

Appendix 1 Conditions and Informatives

Subject to the following condition(s)

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications: Design, Heritage, Social Cohesion and Access Statement by Rosenfelder Asscoaites, Highgate and Muswell Hill Eruv – Haringey locations only (1-2 & 21-33) drawing nos. 858.002, 01/B, 01.1, 02/C, 3.1/A, 3.2/C, 21A/C & 21B/C, 22A/C, 23A/C, 23B/E, 24A, 24B, 25A/B, 25B/B, 25.1/B, 25.2, 25.3, 26, 27/A, 28/C, 29, 30/B, 32/D, 33/C, 33.1/A, 51, HMH.858.64/A, Preliminary Ecological Appraisal: Parkland Walk, Stapleton Hall Rd, Haringey ref. R1151.001 by Rosenfelder Associates dated 22th November 2022.

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

3. Prior to the commencement of any development hereby approved and before any equipment, machinery or materials are brought onto the sites for the purposes of the development hereby approved, a Tree Protection method statement incorporating a solid barrier protecting the stem of the trees in question, along with details of hand dug excavations to be used in relation to poles being erected adjacent to significant mature trees and their RPAs, with this approved in writing by the Local Planning Authority. The works thereafter shall be carried out as per the approved detail and the necessary protection maintained until all equipment, machinery and surplus materials have been removed from the site.

Reason: In order to ensure the safety and wellbeing of the trees adjacent to the site during constructional works that are to remain after works are completed consistent with Policy G7 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

4. The filament to be in used in relation to pole location 22 (Parkland Walk) shall be installed using beads as specified in the drawings hereby approved.

Reason: In the interest of the protection of wildlife.

5. No development shall commence until details of a scheme for bird and bat boxes near location 22 for the development hereby permitted has been submitted to and approved in writing by the Local Planning Authority. The development shall then be constructed in strict accordance with these approved

details, and the developer shall provide evidence of these measures being installed to the local planning authority no later than 3 months after works have completed. Once installed these measures shall be maintained in perpetuity and if necessary replaced as approved.

In the event that these measures are not installed a full schedule and costings of remedial works required to achieve a similar level of biodiversity improvements on site shall be submitted for the written approval of the local planning authority within 4 months of the completion of works in relation to this site. Thereafter the schedule of remedial works must be implemented in relation to this 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: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity.

6. Prior to installation of the relevant equipment for location 22, a bat emergence/re-entry surveys shall be undertaken between May and September (1 dusk, 1 dawn, 1 either dusk or dawn) by an ecologist and a mitigation strategy shall be produced and submitted for approval by the Local Planning Authority to determine whether a licensed or non-licensed approach to mitigation is required. Should the mitigation strategy recommend further action to be undertaken this must be agreed between the owners of the site and the Local Planning Authority and all works must be completed in accordance with that scheme.

Reason: To ensure that there are no adverse impacts on any existing bat habitats as a result of the development.

7. All poles shall be painted black except poles 27A&B which shall be painted light brown to match background walls.

Reason: In the interest of the local visual amenity.

Subject to the following **Informatives**:

INFORMATIVE:

In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE:

Hours of Construction Work: The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

- 8.00am - 6.00pm Monday to Friday
- 8.00am - 1.00pm Saturday

- and not at all on Sundays and Bank Holidays.

INFORMATIVE: (Network Rail)

The developer must ensure that their proposal, both during construction and after completion does not:

- encroach onto Network Rail land
- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone
- damage the company's infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the airspace of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

Future maintenance

The applicant must ensure that any construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of/ or encroaching upon Network Rail's adjacent land and air-space. Therefore, any buildings are required to be situated at least **2 metres (3m for overhead lines and third rail)** from Network Rail's boundary.

This requirement will allow for the construction and future maintenance of a building without the need to access the operational railway environment. Any less than **2m (3m for overhead lines and third rail)** and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works as well as adversely impact upon Network Rail's maintenance teams' ability to maintain our boundary fencing and boundary treatments. Access to Network Rail's land may not always be granted and if granted may be subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant.

As mentioned above, any works within Network Rail's land would need approval from the Network Rail Asset Protection Engineer. This request should be submitted at least 20 weeks before any works are due to commence on site and the applicant is liable for all associated costs (e.g. all possession, site safety, asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land.

Plant & Materials

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

Drainage

Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed within **20 metres** of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

Scaffolding

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

Piling

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

Fencing

In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point during or post construction should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation within Network Rail's land boundary must not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/ boundary treatment.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers' vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The

developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.

Noise and Vibration

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

Vehicle Incursion

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

Landscaping

Any trees/shrubs to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. Network Rail wish to be involved in the approval of any landscaping scheme adjacent to the railway. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. If required, Network Rail's Asset Protection team are able to provide more details on which trees/shrubs are permitted within close proximity to the railway.

Existing Rights

The applicant must identify and comply with all existing rights on the land. Network Rail request all existing rights, covenants and easements are retained unless agreed otherwise with Network Rail.