comfortably meeting the BRE planning guidance. Just one of the twelve rooms assessed falls slightly short of the BRE guidance, however this could be considered marginal with retained light at 78% of the current level. Officers considered this acceptable.

4.24 A condition is being imposed in requiring a Construction Management Plan to be submitted to and agreed in writing by the Local Planning Authority, outlining measures that will be taken to control dust, noise and other environmental impacts as well as to mitigate transportation impacts and provide safe operation of the highway network, in specific for pedestrians.

4.25 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 policies outlined above.

Trees & Landscaping

4.26 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. DM Policy (2017) DM1 'Delivering High Quality Design' states that the Council will expect development proposals to respond to trees on and close to the site.

4.27 There are no trees on the site in question, however the proposal will reclaim space to the rear for garden space. A simple garden design with patio, steps and low retaining wall, as well as a lawn and timber shed are proposed. Given the neglected and extremely poor state of the site, this is welcomed. Given the minor nature of the proposal, the simple landscaping design is accepted.

4.28 Overall, the proposal accords with the requirements of policy DM1 'Delivering High Quality Design', in respect of providing a responsive landscaping scheme and is in accordance with the above policy.

Parking & transport

4.29 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.

4.30 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'.

4.31 The proposal site has a PTAL rating of 4 indicating that its access to public transport is good when compared to London as a whole suggesting that there are opportunities for trips to be made to and from the site by modes other than the private car. The site itself does not sit within a CPZ. However, the site is near to the Bounds Green CPZ, which restricts parking to permit holders only Monday to Friday between the hours of 10:00 – 12:00.

4.32 LBH Transport Planning states that given that the site is providing 2 family sized dwelling and given it does not meet the council's threshold within policy to sign a S106 agreement to restrict residents to park on-street, the development should be permitted without this agreement. Meaning residents can have parking permits.

4.33 With regard to cycle parking, a secure, lockable cycle store with provision to hold 4no. cycles is provided for each house, this exceeds the standards set out in the London Plan 2021 Policy T5 Cycle which is welcomed by officers and is accepted.

4.34 Subject to conditions, the proposal is considered acceptable from a transportation perspective.

Energy and sustainability

4.35 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.

4.36 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.

4.37 4.37 An Energy Strategy prepared by JAW Sustainability Ltd., dated 5th September 2023 has been submitted as part of the planning application.

4.38 LBH Haringey Pollution have been consulted and advise that regarding the proposal to install an Air Source Heat Pump, there is no objection to the proposed development in respect to air quality and land contamination subject to conditions and informatives. These have been added accordingly.

4.39 Subject to compliance with these conditions, the development is acceptable from an energy and sustainability perspective.

Waste and recycling

4.40 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.

4.41 The proposed plans show the development would provide 8 bin stores, this substantially exceeds the councils recommended number of bins required for a development of this type. Enclosed documents make reference to a lower number of bins being needed. Transport Officers require clarity. Additionally, the distance between the road and the proposed bins stores is well over 40m, which is beyond what residents are expected to travel whilst pushing a bin and it is also beyond what council operatives would travel. Officers are satisfied, that refuse provision can be provided, however further details are required to provide clarity. A condition has been added accordingly.

Obligations and Community Infrastructure Levy Planning

4.42 Based on the information given on the plans, the Mayoral CIL charge will be £16,209.18 (234sqm x £69.27) and the Haringey CIL charge will be £61,551.36 (234sqm 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.

4.43 Payment of carbon offset contribution prior to the above ground construction works at £2,850, based on £2,850 per tonne of carbon emissions.

Conclusion

4.44 The demolition and replacement of the existing vacant building is acceptable in principle. The design, layout and orientation of the buildings and separation distances to neighbouring properties are considered acceptable to protect the amenities of neighbouring occupiers. Given the minor scale of the development there would be no significant, adverse impact on the surrounding highway network or on car parking conditions in the area.

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

8. RECOMMENDATION

Grant permission subject to condition(s):

Conditions:

- 1 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.

- 2 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.

- 3 No above ground works shall take place until the following details of the buildings/ structures hereby permitted have been submitted to and approved in writing by the local planning authority:
 - a. particulars and samples of the materials to be used on the external faces of the buildings;
 - b. details of the elevations of the development (elevations, plans and cross-sections at scale 1:20) as well as typical details of the fenestration and entrances;
 - c. details and locations of down pipes, rainwater pipes or foul pipes and all external vents;
 - d. details of the cycle store and enclosures and screening of the recycling containers and refuse bin enclosure;
 - e. details of the secure, covered cycle parking in respect of the rest of the site.The development shall thereafter be carried out solely in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance for the proposed development and to ensure the character of Fortis Green Conservation Area is preserved, consistent with Policies SP11 & SP12 of the Haringey Local Plan (2017) and Policies DM1, DM9 & DM12 of The Development Management DPD (2017).

- 4 Details of a scheme depicting those areas to be treated by means of hard and soft landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme shall include details of hard surfacing materials (permeable hard-landscaping), details of planting with a schedule of species and detail of aftercare.

The approved landscaping scheme shall thereafter be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the buildings 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 maintained and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity consistent with Policy G7 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

- 5 The dwellings shall not be occupied until the cycle parking space have been laid out within the site in accordance with the approved plans and thereafter the space shall be permanently retained for that purpose.

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.

- 6 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.

- 7 Prior to the occupation of the dwellings hereby approved a Unilateral Undertaking or equivalent mechanism shall be completed and submitted to the Local Planning Authority securing a payment of £2,850.00 to fund offsetting the remaining carbon emissions from this development.

Reason: In the interest of climate change and to help achieve zero carbon development across the borough and in compliance with Local Plan Policies SP4 and DM21.

- 8 The development hereby approved shall be constructed in accordance with the Energy Statement rev 2 by JAW Sustainability (dated 01/08/2024) delivering a minimum 71% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 6.4 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 10% reduction, including details to reduce thermal bridging, low air permeability and details of triple glazing;
- 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;
- 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. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.

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

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

- 9 Prior to above ground construction, a statement shall be submitted to and approved by the Local Planning Authority to demonstrate the active cooling demand has been reduced or removed totally, how the overheating risk has been minimised and mitigated on site in line with the London Plan Cooling Hierarchy. Details and specification of the mitigation measures, confirmation if there are acoustic and air quality constraints to window opening shall be provided in support of this statement.

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

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

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

- 12 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;
- 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;

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.

- 13 Further details of a scheme for the provision of refuse and waste storage and recycling facilities and how they would be presented for collection shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme 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 D4 of the London Plan 2021.

- 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 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.

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: 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

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 plans, the Mayoral CIL charge will be £... (...sqm x £69.27) and the Haringey CIL charge will be £... (...sqm x £422.45 x £263.04 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.

Note: The CIL rates published by the Mayor and Haringey in their respective Charging Schedules have been inflated in accordance with the CIL regulations by the inflation factor as published on-line.

INFORMATIVE: Prior to demolition of existing buildings, 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.