



Officer Report

Application Number:	HGY/2024/1435
Application Type:	Full planning permission
Address:	88 Alexandra Park Road, Hornsey, London, N10 2AE
Proposal:	Erection of a two storey rear extension to 88 Alexandra Park, together with installation of new doors/windows to existing building, provision of balconies/terraces and reconfiguration of internal layouts of flats. Demolition of existing dwelling and garage to the rear. Erection of a new two storey building to the rear, containing two new self-contained dwellings.
Case Officer:	Kwaku Bossman-Gyamera
Valid Date:	20/05/2024
Applicant:	MR MUKHBINDER CHANA
Agent:	mrs Neha ABAYAWARDANA

RECOMMENDATION

Approve with Conditions

1. Proposed development

This is an application for the erection of a two-storey rear extension to the rear of 88 Alexandra Park Road to accommodate two self-contained flats at ground and first floor levels. The proposal includes internal alterations to the existing flats and the formation of a terrace on part of the existing outrigger. In addition, the application seeks permission for the demolition of the existing flat and garage and the construction of a new two-storey mews-style building to provide two replacement self-contained flats.

2. Site and Surroundings

The application site comprises two separate properties. The first is a three-storey end-of-terrace building located on the southern side of Alexandra Park Road, within the Muswell Hill Conservation Area and designated Local Shopping Centre parade. It forms the end of a row of three-storey buildings with commercial units at ground floor level and residential accommodation above. Access to both the residential and commercial units is from street level, although some are also serviced via a narrow road running along the rear of the terrace, which connects to Rosebery Mews, a service road running behind this section of Alexandra Park Road.

The second property is a two-storey flat and an adjoining single-storey garage located at the end of Rosebery Mews. The flat is accessed directly from the service road, while the garage extends the full length of the site.

3. Relevant Planning and Enforcement history

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

HGY/2023/0100 – Refused 24/11/2023 - Erection of a two-storey rear extension to 88 Alexandra Park, together with installation of new doors/windows to existing building, provision of balconies/terraces and reconfiguration of internal layouts of flats. Demolition of existing dwelling and garage to the rear. Erection of a new two storey building to the rear, containing two new self-contained dwellings.

4. Consultation response

The responses below were received following consultation on the application:

Internal:

- 1) LBH Conservation Officer: No further objection following significant amendments.
- 2) LBH Transportation Team: No objection.
- 3) LBH Climate Change Officer: No objection subject to conditions.

5. Local Representations

No representations received from neighbours, local groups, etc in response to notification and publicity of the application.

6. Material Planning Considerations

The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Impact on the character and appearance of the conservation area;
3. Standard and quality of residential accommodation;
4. Impact on neighbouring amenity;
5. Transport considerations;
8. Energy and sustainability and
7. Trees and biodiversity.

Principle of development

The proposed scheme represents an intensification of a previously developed site located adjacent to a designated shopping parade. In accordance with Policy H2A of the London Plan (2021), there is a clear presumption in favour of development proposals on small sites, defined as those below 0.25 hectares in size. Table 4.2 of the Plan sets out a 10-year minimum housing delivery target of 2,600 units for the London Borough of Haringey, reinforcing the strategic importance of optimising such sites for residential use.

Policy D3 of the London Plan further supports the optimisation of site potential, requiring proposals to respond positively to local context, incorporate high-quality design principles, and consider public transport accessibility and the capacity of existing and future infrastructure.

The proposed extensions and internal alterations would not result in the loss of floorspace associated with the existing ground floor retail unit fronting Alexandra Park Road, nor would they compromise the ongoing viability of this commercial use. The introduction of additional residential units, without detriment to the functioning of the local shopping parade, is therefore considered acceptable in principle—subject to the delivery of a high-quality scheme that meets the relevant design, amenity, and heritage considerations outlined below.

Design and impact of the proposed development on the character or appearance of the conservation area.

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.

London Plan Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and DPD Policy DM9 set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment.

DPD Policy DM9 states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. In relation to extensions or alterations to residential buildings, including roof extensions, Policy DM9 requires proposals to be of a high, site specific, and sensitive design quality, which respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original buildings, including external features such as chimneys, and porches. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.

Mews Buildings

Currently there is a single storey garage and two storeys building adjacent (Rosebery Mews) which house storage and a one-bedroom flat respectively. These will be demolished and replaced with mews style houses to match others along the same stretch.

The current proposal for redevelopment of the Mews site by the erection of two storey buildings has been subject to pre-application discussions and the current revised application has been submitted following advice given by conservation officers. Although of contemporary design, the proposed buildings would have a similar eaves and ridge height to neighbouring adjoining buildings. There is a prevailing similar architectural style in Rosebery Mews and there is no objection to the design adopted for the proposed buildings. The current scheme has incorporated significant amendments suggested by conservation area officers to reduce the bulk and massing and forward projection of the proposed building along with design amendments to ensure the proposal fits more systematically to the local vernacular. The amended scheme is considered to be acceptable in terms of policies DM1 and SP11.

Rear Extensions

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

It is noted from the planning history for properties along the same stretch include that of the construction of enlarged rear, part single, part two storey projections fronting the rear service road that runs parallel to the parade. There are a number present and under construction along the terrace. They are therefore considered an established part of the character of the area.

The proposed extension would be located to the rear of the site so would not impact on the existing street scene facing on to Alexandra Park Road. It would be visible from the service lane but would replace the existing area of hardstanding to the rear which is in poor condition. The proposed extension would be a flat roofed structure which would be a similar design to existing extensions to the neighbouring buildings and would be finish in painted render and brick. It is considered to be in keeping with the neighbouring extensions which form part of the character of the rear access Lane and is therefore considered to preserve the character and appearance of the Conservation Area. To ensure an acceptable design quality and use of suitable materials a condition is being imposed asking for further detail.

The proposed terrace and balcony areas would be sufficiently small in scale and given that small balcony areas are found along the length of the rear of the parade, the additional terrace areas would not appear as uncharacteristic features.

Taking account of the surrounding pattern of development and the design changes to the scheme, the revised proposal is considered acceptable in both spatial and visual terms and would not harm the character or appearance of the conservation area, thereby preserving its significance

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.

- Flat 1 --- 1 bedroom, 1-person unit = 39m² (39m² proposed).
- Flat 2 --- 1 bedroom, 2-person = 58m² (70m² proposed).
- Flat 3 --- 3 bedroom, 4-person unit = 74m² (74m² proposed).
- Flat 4 --- 3 bedroom, 4-person unit = 74m² (76m² proposed).
- Flat 5 (1 Rosebery Mews) – 1 bedroom, 2-person unit = 50m² (55m² proposed).
- Flat 6 (1A Rosebery Mews) – 1 bedroom, 1-person unit = 39m² (41m² proposed)

The scheme has been reduced by one flat, and some units are now studio flats rather than one-bedroom flats, thereby reducing the overall bulk and massing of the extensions. The one-bedroom unit within the rear extension would be dual aspect, served by a large south-facing window and an open-plan living room/kitchen area, providing sufficient daylight for future occupiers. A large glazed window would serve the first-floor bedroom, and a small private garden would provide amenity space for the ground-floor occupiers.

The four flats within the existing building (first and second floors) are currently significantly below the required space standards and lack access to amenity space. These have been remodelled to create two larger dual-aspect flats (three-bedroom, four-person). The units would be served by large north- and west-facing windows, with open-plan living room/kitchen areas providing sufficient daylight for future occupiers. Each of the two larger bedrooms would be served by large windows, while the smaller bedroom would be served by a small window to the existing glazed void.

A small private terrace/balcony area would provide amenity space for the occupiers. Each of the proposed units would meet the relevant internal floor space requirements, and overall, the development would provide an acceptable standard of accommodation for future occupiers.

Rosebery Mews

The flat would be single aspect, with high-level windows to the kitchen. It would be served by large south-facing windows at ground floor level, with an open-plan living room/kitchen area providing sufficient daylight for future occupiers. A large glazed sliding door would provide access to a small, fenced, and landscaped garden at ground floor.

Unit 2A is located at first floor level and has been set back at the corner to provide private amenity space, responding to the existing dwellings on Rosebery Mews. While the flat would also be single aspect, its depth is appropriate to allow natural light to penetrate deep into the interior. High-level windows would serve the kitchen, and large south-facing windows would provide daylight to the open-plan living room/kitchen area. A large glazed sliding door would open onto a small first-floor balcony, which is set back from the line of the ground floor.

The building has been designed to reflect the style of adjacent properties, incorporating a sedum roof to enhance on-site biodiversity. The proposed materials would match those of neighbouring dwellings, with the introduction of timber fencing, soft landscaping, and solar panels to meet renewable energy requirements.

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.

88 Alexandra Park Road

- The closest neighbouring residential properties within the terrace are located on the first floor of the application site and adjoining properties. The proposed extension has been reduced from the previously refused scheme and would now be part two storeys. At ground and lower ground floor level, there are no rear windows to the retail premises; therefore, the proposal would not impact residential amenity and is not considered to result in harm to neighbouring occupiers.

While the proposed part-first floor storey would project above the neighbouring single-storey rear extension, it would not affect daylight or sunlight to the upper floor windows of No. 90. A 45-degree line has been indicated on the proposed plans, demonstrating that the rear extension would not be detrimental to neighbouring amenity. The proposed balconies are positioned away from neighbouring properties to avoid potential overlooking, and no windows are proposed that would overlook neighbouring boundaries.

Rosebery Mews

- The proposed dwelling at 1 Rosebery Mews would reflect a similar footprint to the existing house, albeit with the addition of a second storey on the boundary with Rosebery Road. It is proposed to be built on

the boundary with No. 2 Rosebery Mews and adopts a design similar to that of the neighbouring property.

Four obscure-glazed windows are proposed facing the rear service road behind No. 88 Alexandra Park Road; as such, there would be no issues of overlooking in this regard.

Both units would have windows at ground and first floor level. The ground floor flat would benefit from a small private garden, while the first floor flat would have a small balcony overlooking Rosebery Mews and the driveway of the dwelling opposite. With appropriate screening, these spaces would provide suitable private amenity areas for future occupiers.

Overall, the proposed development would have a minimal impact on the residential amenity of neighbouring occupiers, in accordance with the relevant policies.

Transport considerations

London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking, and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

Local Plan Policy SP7 'Transport' states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DPD Policy DM31 'Sustainable Transport'.

The site has a PTAL rating of 3. No on-site car parking is possible given the size of the site and its surrounding constraints. Un-restricted on-street parking is available nearby, notably on Rosebery Road. However, the units proposed are small, with limited occupancy.

Given the limited additional number of units proposed, their occupancy level, and the availability of bus routes nearby leading to local centres and further transport options, the proposal would not result in detrimental impacts in this regard. Cycle storage could take place within the building/flats given the limited size of the site/external space available.

The flats within the main body of the building would continue to be serviced as usual, likely directly from the street in terms of refuse collection. However, servicing of the restaurant from the rear service road could also continue, as amended plans were received during the course of the application providing for internal bin stores for the restaurant, which could be accessed along the retained passage to the side of the rear extension, leading to the rear service road. The newly created rear extension would feature integral refuse storage to avoid clutter on the rear alley, which would be sited to avoid harm to its future occupiers, or those nearby. A condition of approval has been imposed for the provision of secure cycle storage facility on site. The proposal is acceptable in this regard.

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 wheelie bins for refuse and recycling and 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.

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.

Local Plan Policy SP4 requires all new development to be zero carbon. The proposal achieves a 61% reduction, resulting in a carbon shortfall of 2.1 tCO₂/year. A carbon offset contribution of £5,985 is therefore required to offset the remaining emissions, calculated at £95 per tCO₂ over 30 years. Applicant has made a payment of £5,985 to cover carbon offset contribution.

Energy strategy and sustainability strategy have been submitted with the application as required by policies S12 and SP4 for new residential units. The reports provide details of energy saving building services, shower waste-water heat recovery, heating control, solar panels, and ASHP for the new build plots, which is supported in principle.

Trees and biodiversity

London Plan Policy G7 mandates the retention of existing trees of value, with any necessary removal requiring adequate replacement. The policy further emphasizes the inclusion of new tree plantings, particularly those with large canopies, within development proposals. DM Policy (2017) DM1, 'Delivering High-Quality Design,' expects development proposals to appropriately respond to the presence of trees both on and near the site.

From 2 April 2024, Biodiversity Net Gain (BNG) became a mandatory requirement for all minor planning applications under the Environment Act 2021. Developments subject to BNG must demonstrate how the proposal will deliver a minimum 10% net gain in biodiversity value over the pre-development baseline, secured for a period of at least 30 years. This is typically measured using the statutory DEFRA Biodiversity Metric and may be achieved through on-site enhancements, off-site measures, or the purchase of statutory biodiversity credits.

In this case, the application site comprises two previously developed parcels: the rear of No. 88 Alexandra Park Road and the existing flat and garage at the end of Rosebery Mews. The site is predominantly hard-surfaced, with the exception of a narrow strip along the side boundary where two small existing trees are located. These trees are shown to be retained on the submitted plans and are relatively modest in size, with limited root spread due to the surrounding hard surfacing. Given the absence of significant soft landscaping or habitat features, and the limited extent of any on-site habitat, the development qualifies for exemption from the mandatory BNG requirement under the 25 square metre threshold. As stated in national guidance, a site is exempt if it "impacts less than 25 square metres of on-site habitat" (source).

The applicant has confirmed that the existing trees will be retained, as shown on the approved drawings. Subject to confirmation that the exemption criteria are met, the development is considered exempt from BNG requirements.

Conclusion

The principle of the development is considered acceptable given the nature and location of the site and surrounding pattern of development. The proposal has been significantly amended from the previously refused scheme to address the identified reasons for refusal. The revised design reduces the bulk and massing at the corner, adopts an architectural style more in keeping with the adjacent buildings, and introduces extensions and alterations that enhance the building's condition and bring it in line with current standards.

The development not harm the character and appearance of this part of the Muswell Hill Conservation Area, leaving it preserved, and would not result in harm to the amenity of neighbouring occupiers, nor would it give rise to concerns regarding on-street parking or highway safety. The proposal is therefore considered to represent an appropriate and policy-compliant form of development.

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.

7. 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 £6,753.55 (95sqm x £71.09) and the Haringey CIL charge will be £41,186.30 (95sqm x £433.54 (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.

7. Recommendation

GRANT PERMISSION subject to conditions

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.

Plans: 22 671 GA 14 Rev B, 22 671 GA 19 Rev B, 22 671 GA 10 Rev A, 22 671 GA11 Existing Floor Plans no 88, 22 671 GA 18 Rev B, 22 671 GA 15 Rev B, 22 671 GA 13 Rev B, 22 671 GA12 Existing Elevations no 88, 22 671 GA 17 Rev A, 22 671 GA 16 Rev B

Documents: 22 671 Heritage and Design and Access Statement 060123, S10766 Alexandra Park GLA REV0 COU, S10766 SS Alexandra Park REV0.3, S10766 ES Alexandra Park REV0 NEW, S10766 Alexandra Park GLA REV0 FULL NO PV, S10766 Alexandra Park GLA REV0 New Build, S10766 SS Alexandra Park REV0 OH, S10766 Alexandra Park GLA REV0 FULL

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

3

No above-ground works shall take place until the following details of the buildings and structures, including boundary treatment, hereby permitted have been submitted to and approved in writing by the Local Planning Authority:

1. Particulars and samples of all materials to be used on the external surfaces of the development, including the building and front boundary wall. Samples shall include sample panels or brick types, roofing material samples, and a schedule of exact product references.
2. Detailed elevations, plans, and cross-sections at a scale of 1:20, including typical details of fenestration, entrances, front boundary wall, and gates.
3. Details and locations of all external features, including downpipes, rainwater pipes, foul pipes, and vents.

The development shall thereafter be carried out in full accordance with the approved details.

Reason: To ensure a satisfactory appearance for the proposed development and to preserve the character of the Muswell Hill Conservation Area, in accordance with Policies SP11 and SP12 of the Haringey Local Plan (2017) and Policies DM1, DM8, DM9, and DM12 of the Development Management DPD (2017).

4

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

The details shall include a minimum of 6 cycle parking spaces for users of the development, in accordance with the London Cycling Design Standards. Once agreed, the details shall be implemented as approved prior to occupation 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 final 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.

6

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.

- 7 The development hereby approved shall be constructed in accordance with the Energy and Sustainability Statement prepared by Base Energy (dated September 2025), delivering a minimum 61% improvement on carbon emissions over the baseline calculated in line with the GLA Energy Assessment Guidance 2022, with high fabric efficiencies, air source heat pumps (ASHPs), and a 6.4kWp solar photovoltaic (PV) array.

- (a) Prior to above ground construction, details of the Energy Assessment shall be submitted to and approved by the Local Planning Authority. This must include:
- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
 - Confirmation of the necessary fabric efficiencies to achieve a minimum 30% reduction, including details to reduce thermal bridging;
 - Confirmation of the necessary fabric efficiencies and other measures to improve the Energy Use Intensity and Space Heating Demand aiming for the GLA benchmarks;
 - 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.

8

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 mews dwelling units hereby approved, including the insertion or alteration of windows and doors, shall be carried out without the prior grant of planning permission from the local planning authority.

Reason: To safeguard the visual amenities of the area, and to prevent overdevelopment of the site by controlling future 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: Party Wall Act

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

INFORMATIVE: Land Ownership

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

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 £6,753.55 (95sqm x £71.09) and the Haringey CIL charge will be £41,186.30 (95sqm x £433.54 (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.