

Appendix 14 – Conditions

Plot A – being that part of the development for which detailed planning permission is hereby granted/ as shown hatched in blue in drawing number 0311-SEW-ZZ-ZZ-DR-T-001002 Revision P2.

Conditions applicable to both detailed and outline elements:

1. Time limit (COMPLIANCE)

The development hereby permitted shall be begun before the end of three years from the date of this 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 13

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

3. Phasing plan (PRE-COMMENCEMENT)

No part of the Development shall be carried out unless and until a phasing plan showing the location of each Phase and including details of the order in which the Development Phases will be commenced has been submitted to and approved in writing by the Local Planning Authority.

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. Construction logistics plan (PRE-COMMENCEMENT)

No development shall take place in a Phase of the development until a Detailed Demolition Logistics Plan (DLP) and / or a Detailed Construction Logistics Plan (CLP) Phase in relation to that Phase of works has been submitted to and approved in writing by the Local Planning Authority.

The plan shall conform with Transport for London's Construction Logistics Planning Guidance (2021), and in consultation with the Metropolitan Police, and shall include the following details:

- i) Site access and car parking arrangements;
- ii) Delivery booking systems;
- iii) Demolition and / or Construction phasing and agreed routes to/from the development for lorry routing;
- 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;
- viii) Interim crowd flow management routing during the development (excluding Plot A and any Phases north of White Hart Lane).

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.

5. Demolition/ Construction Environmental Management Plans

(PRE COMMENCEMENT)

(a) No development shall take place in a Phase of the development other than investigation works 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 shall take place in a Phase of the development (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority for that Phase.

(c) The DEMP and CEMP shall provide details of how demolition and construction works respectively in the relevant Phase 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 hoarding/ 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 infrastructure protection measures
- xi. Interim way finding signage
- xii. Details of any other standard environmental management and control measures to be implemented.

(d) the DEMP/CEMP shall also include consideration as to whether any ecological protection measures are required in respect of the relevant Phase such consideration 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 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, ecology and the amenity of the locality.

6. Control of dust (PRE-COMMENCEMENT)

(a) No development shall take place in a Phase of the development, save for investigative work, until a detailed Air Quality and Dust Management Plan (AQDMP) for that Phase, 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;
- ii) Mitigation measures to manage and minimise demolition/construction dust emissions during works;
- iii) 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.

7. Non- road mobile machinery 1 (PRE-COMMENCEMENT)

No development shall take place in a Phase of the development until 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.

8. Rail protection (PRE-COMMENCEMENT)

No development shall take place in a Phase of the development abutting the railway until written confirmation has been submitted to the Council which confirms that for the relevant Phase of the development covering demolition, substructure and superstructure and all temporary works have been agreed in writing by RfL which covers the following details:

- provide details on all structures
- provide details on the use of plant
- accommodate the location of the existing RfL Assets / Infrastructure
- accommodate RfL Operational and Maintenance requirements
- accommodate ground movement arising from the construction thereof
- mitigate the effects of noise, vibration & distractions arising from the adjoining operations to the RfL Infrastructure & Operations
- No maintenance regime for the proposed development elevations facing the railway should be permitted which compromises the safe, efficient and economic operation of the railway.
- For all new developments adjacent to operational lines RfL accepts no liability in respect of noise and vibration. Developers should undertake their own investigations to establish any level of noise and vibration likely to originate from the operation of the railway, and design their mitigation measures accordingly.
- Any additional fencing required on the railway boundary, for example for screening purposes, must be independent of RfL's fencing and allow room for maintenance of both fences.

- All drainage needs to be directed away from the railway and into local authority sewers, and it should be installed a minimum distance of two metres from the railway boundary. The use of soakaways is not favoured by RfL and therefore is unacceptable as they could have a detrimental effect on RfL land. The drainage system should be designed to take this into account.

The relevant Phase of the development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development relevant to RfL hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of a building within the relevant Phase hereby permitted is occupied.

REASON: To ensure that the development does not impact on existing or proposed Rail for London transport infrastructure & operations, in accordance with London Plan (2021) policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012. This response is made as Rail for London Infrastructure Manager under the "Town and Country Planning (Development Management Procedure) Order 2015". It therefore relates only to railway engineering, operational and safety matters. Other parts of TfL may have other comments in line with their own statutory responsibilities.

9. Foundation/piling (PRE-COMMENCEMENT)

(a) No piling shall take place in a Phase of development until a piling and foundation method statement (detailing the depth and type of pile/foundation to be undertaken and the methodology by which such piling/ foundation 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 the relevant Phase has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water.

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

REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure and below ground archaeological remains. Piling has the potential to impact on local underground sewerage utility infrastructure, Moselle Brook Culvert and below ground archaeological remains in accordance with BM28 and paragraph 163 of the NPPF.

10. Ground contamination (PRE-COMMENCEMENT)

No development shall take place in a Phase of the development other than site set-up, demolition or below ground contamination investigative works until:

- (a) Using the information already submitted in the Geotechnical and Geo-Environmental Desk Study reports, chemical analyses on samples of the near surface soil should be carried out in order to determine whether any contaminants are present and to provide an assessment of classification for waste disposal purposes have be conducted. 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 any additional remediation requirements where necessary.
- (b) The risk assessment and refined Conceptual Model along with the site investigation report, shall be submitted to and approved in writing by the Local Planning Authority prior to that remediation within that Phase being carried out.
- (c) Where remediation of contamination within a Phase 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 relevant Phase of the development is occupied.

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

11. Arboricultural methods statement (PRE COMMENCEMENT)

No development shall take place in a Phase of the development until an Arboricultural method statement, including a tree protection plan, has been prepared in accordance with BS5837:2005 "Trees in Relation to Construction" in relation to the relevant Phase and approved in writing by the Local Planning Authority. A pre-commencement site meeting must be specified and attended by all interested parties, (Site manager, Consultant Arboriculturalist, Council Arboriculturalist and Contractors) to confirm all the protection measures to be installed for trees. Robust protective fencing / ground protection must be installed and inspected by the Council Arboriculturalist prior to commencement of construction activities within the relevant Phase and retained until completion. It must be designed and installed as recommended in the method statement.

REASON: To protect the trees which are to be retained and in the interest of the visual amenities of the area.

12. Energy monitoring (SUPERSTRUCTURE)

No development shall take place beyond the superstructure in a Phase of the development until a detailed scheme for energy monitoring has been submitted to and approved in writing by the Local Planning Authority for that Phase. The details shall include details of suitable devices for the monitoring of energy use and renewable/ low carbon energy generation. The monitoring mechanisms approved in the monitoring strategy shall be made available for use prior to the first occupation of each building in the relevant Phase.

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.

13. Biodiversity and Lighting (PRE- OCCUPATION)

a) Prior to occupation of the first building in a Phase of the development details of ecological enhancement measures, monitoring and maintenance 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 building in the relevant Phase 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 within the relevant Phase shall accord with the details as approved and retained for 30 years.

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, S11 and S12 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).

14. Whole life carbon (PRE-OCCUPATION)

Within three months of first occupation of each building, the post-construction tab of the GLA's whole life carbon assessment template should be completed accurately and in its entirety in line with the GLA's Whole Life Carbon Assessment Draft Consultation Guidance dated October 2020. The post-construction assessment should provide an update of the information submitted at planning submission stage, including the whole life carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. This should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority.

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

15. Circular economy (PRE-OCCUPATION)

Within three months of first occupation of each building, a Post Completion Report setting out the predicted and actual performance against all numerical targets in the relevant Circular Economy Statement shall be submitted to the GLA at: circulareconomystatements@london.gov.uk, 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. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority.

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

16. Secure by design (POST OCCUPATION)

Within three months of first occupation of each building hereby approved, written confirmation of the buildings secured by design accreditation shall be submitted to the Local Planning Authority

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

17. Non-road mobile machinery (COMPLIANCE)

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.

18. External plant – (COMPLIANCE)

(a) Notwithstanding permitted development rights the placement of a satellite dish or television antenna on any external surface of the development is precluded, with an exception provided only for a communal solution(s). 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 and residential amenity in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

19. Trees & planting – 5-year replacement (COMPLIANCE)

Any trees or plants which within 2 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 the setting of Heritage Assets.

20. Water efficiency (COMPLIANCE)

The new dwellings hereby approved shall meet or exceed the higher water efficiency standard set out in current building regulations Part G.

REASON: To maximise water efficiency.

21. Unexpected contamination (COMPLIANCE)

If, during development of a Phase of development, contamination not previously identified is found to be present within the Phase then no further development within the Phase (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 developmentsite in line with paragraph 109 of the National Planning Policy Framework.

22. PV arrays (COMPLIANCE)

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.

23. Broadband (COMPLIANCE)

The development hereby approved shall ensure that sufficient ducting spaces for full fibre connectivity is provided to all end users in the development unless an affordable alternative 1 GigaBit's capable connection is made available to all end users.

REASON: To ensure adequate provision of digital infrastructure and in accordance with London Plan Policy SI 6.

Conditions applicable to the detailed element (Plot A) only:

24. Overheating (PRE-COMMENCEMENT)

Prior to the commencement of works above slab level in Plot A, a revised Overheating Assessment shall be submitted to and approved by the Local Planning Authority. The overheating model will assess the overheating risk in line with CIBSE TM59 (using the London Weather Centre data) and demonstrate how the 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.

This report will include:

- Additional overheating modelling for Units in Block A1 for a representative sample of dwellings;
- Remodelling of the sample dwellings modelled for Blocks A2 and A3 incorporating any design changes following planning permission;
- Annotated floorplans showing which spaces/dwellings have been modelled. The report should model all single-aspect dwellings, min. 50% of rooms facing south or south-west representing 100% of this unit type for this Plot, min. 50% of top-floor rooms, and rooms closest to any risk of crime / noise and / or air pollution source that assume windows closed at all times (unless the constraint is mitigated to allow for openable windows as confirmed in the Noise and the Air Quality Assessments).
- Details of the mitigation design measures incorporated within the scheme (including details of the feasibility of prioritising passive cooling and ventilation measures in line with the Cooling Hierarchy) to ensure adaptation to higher temperatures are addressed, the spaces do not overheat, and the use of active cooling is avoided where possible.
- Information supporting the assumed pipework heat losses as required under the Energy Strategy condition.

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.

25. Landscaping (THREE MONTHS PRIOR TO RELEVANT WORKS)

Notwithstanding the details submitted as part of the application, three months prior to the beginning of relevant works in Plot A, full details of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- i) Hard surfacing materials;
- ii) Children's play areas and equipment;
- iii) Boundary treatments
- iv) Any relevant SuDs features and associated SUDS management and maintenance plans, detailing future management and maintenance responsibilities for the lifetime of the development
- v) Minor artefacts/structures (e.g. furniture, refuse or other storage units, signs etc.);
- vi) Proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.);
- vii) 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;

- viii) Written specifications (including cultivation and other operations) associated with plant and grass establishment; and
- ix) Implementation programme.
- x) Long term management
- xi) Full details of wayfinding signage including their location, material and mounting.

(b) The development within Plot A shall thereafter 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.

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

26. External materials (SUPERSTRUCTURE)

No development of any building in Plot A beyond the superstructure shall commence 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 (or other appropriate scale) 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 (or other appropriate scale) 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 (or other appropriate scale) and elevations of entrance doors at 1:20 (or other appropriate scale);

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

REASON: In the interest of visual amenity.

27. Living roof/wall (SUPERSTRUCTURE)

No development shall take place beyond the superstructure in Plot A until full details of any living roofs or walls within Plot A have been submitted to and approved by the Local Planning Authority. The roofs/walls 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 10m² 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 1m² and at least one feature per 10m² 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(s); and
- viii. Management and maintenance plan, including frequency of watering arrangements.

The development within Plot A shall thereafter proceed in accordance with the approved details.

b) Prior to the end of the first planting season following completion of each building in Plot A, the living roof/wall of that building shall be provided in accordance with the approved details and retained thereafter.

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).

28. Cycle parking (SUPERSTRUCTURE)

Notwithstanding the details submitted as part of the application, no development shall take place beyond the superstructure in Plot A1 until full details of the proposed long and short stay cycle parking arrangements within Plot A and access thereto have been submitted to and approved in writing by the Local Planning Authority. The cycle parking details shall include details of the layout, appearance and access to stores, the stands and make provision for larger and non-standard cycles (handcycles, tricycles, tandems and models adapted to suit the rider's specific needs, as well as cargo cycles). All cycle parking is required to be designed and laid out in accordance with the London Cycling Design Standards (LCDS) unless otherwise agreed in writing. The development of Plot A shall proceed in accordance with the approved details, retained thereafter, used for no other purpose and be ready for use prior to the first occupation of any building within Plot A.

REASON: To ensure inclusive access to cycle parking in accordance with London Plan Policy T5.

29. Waste management (bin storage) (SUPERSTRUCTURE)

Notwithstanding the details submitted as part of the application, no development shall take place beyond the superstructure in Plot A until details of the refuse store for Plot A have been submitted and approved in writing by the Local Planning Authority. The details shall include full details of the proposed bin storage arrangements, including the provision of 3 x 140 litre food waste bins in place of the proposed 360 litre waste bin unless it can be demonstrated that this is not achievable. The development of Plot A shall thereafter proceed in accordance with the approved details and the waste storage area shall be used for no other purpose.

Reason: To ensure satisfactory waste storage arrangements for future occupiers and collection operatives.

30. Energy strategy (VARIOUS TRIGGERS)

The development of Plot A hereby approved shall be constructed in accordance with the Energy Statement for Plot A prepared by Aecom (dated October 2021), with SAP10 emission factors, high fabric efficiencies, connection to the Decentralised Energy Network and a minimum 36 kWp solar photovoltaic (PV) array.

(a) Prior to above ground construction on Plot A , 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 aiming to achieve a minimum 10% reduction in SAP10 carbon factors, including details to reduce thermal bridging;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the units;
- 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);

The development of Plot A shall be carried out strictly in accordance with the details so approved prior to first operation of each building within Plot A 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 of each building within Plot A and shall be maintained at least annually thereafter.

(b) Within six months of first occupation of each building within Plot A, evidence that the solar PV installation has 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 of each building within Plot A, 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.

31. Car parking management (PRE OCCUPATION)

Prior to the first occupation of Plot A, a detailed scheme of management, maintenance and enforcement of car parking shall be submitted to and approved in writing by the Local Planning Authority. The parking areas shall be operated in accordance with the approved scheme.

REASON: To protect the amenity of adjoining occupiers.

32. Fire safety (COMPLIANCE)

Plot A shall proceed in accordance with recommendations, mitigation and maintenance measures recommended in the Fire Statement, dated October 2021 insofar as they relate to Plot A.

REASON: In the interest of fire safety and in accordance with London Plan Policy D12.

33. Flood risk mitigation (COMPLIANCE)

The development of Plot A hereby approved shall be constructed, managed and maintained in accordance with the recommendations for Plot A in the approved Flood Risk Assessment dated October 2021.

REASON: To prevent increased risk of flooding and unsure future maintenance of the flood mitigation.

Conditions applicable to the outline element only.

34. Condition setting out what the reserved matters are (COMPLIANCE)

No Phase within the Development hereby approved in the Outline Component shall be commenced unless and until details of the following:

- a) appearance
- b) access (within the site)
- b) landscaping
- c) layout; and
- d) scale.

(hereinafter referred to as the "reserved matters") in relation to that part of the Development have been submitted to and approved in writing by the Local Planning Authority.

The "Outline Component" can be defined as "the Phases of the development to be shown on the phasing plan approved pursuant to Condition 3 in respect of which this decision notice grants outline planning permissions subject to the approval of the reserved matters detailed in Condition [34].

REASON: In order to comply with the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) which requires the submission to and approval by, the Local Planning Authority of reserved matters.

35. Timeframe for reserved matters submission (COMPLIANCE)

The final Reserved Matters Application must be made to the Local Planning Authority for approval no later than the expiration of 15 years from the date of this permission.

REASON: This condition is imposed by virtue of Section 92 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

36. Reserved matters submission requirements (COMPLIANCE)

Each application for Reserved Matters submitted pursuant to Condition 35 shall contain the information set out in the Reserved Matters Compliance Statement included at Annex 1 of this Decision Notice.

REASON: To ensure that the development is undertaken in accordance with the plans and documents approved herein

37. Reconciliation condition (COMPLIANCE)

The Parameter Plans, Development Specification and Design Code relating to the land shown outlined in Blue] on drawing 0311-SEW-ZZ-00-DR-T-000034 may be revised from time to time subject to obtaining the prior written approval of the Local Planning Authority and the Local Planning Authority being satisfied that any such proposed revisions are (a) unlikely to have significantly different environmental effects when compared to the assessment contained in the Environmental Statement hereby approved or (b) to the extent that such proposed revisions are likely to have significantly different environmental effects when compared to the assessment contained in the Environmental Statement hereby approved such revisions have been subject to an Environmental Impact Assessment. The development of the Blue Land thereafter shall be designed and carried out in accordance with such approved revised Parameter Plans, Development Specification and Design Code.

REASON: To enable a mechanism to address potential future conflicts between overlapping planning permissions.

38. Control Document Compliance (RESERVED MATTERS)

Each Reserved Matters application for landscaping, layout, scale and appearance (a) must conform with the approved Design Code and Development Specification and Parameters Plans including drawing numbers:

0311-SEW-ZZ-ZZ-DR-T-001002 Revision P2

0311-SEW-ZZ-ZZ-DR-T-001003 Revision P2

0311-SEW-ZZ-ZZ-DR-T-001004 Revision P2

0311-SEW-ZZ-ZZ-DR-T-001005 Revision P2

0311-SEW-ZZ-ZZ-DR-T-001006 Revision P2

0311-SEW-ZZ-ZZ-DR-T-001007 Revision P2

0311-SEW-ZZ-ZZ-DR-T-001008 Revision P3

0311-SEW-ZZ-ZZ-DR-T-001009 Revision P3

0311-SEW-ZZ-ZZ-DR-T-001010 Revision P3

0311-SEW-ZZ-ZZ-DR-T-001011 Revision P1

0311-SEW-ZZ-ZZ-DR-T-001012 Revision P2

And (b) must be accompanied by a written statement setting out how the development within the relevant reserved matters submission conforms with the approved Design Code, Development Specification and Parameters Plans.

REASON: For the avoidance of doubt and in the interest of visual amenity, neighbour amenity, limiting the impact of the development on heritage assets and to ensure that the development conforms with the aspirations and principles of the AAP and HRWMF.

39. Block F1

Notwithstanding the details shown on plan ref 0311-SEW-ZZ-ZZ-DR-T-001004 Rev P2, the height of Block F1 shall be limited to 20 storeys, the proposed development shall be carried out in accordance with the following plans in all other respects: Plans refs 0311-SEW-ZZ-ZZ-DR-T-001004 Rev P2

Reason: For the avoidance of doubt and in the interest of visual amenity, neighbour amenity, limiting the impact of the development on heritage assets and to ensure that the development conforms with the aspirations and principles of the AAP and HRWMF

40. Accessible Housing (RESERVED MATTERS)

Each reserved matter(s) application for layout shall be accompanied by comprehensive accessible housing strategy that demonstrates how the submission meets and provides 10% of residential dwellings in accordance with Approved Document M M4(s) (2b) ('wheelchair user dwellings') of the Building Regulations (2015) and all other meet approved document M M4(2) ('Accessible and adaptable dwellings') across the whole of the Masterplan.

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

41. Microclimate Assessment (RESERVED MATTERS)

Each reserved matter(s) application for layout, scale, appearance and landscaping shall be accompanied by a detailed microclimate analysis. The mitigation measures identified in the analysis shall be implemented prior to the first occupation of the nearest affected building.

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

42. Landscaping (RESERVED MATTERS)

a) Each reserved matter(s) application for landscaping shall include full details of:

- xii) Hard surfacing materials;
- xiii) Drinking water fountain/dispenser providing drinking water that is free to users in Peacock Park and Moselle Square;
- xiv) Children's play areas and equipment;
- xv) Boundary treatments;
- xvi) Any relevant SuDs features and associated SUDS management and maintenance plans, detailing future management and maintenance responsibilities for the lifetime of the development;
- xvii) Minor artefacts/structures (e.g. furniture, refuse or other storage units, signs etc.);
- xviii) Proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.);
- xix) 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;
- xx) Any food growing areas and soil specification;
- xxi) Written specifications (including cultivation and other operations) associated with plant and grass establishment;
- xxii) Implementation programme;
- xxiii) Long term management;
- xxiv) Full details of wayfinding signage including their location, material and mounting; and
- xxv) A written statement outlining how the potential for urban greening has been maximised, in line with London Plan and Urban Greening Factor benchmark targets.
- xxvi) measures to mitigate against terrorism activities relevant to the route through the development when complete that will be used for THFC stadium visitor egress on stadium event days, in consultation with the Metropolitan Police

(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.

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

43. Open Space Provision

For the avoidance of doubt, any future reserved matters submissions shall be supported by an Open Space Assessment addressing the requirements of Policy DM20 of the Development Management DPD 2017, or any successor policy.

Reason: To ensure an appropriate level of publicly accessible open space is provided within the area of identified deficit and in accordance with Policy DM20 of the Development Management DPD 2017.

44. Culvert Condition Survey (RESERVED MATTERS)

Each reserved matters application for scale, layout and landscaping adjacent to the Moselle Brook Culvert shall be accompanied by a strategy for maintaining and improving the culvert. This strategy will include the following components:

1. A line, level and condition survey of the existing culvert. The survey should demonstrate what the residual life of the culvert is.
2. A scheme, based on the condition survey in (1), to undertake any required improvements, repairs, or replacement of the culvert prior to the construction works. The scheme shall demonstrate how the culvert will be fit for purpose for the lifetime of the development (100 years). It should include a plan for any required long term monitoring and maintenance and a program for the improvements, repairs or replacement completion.

The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's approved phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

REASON: To prevent flooding on site and elsewhere by ensuring that the Moselle Brook culvert is in satisfactory condition and in accordance with Policy DM28 and paragraph 163 of the NPPF.

45. Fire Safety Statement (RESERVED MATTERS)

Each reserved matter(s) application for layout, scale and appearance shall be accompanied by a detailed fire statement (Gateway One or equivalent). The development shall thereafter proceed in accordance with recommendations and mitigation measures recommended in the statement.

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

46. Ecology survey (RESERVED MATTERS)

Each reserved matters application for landscaping shall be accompanied by detailed ecological impact assessment, undertaken by a suitably qualified individual, that includes the results of appropriate up to date surveys, full details of on site mitigation and enhancement measures to deliver a net gain in biodiversity (including bat boxes, bird boxes, bee bricks and a sensitive lighting scheme) and associated long term maintenance and monitoring plan. The development shall proceed in accordance with the mitigation and enhancement measures.

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, S11 and S12 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).

47. External materials (RESERVED MATTERS)

Each reserved matters for appearance shall include full details of proposed external materials and elevational details of each block. This 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;

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

REASON: To ensure that the development hereby approved is satisfactory and in the interest of visual amenity.

48. Living walls/ roofs (RESERVED MATTERS)

Each reserved matter(s) application for appearance and landscaping shall include where applicable:

a) full details of any living roofs or walls. The roofs/walls 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 10m² 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 1m² and at least one feature per 10m² 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.

The development shall thereafter proceed in accordance with the approved details.

b) Prior to the end of the first planting season following completion of each building hereby approved the living roof/wall for that building shall be provided in accordance with the approved details and retained thereafter.

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).

49. Energy strategy (RESERVED MATTERS)

Each reserved matter(s) application for layout, scale and appearance shall be accompanied by a detailed energy strategy. The strategy shall detail how each building shall achieve no

less than a reduction in carbon emissions of 60% (residential) or 52% (non-residential) compared to a Building Regulations Part L 2013 compliant building with SAP10 carbon factors.

The strategy will set out:

- Confirmation of how this Phase/block will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- How each block will achieve minimum carbon reductions at the Be Lean Stage, but no less than 10% (residential) or 15% (non-residential) over Building Regulations Part L 2013;
- The proposed heating, renewable energy and ventilation strategies (including their efficiency, output and layout);
- How the each block will contribute to the site-wide minimum solar PV array output of 1,274 kWp, demonstrating that the roof spaces have been maximised to deliver the maximum amount of solar PV output;
- Calculate carbon offset contribution for that Phase/block;
- A metering strategy;
- Design of the energy centre detailing space for a sub-station to connect to the off-site (primary) network and on-site (secondary) network, as well as dry primary pipework from the energy centre to the agreed point of connection.

The final agreed energy strategy shall be installed and operational prior to the first occupation of the relevant block. The development shall be carried out strictly in accordance with the details so approved and shall be operated and maintained as such thereafter.

Should the agreed target not be able to be achieved on site through energy measures as set out in the aforementioned strategy, then any shortfall should be offset at the most up-to-date approved cost per tonne of carbon. Should an increased level of CO₂ reduction be achieved, any carbon offset payment would be reduced in line with this price.

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, and Local Plan (2017) Policies SP4 and DM22.

50. Overheating (RESERVED MATTERS)

Each reserved matter(s) application for layout, scale and appearance shall be accompanied by a detailed overheating statement, authored by a suitably qualified individual. The assessment shall be informed by Dynamic Thermal Modelling based on CIBSE TM59 for the residential spaces and TM49 weather files. The assessment shall be undertaken in line with the following:

- i. The London Weather Centre dataset;
- ii. Mandatory pass of DSY1 for 2020s file, with the necessary mitigation measures in line with the Cooling Hierarchy;
- iii. Demonstrate the reduction in overheating risk for future weather patterns (DSY2 and DSY3 2020s, DSY1 2050s). Mitigation for the 2020s period must be integrated into the design through passive design measures as far as feasible. The risks and the mitigation strategy for the periods of the 2050s should be set out in a retrofit plan, confirming that measures can be fitted in the future and who will own the overheating risk;
- iv. Include any replacement / repair cycles and the annual running costs for the occupiers;
- v. Floor plans highlighting the modelled dwellings across the development and showing all rooms (with unique reference number). The applicant is expected to model the following most likely to overheat dwellings:
 - At least 15% of all rooms across the development site;

- All single-aspect dwellings facing west, east, and south;
- At least 50% of rooms on the top floor;
- 50% of all modelled rooms will face South or South/west;
- Rooms closest to any risk of crime / noise and / or air pollution source, with windows closed at all times (unless mitigation measures demonstrate that these windows can be opened, as confirmed in the Noise and the Air Quality Assessments).

(b) Any overheating mitigation measures set out in an approved Overheating Assessment shall be implemented before any of the dwellings in the Block to which they relate are first occupied 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 London Plan (2021) Policy S14 and Local Plan (2017) Policies SP4 and DM21.

51. Basement Impact Assessment (RESERVED MATTERS)

Where appropriate, the reserved matter(s) application for scale, layout and appearance shall be accompanied by a detailed Basement Impact Assessment, authored by a suitably qualified individual. The development shall thereafter proceed in accordance with the recommendations and mitigation measures contained within the approved assessment.

REASON: To ensure an appropriate and safe basement construction is achieved.

52. Air Quality (RESERVED MATTERS)

Each reserved matter(s) application for scale, layout and appearance shall be accompanied by a detailed Air Quality assessment, authored by a suitably qualified individual, that takes into account emissions from the installation of temporary and permanent boilers, transport sources and all other sources of emissions. The development shall proceed in accordance with the recommendations, mitigations and maintenance arrangements contained within the assessment and the mitigation measures will be retained and maintained in accordance with the approved arrangements thereafter.

REASON: To ensure that a suitable air quality environment exists for the future occupiers and to ensure that the proposal does not have an adverse impact on air quality.

53. Circular economy (RESERVED MATTERS)

Each reserved matter (s) application for scale, layout and appearance shall be accompanied shall be accompanied by a detailed Circular Economy Statement and Operational Waste Management Strategy in line with the GLA's Circular Economy Statement Draft Guidance dated September 2020, which shall be submitted to and approved in writing by the Local Planning Authority. The statement shall adhere to the principles set out in the draft Circular Economy Statement. The development shall be carried out in accordance with the details so approved.

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

54. Archaeological Investigation (RESERVED MATTERS)

Each reserved matter(s) application for scale, layout and landscaping shall be accompanied by a stage 1 written scheme of investigation (WSI). The WSI shall include details of the programme and methodology of a site evaluation and the nomination of a competent person(s)

or organisation to undertake the agreed works. The development shall proceed in accordance with the approved WSI.

If heritage assets of archaeological interest are identified by stage 1, then for those parts of the development to which the reserved matters submission relates which have archaeological interest, a stage 2 excavation and mitigation 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 on such land other than in accordance with the agreed stage 2 WSI which shall include:

A. 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

B. Details of a programme for delivering archaeological outreach during the project.

C. 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 ensure adequate consideration is given to the impact of the proposal on below ground archaeological remains.

55. Archaeological presentation (RESERVED MATTERS)

Each reserved matter(s) application for landscaping, layout, appearance and scale shall include a scheme of permanent heritage interpretation, landscaping and display at the site has been agreed, in accordance with a research, materials, design and long-term maintenance proposal and the results of the recommended historic and archaeological research and investigation. The proposal for the work is to be approved in advance in writing by the Local Planning Authority in consultation with GLAAS. The scheme shall be displayed in the public realm of the site and should be integrated uniformly with the site's other public realm, design and landscape proposals.

REASON: To raise public awareness and ensure that below ground archaeological remains are suitably recorded.

56. Secured by design (RESERVED MATTERS)

Each reserved matter(s) application for layout, scale and appearance shall be accompanied by a written statement detailing how the proposal will achieve secure by design accreditation. The development shall proceed in accordance with the approved details.

3 months after first occupation of each building hereby approved, written confirmation of the buildings secured by design accreditation shall be submitted to and approved in writing by the Local Planning Authority

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

57. Contamination (RESERVED MATTERS)

Each reserved matter(s) application for layout, appearance and landscaping shall be accompanied by a detailed contaminated land assessment, authored by a suitably qualified individual, detailing the findings of appropriate investigation to enable a risk assessment to be undertaken, the development of a conceptual modal and development of a methods statement detailing the remediation requirements.

Details of any remediation and monitoring shall be submitted to and approved in writing by the Local Planning Authority prior to the prior to the remediation/ monitoring being carried out.

Within 6 months of completion of the development to which the relevant reserved matters submission, a contaminated land verification report shall be submitted to and approved in writing by the Local Planning Authority.

The development shall thereafter proceed in accordance with the approved details.

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

58. Car parking and management (RESERVED MATTERS)

Each reserved matter(s) application for layout and landscaping shall be accompanied by a car parking design and management plan (CPMP). This shall include:

- 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 and decanted Love Lane Residents)
- 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

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

59. Cycle parking (RESERVED MATTERS)

Each reserved matter(s) application for layout, landscaping, scale and appearance shall contain full details of proposed long and short stay cycle provision including the provision of changing/locker space for commercial units and provisions for larger bicycles, full details of all stands, cycle stores and lockers. The details shall demonstrate compliance with relevant standards in Policy T5 of the London Plan (2021) and the London Cycling Design Standards, including at least 20% Sheffield stands and a further 5% wider spaces for non-standard bicycles, unless otherwise agreed in writing with the local planning authority. 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.

60. Road safety audit (RESERVED MATTERS)

Notwithstanding the details submitted with respect to access, each Reserved Matters Application will include detail of the relevant access arrangements which will include Stage 1 and 2 Road Safety Audits including any new access points onto the public highway. The relevant Phase of the development shall thereafter proceed in accordance with the approved details.

REASON: In the interest of highway safety.

61. External lighting (PRE COMMENCEMENT)

Prior to commencement of any Phase (excluding Plot A), a detailed external lighting scheme for that Phase shall be submitted to and approved by the local planning authority. The scheme shall include the locations, heights, and specifications and Lux plans of the proposed lighting scheme. The lighting scheme shall be designed to avoid lighting ecological features. The development shall proceed in accordance with the approved details.

REASON: In the interest of highway and public safety and neighbour amenity.

62. Crowd control (PRE COMMENCEMENT)

Prior to the commencement of any Phase south of White Hart Lane (excluding Plot A) an Interim Crowd Flow Management Report will be submitted to and approved by the Council. Such report (to include queue configurations and locations) will confirm that the interim access and space for visitors to the stadium across the development is no less than the situation as at the date of grant of this planning permission in terms of minimum queue widths, minimum areas for queuing and general queue safety such as tripping hazards and ensuring queue configurations and locations meet the necessary requirements for crowd safety.

Prior to the commencement of the last Reserved Matter(s) application for any Phase south of White Hart Lane a Final Crowd Flow Management Report will be submitted to and approved by the Council. Such report (to include queue configurations and locations) will confirm the final access and space for visitors to the stadium across the development is no less than the situation as at the date of grant of this planning permission in terms of minimum queue widths, minimum areas for queuing and general queue safety such as tripping hazards and ensuring queue configurations and locations meet the necessary requirements for crowd safety.

Both the Interim Crowd Flow Management Reports and the Final Crowd Flow Management Report will be consulted upon with the Safety Advisory Group, the Metropolitan Police, the Council's Building Control officers and Tottenham Hotspur Football Club. All measures in the approved reports shall be implemented for the life of the Development.

REASON: In the interests of ensuring the interim and detailed crowd flow scenarios are workable.

63. Development on Third Party Land (PRE-COMMENCEMENT ON THE RELEVANT PHASE)

No development can commence on that part of the development site shown coloured in blue (ie Depot and Goods Yard on drawing number 0311 -SEW -ZZ -00 -DR - T -000034 until the owner of that land has confirmed in a deed under s106 Town and Country Planning Act 1990 that it will comply with the section 106 Agreements dated 4 June 2019 and 24 September 2020 in relation to development on that part of the site.

REASON: In the interest of proper planning and to ensure that necessary mitigation is secured.

64. Surface Water Drainage (PRE COMMENCEMENT)

No development shall take place within a Phase of the development (excluding Plot A) until a detailed Surface Water Drainage scheme for the relevant Phase including overland flow path and final detailed design drainage drawings and associated management lifetime management plan has been submitted and approved in writing by the Local Planning Authority. The management plan which shall include arrangements for adoption by an appropriate public body or statutory undertaker, management by Residents management company or other arrangements to secure the operation of the drainage scheme throughout

the lifetime of the development. The relevant Phase of the development shall not be occupied until the Sustainable Drainage Scheme for the site has been completed in accordance with the approved details and thereafter retained and managed in accordance with the approved details.

Reason: To ensure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter.

65. Historic Building Recording (PRE-COMMENCEMENT)

No development shall take place within a Phase of the development (excluding Plot A) where there are designated and non-designated heritage assets until a programme of recording, research and historic analysis of the standing buildings which considers social history, building structure, architectural detail and archaeological evidence has been submitted to and approved by the Local Planning Authority for that Phase. The relevant Phase of the development shall be undertaken in accordance with the approved programme.

REASON: To ensure that heritage assets removed as part of the development are satisfactorily recorded.

66. CHP (PRE-COMMENCEMENT)

Prior to the commencement of development within a Phase (excluding Plot A) of the development until an energy centre facility, details of the energy centre and associated infrastructure for that Phase have been submitted to and approved by the Local Planning Authority.

The details shall include:

- a) location of the energy centre;
- b) specification of equipment;
- c) flue arrangement;
- d) operation/management strategy (as applicable to the facility delivered by the Developer); and
- e) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link)

The energy centre facility and infrastructure shall be constructed in accordance with the details approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.

REASON: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system.

67. Water infrastructure (PRE-COMMENCEMENT)

No development shall take place within a Phase of the development (excluding Plot A) until detailed impact studies of existing water 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, a suitable connection point and ways in which the additional capacity will be accommodated.

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

68. Residential BREEAM Communities (PRE-COMMENCEMENT)

(a) Prior to commencement of development in a Phase (excluding Plot A), a BREEAM Communities design stage accreditation certificate must be submitted to and approved by the Local Planning Authority confirming that the relevant Phase of the development will achieve a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”.

The development 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.

(b) No later than six months post completion of each building in the relevant Phase (excluding Plot A), a BREEAM Communities post-construction certificate issued by the Building Research Establishment must be submitted to the local authority for approval, confirming this standard has been achieved.

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 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 (2017) Policies SP4 and DM21.

69. CCTV (PRE-COMMENCEMENT)

No development shall take place in a Phase of the development (excluding Plot A) until a scheme for external CCTV has been submitted to and approved in writing by the Local Planning Authority for that Phase. The scheme shall include locations, mounting heights, equipment specifications, signage and a maintenance and monitoring plan. The relevant Phase of the development shall thereafter be carried out in accordance with the approved details.

REASON: To ensure that community safety is satisfactorily addressed.

70. Railway Infrastructure Protection Plan (PRE-COMMENCEMENT)

(a) No development in a relevant Phase of the development (excluding Plot A) that adjoins the western boundary of the site shall commence until an Infrastructure Protection Plan (IPP) for Phase the relevant works within 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.

71. Highway pre-condition survey (PRE COMMENCEMENT)

(a) No development shall commence within a Phase (excluding Plot A) until an existing condition survey of the associated public highway has been undertaken in collaboration with the Council’s Highways Maintenance team and submitted to and approved in writing the Local Planning Authority.

(b) Within one month of the completion of the respective Phase works, including any associated highway works, a final condition survey shall be undertaken of the highway areas identified in collaboration with the Council’s Highways Maintenance team and submitted to and approved 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.

72. Commercial units – BREEAM (VARIOUS TRIGGERS)

(a) Prior to commencement of development of any building approved for non-residential use, a design stage accreditation certificate for the relevant building must be submitted to and approved in writing by the Local Planning Authority confirming that the building will achieve a BREEAM "Very Good" outcome (or equivalent).

(b) The relevant building 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) No later than six months post completion of any non-residential use within a building, a post-construction certificate issued by the Building Research Establishment (or equivalent) for each area approved for non-residential use in that building must be submitted to the local authority for approval, confirming this standard has been achieved.

(d) In the event that a building fails to achieve the agreed rating for the building, 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.

73. Public Art (SUPERSTRUCTURE)

Prior to completion of the superstructure in any Phase (excluding Plot A), a Public Art Strategy shall be submitted to and approved by the Local Planning Authority. The scheme shall include the detailed specification of any public art within that Phase and a timetable for completion. The development shall proceed in accordance with the approved details.

REASON: In the interest of securing public art.

74. Basement In-Plot Parking Controls (PRIOR TO RELEVANT WORKS)

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

(b) The Vehicular Parking 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 and in-Plot 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 Vehicular Parking Access Control Arrangements.

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

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

75. Culvert Condition Survey (POST COMPLETION/ PRE-OCCUPATION)

Within three months of completion of each block adjacent to the Moselle Brook and prior to such blocks being occupied (whichever comes first) an updated condition survey of the culvert, to identify any adverse impacts resulting from the construction works, shall be undertaken, submitted to, and approved in writing by the Local Planning Authority. Any damage that may have arisen during construction is to be remediated by the applicant within an agreed timeframe.

REASON: To prevent flooding on site and elsewhere by ensuring that the Moselle Brook culvert is in satisfactory condition and in accordance with Policy DM28 and paragraph 163 of the NPPF.

76. Commercial units noise assessment (PRE-OCCUPATION)

No commercial unit hereby approved shall be occupied until a noise assessment, in accordance with BS8233:2014, for the unit has been submitted to and approved in writing by the Local Planning Authority. The assessment will outline appropriate mitigation measures to ensure that the nearest residential occupiers retain a satisfactory internal and external noise environment. That is daytime noise not exceeding 35dBA and 40dB (AEQ, 16 Hour) for living/bedrooms and dining rooms respectively and night time noise levels not exceeding 30dB(A) LAeq, 8 hour) or existing background noise levels. The approved mitigation measures shall be implemented prior to the first occupation of the unit and be retained and maintained so long as the commercial use continues.

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

77. Commercial operating/ opening hours (PRE-OCCUPATION)

Prior to the first occupation of each commercial unit hereby approved, details of the operating hours for each unit shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter proceed/ operate in accordance with the approved details.

REASON: In the interest of neighbouring amenity.

78. Commercial unit odour assessment (PRE-OCCUPATION)

Any commercial unit that prepares, cooks or sells hot food shall not be occupied until an odour impact assessment, authored by a suitably qualified individual, has been submitted to and approved in writing by the Local Planning Authority. The odour assessment must set out appropriate mitigation and long term management of any required mitigatory equipment. The approved mitigation must be ready for use prior to the occupation of the unit. The approved mitigation shall subsequently be used thereafter and be maintained in accordance with the long term mitigation strategy so long as the commercial cooking use continues.

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

79. Delivery and servicing plan (PRE OCCUPATION)

Prior to first occupation within each Phase of the development (excluding Plot A), a detailed delivery and servicing plan (DSP) for that Phase shall be submitted to and approved in writing

by the Local Planning Authority. The relevant Phase of the development shall be implemented in accordance with the approved details.

Within 12 months of the first occupation of each Phase of the development (excluding Plot A) an updated delivery and servicing plan relevant to that Phase shall be submitted to and approved in writing by the Local Planning Authority including the results of the first delivery and servicing survey. This process shall be provided for each Phase of the development until such time as all Phases have been delivered and occupied, at which point every Phase DSP shall be consolidated into one overarching full delivery and servicing plan and retained thereafter.

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.

80. Overheating non-residential (POST COMPLETION/ PRE-OCCUPATION)

At least six months prior to the occupation of each non-residential area, an Overheating Report must be submitted to and approved by the Local Planning Authority if that space is to be occupied for an extended period or will accommodate any vulnerable users, such as office/workspace, community, healthcare, or educational uses.

The report shall be based on the current and future weather files for the CIBSE TM49 London Weather Centre dataset. It shall set out:

- The proposed occupancy profiles and heat gains in line with CIBSE TM52
- The modelled mitigation measures which will be delivered to ensure the development complies with DSY1 for the 2020s weather file.
- A retrofit plan that demonstrates which mitigation measures would be required to pass future weather files (DSY2 and DSY3 2020s; DSY1 2050s), with confirmation that the retrofit measures can be integrated within the design.

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

81. Permitted Development Right removal (COMPLIANCE)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development (England) Order 2015 (as amended) or any subsequent legislation reenacting the Order, the commercial and residential units hereby approved shall not be changed into any other use or extended or altered under any provision of the order or any subsequent amended or re-enacted order without the benefit of full planning permission from the Local Planning Authority.

REASON: In the interest of providing and retaining a mixed and balanced community and in the interest of neighbour, future occupant and visual amenity.

82. Change of use restriction within use class (COMPLIANCE)

Notwithstanding the provisions of the Town and Country (Use Classes) Order 1987 (as amended) or any subsequent amendment or re-enactment of this Order the proposed

commercial uses hereby approved shall remain within their consented use and sub use class unless formally granted planning permission by the Local Planning Authority.

REASON: In the interest of providing and retaining a mixed and balanced community and in the interest of neighbour, future occupant and visual amenity.

83. Culvert set back (COMPLIANCE)

Notwithstanding the details submitted Plots E, C and G (as shown on drawing number 0311-SEW-ZZ-ZZ-DR-T-001002 revision P2) shall be a minimum of 3 metres from the outer edge of Moselle Brook Culvert at their closest point. The setback shall thereafter be retained.

REASON: To ensure that there is sufficient access for inspection and maintenance of the culvert and to ensure the structural integrity of the culvert is not compromised and in accordance with DM28 and paragraph 163 of the NPPF.

84. Commercial Kitchen Drainage (COMPLIANCE)

Drainage serving kitchens in commercial hot food premises (shall be fitted with a grease separator complying with BS EN 1825-:2004 and designed in accordance with BS EN 1825-2:2002 or other effective means of grease removal. The grease separator shall be retained and kept in serviceable condition so long has the commercial hot food use continues.

REASON: In the interest of maintaining serviceable water infrastructure and the prevention of flooding and water pollution.

85. Oil interceptors (COMPLIANCE)

Petrol / oil interceptors shall be fitted in all car parking/washing/repair facilities hereby approved. The interceptors shall be kept in serviceable condition so long as the car parking/washing/repair operation continues.

REASON: In the interest of maintaining healthy watercourses.

86. Approved Floor Areas (COMPLIANCE)

The quantum of built floorspace across the Development (excluding Plot A) shall not exceed or fall below the minimum and maximum floorspace (GEA) for each permitted land use across the Development as a whole (excluding Plot A), in each case as stated in Table 3 of the approved Development Specification, as follows:

Land Use	Minimum GEA (sqm)	Maximum GEA (sqm)
Use Class B2: Industrial*	-	7,000sqm
Use Class B8: Industrial*	-	1,000sqm
TOTAL USE CLASS B:	0sqm	8,000sqm
Use Class C3: Residential	235,000sqm	280,000sqm
TOTAL USE CLASS C:	235,000sqm	280,000sqm
Use Class E (a): Retail other than hot food	4,000sqm	7,800sqm
Use Class E (b): Sale of food and drink mainly for consumption on premise		
Use Class E (c): Commercial, professional(other than medical) or financial services		
Use Class E (d): Indoor sports, recreation fitness	500sqm	4,000sqm
Use Class E (e): Medical or healthcare	-	1,000sqm
Use Class E (f): Creche, day nursery or centre	-	2,000sqm
Use Class E (g: i, ii and iii)*: offices for operational or administrative functions, R+D of products or processes, industrial processes	1,525sqm	7,200sqm
TOTAL USE CLASS E:	6,025sqm	22,000sqm
Use Class F1 (d): Public Libraries or reading rooms	500sqm	3,500sqm
Use Class F1 (e): Public halls or exhibition halls		
Use Class F2 (b): local community halls	500sqm	2,500sqm
TOTAL USE CLASS F:	1,000sqm	6,000sqm
Sui Generis: Energy Centre	200sqm	1,800sqm
Sui Generis: Public House	0sqm	3,000sqm
Sui Generis: Sub Station	0sqm	500sqm
Sui Generis: Cinema	0sqm	3,000sqm
TOTAL USE SUI GENERIS:	200sqm	8,300sqm
Residential parking	4,000sqm	15,000sqm
TOTAL*:	249,386sqm	339,300sqm

* A minimum floorspace of 4,686sqm GEA will be delivered either as B2, B8 or E(g i, ii or iii) consistent with the Minimum and Maximum floorspace areas for these uses.

Table 3: Minimum and Maximum floorspace areas for the Proposed Development

Annex 1:

Unless otherwise agreed in writing with the Local Planning Authority, the following documents are expected to be submitted as part of each Reserved Matters Application (RMA):

1. Planning Application Form and requisite application fee (all RMAs);
2. Planning Statement and/or Covering Letter (all RMAs);
3. Community Infrastructure Levy (CIL) Additional Information Requirement Form (all RMAs);
4. Proposed Plans, Sections and Elevations (Elevations may not be required for Public Realm RMAs);
5. Area and Accommodation Schedules (not required for Public Realm RMAs);
6. Design and Access Statement, including landscaping details;
7. Energy Statement (not required for Public Realm RMAs);
8. Sustainability Statement (not required for Public Realm RMAs);
9. Travel Plan (not required for Public Realm RMAs);
10. Delivery, Servicing and Refuse Management Plan (not required for Public Realm RMAs);
11. Environmental Statement – Statement of Conformity;
12. Wind Assessment;
13. Noise Assessment
14. Daylight and Sunlight Assessment;
15. Statement of Community Involvement; and
16. Planning Compliance Report.

Any other relevant documents/information where necessary to ensure compliance with the obligations set out in the Section 106 Agreement.

The Planning Compliance Report will comprise the following:

1. Summary of the proposals to include:
 - Proposed land uses and corresponding floorspace;
 - Quantum, tenure mix, unit mix and location of proposed housing (where relevant);
 - Maximum building height (AOD and storeys);
 - Number of car parking spaces;
 - Number of cycle parking spaces;
 - Play space provision (where relevant);
 - Public realm/open space provision;
 - Required highways works; and
 - Indicative tree details, to include number, size and species.

2. Reconciliation commentary to include how the RMA (and previous RMAs) respond to the minimum commitments within the planning permission:
 - Minimum housing, workspace and retail and leisure delivery;
 - Affordable housing delivery (quantum and tenure);
 - Affordable Workspace delivery;
 - Unit mix;
 - Floorspace caps by Land Use, Zone and Total Cap.

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. 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 and any applicable inflation permitted within the CIL regulations.

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. 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.

9. Piling Method Statement Contact Details.

Contact Thames Water
<https://developers.thameswater.co.uk/Developing-a-largesite/> Email:
developer.services@thameswater.co.uk

10. 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.

11. 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-andwaste/refuse-and-recycling/recycling/garden-waste-collection

- 12. 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.
- 13. 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 or 0208 217 3813.
- 14. 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.
- 15. Network Rail Asset Protection.** Network Rail strongly recommends the developer contacts Network Rail Asset Protection London South East Asset Protection anglia@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at www.networkrail.co.uk/asp/1538.aspx.
- 16. 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.
- 17. s106 Agreement and s278 Agreement.** This planning permission must be read in conjunction with the s106 Agreement and any associated s278 Highway Act Agreement(s).
- 18. Archaeology WSI.** 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.
- 19. Archaeology Building Recording:** *Locally listed buildings are present on the site. Accordingly, the planning authority wishes to secure the provision of historic building recording prior to development, in accordance with Historic England guidance.*
- 20. Archaeology Foundation Design.** *The development of this site is likely to damage heritage assets of archaeological interest. The applicant should therefore submit detailed foundation and other below ground designs for approval that demonstrate reduced harm to buried remains.*
- 21. Archaeology Presentation:** *The LPA wishes that the rich history of the site and its surroundings be conveyed to the public. These include the heritage of Ermine Street Roman road, the Moselle, any river crossing by the Roman road, and any other significant remains encountered during fieldwork. The interpretation scheme should be researched, designed and implemented by a recognised historical or archaeological interpretation specialist with appropriate experience of the periods involved.*
- 22.** 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-activities-environmental-permits> or contact our National Customer Contact Centre on 03702 422 549. 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.

- 23. Themes Water.** The application indicates that SURFACE WATER (North of White Hart Lane) will NOT be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

- 24.** Network Rail strongly recommends the developer contacts the Asset Protection Team on AngliaASPROLandClearances@networkrail.co.uk prior to any works commencing onsite, 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 <https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/>

- 25. Item 1. Issues** - Proximity of the proposed development to the Network Rail boundary and operational equipment.

Reasons/Mitigations:

The developer/ designer must ensure that they allow sufficient space from the Network Rail boundary fence so as not to import risk to the operation of the railway or impose risk to the occupants of the building or maintenance staff. A minimum of 2.5m should be allowed between the Network Rail boundary fence and any superstructure (excluding boundary walls and fences). A minimum of 3m must be allowed to any Network Rail electrification equipment.

The developer must ensure any future maintenance intervention does not import risk to the operational railway. The applicant must ensure that the construction and subsequent maintenance of their development can be carried out without adversely affecting the safety of operational railway.

- Item 2. Issues** - Demolition activities resulting in collapse onto the railway.

Reasons/Mitigations:

The applicant shall provide all demolition and construction methodologies to Network Rail for acceptance prior to commencing the works relating to all works that may import risk to the operational railway, potentially cause disruption to railway services or present risk to the infrastructure. A suitable designed hoarding must be erected near the boundary which will afford protection to the railway and railway assets.

Item 3. Issues - Potential impact on the adjacent railway infrastructure from the construction activities.

Reasons/Mitigations:

The applicant shall provide all demolition and construction methodologies to Network Rail for acceptance prior to commencing the works relating to all works that may import risk to the operational railway, potentially cause disruption to railway services or present risk to the infrastructure.

Item 4. Issues - Invasive plants near the railway.

Reasons/Mitigations:

The developer must determine the locations and extents of any invasive plant species (for example: Japanese Knotweed) which must be treated in accordance with the current codes of practice and regulations where it exists on site.

Item 5. Issues - Piling/ deep excavation causing movement/ settlements to the railway infrastructure adversely affecting the track geometry or stability of operational infrastructure.

Reasons/Mitigations:

The developer must ensure that any piling or deep excavations adjacent to the railway do not have an impact on operational railway assets. An impact assessment must be conducted using information specific to the site and track and structure monitoring must be instigated in accordance with Network Rail standard NR/L2/CIV/177 where Piling/ deep excavation is proposed within the track support zone.

Item 6. Issues - Potential buried services crossing under the railway tracks. Some of the services may be owned by Network Rail or Statutory Utilities that may have entered into a contract with Network Rail.

Reasons/Mitigations:

The developer is responsible for a detailed services survey to locate the position, type of services, including buried services, in the vicinity of railway and development site. Any utility services identified shall be brought to the attention of Senior Asset Protection Engineer (SAPE) in Network Rail if they belong to railway assets. The SAPE will ascertain and specify what measures, including possible re-location and cost, along with any other asset protection measures shall be implemented by the developer.

Item 7. Issues - Collapse of plant or cranes near or over the Network Rail boundary.

Reasons/Mitigations:

The operation cranes should comply with CPA Good Practice Guide 'Requirements for Mobile Cranes Alongside Railways Controlled by Network Rail'

or the CPA Good Practice Guide 'Requirements for Tower Cranes Alongside Railways Controlled by Network Rail'. Use of piling rigs should comply with Network Rail standard 'NR/L3/INI/CP0063 - Piling adjacent to the running line'.

Note that where the compound collapse radius of a crane is within 3m of the Network Rail boundary or asset, consultation with Network Rail must take place and a possession and isolation of the railway may be required.

Item 8. Issues - Collapse of temporary works near or over the Network Rail boundary or infrastructure.

Reasons/Mitigations:

Any temporary structures which may have the potential to collapse within 3m metres of the Network Rail boundary or asset will require review by Network Rail asset protection. No temporary structure may be positioned within 3m of live railway electrification equipment without further consultation with Network Rail.

This development must consider the constraints for construction in close proximity to an operation station. Adequate space must be specified for temporary works which do not require platform closure.

Item 9. Issues - Trespasses and unauthorised access onto Network Rail land.

Reasons/Mitigations:

Where required, the developer should provide (at their own expense) and thereafter maintain a fence erected on the developers side of the existing boundary fence, to a suitable minimum height and containment in accordance with Network Rail standards

. Adequate space must be provided for maintenance of both the existing Network Rail boundary measures and the developers own fence.

Item 10. Issues - Glare from light source or reflective surfaces – impact on train driver vision and visibility of signals.

Reasons/Mitigations:

Any lighting which may originate from the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers' vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of lighting proposals. Where glazing or reflective cladding is proposed a glare assessment must be completed to determine the impact on the railway.

Item 11. Issues - Road Vehicle Incursion.

Reasons/Mitigations:

Where there is any risk of road vehicle incursion onto the railway the risk must be mitigated with an effective road vehicle incursion barrier or structure designed for vehicular impact to prevent vehicles accidentally driving or rolling onto the railway or boundary fence.

Item 12. Issues - Interface with Network Rail Structures which support the railway.

Reasons/Mitigations:

Further consultation with Network Rail is required to capture a complete set of asset owner requirements in a comprehensive requirements document. The design proposal presented here must satisfactorily address fundamental safety and operational requirements. Assets identified but not limited to;

HDT 7.0066 B/U 1947 Orchard Place -
Owner NR HDT 7.0154 B/U 1948
Whitehall Street - Owner NR
HDT 7.0176 B/S 1948A White Hart Lane Station Platform and Retaining Arches
Down Side Arches 1 - 22 — Owner O/P

HDT 7.0330 B/U 1949 WHITE HART LANE STATION SUBWAY -
Owner NR HDT 7.0352 B/U 1950 WHITE HART LANE - Owner NR

Item 13. Issues - Effects of electrical plant or transformers on Network Rail signals or communications systems due to electromagnetic compatibility. The impact on the occupants of the development located within close proximity to a high voltage overhead electrification lines.

Reasons/Mitigations:

The developer will be required to undertake an Electromagnetic Interference (EMC) risk assessment to determine the potential impact the project may have on Network Rail assets. Any projects that will be within 20m or any transmitter within 100m of the operational railway will require an electromagnetic compatibility assessment, carried out in accordance with Network Rail standards 'NR/L1/RSE/30040 & 'NR/L1/RSE/30041' and NR/L2/TEL/30066'

Item 14. Issues - Environmental pollution (Dust, noise etc.) on operational railway.

Reasons/Mitigations:

Contractors are expected to use the 'best practical means' for controlling pollution and environmental nuisance complying all current standards and regulations. The design and construction methodologies should consider mitigation measures to minimise the generation of airborne dust, noise and vibration in regard to the operational railway.