

APPENDIX 2 - INFORMATIVES

1) Working With the Applicant (LBH Development Management)

INFORMATIVE: In dealing with this application, the London Borough of Haringey has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) Order 2015 to foster the delivery of sustainable development in a positive and proactive manner.

2) Community Infrastructure Levy (LBH Development Management)

INFORMATIVE: The Community Infrastructure Levy 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.

3) Hours of Construction Work (LBH Development Management)

INFORMATIVE: 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

4) Party Wall Act (LBH Development Management)

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.

5) Development Numbering (LBH Land Charges)

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 5573) to arrange for the allocation of a suitable address.

6) Site Constraints (Environment Agency)

INFORMATIVE: The EA have no issues on flood risk grounds but would refer the applicant to our Flood Risk Standing Advice (FRSA).

The previous use of the proposed development site as a landfill presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are considered to be particularly sensitive in this location because the proposed development site is;

- Sited on the regionally important principal chalk aquifer and the Thanet Sands deposit which are considered to be in continuity at this site.
- Within a source protection zone 2 for a public drinking water supply abstraction.

The Environmental Statement and associated Non-Technical Summary Dated July 2018 submitted in support of this planning application provides the EA with confidence that it will be possible to suitably manage the risks posed to controlled waters by this development. However, further detailed information will be required before built development is undertaken. It is our opinion that it would place an unreasonable burden on the developer to ask for more detailed information prior to the granting of planning permission but respect that this is a decision for the Local Planning Authority. In light of the above, the proposed development will be acceptable if the planning conditions listed above are invoked and a remediation strategy carried out by a competent person in line with paragraph 180 of the National Planning Policy Framework.

7) Advice to Applicant on Model Procedures and Good Practice (Environment Agency)

INFORMATIVE: EA recommends that developers should:

- Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
- Refer to the Environment Agency Guiding principles for land contamination for the type of information that we required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
- Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed.
- Refer to the contaminated land pages on GOV.UK for more information.

A Detailed Quantitative Risk Assessment (DQRA) for the principal chalk aquifer using the results of the site investigations with consideration of the

hydrogeology of the site and the degree of any existing groundwater and surface water pollution should be carried out. This increased provision of information by the applicant reflects the potentially greater risk to the water environment. We feel that a DQRA for environmental health purposes should be sufficient to characterise near surface deposits.

In the absence of any applicable on-site data, a range of values should be used to calculate the sensitivity of the input parameter on the outcome of the risk assessment. Where groundwater has been impacted by contamination on site, the default compliance point for Principal and Secondary aquifers is 50m. Following the DQRA, a Remediation Options Appraisal to determine the Remediation Strategy in accordance with CRL11. The remediation strategy should address the procedure for dealing with waste arising from piling activities in the historic landfill and appropriate materials management plan for reuse of suitable materials onsite.

The verification plan should include proposals for a groundwater-monitoring programme to encompass regular monitoring for a period before, during and after ground works. E.g. monthly monitoring before, during and for at least the first quarter after completion of ground works, and then quarterly for the remaining 9-month period. Where SUDs are proposed; infiltration SUDs should not be located in unsuitable and unstable ground conditions such as land affected by contamination or solution features. As the site is a former landfill it may not be a practical options to use infiltration techniques for dealing with surface water and appropriate connections to the public sewer are expected. Where infiltration SuDS are to be used for surface run-off from roads, car parking and public or amenity areas, they should have a suitable series of treatment steps to prevent the pollution of groundwater. For the immediate drainage catchment areas used for handling and storage of chemicals and fuel, handling and storage of waste and lorry, bus and coach parking or turning areas, infiltration SuDS are not permitted without an environmental permit. Further advice is available in the updated CIRIA SUDs manual.

http://www.ciria.org/Resources/Free_publications/SuDS_manual_C753.aspx

8) Waste on Site and Reuse of Materials (Environment Agency)

INFORMATIVE: The CLAIRE Definition of Waste: Development Industry Code of Practice provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice, excavated materials that are recovered via a treatment operation

can be re-used on-site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution treated materials can be transferred between sites as part of a hub and cluster project. Some naturally occurring clean material can be reused directly onsite.

It will not be acceptable to reuse historic landfill material on site as this will remain waste and will need to be disposed in accordance with the relevant protocols. Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

The Environment Agency recommends that developers should refer to: the position statement on the Definition of Waste: Development Industry Code of Practice and the Environmental regulations page on GOV.UK.

9) Advice to applicant on Review of Further Documents (Environment Agency)

INFORMATIVE: If you would like EA to review a technical report or document, outside of a statutory consultation, and/or meet to discuss EA position, this will be chargeable in line with EA planning advice service.

If you wish to request a meeting, or document review, please contact EA team email address at HNLsustainableplaces@environment-agency.gov.uk

Further information on our charged planning advice service is available at:

<https://www.gov.uk/government/publications/planning-advice-environment-agency-standard-terms-and-conditions>

Decision notice: EA records the outcome of planning applications and request that the decision notice is sent to hnl sustainableplaces@environment-agency.gov.uk

10) Suitably Qualified Professional – WSI (Historic England – GLAAS)

INFORMATIVE: Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.

11) Deemed Discharge - Written Scheme of Investigation (Historic England – GLAAS)

INFORMATIVE: The Condition addressing a Written Scheme of Investigation (WSI) is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

12) Evaluation - Written Scheme of Investigation (Historic England – GLAAS)

INFORMATIVE: Historic England GLAAS envisages that archaeological fieldwork would comprise the following:

Geoarchaeological Assessment and Coring

Geoarchaeology is the application of earth science principles and techniques to the understanding of the archaeological record. Coring involves boreholes drilled into the buried deposits to record (and sample) their characteristics, extent and depth. It can assist in identifying buried landforms and deposits of archaeological interest, usually by using the results in deposit models. Coring is often undertaken when the deposits of interest are too deep for conventional digging, or when large areas need to be mapped. It is only rarely used in isolation usually forming part of either an archaeological evaluation to inform a planning decision or the excavation of a threatened heritage asset.

Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

The scope of the archaeological mitigation will depend on the results of the above phases of work. You can find more information on archaeology and planning in Greater London on our website This response only relates to archaeology. You should also consult Historic England's Development Management on statutory matters.

13) Asbestos Survey (LBH Environmental Health)

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.

14) Positive Pumped Device (Thames Water)

INFORMATIVE Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing a positive pumped device (or equivalent reflecting technological advances) to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions. Fitting only a non-return valve could result in flooding to the property should there be prolonged surcharge in the public sewer.

15) Groundwater Risk Management Permit (Thames Water)

INFORMATIVE: If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality

16) Minimum Pressure (Thames Water)

INFORMATIVE: Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

17) Water Mains Crossing or Close to Development (Thames Water)

INFORMATIVE: There are water mains crossing or close to development. Thames Water do NOT permit the building over or construction within 3m of water mains. If applicant is planning significant works near TW mains (within 3m) TW need to check that development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The

applicant is advised to read our guide working near or diverting our pipes.
<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes>

18) Development within 15m of Thames Water Assets (Thames Water)

INFORMATIVE: The applicant is advised to read TW guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk.

19) Ground Water Source Protection Strategies (Thames Water)

INFORMATIVE: More detailed information regarding Source Protection Strategies can be obtained from Thames Waters' Groundwater Resources Team email GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603.

20) Network Rail Asset Protection (Network Rail)

INFORMATIVE: Network Rail strongly recommends the developer contacts Network Rail Asset Protection London South East Asset Protection anglia@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at www.networkrail.co.uk/asp/1538.aspx.

21) Safe Operation of the Railway (Network Rail)

INFORMATIVE: The Developer must ensure that their proposal, both during construction and after completion of works on site, does not:

- Encroach onto Network Rail land
- Affect the safety, operation or integrity of the company's railway and its infrastructure
- Undermine its support zone
- Damage the company's infrastructure
- Place additional load on cuttings
- Adversely affect any railway land or structure
- Over-sail or encroach upon the air-space of any Network Rail land
- Cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

The developer should comply with the following comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.

22) Safe Operation of the Railway - Future Maintenance (Network Rail)

INFORMATIVE: The development must ensure any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. The reason for the 2m (3m for overhead lines and third rail) stand off requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works. The applicant / resident would need to receive approval for such works from Network Rail Asset Protection, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land. No structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams' ability to maintain our boundary fencing and boundary treatments.

23) Safe Operation of the Railway - Drainage (Network Rail)

INFORMATIVE: Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to Network Rail Asset Protection. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be

constructed near/within 10 – 20 metres of Network Rail’s boundary or at any point which could adversely affect the stability of Network Rail’s property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants’ expense.

24) Safe Operation of the Railway – Plant and Materials (Network Rail)

INFORMATIVE: All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail’s property, must at all times be carried out in a “fail safe” manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

25) Safe Operation of the Railway – Scaffolding (Network Rail)

INFORMATIVE: Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant’s contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

26) Safe Operation of the Railway – Piling (Network Rail)

INFORMATIVE: Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for approval to Network Rail Asset Protection prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

27) Safe Operation of the Railway – Fencing (Network Rail)

INFORMATIVE: In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail’s existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way.

Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

28) Safe Operation of the Railway – Lighting (Network Rail)

INFORMATIVE: Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's approval of their detailed proposals regarding lighting.

29) Safe Operation of the Railway – Noise and Vibration (Network Rail)

INFORMATIVE: The potential for any noise/ vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which hold relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.

30) Safe Operation of the Railway – Vehicle Incursion (Network Rail)

INFORMATIVE: Where a proposal calls for hard standing area / parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.

31) Asset Protection Agreement (Network Rail)

INFORMATIVE: Network Rail strongly recommends the developer contacts Network Rail Asset Protection London South East at AssetProtectionanglia@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at www.networkrail.co.uk/asp/1538.aspx.

32) Commercial Waste Disposal (LBH Waste Management)

INFORMATIVE: Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under Section 34 of the Act. Failure to do so

may result in a fixed penalty fine or prosecution through the criminal Court system.

33) Noise Receptors (LBH Environmental Health – Noise)

INFORMATIVE: To effectively protect the existing noise sensitive receptors from adverse levels of noise and vibration, the principal contactor shall be encouraged to apply for prior consent under Section 61 of the Control of Pollution Act 1974 for this development.

34) Phasing for CIL Purposes (LBH Development Management)

INFORMATIVE: For the avoidance of doubt, this planning permission is not a phased planning permission for the purposes of the Community Infrastructure Levy Regulations 2010 (as amended)