

Appendix 1 – List of Conditions and Informatives

Conditions

- 1) The development hereby authorised must be begun not later than the expiration of three years from the date of this permission, 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 material compliance with the following approved plans and specifications:

PL-001, PL-005, PL-010, PL-011, PL-031, PL-050, PL-099, PL-100, PL-101, PL-102, PL-103, PL-104, PL-201, PL-301, PL-302, PL-401, PL-402.

Supporting documents also of relevance to the application:

Design and Access Statement, Planning Statement, Heritage Statement, Statement of Community Involvement, Fire Statement, FRA & SuDS Strategy Report, London Sustainable Drainage Proforma, Daylight & Sunlight Report, Air Quality Assessment, Phase I Site Appraisal, Energy & Sustainability Statement, Tree Survey and Tree Constraints Plan, Urban Greening Factor, Transport Statement, Framework Residential Travel Plan.

Reason: In order to avoid doubt and in the interests of good planning.

- 3) Prior to the commencement of above ground works (excepting demolition) detailed drawings (including sections) to a scale of 1:20 to confirm the detailed design and materials of the:

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

together with a full schedule of the exact product references for all materials shall be submitted to and approved in writing by the Local Planning Authority.

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

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

- 4) All residential units on site shall be built to Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2013 (as amended), and at least 10% (two dwellings) shall be wheelchair accessible or easily adaptable for wheelchair use in accordance with Part M4(3) of the same Regulations, unless otherwise agreed in writing in advance with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's standards for the provision of wheelchair accessible dwellings in accordance with Local Plan 2017 Policy SP2 and London Plan Policy D7.

- 5) The placement of a satellite dish or television antenna on any external surface of the development is precluded, with an exception provided for a communal solution only. Details of any communal dish/antenna must be submitted to the Local Planning Authority for its written approval prior to the first occupation of any residential unit within the development hereby approved. The communal dish/antenna solutions provided shall thereafter be retained as installed.

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

- 6) (a) Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guidelines at the time of above grade works of each building or phase of said development.
(b) Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use and thereafter all features are to be permanently retained. Accreditation must be achieved according to current and relevant Secured by Design guidelines at the time of above grade works of each building or phase of said development. Confirmation of the certification shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of creating safer, sustainable communities.

- 7) Prior to first occupation of the development hereby approved details of all external lighting to the approved building facades, street furniture, communal and public realm areas shall be submitted to and approved in writing by the

Local Planning Authority, in consultation with the Council's Senior Lighting Engineer. Such details shall include location, height, type and direction of sources and intensity of illumination, demonstrated through a lux plan. The agreed lighting scheme shall be installed as approved and retained/maintained as such thereafter.

Reason: To ensure the design, ecological and environmental quality of the development is protected and enhanced and also to safeguard residential amenity in accordance with Policies DM1, DM19 and DM23 of the Development Management Development Plan Document 2017.

- 8) The car parking spaces for the development shall be provided for use of 'blue badge' holders and occupiers of the wheelchair user dwellings only. In the event that there are no 'blue badge' holders residing in the development that require use of the parking spaces, the parking spaces may be utilised by occupiers of the three-bedroom units.

Reason: To ensure there is sufficient wheelchair accessible parking on site in accordance with Policy T6 of the London Plan 2021.

- 9) Prior to the first occupation of the development hereby approved the occupiers of the new units will be made aware through their tenancy agreements or conveyancing contracts for purchase of the reserved access to the adjacent Coldham Court car park, which may only be used by the occupiers of Coldham Court.

Reason: To ensure access to the car parking facilities adjacent to the site remains for the sole use of the Coldham Court residents and is kept unobstructed by any vehicles of the site residents.

- 10) Prior to the commencement of development, a Detailed Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The document shall follow the best practice guidelines as set out in the Construction Logistics and Community Safety (CLOCS) standard requirements and CLOCS and Transport for London's Construction Logistics Planning (CLP) Guidance (2021).

The document shall include the following matters and the development shall be undertaken in accordance with the details as approved:

- a) The routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway;
- b) The estimated peak number and type of vehicles per day and week;
- c) Estimates for the number and type of parking suspensions that will be required; and
- d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.

Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development,

encouraging modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and to maintain traffic safety.

- 11) The owner shall no later than three months prior to occupation submit to the Council for approval an Interim Travel Plan Statement for the future residents and visitors of the development, based on the principles set out in the Framework Travel Plan. Without the prior agreement of the Council, the owner shall not allow the development to be occupied until the Interim Travel Plan Statement has been approved by the Council.

Following approval of the Interim Travel Plan Statement, the owner and all residents of the development shall comply with the approved Interim Travel Plan Statement.

Reason: To ensure the Travel Plan Statement is appropriately implemented, reviewed and monitored, to maximise its benefits for the users of the development and minimise any adverse impacts of the development upon the local transport networks.

- 12) Following approval of the Interim Travel Plan Statement, unless otherwise agreed with the Council, the owner shall submit to the Council a Full Travel Plan Statement for the residents and visitors of the development (including a baseline resident travel survey and updates to the mode share targets) no later than six months after first occupation or as soon as 75% of the dwellings become occupied, whichever is sooner.

Following approval of the Full Travel Plan Statement, the owner and all residents of the development shall comply with the approved Full Travel Plan Statement.

The owner shall undertake a review of the Full Travel Plan Statement annually to be submitted to the Council no later than the anniversary of the approval of the Full Travel Plan Statement or on a reasonable alternative date requested or approved by the Council and notified to the owner.

The owner shall have regard to any reasonable recommendations made by the Council upon the operation of the Travel Plan Statement following each annual review and discussion of the same with the Council.

Reason: To ensure the Travel Plan Statement is appropriately implemented, reviewed and monitored, to maximise its benefits for the users of the development and minimise any adverse impacts of the development upon the local transport networks.

- 13) Prior to the first occupation of the development full details of the boundary treatments to be used to secure the development shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To protect local biodiversity and ecology in accordance with London Plan Policy G6 and Policy DM19 of the Development Management DPD 2017.

- 14) Prior to the first occupation of the development hereby approved full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority, and these works shall thereafter be carried out as approved.

Details shall include information regarding, as appropriate:

- a) Proposed finished levels or contours;
- b) Hard surfacing materials;
- c) Play equipment;
- d) Minor artefacts and structures (e.g. Furniture, refuse or other storage units, signs, lighting etc.); and

Soft landscape works shall be supported by:

- e) Planting plans;
- f) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);
- g) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
- h) Implementation and long-term management programmes (including a five-year irrigation plan for all new trees).

The soft landscaping scheme shall include detailed drawings of:

- i) Existing trees to be retained;
- j) Existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent; and
- k) Any new trees and shrubs, including street trees, to be planted together with a schedule of species.

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

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

- 15) Prior to the first occupation of the development hereby approved details of access arrangements for residents from Moselle Avenue to the front door of

the development shall be submitted to the Local Planning Authority for its written approval. These details shall include information on foot access arrangements, lighting and the safety and security of the route (including for people in wheelchairs), with improvements to these elements provided where possible. Any improvements shall be implemented once approved and retained/maintained as such thereafter.

Reason: To ensure the development can be accessed safely and easily by all in accordance with Policy DM1 of the Development Management DPD 2017.

- 16) Noise arising from the use of any plant and associated equipment shall not increase the existing background noise level (LA90 15mins) when measured (LAeq 15mins) 1 metre external from the nearest residential or noise sensitive premises. The applicant shall also ensure that vibration/structure borne noise derived from the use of any plant or equipment does not cause nuisance within any residential unit or noise sensitive premises.

Reason: To protect residential amenity in accordance with Policy DM1 of the Development Management DPD 2017.

- 17) Prior to the commencement of the development hereby approved details of a scheme of sound insulation to the walls of the flats on the northern side of the development to protect their occupants from noise associated with the adjacent petrol station shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be fully implemented and retained as such thereafter.

Reason: To protect the amenity of the residents of the development.

- 18) Prior to the commencement above ground works for the development hereby approved scaled drawings with details of the location and dimensions of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The proposed development shall not be occupied until a minimum of 30 long-stay and 2 short-stay cycle parking spaces for the residents and visitors of the proposed development have been installed in accordance with the approved details and the London Cycling Design Standards. Such spaces shall be retained thereafter for this use only.

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.

- 19) The approved development shall not be occupied until a Delivery and Servicing Plan (DSP) has been submitted to and approved in writing by the Local Planning Authority. The DSP shall be in broad conformity with the approved Delivery and Servicing Plan (submitted alongside the Transport Assessment) and Transport for London's Delivery and Servicing Plan Guidance (2020). It shall also include details of vehicle tracking for delivery vehicles within the site. The DSP shall be updated in writing and re-submitted

to the Local Planning Authority within the first six months of occupation or at 75% occupancy, whichever comes first. The development shall thereafter be implemented in accordance with the approved details.

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. In accordance with Policy DM21 of the Development Management DPD 2017.

20) Prior to the commencement of the approved development (other than for investigative work):

- a) Using the information already submitted in Phase I Site Appraisal with reference A19242/DTS/Rev O prepared by Patrick Parsons dated 30th April 2021, an intrusive site investigation shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The site 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
- b) The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site
- c) Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and
- d) 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 occupied.

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

21) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 183 of the National Planning Policy Framework.

22) Demolition works shall not commence within the development until (a) a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the Local Planning Authority. Development shall not commence (other than demolition) until (b) a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The DEMP/CEMP shall include a Construction Logistics Plan (CLP), Air Quality and Dust Management Plan (AQDMP) and details of how demolition/construction works are to be undertaken, as appropriate. These documents shall also 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; and, (x) Details of any other standard environmental management and control measures to be implemented.

The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on: (i) Monitoring and joint working arrangements, where appropriate; (ii) Site access and car parking arrangements; (iii) Delivery booking systems; (iv) Agreed routes to/from the Plot; (v) Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); (vi) Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and (vii) Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.

The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include: (i) Mitigation measures to manage and minimise demolition/construction dust emissions during works; (ii) Details confirming the Plot has been registered at <http://nrmm.london>; (iii) Evidence of Non-Road Mobile Machinery (NRMM) and plant (of net power between 37kW and 560 kW) registration shall be available on site in the event of Local Authority Inspection; (iv) An inventory of NRMM currently on site and continually updated as necessary (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection, 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 NO_x and PM emissions); (v) A Dust Risk Assessment for the works; and (vi) Lorry Parking, in joint arrangement where appropriate.

The development shall be carried out in accordance with the approved details as well as the details of mitigation as described in the submitted Air Quality Report Section 8.

Reason: To protect local air quality and 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 and TfL an overview of the expected logistics activity during the construction programme. To protect the amenity of neighbour properties and to maintain traffic safety. In accordance with Policy DM21 of the Development Management DPD 2017.

- 23) The site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

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

- 24) The development hereby approved shall be constructed in accordance with the Energy & Sustainability Statement prepared by eb7 delivering a minimum 73% improvement on carbon emissions over Building Regulations Part L 2013, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 11.88 kWp solar photovoltaic (PV) array.

(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 10% reduction in SAP2012 carbon factors, including details to reduce thermal bridging;
- Location, specification, flow and return temperatures, 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);
- A metering strategy.

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) Within six months of first occupation, evidence that the solar PV array and ASHPs installations have been installed correctly shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, a six-month energy generation statement, and a Microgeneration Certification Scheme certificate.

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

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.

25) Prior to the commencement of development, an overheating model and report shall be submitted to and approved by the Local Planning Authority. The model will assess the overheating risk in line with CIBSE TM59 (using the London Weather Centre TM49 weather DSY1-3 files for the 2020s, and DSY1 for the 2050s and 2080s) and demonstrate how the overheating risks have been mitigated and removed through design solutions. These mitigation measures shall be operational prior to the first occupation of the development hereby approved and retained thereafter for the lifetime of the development. Air conditioning will not be supported unless exceptional justification is given. The report will include:

- Details of the design measures incorporated within the scheme following the Cooling Hierarchy to show compliance with mandatory DSY1 2020s weather file and more extreme weather files where feasible within the proposed construction, to ensure adaptation to higher temperatures is addressed, the spaces do not overheat, and the use of active cooling is avoided, including details of the feasibility of prioritising passive cooling and ventilation measures;
- Details of the modelled pipework heat losses;
- Details of security measures to the accessible habitable rooms relying on night-time ventilation demonstrating compliance with Building Regulations Part O;
- Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.
- A retrofit plan to mitigate the future risks of overheating by setting out how the future mitigation measures are shown to help pass future weather files and confirming that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment) and include any replacement / repair cycles and the annual running costs for the occupiers;
- Annotated floorplans showing which dwellings have been modelled.

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 London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.

26)(a) Prior to the commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:

- i) A roof plan identifying where the living roofs will be located;
- ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm);
- ii) Roof plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate
- iii) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;
- iv) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with roof ball of plugs 25m³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- v) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
- vi) 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 roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs 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 and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

27)(a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures 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, 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 development, photographic evidence and a post-development ecological field survey and impact assessment 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.

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

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, S11 and S12 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

- 28) All parking spaces shall be provided with electric vehicle charging points. Details of the charging infrastructure shall be submitted to the Local Planning Authority for its written approval prior to installation. The infrastructure shall be installed in accordance with the approved documentation and retained as such thereafter.

Reason: In order to ensure low carbon and low air quality impact of the development.

- 29) The development shall be built, managed and maintained as per the submitted FRA & SuDS Strategy Report.

Reason: To ensure adequate surface water drainage for the lifetime of the development.

- 30) Prior to the commencement of above ground of construction work, details relating to the future connection of the development to Haringey's district energy network must be submitted to and approved by the Local Planning Authority. These details shall include:

- Details of the route for the primary pipework from the energy centre to a point of connection at the site boundary to be delivered as part of this proposal, including evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route that shall be coordinated with existing and services, and plans and sections showing the route for three 100mm diameter communications ducts;
- A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat

substation shall be sized to meet the peak heat load of the site. The drawings should cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation.

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 SI3, Local Plan (2017) Policy SP4 and Development Management DPD Policy DM22.

Informatives

1. 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. The applicant is reminded that this planning permission does not infer consent for any signage that may be attached to the development hereby approved and separate advertisement consent may need to be sought.
3. The new development will require numbering. The applicant should contact Haringey Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3797 / email: street.naming@haringey.gov.uk) to arrange for the allocation of a suitable address.
4. 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.
5. 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.
6. The applicant must seek the 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 or 0208 217 3813.
7. The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place: • on or within 8 metres of a main river (16 metres if tidal) • on or within 8 metres of a flood defence structure or culvert (16 metres if tidal) • on or within 16 metres of a sea defence • involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert • in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission. For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-permits> or contact our National Customer Contact Centre on 03702 422 549 or by emailing enquiries@environment-agency.gov.uk. The applicant should not assume that a permit will automatically be forthcoming once planning

permission has been granted, and we advise them to consult with us at the earliest opportunity.