



Officer Report

Application Number:	HGY/2024/0111
Application Type:	Full planning permission
Address:	Langford, Maryland Road, Wood Green, London, N22 5AR
Proposal:	Demolition of existing dwelling and redevelopment of the site to provide 6 self-contained flats
Case Officer:	Mark Chan
Valid Date:	22/03/2024
Applicant:	Mr Bilal Ustun
Agent:	Mr Jamie Sleep

1. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

This is an application for the demolition of the existing building on the site known as Langford which is at the corner of Maryland Road and High Road, and erection of a three-storey (with basement) replacement residential building comprising of 6 self-contained flats (1no. 3-bed flat, 3no. 2-bed flats and 2no. 1-bed flats).

Site and Surroundings

The application site contains a two-storey detached building that is currently vacant property. The building was originally constructed as a dwellinghouse but has since been converted into a church in approximately 2008. It is unknown when it stopped operation as a church. The site is approximately 412 sqm in size and not located within a conservation area. The character of the surrounding area is predominantly residential with mostly three to four storeys buildings.

Relevant Planning and Enforcement history

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

- PRE/2023/0186 – (Follow up meeting) - The proposal is now for 6 residential units: 1 x 4-bed 3 x 2-bed 2 x 1-bed. Pre-application advice issued 22/11/2023.

- PRE/2023/0136 – Demolition of existing dwelling and redevelopment of the site to provide either: 2 x 3-bed flats 5 x 2-bed flats 1 x 1-bed flats Including communal amenity space and parking for 16 bikes. Pre-application advice issued 30/08/2023.

2. CONSULTATION RESPONSE

The responses below were received following consultation on the application:

Internal

LBH Building Control: No response received.

LBH Cleansing: No objection raised.

- The waste and recycling provision including food waste for this development is in line with our guidance and the storage facility is accessible for both residents and vehicles.
- Space should be available for the refuse collection vehicles to pull in (on Maryland Rd) as the crews will not pull the euro bins more than 10 metres.

LBH Design Officer: No objection raised.

LBH Drainage: No response received.

LBH Transportation Team: See comments in the transport section of this report.

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

External

Thames Water: Consulted – No response received.

London Fire Brigade: Consulted – No response received.

1. LOCAL REPRESENTATIONS

The application has been publicised by way of 68 neighbour consultation letters. The number of representations received from neighbours, local groups, etc in response to notification and publicity of the application were as follows:

No of individual responses: 1

Objecting: 1

Supporting: 0

Commenting: 0

The reasons for objection can be summarised as follows:

- Reduction in the daylight and sunlight;
- Loss of privacy due to closer and higher windows; and
- Noise from construction.

No representations were received from local groups/societies and Councillor(s).

The concerns that were raised in representations and are material to the determination of the application will be addressed in the next section of this report.

2. MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

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

Principle of development

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

London Plan Policy D3 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services.

The application site is currently vacant and was used as a church and the church was converted from a dwellinghouse as far back as 2008. The principle of demolishing the existing building and providing 6 self-contained flats consisting of 1no. 3-bed flat, 3no. 2-bed flats and 2no. 1-bed flats is acceptable in principle subject to all other material considerations being satisfactory. The proposal would provide much needed family sized units and positively contribute to the identified need within this part of the Borough with a good housing mix to be provided. There is potential to optimise development on the site subject to design, transport, sustainability, amenity considerations.

Design and appearance

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

Local Plan Policy SP11 (2017) and Development Management Development Plan Document (DPD) Policy DM1 seek to secure the highest standard of design which respects local context and character to contribute to the creation and enhancement of Haringey's sense of place and identity. DPD Policy DM1 'Delivering High Quality Design' requires development proposals to meet a range of criteria having regard to the following: building heights; form, scale and massing prevailing around the site; urban grain; sense of enclosure and where appropriate following existing building lines; rhythm of neighbouring or local regular plot and building widths; active, lively frontages to public realm; and distinctive local architectural styles, detailing and materials.

The proposal consists of a part three, part four storey building with a basement level at the rear and form part of the ground floor 3-bed family sized unit. The height of the proposed building is considered acceptable and in keeping with the surrounding area. The existing building sits forward of other properties within the street and the proposal has kept the building line similar to the existing and is in keeping with the street scene. It is noted that the proposal has increased the footprint of the new building slightly over the existing, from 115 sqm to 154 sqm, but this is considered acceptable given its subordinate massing and height and the amount of soft landscaping being provided and would not appear overbearing nor overly dominant in the corner site.

The proposal is considered a contemporary and modest design with the gable features that complement the high road frontage with a modern interpretation. Following Officer's pre-application advice, the windows have adequate window reveals and the fenestration proportions have been tweaked to be consistent throughout the building. The use of different materials underneath the windows also gives the appearance of bigger openings and a better brick to fenestration ratio.

The exterior of the proposed building would primarily consist of masonry, with London stock brick in a mid-grey colour to reflect the character of the local area and be appropriate in the context. The central stair core and top floor flat would be cladded in standing seam cladding made of either aluminium or zinc. Windows and doors would feature dark aluminium frames to contrast with the brickwork. The roof of the proposed building would be dark grey with solar panels installed on all roof slopes.

Overall, materials are contemporary but are still consistent with the surrounding properties. A condition has been included to secure the details of the materials.

It was noted in pre-application advice by Officer that a three-storey blank wall facing No. 322 High Road would appear bulky and solid. As such, the applicant has amended the design by introducing upper floor windows in this flank elevation to serve as a second window in the proposed bedrooms and install dark grey metal cladding beneath the windows to soften and add interest to the appearance the flank wall. A condition has been included to restrict the windows to be obscure glazed and fixed closed up to 1.7m from floor level to ensure no overlooking is caused to neighbouring properties.

The proposed balconies on the first and second floor are screened by perforated metal screens and of a similar colour to window frames which has increase the consistency of the design of the building. The existing boundary treatment would be replaced by new brickwork boundary walls with metal railings on top and a metal gate in front of the main entrance. Their height and design are considered appropriate and would not obscure or dominate the facades of the proposed building.

Overall, the design, material and massing of the proposal is considered to have merit and would respect the existing pattern of development.

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 applicant has submitted a daylight/sunlight assessment conducted by ACCON UK Limited for the proposed development as well as the potential impact on neighbouring properties. According to the results of the assessment, whilst ten of the windows at the proposed development do not meet the BRE target values in respect of VSC, nine of those windows let into rooms that have multiple windows and the remaining one is for a study at basement level. To mitigate this, additional artificial lighting would be installed in the study. It is also noted that all rooms at the proposed development meet the BRE target values in respect of sunlight. Therefore, it can be concluded that the overall light levels at the proposed development will be acceptable. All 6no. units would comply with the minimum floorspace space standards provision and provide satisfactory level of residential accommodation. The proposal would therefore comply with Policy D6 of the London Plan.

Inclusive access

London Plan Policy D5 requires all new development to achieve the highest standard of accessible and inclusive design, seeking to ensure new development can be used easily and with dignity by all. London Plan Policy D7 require that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. DPD Policy DM2 also requires new developments to be designed so that they can be used safely, easily and with dignity by all.

The proposed scheme includes an accessible 2-bed, 3-person unit on the ground floor. Whilst a lift is not provided, the size of the central staircase would allow for adaptable accommodation at all levels. The proposal is considered acceptable in terms of accessible and inclusive design.

Basement development

Policy DM18 ('Residential Basement Development and Light Wells') requires householder extensions for basement development to demonstrate that a proposal will not adversely affect the structural stability of the application building and neighbouring buildings; does not increase flood risk to the property and nearby properties; avoids harm to the established character of the surrounding area; will not adversely impact the amenity of adjoining properties or the local natural and historic environment. The site is within a critical drainage area and thus is required to incorporate measures to reduce the overall level of flood risk, in accordance with DPD Policy DM26.

A Basement Impact Assessment prepared by Imperium Engineering dated March 2024 has been submitted with this application. The trial holes and boreholes show a limited thickness soft brown sandy silty clay underlain by weathered London Clay formation comprising brown to grey mottled finely laminated fissured silty clay. Officer thinks that the screening undertaken was sufficient and that the basement development could be achieved without compromising neighbouring properties, in accordance with the policy.

Overall, the works do not represent a significant structural stability hazard, on the grounds of using industry standard underpinning. The structural integrity of the proposed basement would also need to satisfy modern day building regulations and separate permission would be required under Building Regulations. In addition, the necessary party-wall agreements with adjoining owners would need to be in place prior to commencement of works on site. The purpose of the Building Control / Building Regulations is to ensure that the engineering design is professional and competent, the construction work is undertaken in a skilful and proficient manner and that the sequence of working on site (including temporary works) are properly planned and carried out.

Habitable rooms would be provided at basement level, however the submitted BIA has demonstrated that all habitable rooms in the basement have sufficient means of escape. The BIA states that there would not be hydrological or hydrogeological impacts to the neighbouring properties or local environment through the detailed construction methodology and design.

Officers are satisfied that the works would not cause any adverse impact on the structural stability of neighbouring properties, other infrastructure, current geological conditions or local amenity in general, in compliance with Development Management DPD policy DM18 and DM24.

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.

As mentioned above, the proposal would have a similar building line as the existing and slightly taller. There are no balconies to the rear elevation and thus there would be no overlooking and loss of privacy to neighbouring properties in this sense.

In terms of impact on daylight and sunlight to neighbouring properties, the result of the submitted daylight/sunlight assessment indicate that only two existing receptor windows would be impacted in terms of daylight and sunlight (Windows 8 and 9). These two windows are at the flank elevation of No. 322 High Road that face directly towards the proposed development. However, the applicant has noted that these windows serve bathrooms and have obscured glazing and therefore, are not considered to be habitable rooms.

Representation about the reduction of sunlight during APSH Winter for Window 17 and Window 16 at No. 322 High Road was received. However, both windows are 90-degree due north of the proposed development and under BRE guidance, APSH/WPSH impact assessment is based on the windows' orientation. A south-facing window will, in general, receive the most sunlight. North-facing windows may receive sunlight on

only a handful of occasions in a year, and windows facing eastwards or westwards will receive sunlight only at certain times of the day. As such, only windows with orientation within 90 degrees of due south should be assessed and the proposal is acceptable under BRE guidance.

The amenity spaces at No. 332 High Road, were assessed without the proposed development and with the proposed development in place. 50% of the amenity space will remain sunlit for more than 2 hours and the ratio with and without the proposed development is higher than 0.8 times its former value in line with the BRE Guidance requirements. Therefore, the overshadowing impact of the development on the amenity spaces at No. 332 High Road will be negligible.

A construction logistics management plan in detail and scope that is proportional to the size of the development has been secured by condition to minimise noise and disruption from the development during construction.

Overall, the proposal would not cause unacceptable adverse impacts on neighbouring amenity and is considered acceptable in this instance.

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'.

DPD Policy DM32 'Parking' states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development, parking is provided for disabled people; and parking is designated for occupiers of developments specified as 'car capped'.

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

The application site has good public transport accessibility (PTAL = 4) and is located within a CPZ. The proposals include storage provision of 14no. cycle parking spaces comprising of 12no. long-stay and 2no. short-stay. Whilst the number of cycle parking spaces provided is acceptable, a condition has been included to secure the details of the layout of long-stay cycle parking so that there is adequate space for the bicycles and aisle width to meet recommendation of London Cycling Design Standards (LCDS). Dimensioned plans should be provided to demonstrate compliance with LCDS.

The proposal is car free. This is considered acceptable given the good public transport accessibility of the site. The application is supported with parking stress survey and results indicate that there is a high demand for on-street, car parking. The survey results indicate an average parking stress of approximately 71-72% (based on 5m bays) and 100% (based on 6m bays) on most adjacent roads. Under these circumstances, a car free S.106 agreement is required to restrict eligibility of all occupiers from obtaining CPZ parking permits. The developer will also be responsible for cost (£400) for amending the CPZ TMO as well as offer each resident a 3 -year free ZipCar membership and £50 user voucher.

A condition requiring submission of a demolition and construction logistics management plan has been included prior to the commencement of any works. This submission should follow format of TfL guidance for construction logistics plan. It will also be necessary for the developer to undertake a highway dilapidation survey to record existing highway conditions, in agreement with Haringey Officers before start of any works on site.

There is an existing vehicular over along Maryland Road that needs to be reinstated as footway and the developer will be responsible all related costs.

Trees and landscaping

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

The application site would have a garden space in the front and rear but few existing plants or trees. As part of the proposal, new vegetation that will be introduced to the site providing natural screening and privacy. An indicative layout is shown in the submitted proposed ground floor plan (Drawing No. 152-302). A condition has been included that require hard/soft landscaping details to be submitted and approved by the LPA.

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.

The application is supported by an Energy Statement, a Sustainability Statement, Energy Use Intensity Calculation and a Domestic Overheating Assessment prepared by BASEENERGY. The documents include reference to several "Lean" measures, such as provision of MVHR ventilation and underfloor or radiator heating to improve energy efficiency standards. In terms of "Green" solutions, the applicant has reviewed the installation of various renewable technologies and concluded that air source heat pumps (ASHP) and solar photovoltaic (PV) panels are the most viable options to deliver Be Green requirement. A total of 4.3 tCO₂ (80%) reduction of emission are proposed under Be Green measures. Overall, the proposed scheme would achieve an overall reduction in CO₂ emission of 96% from the baseline development model. This represents an annual saving of approximately 5.2 tonnes of CO₂ from a baseline of 5.4 tCO₂ per year. A carbon shortfall of 0.2 tCO₂/year remains and hence, a payment of £570.00 is required as a carbon offset contribution prior to the above ground construction works. The payment has been secured by way of a planning condition and S.106 agreement.

Therefore, it is considered that this proposal would comply with relevant policies and to be acceptable in terms of sustainable design and energy efficiency, subject to appropriate conditions.

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.

As per the drawings submitted, there is provision for 2no. 1100L wheelie bins for refuse and recycling and 1no. 140L food waste box which is adequate for a building of this size. The building will be eligible for kerbside collection for refuse and recycling. The Council's Cleansing team have been consulted and raised no objections. A condition has been included to secure the design details of the refuse storage facility.

Conclusion

The proposal is considered acceptable for the reasons set out above and does comply with relevant planning policy. 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.

3. CIL APPLICABLE

Based on the information given on the submitted CIL form the Mayoral CIL charge will be £27,569.46 (398 sqm x £69.27) and the Haringey CIL charge will be £104,689.92 (398 sqm x £263.04 (Indexation included)). 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. RECOMMENDATION

GRANT PERMISSION subject to Section 106 Agreement and the following condition(s):

Conditions:

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development shall be completed in accordance with the approved plans 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. Prior to the commencement of buildings works above grade, detailed drawings, including sections, to a scale of 1:20 to confirm the detailed design and materials of the:

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

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

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

4. Prior to the commencement of development above ground, full details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 12 long stay and 2 short stay cycle parking spaces for users of the development, with the long stay storage being separate from the short stay storage, in accordance with the London Cycling Design Standards. Once agreed, the details shall be implemented as approved and retained/maintained as such thereafter.

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

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

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

6. No development shall take place, including any works of demolition, until a Construction Logistics Management Plan, to include details of:

- a) parking and management of vehicles of site personnel, operatives and visitors
- b) loading and unloading of plant and materials
- c) storage of plant and materials
- d) programme of works (including measures for traffic management)
- e) provision of boundary hoarding behind any visibility zones
- f) wheel washing facilities:

have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period. This will need to include information such as the programme, and confirmation that construction vehicle arrivals and departures will avoid the AM/PM peak periods and be concentrated between 0930 and 1500 (to also avoid school start and finish times) as far as is practicable. It should also include details of any proposals for temporary highways arrangements and identify which bays are sought for materials handling and visiting construction vehicles.

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

7. 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. The development hereby approved shall be constructed in accordance with the Energy Statement prepared by BASEENERGY (dated July 2024) delivering a minimum 96% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 14.4 twp. 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 16% reduction, 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;
- 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.
- No Active cooling.

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 pumps 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. The dwellings/ units hereby approved shall be constructed to meet as a minimum the higher Building Regulation standard Part G for water consumption limited to 110 litres per person per day using the fittings approach.

Reason: The site is in an area of serious water stress requiring water efficiency opportunities to be maximised; to mitigate the impacts of climate change; in the interests of sustainability; and to use natural resources prudently in accordance with the NPPF.

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

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

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

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

11. The development shall be undertaken in accordance with the "Flood Risk and SuDS Assessment Rev0" prepared by BASEENERGY dated 13 December 2023.

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

12. The placement of a satellite dish or television antenna on any external surface of the extension hereby approved is precluded, with the exception of a communal solution for the residential units details of which are to be submitted to the Local Planning Authority for its written approval prior to the first occupation of the units hereby approved. The provision shall be retained as installed thereafter.

Reason: To protect the visual amenity of the locality in accordance Policies DM1 and DM3 of the Development Management Development Plan Document 2017.

13. Notwithstanding the plans hereby approved the first and second floor east facing windows and all the north facing windows as shown in drawing No. 075A_PL03B be fitted with obscure glazing to level 3 or higher on the Pilkington scale of privacy or equivalent and shall be non-opening up to a minimum height of 1.7 metres. This specification shall be complied with before development is occupied and thereafter be retained for the lifetime of the development unless otherwise agreed in writing, in advance, by the local planning authority.

Reason: To safeguard against overlooking and loss of privacy in the interests of amenity of neighbouring occupiers and to comply with Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

14. No development (other than site preparation) shall commence until a Chartered Civil Engineer (MICE) or Chartered Structural Engineer (MI Struct.E) has been appointed, and such appointment confirmed in writing to the local planning authority, to supervise the construction works throughout their duration. In the event that the appointed engineer ceases to perform that role for whatever reason before the construction works are completed, those works will cease until a replacement chartered engineer of the afore-described qualification has been appointed, and such appointment confirmed in writing to the local planning authority, to supervise their completion. At no time shall any construction work take place unless an engineer is at that time currently appointed and their appointment has been notified to the local planning authority in accordance with this condition.

Reason: To ensure that the proposed development would have no undue impact on the structural integrity of adjoining and neighbouring buildings, in accordance with Policy DM18 of the Haringey Development Management DPD 2017.

Informatives:

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

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

- 8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday and not at all on Sundays and Bank Holidays.

INFORMATIVE: 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: Community Infrastructure Levy The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the submitted CIL form the Mayoral CIL charge will be £27,569.46 (398 sqm x £69.27) and the Haringey CIL charge will be £104,689.92 (398 sqm x £263.04 (Indexation included)). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3472) to arrange for the allocation of a suitable address.

INFORMATIVE: 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: Need for Dilapidation survey

The applicant may be liable under Sections 131 and 133 of the Highways Act 1980 to pay for damage to the publicly maintained highway if caused as a result of the building works hereby approved. The applicant is, therefore, required that before the commencement of the works hereby approved to contact the Council's Highway Department regarding the preparation of a site dilapidation survey and photographs of the footway and carriageway around (Insert Road). This survey will be used as a basis for assessing the amount of damage caused to the publicly maintained highway caused by building works.