



Officer Report

Application Number:	HGY/2024/3115
Application Type:	Full planning permission
Address:	12 Canning Crescent, Wood Green, London, N22 5SR
Proposal:	Demolishment of existing dwelling and redevelopment of the site to provide 9 self contained flats. (Amendments to the approved application (HGY/2023/1337) .
Case Officer:	Kwaku Bossman-Gyamera
Valid Date:	12/11/2024
Applicant:	Mr Bilal Ustun
Agent:	Ms Aygul Boyraz

RECOMMENDATION

Approve with Conditions

1. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

This is an application for the demolition of an existing two storey detached dwelling situated on the southern side of the road at its junction with Newnham Road and construction of 9 self-contained flats. This is an amendment to the previously approved 6 flats under planning permission reference HGY/2023/1337).

Amendments were sought by officers in the consideration of this application. In response to officer's initial concerns, the applicant introduced a number of minor elevational changes to include different type of brick texture and colour to articulate and enhance the elevation treatment of the building.

Site and Surroundings

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

Relevant Planning and Enforcement history

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

- HGY/2023/1337 – Granted 22/04/2024 - Demolition of existing dwelling and redevelopment of the site to provide 6 self-contained flats.
- HGY/2022/1956 – Refused 03/11/2022 - Demolishment of existing dwelling and redevelopment of the site to provide 9 self-contained flats.

2. Consultation response

2.1 The responses below were received following consultation on the application:

Internal:

- 1) LBH Transportation Team: No objection subject to conditions and s106 agreement for car free development.
- 2) LBH Design Officer: No objection subject to material details.
- 3) LBH Pollution: No objection subject to conditions,
- 4) LBH Carbon Management: Consulted - See comments in the Sustainability section of this report.
- 5) LBH Waste Management: No objection subject to conditions.
- 6) LBH Cleansing: Consulted - No response received.
- 7) LBH Drainage: No objection subject to conditions.

External:

- 8) Thames Water: - No objection subject to informative
- 9) London Fire Brigade: Consulted - No response received.

3. LOCAL REPRESENTATIONS

The application has been publicised by way of 110 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

3.1 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:

· Objection on the grounds that – no reason for knocking down an older, yet in a good order house, with interesting history behind it. Believes that old houses should be preserved, and some money should be invested into those, to undo the damage and to re let them out, not knock them down.

Also, I would object to the noise coming from the process of demolition of the older already existing property.

3.2 Comments on representations:

Objector's comments are noted. However, the demolition of the building has already been accepted by the Local Planning Authority and as such there is no objection to the demolition of the building subject to a satisfactory replacement. Concerns relating potential disruption during construction, such as materials and dust. As with any construction work, it is accepted that the building works will cause a certain amount of disruption to adjoining occupiers. However, this short-term disruption is not considered to be a justifiable reason for refusal.

4 MATERIAL PLANNING CONSIDERATIONS

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

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

Principle of development

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

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

The demolition of the existing building is of little architectural merit, there are no objections to the demolition of the existing building subject to a satisfactory replacement building, and compliance with relevant adopted Haringey's Development Management DPD and Haringey's Local Plan (Strategic Policies) and policies within the London Plan and relevant planning guidance.

The principle of development has been accepted by virtue of the previously approved planning permission granted in respect of this property. Mainly outlined below:

- HGY/2023/1337 – Demolition of existing dwelling and redevelopment of the site to provide 6 self-contained flats.

The proposed development is identical to the above outlined approved scheme in terms of design and footprint. The difference relates to changes to the housing mix and introduction of additional floor. It is also important to note that since the approval of the above permissions, there has not been no significant change in policy direction which would affect the current application. Therefore,

the substantive development has been accepted. Given the nature of development which is similar to the approved scheme and the same location, the principle of this development is acceptable subject to the design detailing and other consideration as outlined below.

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 current proposal for the redevelopment of the site by the erection of a four-storey building has been subject to pre-application discussions and the current revised application has been submitted following advice given by officers. Although of contemporary design, the proposed building would have a similar eaves and ridge height to neighbouring buildings. There is a mixture of architectural style in Canning Crescent and there is no objection to the contemporary design adopted for the proposed building. The current scheme has incorporated significant amendments suggested by officers to reduce the bulk and massing and rearward projection of the proposed building along with design amendment to ensure the proposal fits more sympathetically to the local vernacular.

The building would be of a design, utilising brick with contrast rendering on the lower ground floor and slate for the roof element. The brick detailing adjacent to the window openings would successfully complement the elevational treatment of the building. The proposed materials are considered appropriate in principle, however, a condition requiring they be viewed on site prior to commencement of the development is recommended.

The proposed building utilised recessed balconies and setbacks to reduce the visual bulk of the development. Fourth floor would be greatly set back from front and rear elevation allowing the development to be visually read as a four-storey building when approaching the site from Canning Crescent. Soft landscaping would create a buffer between the building and the pavement, reducing its visual dominance when viewed at ground floor level. The bulk, scale and massing of the development would not be dissimilar to the existing building adjacent to the application site and continuing further down Canning Crescent and the High Road. The proposed building would therefore be considered to be in keeping with the characteristic three storey blocks that define the surrounding area and would not appear overly dominant.

Dwelling Mix

DPD Policy DM11 requires the provision of a mix of housing sizes, types and tenures in new residential schemes to meet the needs of different section of the community. This policy provision does not prescribe a mix of units for market housing but instead recommends "a balanced mix of unit sizes including family-sized accommodation." In all cases, proposal is expected to demonstrate that the provision of family -sized units has been maximised. However, the policy recognises that the dwelling type and mix proposed might depend on the particular location and

nature of the individual development site, viability considerations and need to achieve mixed and balanced communities.

In this case, the proposed dwellings mix would comprise of 4 x 1-bedroom units, 4 x 2 bedrooms units and 1 x three bedrooms unit. Whilst this mix would be weighted towards smaller sized units, a three-bedroom unit has been provided with 24.8sqm of private amenity space thus providing an acceptable family sized unit. The scheme would re-provide a greater number of housing units on this site with a wider mix of unit sizes. Therefore, the mix is considered policy compliant having regards to the overarching objective of the council's policy to encourage sustainable communities with a choice of family sized housing.

Standard and quality of residential accommodation

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

The flats have been designed to comply with the standards set out in the Mayor of London's guidance on new residential development. The new dwelling would benefit from access to balcony area and all rooms have adequate light. The new building has dual aspect and accords with the floor to ceiling standard. The design, internal layout of the proposed flats are considered acceptable.

The quality of residential accommodation to be provided is adequate. The submitted daylight/sunlight assessment considers the proposed units will benefit from acceptable levels of daylight/sunlight. The ground floor balconies have been amended to be more screened from the adjacent road and set back so would be a more useable space. All 9 units comply with the nationally described space standards minimum floorspace provision. The proposal would therefore comply with policy D6 of the London Plan.

Inclusive access

London Plan Policy D5 requires all new development to achieve the highest standard of accessible and inclusive design, seeking to ensure new development can be used easily and with dignity by all. London Plan Policy D7 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 scheme does include accessible units on the ground floor. The scheme also includes a lift, which we would typically expect to enable adaptable accommodation at all levels. The proposal is considered acceptable in terms of accessible and inclusive design.

Impact on neighbouring amenity

London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.

DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring residents.

The proposed building has been designed to mitigate potential problems of loss of privacy with windows towards the street frontages and to the side blank flank wall of the adjacent buildings. Although front balconies/ terraces would be provided for each flat, the balconies would be screened to prevent overlooking and in addition, overlooks onto the street frontage, not neighbouring gardens. It is therefore considered that the siting of the proposed building and its relationship to the existing neighbouring residential properties is acceptable in terms of policy DM 1 and SP 11. In terms of outlook from the neighbouring properties, the bulk has been reduced and centralised to the rear to reduce the impact on neighbours to acceptable levels.

In assessing daylight and sunlight impacts of proposed development upon neighbouring properties, development planning policy requires reference to be made to the Building Research Establishment (BRE) guidelines 'Site Layout Planning for Development and Sunlight: A guide to good practice' (2011). It is officer's consideration that based on the submitted drawings; the neighbouring residential properties would not suffer a noticeable loss of daylight, sunlight or overshadowing as a result of the proposed development.

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, 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 advises that the site has a PTAL value of 5, considered 'very good' access to public transport services. 7 bus services are within 2 to 7 minutes' walk of the site, and Wood Green Underground Station is an 8-minute walk away. It is located within the Wood Green Outer CPZ, which operates between 0800 – 1830 Monday to Saturday, it is also close to the western edge of this CPZ, and this abuts the Woodside West CPZ, which operates Monday to Friday between 11.00 and 13.00

An internal cycle parking store (18 spaces) and waste/recycling store is shown to the ground floor. The development is proposed as car free, which given the very good accessibility to public transport service and a PTAL value of 5, is considered appropriate and accords with policy DM32.

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

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

Cycle parking is shown located within an internal cycle store to the western corner of the building. To meet London Plan numerical requirements, 16 long stay and 2 short stay cycle parking spaces are required. The application includes 16 spaces within this internal store. The short stay spaces should be separate from the long stay as visitors will not necessarily have access to the store and to ensure security for the long stay cycle parking.

All cycle parking should meet the London Cycle Design Standards as produced by TfL, and fully dimensioned details demonstrating this and, and adherence to the manufacturer's installation specifications for spacing, headroom and the like also needs to be demonstrated. There is space within the development site to accommodate separate long and short stay cycle parking so ideally the applicant should confirm acceptable arrangements prior to decision, alternatively a pre commencement condition to provide full cycle parking details will be suitable.

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

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

In terms of potential parking demands, there is no uplift in unit numbers, and it will be appropriate for this development to be formalised as permit free/car free via the appropriate planning agreement.

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

Subject to the above referenced conditions and formal designation as a car/permit free development, Transportation do not object to this proposal. The proposal, therefore, is considered acceptable in terms of transportation, following the addition of the conditions/section 106 requested above by the transport team.

Trees and landscaping

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

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

Energy and sustainability

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.

Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L (2013)). The London Plan (2021) further confirms this in Policy SI2. The development achieves a reduction of 83% carbon dioxide emissions on site with efficient building fabric, air source heat pump and 10.8 kWp solar photovoltaic panels. This is supported in principle. Some details are missing with regard to the Energy Strategy which has been conditioned.

Also, the proposal does not comply with the 10% biodiversity net gain requirement and the submitted BNG statement proposes to buy off-site biodiversity credit to compensate and comply with the 10% requirement. The applicant is recommended to explore biodiverse/Bio-solar living roofs to enhance biodiversity net gain on-site. A biodiversity net gain plan has been conditioned to secure this.

A carbon offset contribution of £4,560 is requested to offset the shortfall in emissions that could not be delivered on site. This is calculated at £95 per tCO₂ over 30 years.

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

Actions:

- Please clarify why the space heating demand is 220 kWh/m²/year - is this a typo?
- What is the g-value?
- Is wastewater heat recovery included?
- Has the ASHP been assumed for the Be Lean case, or a gas boiler?
- Demonstrate the cooling hierarchy has been followed, and specify which overheating mitigation measures are proposed to reduce the overheating risk within the proposed design:

- o Internal heat generation, i.e. heat distribution infrastructure
- o Heat entering building, i.e. shutters, trees, vegetation, blinds
- o Manage heat through thermal mass and high ceilings
- o Passive ventilation, i.e. openable windows, shallow floorplates, dual aspect, stack effect
- o Mechanical ventilation, i.e. free cooling from outside air in shade, by-pass for summer mode

Energy - Clean

The applicant is not proposing any Be Clean measures. A Combined Heat and Power (CHP) plant would not be appropriate, and it is not close enough to a proposed Decentralised Energy Network.

Energy - Green

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

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

Actions:

- Please provide some commentary on how the available roof space has been maximised to install solar PV.
- A living roof should be installed under the solar PV, or if this is not feasible, the roof should be light coloured to reduce solar heat gains and to improve efficiency of the solar panels.
- Please identify on the plans where the internal and external parts of the air source heat pumps will be located and how the units will be mitigated in terms of visual and noise impact.
- How much of the heating/hot water demand will be met by the proposed type of heat pump? If this cannot be met fully, how will this be supplemented?

Overall Sustainability

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

Sustainability - Urban Greening and Biodiversity

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

5 Conclusion

The proposal is considered acceptable. On balance, it is considered that the design and layout of the proposed building to be acceptable and that the development would not harm neighbour amenity. Accordingly, it is recommended that planning permission be granted subject to the applicant entering into a legal agreement that six units in the development being designated 'car free development' secured through a s106 agreement.

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

6. CIL APPLICABLE

The development is less than 100 square metres but is for a whole new unit and as such is liable for CIL. Based on the information given on the plans, the Mayoral CIL charge will be £29,360.17 (413sqm x £71.09) and the Haringey CIL charge will be £111,485.22 (413sqm x £269.94 (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.

8. RECOMMENDATION

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

Conditions:

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

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

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

113A_PL03H (As approved & proposed elevations and section);
113A_PL04F (Proposed plan & contextual elevation);
113A_PL01A (Existing plan, elevations & block plan);
113A_PL05A (Existing, as approved & Proposed Block Plans);
113A_PLOS1 – (Site Location Plan);
113A_PL02A (As approved plans & block plan);
Design & Access Statement – prepared by Aygul Boyraz;
Planning Statement – Ref:113A 12 Canning Crescent;
16.12596 Energy Statement (12 Canning Crescent) Rev 0;
Surface Water and SuDS Assessment Rev 0;
Biodiversity Net Gain Assessment Report (Aygul Boyraz_ Canning Crescent- BNG_24-2-B;
Daylight and Sunlight Assessment – Ref: A5378/DS/01;
Transport Statement – Ref: 211122-01; &
Water Efficiency Report -Ref: 12596.

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

- 3 Prior to the commencement of buildings works above grade, detailed drawings, including sections, to a scale of 1:20 to confirm the detailed design and materials of the:
a) Detailed elevational treatment; b) Detailing of roof and parapet treatment; c) Windows and doors (including plan, elevation and section drawings indicating jamb, head, cill, reveal and surrounds of all external windows and doors at a scale of 1:10),

which shall include a recess of at least 115mm; d) Details of entrances and porches which shall include a recess of at least 115mm; e) Details and locations of down pipes, rainwater pipes or foul pipes and all external vents; f) Details of balcony screening; g) Facing Brickwork: sample panels of proposed brickwork to be used showing the colour, texture, pointing, bond, mortar, and brickwork detailing shall be provided; and h) Any other external materials to be used, Shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted and together with a full schedule of the exact product references for all materials. The development shall thereafter be carried out solely in accordance with the approved details. Reason: To safeguard and enhance the visual amenities of the locality in compliance with Policies DM1, DM8 and DM9 of the Development Management Development Plan Document 2017.

- 4 Prior to the commencement of development above ground, full details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority.

The development shall not be occupied until a minimum of 16 long stay and 2 short stay cycle parking spaces for users of the development, with the long stay storage being separate from the short stay storage, in accordance with the London Cycling Design Standards. Once agreed, the details shall be implemented as approved and retained/maintained as such thereafter.

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

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

- 6 The development hereby approved shall be constructed in accordance with the Energy Statement prepared by BaseEnergy (dated December 2024) delivering a minimum 83% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 10.8kWp 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 11% 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;
- 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 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.

- 7 Prior to above ground construction, a statement shall be submitted to and approved by the Local Planning Authority to demonstrate 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 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

- 8 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.

- 9 (a) Prior to the commencement of development, a Biodiversity Gain Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include the details of ecological enhancement measures and ecological protection measures, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats. The plan should demonstrate how biodiversity enhancement has been maximised on-site. A biodiversity net gain of 10% must be achieved on-site or off-site.

Development shall accord with the details as approved and retained for the lifetime of the development.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

- 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 "Surface Water and SUDS Assessment Rev0" dated 17th May 2023.

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

- 12 No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of: a) parking and management of vehicles of site personnel, operatives and visitors b) loading and unloading of plant and materials c) storage of plant and materials d) programme of works (including measures for traffic management) e) provision of boundary hoarding behind any visibility zones f) wheel washing facilities: have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period. This will need to include information such as the programme, and confirmation that construction vehicle arrivals and departures will avoid the AM/PM peak periods and be concentrated between 0930 and 1500 (to also avoid school start and finish times) as far as is practicable. It should also include details of any proposals for temporary highways arrangements and identify which bays are sought for materials handling and visiting construction vehicles. Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

- 13 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. 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 the desktop study has been approved in writing by the Local Planning Authority. b. 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 investigation must be comprehensive enough to enable: an updated risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement Detailing the remediation requirements. The updated risk assessment and refined Conceptual Model along with the site investigation report, shall be submitted and approved in writing by the Local Planning Authority. c. If the updated risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements and any post remedial monitoring, using the information obtained from the site investigation, shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. The remediation strategy shall then be implemented as approved. d. Before the development is occupied and where remediation is required, a verification report demonstrating that all works detailed in the remediation method statement have been completed shall be submitted to and approved in writing by the Local Planning Authority. Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

- 14 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved. Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

- 15 a. Prior to the commencement of the development, evidence of site registration at <http://nrmm.london/> to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during the construction phase of the development shall be submitted to and approved by the Local Planning Authority.

b. Evidence that all plant and machinery to be used during the demolition and construction phases of the development shall meets Stage IIIA of EU Directive 97/68/EC for both NOx and PM emissions shall be submitted to the Local Planning Authority.

c. During the course of the demolitions, site preparation and construction phases, an inventory and emissions records for all Non-Road Mobile Machinery (NRMM) shall be kept on site. The inventory shall demonstrate that all NRMM is regularly serviced and detail proof of emission limits for all equipment. All documentation shall be made available for inspection by Local Authority officers at all times until the completion of the development.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ

- 16 *No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved in writing by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. The works shall be carried out in accordance with the approved*

details thereafter.

Reason: To Comply with Policy 7.14 of the London Plan and GLA SPG Dust and Emissions Control (2014)."

- 17 Prior to the commencement of any works the site or Contractor Company must register with the Considerate Constructors Scheme. Proof of registration must be submitted to and approved in writing by the Local Planning Authority. Registration shall be maintained throughout construction.

Reason: To Comply with Policy 7.14 of the London Plan.

Informatives:

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 £29,360.17 (413sqm x £71.09) and the Haringey CIL charge will be £111,485.22 (413sqm x £269.94 (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.

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: 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.