

## **Appendix 11 – Conditions**

### **1. Time Limit**

(a) The development shall be begun within five years of the date of the permission.

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

### **2. Approved Plans and Documents**

(a) The Development hereby approved shall be carried out in accordance with the following approved plans and documents:

- SEE APPENDIX 10.

REASON: In order to ensure that the development is carried out in accordance with the approved details and to protect the historic environment.

### **3. Phases (PRE-COMMENCEMENT)**

(a) No Development excluding site preparation works shall commence in any Phase until a Phasing Plan has been submitted to and approved in writing by the Local Planning Authority, which may only be varied with the prior written approval of the Local Planning Authority.

(b) The Phasing plan shall set out a breakdown of the following for each identified Phase:

- (i) Number of dwellings (including dwelling mix and tenure);
- (ii) Children's play space
- (iii) Car parking spaces
- (iv) Cycle parking spaces
- (v) Details of interim boundary treatments.

(c) The development shall be carried out in accordance with an approved Phasing Plan, which may be varied from time to time, subject to the prior written approval of the Local Planning Authority and the approved interim boundary treatments shall be maintained in good condition until such times as they are replaced by permanent boundary treatments approved under Condition X.

REASON: To assist with the identification of each chargeable development (being each Phase) and the calculation of the amount of CIL payable in accordance with the Community Infrastructure Levy Regulations 2010 (as amended) and to ensure that housing and other uses are delivered in a co-ordinated way.

### **4. Minimum amount of Business Floorspace**

(a) The non-residential floorspace hereby approved shall include at least 400sqm of Business floorspace (Use Class E(g) (i) (ii) or (iii)).

(b) Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as revised), or any Order or Regulations that revoke or further revises this Order, the 400sqm of Business floorspace that is provided under (a) above shall

only be used for offices, research and development and industrial processes in perpetuity, unless otherwise agreed in writing by the local planning authority.

REASON: In order to ensure a mixed-use scheme that mitigates the loss of existing industrial premises in accordance with London Plan Policy E4, Local Plan Policies SP8 and SP9, AAP Policy NT5 and Local Plan Policies DM38 and DM40.

## **5. Accessible Housing**

(a) The detailed design for each dwelling in Goods Yard Blocks A, B, C, D, E, F and G and Depot Blocks A, B, C, D, E, F and G hereby approved shall meet the required standard of the Approved Document M of the Building Regulations (2015) as follows unless otherwise agreed in writing with the Local Planning Authority.

i. The following dwellings shall meet Approved Document M M4(3) (2b) ('wheelchair user dwellings'):

- Block A - GY-L00-A-01, GY-L01-A-01, GY-L02-A-01, GY-L02-A-04, GY-L02-A-05, GY-L02-A-08, GY-L03-A-04, GY-L03-A-05, GY-L03-A-08, GY-L04-A-04, GY-L04-A-05, GY-L05-A-04, GY-L05-A-05, GY-L06-A-04, GY-L06-A-05, GY-L29-A-03, GY-L29-A-04, GY-L30-A-03, GY-L30-A-04, GY-L31-A-03 & GY-L31-A-04.
- Block B - GY-L00-B-01, GY-L00-B-02, GY-L00-B-03, GY-L01-B-01, GY-L01-B-05, GY-L02-B-04, GY-L03-B-04, GY-L04-B-04, GY-L05-B-04, GY-L06-B-04, GY-L07-B-04, GY-L08-B-04, GY-L09-B-04, GY-L10-B-04, GY-L11-B-04, GY-L12-B-04, GY-L13-B-04, GY-L14-B-04 & GY-L15-B-04.
- Block C - GY-L01-C-03 & GY-L01-C-04.
- Block D - GY-L05-D-01.
- Block E - GY-L02-E-01 & GY-L03-E-01.
- Block F - GY-L00-F-01, GY-L00-F-02 & GY-L02-F-04.
- Block G - GY-L01-G-01 & GY-L03-G-01.
- Block ABC - TD-L00-A-01-AC, TD-L01-A-01-AC, TD-L01-A-05-AC, TD-L01-C-01-AC, TD-L02-A-06-AC, TD-L02-B-03-AC, TD-L03-A-06-AC, TD-L03-B-03-AC, TD-L04-A-06-AC, TD-L04-B-03-AC, TD-L05-A-06-AC, TD-L05-B-03-AC, TD-L07-A-04-AC, TD-L08-A-046-AC, TD-L08-B-04-AC, TD-L11-A-04-AC, TD-L12-A-04-AC, TD-L13-A-04-AC, TD-L14-A-04-AC, TD-L15-A-04-AC, TD-L16-A-04-AC, TD-L23-A-027-AC, TD-L24-A-02-AC, TD-L25-A-02-AC, TD-L26-A-02-AC, TD-L26-A-06-AC, TD-L27-A-06-AC, TD-L28-A-06-AC.
- Block D - TD-L00-D-01-AC, TD-L00-D-06-AC, TD-L02-D-03-AC & TD-L02-D-04-AC.
- Block E - TD-L00-E-01 & TD-L00-E-04-AC.
- Block G - TD-L03-G-03-AC, TD-L04-G-04-AC & TD-L05-G-02-AC.

ii. All other dwellings shall meet Approved Document M M4(2) ('Accessible and adaptable dwellings').

REASON: In order to ensure an adequate supply of accessible housing in the Borough and to ensure an inclusive development.

## **6. Commercial Units - Ventilation/Extraction**

(a) No ground floor commercial unit shall not be occupied as a café/restaurant (Use Class E(b)) until such times as full details of ventilation and extraction of fumes have been submitted to and approved in writing by the Local Planning Authority.

(b) The approved ventilation and fume extraction measures shall be completed and made operational prior to the first occupation of the unit as a café/restaurant (Use Class E(b)) and shall be permanently maintained thereafter.

REASON: In order to prevent adverse impact on air quality.

### **7. Commercial Units - Café/restaurant Opening Hours**

(a) Any café/restaurant use (Use Class E(b)) shall only be open to the public between the hours of 07.00 to 23.00 (Monday to Saturday) and 08.00 to 23.00 (Sundays and Public Holidays).

REASON: To safeguard residential amenity.

### **8. Commercial Units – BREEAM (PRE-COMMENCEMENT)**

(a) Prior to commencement of any non-residential use with each relevant Phase (as identified in an approved Phasing Plan) , a design stage accreditation certificate for that phase must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Very Good” outcome (or equivalent) for each non-residential use within that phase.

(b) The relevant Phase shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.

(c) Prior to occupation of any non-residential use within each relevant Phase, a post-construction certificate issued by the Building Research Establishment (or equivalent) for each non-residential use in that phase must be submitted to the local authority for approval, confirming this standard has been achieved.

(d) In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

REASON: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, SI3 and SI4, and Local Plan Policy SP4 and DM21.

### **9. Commercial Units – Noise Attenuation**

(a) No development of Goods Yard Blocks E, F,G and H and Depot Blocks B and G at slab level or above shall commence until such times as full details of the floor slab and any other noise attenuation measures between the ground floor commercial unit

and dwellings on the first floor have been submitted to and approved in writing by the Local Planning Authority.

(b) The details shall be designed to ensure that at any junction between dwellings and the ground floor commercial unit, the internal noise insulation level for the dwellings is no less than 60 dB DnT,w + Ctr.

(c) The approved floor slab and any other noise attenuation measures shall be completed prior to the occupation of any of the first-floor dwellings directly above the commercial unit are first occupied and shall be maintained thereafter.

REASON: In order to ensure a satisfactory internal noise environment for occupiers of these dwellings.

### 10. Noise Attenuation - Dwellings

(a) The dwellings hereby approved in Good Yard Blocks A, B, C, D, E, F and G and Depot Blocks A, B, C, D, E, F and G shall not be occupied until such times as full details of the glazing specification and mechanical ventilation for habitable rooms in all façades of the dwellings to which they relate have been submitted to and approved in writing by the Local Planning Authority.

(b) The above details shall be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' and meet the following noise levels;

Time	Area	Average Noise level
Daytime Noise 7am – 11pm	<b>Living rooms &amp; Bedrooms</b>	<b>35dB(A)</b> (L <sub>Aeq,16hour</sub> )
	<b>Dining Room Area</b>	<b>40dB(A)</b> (L <sub>Aeq,16hour</sub> )
Night Time Noise 11pm -7am	<b>Bedrooms</b>	<b>30dB(A)</b> (L <sub>Aeq,8hour</sub> )

With individual noise events not to exceed 45 dB LAmax (measured with F time weighting) more than 10-15 times in bedrooms between 23:00hrs – 07:00hrs.

(c) The approved glazing specification and mechanical ventilation measures for the habitable rooms in all facades of the dwellings shall be installed and made operational prior to the occupation of any of the dwellings to which they relate in the Block as specified in part (a) of this condition and shall be maintained thereafter.

REASON: In order to ensure a satisfactory internal noise environment for occupiers of these dwellings.

### 11. Depot Block G – Wind Mitigation

(a) The ground floor commercial unit in Depot Block G shall not be occupied as a Café/Restaurant (Use Class E(b)) until such times as landscaping details for the associated space immediately to the west of the unit (in the Detailed Element) that include wind mitigation measures that are designed to ensure the Lawson Criteria Comfort Rating for 'Long-term Sitting' (C4) have been submitted to and approved in writing by the Local Planning Authority.

(b) The approved wind mitigation measures shall be implemented prior to the first occupation of the unit as a Café/Restaurant (Use Class E(b)) and shall be permanently maintained thereafter when the unit is in use.

REASON: In order to prevent adverse impact on wind microclimate, in accordance with Policy D9 of the London Plan (2021) and Local Plan Policy DM6.

## **12. Detailed Fire Statement**

(a) The Development must be carried out in accordance with the provisions of the Fire Statement (HRW-BHE-GD-XX-RP-YD-0001, Revision P05) prepared by Buro Happold dated 10 September 2021 unless otherwise approved in writing by the Local Planning Authority.

REASON: To ensure that the development incorporates the necessary fire safety measures in accordance with the Mayor's London Plan Policy D12.

## **13. Landscape Details**

(a) The following external landscaping details of external areas and amenity areas for each relevant Phase (as identified in an approved Phasing Plan) shall be submitted to and approved by the Local Planning Authority before any Block in the Phase in which it is located commences above ground floor slab level:

- i) Hard surfacing materials;
- ii) Drinking water fountain/dispenser providing drinking water that is free to users in Peacock Park;
- iii) Children's play areas and equipment;
- iv) Boundary treatments
- v) Any relevant SuDs features (as identified in the Drainage Strategy (HRW-BHE-GD-XX-RP-C1-0001, Revision P03), dated 27 May 2021)
- vi) A SUDS management and maintenance plan for the proposed SUDS features, detailing future management and maintenance responsibilities for the lifetime of the development
- vii) Minor artefacts/structures (e.g. furniture, refuse or other storage units, signs etc.);
- viii) Proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.);
- ix) Planting plans and a full schedule of species of new trees and shrubs proposed to be planted noting species, plant sizes and proposed numbers/densities where appropriate;
- x) Any food growing areas and soil specification;
- xi) Written specifications (including cultivation and other operations) associated with plant and grass establishment; and
- xii) Implementation programme.

(b) The external landscaping and SUDS features shall be carried out in accordance with the approved details, management and maintenance plan and implementation programme unless otherwise agreed in writing by the Local Planning Authority.

(c) Any trees or shrubs which die, are removed or become seriously damaged or diseased within five years from the completion of the landscaping works shall be replaced in the next planting season with the same species or an approved alternative as agreed in writing by the Local Planning Authority.

REASON: To ensure a satisfactory level of residential amenity, children's play opportunities, food growing opportunities, biodiversity enhancement and boundary treatments.

#### **14. Trees & Planting – 5-year Replacement**

Any trees or plants which within 5 years from them being planted die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with other similar size and species.

REASON: To ensure that the approved soft landscaping thrives and makes a positive contribution to residential amenity, publicly accessible open space and (in the case of Block F) the setting of Listed Buildings.

#### **15. Temporary Landscaping/Use**

(a) Within 30 days of the demolition of any existing buildings on The Depot part of the site, written details of temporary landscaping and/or the temporary use of the land left vacant by the demolition shall be submitted to the Local Planning Authority for its approval.

(b) The implementation of approved temporary landscaping and/or temporary use of the land shall be implemented within 90 days of the written approval of details (as required by part (a) above and, unless agreed in writing by the Local Planning Authority, shall be maintained thereafter until work commences on any of the Outline works development hereby approved.

REASON: To safeguard the amenity and community safety of the Outline site pending its redevelopment.

#### **16. Tree Protection Measures (PRE-COMMENCEMENT)**

(a) No Development shall commence of The Depot Blocks E, F or G until adequate steps have been taken in accordance with Section 8 of BS 5837 Trees to safeguard all trees to be retained (Trees 3001, 3002, 3003 and 3004 as identified on Drawing 37-1030.02 in, the submitted Tree Survey (CC37-1030, dated May 2021)) against damage prior to or during building works, including the erection of fencing.

(b) Protective fences shall be erected to the extent of the crown spread of the trees, or where circumstances prevent this, to a minimum radius of 2m from the trunk of the tree and such protection shall be retained until works of demolition and construction have been completed.

(c) No excavation site works, trenches or channels shall be cut, or pipes or services laid in such a way as to cause damage to the root structure of trees to be retained (as identified in (a) above).

(d) Any of the retained trees which die, are removed or become seriously damaged or diseased within five years of the completion of the last Landscaping Matters approved under Condition X shall be replaced in the next planting season with the same species or an approved alternative as agreed in writing by the Local Planning Authority.

REASON: To safeguard the health of trees that are to be retained in accordance with Policy G7 of the London Plan 2016.

## **17. Biodiversity**

a) Prior to occupation of the first Block in a Phase (as identified in an approved Phasing Plan) details of ecological enhancement measures for that Phase shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures (including bat boxes, bird boxes and bee bricks), 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.

(b) Prior to the occupation of the last Block in a Phase (as identified in an approved Phasing Plan), photographic evidence and a post-development ecological field survey and impact assessment of that phase shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.

(c) 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 Policies G1, G5, G6, SI1 and SI2 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).

## **18. External Materials and Details**

(a) No development of any Block in a Phase (as identified in an approved Phasing Plan) shall commence above ground floor slab level until all proposed external materials and elevational details for that Block have been submitted to and approved by the Local Planning Authority. These external materials and details shall include:

- i). External facing materials and glazing, including sample boards of all cladding materials and finishes;
- ii) Sectional drawings at 1:20 through all typical external elements/facades, including all openings in external walls including doors and window-type reveals, window heads and window cills;
- iii) Sectional and elevational drawings at 1:20 of junctions between different external materials, balconies, parapets to roofs, roof terraces and roofs of cores;
- iv) Plans of ground floor entrance cores and entrance-door thresholds at 1:20 and elevations of entrance doors at 1:20;

(b) Thereafter the development shall be carried out in accordance with the approved details and materials.

REASON: To ensure that the development hereby approved is satisfactory.

### **19. Living roofs**

(a) Prior to the commencement of a Block above ground floor slab level in a Phase (as identified in an approved Phasing Plan), details of any living roofs for Blocks in that phase shall be submitted to and approved in writing by the Local Planning Authority. Living roofs shall be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants shall be grown and sourced from the UK and all soils and compost used must be peat-free. The submission shall include:

- i. A roof plan identifying where the living roofs will be located;
- ii. A ground floor plan identifying where the living walls will be rooted in the ground, if any;
- iii. Sections demonstrating installed and expected settled substrate levels of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs;
- iv. Roof plans annotating details of the diversity of substrate depths and substrate types across the roof to provide contours of substrate, including annotation of substrate mounds and sandy piles in areas with the greatest structural support to provide a variation in habitat, with a minimum of one feature per 10m<sup>2</sup> of living roof;
- v. Roof plans annotating details of the location of semi-buried log piles / flat stones for invertebrates, with a minimum footprint of 1m<sup>2</sup> and at least one feature per 10m<sup>2</sup> of living roof;
- vi. Details on the range of native species of (wild)flowers, herbs in the form of seeds and plug plants planted on the living roofs, or climbing plants planted against walls, to benefit native wildlife;
- vii. Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
- viii. Management and maintenance plan, including frequency of watering arrangements.

(b) Prior to the occupation of 90% of the dwellings, evidence must be submitted to and approved by the Local Planning Authority that the living roof has been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of soil/substrate planting and biodiversity measures. If the Local Planning Authority finds that the living roof has not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roof(s) and/or walls shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

REASON: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity, reduces the impact on climate change and supports the water retention on site during rainfall. In accordance with Policies G1, G5, G6, SI1 and SI2 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).

## **20. Ground Floor Rear Boundary Details – Depot Block D**

(a) No development shall commence above ground floor slab level of Depot Block D until details of either a stand-alone boundary fence and/or details of the treatment of the rear ground floor boundary elevation of the ground floor parking area have been submitted to and approved in writing by the Local Planning Authority.

(b) The approved boundary fence and/or building elevation shall be provided before any dwelling in Depot Block D is first occupied and shall be maintained thereafter.

REASON: To ensure a satisfactory boundary treatment between Block D and Mallory Court to the north.

## **21. Energy Strategy**

(a) Prior to the commencement of works above ground floor slab level for a Block in a Phase (as identified in an approved Phasing Plan), an updated Energy Strategy for that phase must be submitted with Design Stage SAP worksheets based on the Sustainability and Energy Statement (HRW-BHE-GD-XX-RP-YS-0001, Revision P07) dated 28 October 2021. The development shall achieve minimum carbon emissions savings of 64% over 2013 Building Regulations Part L with SAP2012 carbon factors, with a minimum solar PV array of 168 kWp on the Goods Yard part of the site and minimum 45 kWp on the Depot part of the site. The updated Strategy shall include:

- i. Explanation as to how the Development phase achieves minimum carbon reductions at the Be Lean Stage of 8% for the domestic new build and 16% for the non-domestic new build elements (SAP2012 carbon factors);
- ii. An air tightness delivery strategy;
- iii. Detailed thermal bridging calculations demonstrating how thermal bridging shall be reduced;
- iv. Detailed design of the heat network within the Blocks and how this complies with CIBSE CoP1 and the LBH Generic Specification. This shall include detailed calculation of distribution losses (based on pipe routes and lengths, pipe sizes, taking account of F&R temperatures and diversification and insulation) to calculate total heat loss from the system expressed in W/dwelling and should demonstrate losses have been minimised;
- v. A strategy for the supply of heat to any phases occupied before a connection is made to an off-site District Energy Network;
- vi. A strategy that ensures a heat can be supplied to the other sites within the High Road West masterplan area via this development site;
- vii. Further detail of how the developer shall ensure the performance of the system will be safeguarded through later stages of design, construction and commissioning including provision of key information on system performance required by CoP1.
- viii. A metering strategy.

(b) Within six months of first occupation of any dwellings, evidence shall be submitted in writing to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.

(c) The final agreed Energy Strategy shall be operational prior to the first occupation of the Development. The Development shall be carried out strictly in accordance with the details so approved and shall be operated and maintained as such thereafter.

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, SI3, and Local Plan Policy SP4 and DM22.

## **22. Overheating (Non-residential)**

(a) Prior to the occupation of any non-residential floorspace in a relevant Phase (as identified in an approved Phasing Plan), an Overheating Report for that phase must be submitted to and approved by the Local Planning Authority only if that space is to be occupied in accordance with the NCM Activity Database or will accommodate any vulnerable users, such as office/workspace, community, healthcare, or educational uses.

(b) The report shall be based on the current and future weather files for 2020s, 2050s and 2080s for the CIBSE TM49 central London dataset. It shall set out:

- i. The proposed occupancy profiles and heat gains in line with CIBSE TM52
- ii. The modelled mitigation measures which will be delivered to ensure the development complies with DSY1 for the 2020s weather file.
- iii. A retrofit plan that demonstrates which mitigation measures would be required to pass future weather files, with confirmation that the retrofit measures can be integrated within the design.
- iv. The mitigation measures hereby approved shall be implemented prior to occupation and retained thereafter for the lifetime of the development.

REASON: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with Policy SI4 of the London Plan (2021), and Policies SP4 and DM21 of the Local Plan.

## **23. Future overheating (Dwellings)**

(a) Prior to occupation of a Block in a Phase (as identified in an approved Phasing Plan), the approved dwellings in that Block shall be built in accordance with the approved overheating measures in line with the Sustainability and Energy Statement prepared by Buro Happold (dated 28 October 2021, Rev P07) and retained thereafter for the lifetime of the development. This shall include:

- i. Natural ventilation, with 100% (bedroom) and 30% (LKD) of openable area at night
- ii. Acoustic louvres for noise attenuated ventilation (30% free area)
- iii. Ceiling fans
- iv. Glazing g-values of 0.35 and 0.30
- v. Vertical side fins
- vi. MVHR with summer bypass
- vii. No active cooling (unless otherwise agreed in writing with the Local Planning Authority)

REASON: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with Policy SI4 of the London Plan (2021), and Policies SP4 and DM21 of the Local Plan.

#### **24. Circular Economy**

(a) Prior to the occupation of any Block in a Phase (as identified in an approved Phasing Plan), a Post Completion Report for that phase setting out the predicted and actual performance against all numerical targets in the Detailed Circular Economy Statement (HRW-BHE-GY-XX-RP-YZ-GY-0001, Revision P04), dated 27 May 2021 shall be submitted to the GLA at: [circulareconomystatements@london.gov.uk](mailto:circulareconomystatements@london.gov.uk) and the Local Planning Authority, along with any supporting evidence as per the GLA's Circular Economy Statement Guidance. The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste Reporting form and Bill of Materials.

(b) The Post Completion Report shall be approved in writing by, the Local Planning Authority, prior to occupation of the Block to which it relates.

REASON: In the interests of sustainable waste management and in order to maximise the re-use of materials.

#### **25. Whole Life Carbon**

(a) Prior to the occupation of a Block in a Phase (as identified in an approved Phasing Plan), the post-construction tab of the GLA's whole life carbon assessment template for that phase shall be completed accurately and in its entirety in line with the GLA's Whole Life Carbon Assessment Guidance.

(b) The post-construction assessment required in part (a) shall provide an update of the information included in the Whole Life-Cycle Carbon Assessment included in the Sustainability and Energy Statement (HRW-BHE-GD-XX-RP-YS-0001, Revision P07) dated 28 October 2021, including the whole life carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. This shall be submitted to the GLA at: [ZeroCarbonPlanning@london.gov.uk](mailto:ZeroCarbonPlanning@london.gov.uk) and the Local Planning Authority, along with any supporting evidence as per the guidance.

(c) The post construction assessment shall be approved in writing by the Local Planning Authority, prior to the occupation of the phase to which it relates.

REASON: In the interests of sustainable development and to maximise on-site carbon dioxide savings.

#### **26. Energy Monitoring**

(a) Upon final completion of the last Block in a relevant Phase (as identified in an approved Phasing Plan), suitable devices for the monitoring of the energy use and renewable/low-carbon energy generation (by residential unit) shall have been installed in each Block in that Phase, and the monitored data for each Block in that

phase shall be submitted to the Local Planning Authority at daily intervals for a period of five years from final completion.

(b) The installation of the monitoring devices and the submission of the data shall be carried out in accordance with the Local Planning Authority's approved specifications as published on its website.

REASON: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2021 Policy SI 2 and Local Plan Policy SP4 before construction works prohibit compliance.

## **27. PV Arrays**

(a) Installed PV Arrays shall be maintained in good working order and cleaned at least annually.

REASON: To ensure that the installed PV arrays generate renewable energy at their full potential.

## **28. Brook House Yard Management Plan**

(a) The Public Realm/Children's Play Space immediately to the east of Depot Block E (as identified on Proposed GA Ground Floor Plan, reference 'DEPOT-F3-Z4-00-GA-A-89006, Rev P2) shall only be used as an extension to the Brook House School playground until such times as a Management & Maintenance Plan that allows for non-school related uses has been submitted to and approved in writing by the Local Planning Authority. The Plan shall set out details of the following:

- i) Days and times when the space is to be open for use by residents of the approved development for non-school related specified activities.
- ii) Measures to discourage and manage anti-social behaviour
- iii) Management and maintenance responsibilities to ensure that there is no impediment to use of the space for the approved non-school related specific activities

(b) The Management & Maintenance Plan may be revised from time to time with the written approval of the Local Planning Authority and all those responsible for managing and maintaining the space.

(c) The Space shall be used, managed and maintained for non-school related activities only in accordance with an approved Management & Maintenance Plan.

REASON: To ensure that the Space is satisfactorily managed and maintained and in the interest of community safety.

## **29. Secured by Design**

(a) Prior to the first occupation of each Block in a Phase (as identified in an approved Phasing Plan), a 'Secured by Design' accreditation shall be obtained for that phase and thereafter all features are to be permanently retained.

(b) Accreditation must be achieved according to current and relevant Secured by Design guide lines at the time of above grade works of each Phase of the development.

REASON: To ensure safe and secure development and reduce crime.

### **30. Stage I Written Scheme of Investigation of Archaeology (PRE-COMMENCEMENT)**

(a) No development shall commence in each relevant phase until a Stage 1 Written Scheme of Investigation (WSI) has been submitted to and approved by the Local Planning Authority in writing for each relevant phase. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

REASON: to protect the historic environment

### **31. Stage II Written Scheme of Investigation of Archaeology**

(a) If heritage assets of archaeological interest are identified by a Stage 1 Written Scheme of Investigation (WSI) of Archaeology, then for those parts of the site which have archaeological interest, a Stage 2 WSI shall be submitted to and approved by the Local Planning Authority in writing. For land that is included within the Stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

i) The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

ii) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON: to protect the historic environment

### **32. Foundation Design – Archaeology (PRE-COMMENCEMENT)**

(a) In the event that the Stage I and/or Stage II Written Scheme of Investigation of Archaeology identifies any archaeological remains that require protection, no development shall take place in each relevant Phase (as identified in an approved Phasing Plan) until details of the foundation design and construction method to protect any archaeological remains in that phase have been submitted and approved in writing by the Local Planning Authority.

(b) The development shall be carried out in accordance with the approved details.

REASON: The planning authority wishes to secure physical preservation of the site's archaeological interest in accordance with the NPPF.

### **33. Water Supply Infrastructure (PRE-COMMENCEMENT)**

(a) No development for each relevant phase shall commence until impact studies of the existing water supply infrastructure for that phase have been submitted to and approved in writing by the Local Planning Authority, in consultation with Thames Water. The studies shall determine the magnitude of any new additional capacity

required in the system and a suitable connection point. Should additional capacity be required, the impact study should include ways in which this capacity will be accommodated.

(b) The development within each phase, as approved under Condition X above, shall then be implemented in accordance with the recommendations of the approved impact study and retained in perpetuity thereafter.

REASON: To ensure that the water supply infrastructure has sufficient capacity to supply the development hereby approved.

### **34. Land Contamination – Part 1 (PRE-COMMENCEMENT)**

(a) No development shall commence in each relevant phase other than investigative work until:

- i) Taking account of information in the in the Land Contamination Assessment (Phase I) with reference HRW-BHE-GD-XX-RP-CG-002 Revision P03 prepared by Buro Happold Ltd dated 27th May 2021, a site investigation for that phase shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The investigation must be comprehensive enough to enable: a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.
- ii) The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report for that phase, to the Local Planning Authority.
- iii) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

REASON: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

### **35. Land Contamination – Part 2**

(a) Where remediation of contamination within each relevant Phase (as identified in an approved Phasing Plan) on the site is required pursuant to the condition above, completion of the remediation detailed in the method statement for each phase shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is first occupied.

REASON: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

### **36. Unexpected Contamination**

(a) 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.

(b) 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 183 of the National Planning Policy Framework.

### **37. Basement Vehicular Access Control Arrangements**

(a) The basement car parking areas hereby approved shall not be brought in to use until such times as Basement Access Control Arrangements have been submitted to and approved in writing by the Local Planning Authority.

(b) The Basement Vehicular Access Control Arrangements shall include written and illustrated details of signal control and give-way systems to manage vehicular movements in and out of the approved basement car parks and demonstrate their adequacy to manage any vehicle queues.

(c) The car parking areas shall be operated only in accordance with the relevant approved Basement Vehicular Access Control Arrangements.

The CPMP shall set out details of the proposed signal control and give-way systems used to manage vehicular movements in and out of the basement car parks via the proposed ramps.

REASON: To ensure the safe movement of vehicles in to and out of parking areas.

### **38. Road Safety Audit – White Hart Lane (PRE-COMMENCEMENT)**

(a) No development on the Goods Yard part of the site shall commence until a combined Stage 1 and Stage 2 Road Safety Audit for the proposed vehicular access junction and associated pedestrian footways on White Hart Lane has been submitted to and approved in writing by the Local Planning Authority.

(b) The detailed design of the junction hereby approved shall be in accordance with the recommendations in an approved Audit and maintained thereafter

REASON: To ensure the safe movement of vehicles and pedestrians.

### **39. Road Safety Audit – Embankment Lane (PRE-COMMENCEMENT)**

(a) No development on the Goods Yard part of the site shall commence until a combined Stage 1 and Stage 2 Road Safety Audit for the proposed vehicular route and associated pedestrian footways referred to as 'Embankment Lane' between Central Court (south of Goods Yard Block C) and Northern Square (northern edge of Goods Yard Zone 1) as shown on Drawing GYARD-F3-Z1-00-GA-A-82102-P3) has been submitted to and approved in writing by the Local Planning Authority.

(b) The detailed design of the junction hereby approved shall be in accordance with the recommendations in an approved Audit and maintained thereafter

REASON: To ensure the safe movement of vehicles and pedestrians.

#### **40. Car Parking Design & Management Plan**

(a) No development in the relevant Phase shall be occupied until a Car Parking Design and Management Plan (CPMP) for that Phase has been submitted to and approved in writing by the Local Planning Authority.

(b) The CPMP shall include details of the following:

- i. Location and design of any temporary car parking spaces.
- ii. Location and design of car parking spaces.
- iii. Provision of Electric Vehicle Charging Points (direct provision for 20% of spaces, with passive provision for the remaining 80%).
- iv. Allocation, management and enforcement of residential car parking spaces (prioritising disabled people, then families with children then others).
- v. Allocation, management and enforcement of commercial car parking spaces (provision only as needed by individual businesses).
- vi. Provision, management and enforcement of disabled car parking spaces to allow for the required number of such spaces (up to 87 overall).

(c) Car parking shall be allocated, managed and enforced in accordance with the approved CPMP.

(d) All car parking spaces shall be leased and not sold outright.

REASON: To manage the on-site car parking provision of the proposed development so that it is used efficiently and only by authorised occupiers. To protect the amenity of the site users. To promote sustainable travel.

#### **41. Cycle Parking Details (PRE-COMMENCEMENT)**

(a) No development shall commence in the relevant Phase until details of cycle parking and provision for changing/locker space for commercial units in that Phase have been submitted to and approved in writing by the Local Planning Authority.

(b) The cycle parking details shall demonstrate compliance with the relevant standards in Policy T5 of the London Plan (2021) and the London Cycling Design Standards.

(c) The cycle parking provision shall be implemented in accordance with the approved details and retained thereafter for this use only.

REASON: To promote travel by sustainable modes of transport and to comply with Policy T5 of the London Plan (2021) minimum cycle parking standards and the London Cycling Design Standards.

#### **42. Delivery and Servicing Plan**

(a) No development in the relevant Phase shall be occupied until a Delivery and Servicing Plan (DSP) for that Phase has been submitted to and approved in writing by the Local Planning Authority. The DSP for that Phase shall be in broad conformity with the approved Delivery and Servicing Plan (within the Transport Assessment prepared by Arup, 278880-ARP-XX-XX-RP-T-000001, 28 May 2021 and loading bay arrangements in the Arup response note dated 18 August 2021) and Transport for

London's Delivery and Servicing Plan Guidance (2020), other than details of the location and dimensions of the all proposed loading bays shall be submitted to and approved in writing by the Local Planning Authority).

(b) The DSP, including loading bays approved under (a) above shall be implemented and updated following the results of the first delivery and servicing survey to be undertaken within 12 months of first occupation of the relevant Phase of the proposed development.

(c) The process identified in (b) above shall be repeated until all Phases of the proposed development have been delivered and occupied, at which point every Phase DSP shall be consolidated into one overarching full DSP and retained thereafter.

(d) Further surveys and updates of the full DSP shall be approved in writing by the Local Planning Authority.

**REASON:** To set out the proposed delivery and servicing strategy for the development, including the predicted impact of the development upon the local highway network and both physical infrastructure and day-to-day policy and management mitigation measures. To ensure that delivery and servicing activities are adequately managed such that the local community, the pedestrian, cycle and highway networks and other highway users experience minimal disruption and disturbance. To enable safe, clean and efficient deliveries and servicing.

#### **43. Detailed Construction Logistics Plan (PRE-COMMENCEMENT)**

(a) No development shall commence in a Phase (as identified in an approved Phasing Plan) until a Detailed Construction Logistics Plan (CLP) for that Phase has been submitted to and approved in writing by the Local Planning Authority.

(b) The Detailed CLP for each Phase shall conform with the approved Outline Construction Logistics Plan within the submitted Transport Assessment (278880-ARP-XX-XX-RP-T-000001, dated 28 May 2021) and Transport for London's Construction Logistics Planning Guidance (2021) and shall include the following details:

- i) Site access and car parking arrangements;
- ii) Delivery booking systems;
- iii) Construction phasing and agreed routes to/from the development replace lorry routeing;
- iv) Timing of deliveries to and removals from the site (to avoid peak times of 07.00 to 9.00 and 16.00 to 18.00 where possible);
- v) Travel plans for staff/ personnel involved in construction.
- vi) Crane Lifting Management Plan (CLMP)
- vii) Crane Erection and Dismantling

**REASON:** To provide the framework for understanding and managing construction vehicle activity into and out of the proposed development, encouraging modal shift and reducing overall vehicle numbers. To give the Local Planning Authority an

overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and to maintain traffic safety.

**44. Public Highway Condition (PRE-COMMENCEMENT)**

(a) No development shall commence until an existing condition survey of the western half of the High Road carriageway and footway (between the railway bridge and the western pedestrian access to The Grange) and the northern half of White Hart Lane carriageway and footway (between the southern and northern site boundaries) been undertaken in collaboration with the Council's Highways Maintenance team and submitted in writing the Local Planning Authority.

(b) Within one month of the completion of all development works, including any highway works, a final condition survey shall be undertaken of the highway areas identified in (a) in collaboration with the Council's Highways Maintenance team and submitted in writing the Local Planning Authority.

(c) The applicant shall ensure that any damages caused by the construction works and highlighted by the before-and-after surveys are addressed and the condition of the public highway is reinstated to the satisfaction of the Council's Highways Maintenance team in accordance with an associated Highway Agreement.

REASON: To ensure the construction works do not result in the deterioration of the condition of the public highway along the site.

**45. Railway Infrastructure Protection Plan (PRE-COMMENCEMENT)**

(a) No development in a relevant Phase (as identified in an approved Phasing Plan) that adjoins the western boundary of the site shall commence until an Infrastructure Protection Plan (IPP) for that Phase relating to London Overground has been submitted to and approved in writing by the Local Planning Authority.

(b) Any protection measures approved in a an IPP shall be implemented in accordance with approved details.

REASON: to protect infrastructure in close proximity to London Overground track.

**46. Demolition/Construction Environmental Management Plans (PRE-COMMENCEMENT)**

(a) No development in each relevant Phase (as identified in an approved Phasing Plan) shall commence until a Demolition Environmental Management Plan (DEMP) for that Phase has been submitted to and approved in writing by the Local Planning Authority.

(b) No development in each relevant phase shall commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority.

(c) The DEMP and CEMP shall provide details of how demolition and construction works respectively are to be undertaken and shall include:

- i. A construction method statement which identifies the stages and details how works will be undertaken;
- ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
- iii. Details of plant and machinery to be used during demolition/construction works;
- iv. Details of an Unexploded Ordnance Survey;
- v. Details of the waste management strategy;
- vi. Details of community engagement arrangements;
- vii. Details of any acoustic hoarding;
- viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
- ix. Details of external lighting;
- x. Details of any other standard environmental management and control measures to be implemented.

(d) the CEMP shall also include consideration as to whether any ecological protection measures are required for each relevant Phase (as identified in an approved Phasing Plan), to include an assessment of vegetation for removal, including mature trees, for the presence of nesting birds. Mitigation measures including the use of sensitive timings of works, avoiding the breeding bird season (March-August, inclusive) and, where not possible, pre-works checks by a suitably experienced ecologist will be provided in detail.

(e) Demolition and construction works shall only be carried out in a particular Phase in accordance with an approved DEMP and CEMP for that Phase.

REASON: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.

#### **47. Management and Control of Dust (PRE-COMMENCEMENT)**

(a) No development in each relevant Phase (as identified in an approved Phasing Plan) shall commence, save for investigative work, until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted to and approved in writing by the Local Planning Authority. The AQDMP shall be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:

- i) Monitoring locations
- i) Mitigation measures to manage and minimise demolition/construction dust emissions during works;
- ii) a Dust Risk Assessment.

(b) Demolition and construction works shall only be carried out in a particular Phase in accordance with an approved AQDMP for that Phase.

REASON: To safeguard residential amenity, protect air quality and the amenity of the locality.

#### **48. Non-Road Mobile Machinery 1 (PRE-COMMENCEMENT)**

(a) Prior to the commencement of the development in a Phase (as identified in an approved Phasing Plan), evidence of site registration at 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 that Phase of the development shall be submitted to and approved by the Local Planning Authority in writing.

Reason: To protect local air quality and comply with Policy SI1 of the London Plan and the GLA NRMM LEZ

#### **49. Non-Road Mobile Machinery 2 (PRE-COMMENCEMENT)**

(a) All plant and machinery to be used during the demolition and construction phases of the development shall meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM emissions.

REASON: To protect local air quality and comply with Policy SI 1 of the London Plan and the GLA NRMM LEZ

#### **50. Impact Piling Method Statement (PRE-COMMENCEMENT)**

(a) No piling shall take place in each relevant Phase (as identified in an approved Phasing Plan) until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) for that Phase has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water.

(b) Any piling in each relevant Phase must be undertaken in accordance with the terms of the approved piling method statement for that Phase.

REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services to discuss the details of the piling method statement.

#### **51. Business and Community Liaison Construction Group (PRE-COMMENCEMENT)**

(a) For the duration of the demolition and construction works the developer and its contractors shall establish and maintain a Liaison Group having the purpose of:

- i. informing local residents and businesses of the design and development proposals;
- ii. informing local residents and businesses of progress of preconstruction and construction activities;
- iii. considering methods of working such as hours and site traffic;
- iv. providing local residents and businesses with an initial contact for information relating to the development and for comments or complaints regarding the development with the view of resolving any concerns that might arise;
- v. providing advanced notice of exceptional works or deliveries; and
- vi. providing telephone contacts for resident's advice and concerns.

The terms of reference for the Liaison Group, including frequency of meetings, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development. For the avoidance of doubt, this could comprise the Applicant's existing 'Business and Community Liaison Group' (BCLG) or an alternative agreed with the Council.

REASON: In order to ensure satisfactory communication with residents, businesses and local stakeholders throughout the construction of the development.

## **52. Telecommunications**

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

Reason: To protect the visual amenity of the locality in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

## **INFORMATIVES**

1. Working with the applicant. In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2021, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

2. 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 Mayor's CIL would be £3,408,103 (56,286 x £60.55) and (based on the current Haringey CIL charge rate for the Eastern Zone of £15 per square metre (£20.90 with indexation) the Haringey CIL charge would be £1,140,300 (54,560 x £20.90), giving a total of £3,408,103. This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

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 within the table below

3. 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.

4. 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. Numbering New Development. 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.

6. Asbestos Survey prior to demolition. 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.

7. Dust. The applicant must ensure that any issue with dust where applicable is adequately addressed so as to ensure that; the effects of the construction work upon air quality is minimised.

8. Written Scheme of Investigation – Suitably Qualified Person. 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.

9. Deemed Discharge Precluded. 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.

10. Composition of Written Scheme of Investigation. 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.

11. Disposal of Commercial Waste. 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.

12. Piling Method Statement Contact Details. Contact Thames Water  
<https://developers.thameswater.co.uk/Developing-a-largesite/>  
Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk)

13. Minimum Water Pressure. 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.

14. Paid Garden Waste Collection Services. Haringey operate a paid garden waste collection service; the applicant is advised that any waste storage area should include space for a garden waste receptacle. For further information on the collection service please visit our website: [www.haringey.gov.uk/environment-and-waste/refuse-and-recycling/recycling/garden-waste-collection](http://www.haringey.gov.uk/environment-and-waste/refuse-and-recycling/recycling/garden-waste-collection)

15. Sprinkler Installation. The London Fire and Emergency Authority recommends that sprinklers are considered for new development and major alterations to existing premises. Sprinkler systems installed in building can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life.

16. Designing out Crime Officer Services. The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via [docomailbox.ne@met.police.uk](mailto:docomailbox.ne@met.police.uk) or 0208 217 3813.

17. 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.

**18. Network Rail Asset Protection.** Network Rail strongly recommends the developer contacts Network Rail Asset Protection London South East Asset Protection [anglia@networkrail.co.uk](mailto: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/aspx/1538.aspx](http://www.networkrail.co.uk/aspx/1538.aspx).

**19. Site Preparation Works.** These comprise site preparation and temporary works including but not limited to the demolition of existing buildings and structures; surveys; site clearance; archaeological works; ground investigation; remediation; the erection of fencing or hoardings; the provision of security measures and lighting; the erection of temporary buildings or structures associated with the development; the laying, removal or diversion of services; construction of temporary access; temporary highway works; and temporary internal site roads.

**20. Listed Building Consent.** This planning permission must be read in conjunction with the Listed Building Consent (HGT/2019/2930) dated 25 September 2020.

**21. s106 Agreement and s278 Agreement.** This planning permission must be read in conjunction with the s106 Agreement dated XX and any associated s278 Highway Act Agreement(s).

**22. Site Boundaries.** This planning permission relates to the 'Goods Yard' and 'The Depot', the extent of which is shown on approved drawing reference 'GYARD-F3-ZZ-EX-ST-A-89012, Rev P2'.