

## APPENDIX 1

1. The development hereby authorised shall be carried out in accordance with the following approved plans, save for any changes which form the final worked up and detailed implementable scheme which shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. These changes shall have been co-designed with local stakeholders, including Disability Action Haringey, which shall be clearly evidenced in the submission, and the development shall be carried out in accordance with those details:

Ferry Lane improvements Design and Access Statement (250325 TfL Ferry Lane Improvements DAS), Planning Statement (TH Planning Statement Final v2 25.3.2025), Illustrative Existing General Arrangement (1000009414-3-0101-01 Rev 0), Illustrative Proposed General Arrangement (1000009414-3-0101-02 Rev 0), Ferry Lane Existing Engineering General Arrangement (1000009414-2-010-1-Extg Eng GA Rev 1), Ferry Lane Proposed Engineering General Arrangement (1000009414-5-0100-01- Rev 0), Illustrative Section Comparison (1000009414-3-0101-03 Rev 0), Ferry Lane Section Comparison (1000009414-3-0100-02- Rev 0), Ferry Lane Key Dimensions (1000009414-3-0100-03 Rev 0), Proposed Site Plan (2383-HUK-PRM-DRG-0002-01\_Proposed Site Plan\_TfL Mark up\_231117), Eastern Elevation 1/2 (2383-HUK-PRM-DRG-6254-01 SW - External East Elevation - southern half), Eastern Elevation 2/2 (28008-ATK-DRG-EAR-002121\_P07 - External East Elevation - northern half).

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

2. Samples of materials and a schedule of the exact product references to be used for the external surfaces of the development shall be constructed shall be submitted to, and approved in writing by, the Local Planning Authority before any phase of development is commenced.

The development shall be constructed in accordance with the approved materials (including those approved under reference HGY/2020/1728) and any further details submitted to discharge this condition; and maintained as such thereafter.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity and to comply with Policies DM1, DM8 and DM9 of the Development Management DPD 2017.

3. The refuse and waste storage and recycling facilities shall be implemented and permanently retained thereafter in accordance with the Waste Management Plan (18.01.16) approved under HGY/2016/4109, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of the Development Management DPD 2017 and Policy SI 7 of the London Plan 2021.

4. No development or demolition shall take place other than in accordance with the Written Scheme of Investigation set out in the Archaeological Report Ref:16e176wb approved under HGY/2016/4109.

The site investigation and post investigation assessment shall be completed in accordance with the programme set out in the Written Scheme of Investigation approved under HGY/2016/4109.

Reason: Heritage assets of archaeological interest are expected to survive on the site. The Local Planning Authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results and to comply with Policy DM9 of the Development Management DPD 2017.

5. Station management for the development shall be implemented in accordance with the Construction Phase Plan Issue 05 approved under HGY/2017/1855 unless otherwise agreed in writing in advance with the Local Planning Authority.

Reason: To ensure that the passengers and members of the public have safe, legible routes to access the station during the period of construction to ensure there is coherent and clear strategy for the management of passengers and customers at the interchange and to comply with Policy DM4 of Haringey's DMDPD 2017.

6. Prior to the completion of construction activities on the Concourse Extension (as set out in the Tottenham Hale Station upgrade plan), signage shall be installed in accordance with the approved Signage Strategy under (HGY/2020/1730) and retained thereafter for the duration of the works.

Reason: To ensure the safe movement for passengers and members of the public have safe, legible routes to access the station and to comply with Policies T4, T7 and D14 of the London Plan 2021 and Policy DM1 of the Development Management DPD 2017.

7. Prior to any works associated with the development hereby granted and remaining to be constructed the Demolition and Construction Management Plan and Construction Logistics Plan (CLP) as approved under HGY/2020/1729, updated with any required amendments, shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Local Highways Authority and Transport for London.

The Demolition Management Plan and the Construction Management Plan shall include but not be limited to:

- details of phasing and methodology to be used in the demolition process;
- the times during which works may be undertaken and the times during which deliveries may be made to the Site consistent with the Council's Environmental Code of Construction Practice;
- the routes which construction traffic shall be directed to use;
- any measures to deliver construction materials and remove construction waste by rail;
- any necessary temporary road closure orders or diversions on the highway network in the vicinity of the Site;
- the interface between the Development and any works being carried out at the time to the Tottenham Hale Gyratory and Bus Station developments; should not be required since the Gyratory Works will be completed by July 2014.

- details of the form siting and installation of temporary wayfinding signage to the Destinations;
- measures necessary to ensure the continued provision of bus and taxi services to Tottenham Hale station;
- measures to ensure the safety of the public during the period in which works are being carried out on the site including lighting in the streets surrounding the Site;
- measures to monitor construction traffic impacts generally;
- measures to mitigate against the effects of the Development works on the Site including the effects of dust noise and vibration on the amenity of occupiers in the vicinity of the Site including any infrastructure protection measures in respect of TfL's assets
- measures to be taken prior to road closures and construction
- measures to be taken (if required) in terms of a formal monitoring action plan (with associated trigger levels) of the London Underground escalator, Victoria Line tunnels and tracks and London Underground assets to record and mitigate the effects of potential movement through heave or settlement during the demolition, excavation and construction phase
- details of such matters which are likely to cause nuisance during construction including noise, dust, smoke, road cleaning and any other matters relevant to this particular site.
- construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

The development shall only be implemented in accordance with the details as approved.

Reason: To ensure there are appropriate safeguards during the demolition and construction process to allow the continued operation of the station interchange, the necessary safeguards for TfL infrastructure protection, to reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network and to ensure that any demolition and the construction does not prejudice the ability of neighbouring occupiers' reasonable enjoyment of their properties and to comply with Policies T4, T7 and D14 of the London Plan 2021 and Policy DM1 of the Development Management DPD 2017.

8. Waste soils removed from site as a result of the development are to be sampled and analysed and disposed of in accordance with current regulations in accordance with the Waste Management Plan (18.01.16) approved under HGY/2016/4109 unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety and to comply with Policy DM23 of the Development Management DPD 2017.

9. Prior to the commencement of the development hereby permitted, a mitigation and

enhancement strategy for the ecological receptors around the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be implemented in accordance with the approved details.

Reason: To ensure that the development will make a positive contribution to the protection, enhancement, creation and management of biodiversity and protect and enhance the adjoining Site of Importance for Nature Conservation (SINCs) and to comply with Policy G6 of the London Plan 2021 and Policy SP13 of the Local Plan 2017.

10. No development remaining to be constructed shall be carried out until such time as the person carrying out the work is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason: To safeguard residential amenity, reduce congestion, protect air quality and the amenity of the locality, in accordance with Policies T1 and SI1 of the London Plan (2021), Policy SP7 of the Haringey Local Plan (2017) and Policy DM1 of the Development Management DPD (2017).

11. The applicant shall enter into a S278 agreement with the Council with respect to the proposed Ferry Lane highway works. The S278 agreement shall include the necessary details/specifications etc. for approval along with the mechanism and timeframe for TfL's funding provision for the highway works. The Ferry Lane highway works shall be fully implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to provide improved access to the station and to comply with Policy DM31 of Haringey's DMDPD 2017.

12. No later than 6 months following the completion of the Concourse Extension phase (as set out in the Tottenham Hale Station upgrade plan) an outline construction programme for the Link Corridor phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The programme must ensure the Link Corridor will commence within 1 year of completion of the Concourse Extension. The development shall be constructed in accordance with the approved programme thereafter. The Link Corridor shall be fully implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to ensure ease of access for the less mobile members of the community and to comply with Policy SP11 of the Local Plan.

13. Demolition and construction waste shall be recovered and re-used on the site or at other sites, in accordance with the Waste Management Plan (18.01.16) approved under HGY/2016/4109 unless otherwise agreed in writing with the Local Planning Authority.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Local Plan 2017.

14. The demolition and construction works shall be carried out in accordance with the submitted Arboricultural Method Statement (AMS) and the protection shall be maintained until all equipment, machinery and surplus materials have been removed from the site.

Reason: In order to ensure the safety and well being 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, and Policy SP11 of the Local Plan 2017.

15. Local Labour shall be employed on the site in accordance with TfL's Strategic Labour Needs and Training Programme details of which shall be supplied to the Council 3 months prior to works commencing on site.

Reason: In order to ensure that the scheme provides employment opportunities within the Borough and for the local community and to comply with Policy SP8 and SP9 of the Local Plan 2017.

16. The heating and hot water provision for the development hereby permitted shall be built in accordance with the Sustainable Design and Construction Statement and CEEMP, the heating and hot water provision shall be thereafter retained in perpetuity without the prior approval, in writing, of the Local Planning Authority.

Reason: To reduce pollution and to comply with Policy SI 1 of the London Plan 2021 and Policy SP4 of the Local Plan 2021.

17. For the duration of the works the applicant shall establish and maintain a liaison group having the purpose of:

- Informing local residents and businesses of progress of the work
- Considering methods of working such as hours, noise, wayfinding and site traffic
- Providing advance warning of exceptional works or deliveries
- Providing local residents and businesses with a contact for information and for comments or complaints with a view to resolving any concerns that might arise
- Providing phone and email contact for resident concerns and advice
- Producing publicity identifying progress of the works – the sites and distribution of such publicity to be agreed with the Liaison group

The liaison group will meet at such frequency as they believe necessary but not more often than monthly. The first meeting to take place one month prior to the start of works. The applicant will organise and minute all meetings.

Reason: In order to ensure satisfactory communication with residents, businesses and local stakeholders throughout the construction of the development and to enable compliance with London Plan Policy T7.

#### INFORMATIVE: Waste Management

Waste Management Waste generated by the station after completion of the work will need to follow the same management plan as the Waste Management Plan (18.01.16) approved under HGY/2016/4109. Waste will need to be stored and disposed of in a manner so as to not contravene the Environmental Protection Act 1990. TfL will need to make their own arrangement with a registered carrier of waste for collection and disposal of waste generated on the site.

#### INFORMATIVE: Thames Water Surface Water Drainage

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

#### INFORMATIVE: Thames Water

Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer, are likely to have transferred to Thames Water's ownership. Should the proposed building work fall within 3 metres of these pipes it is recommended to contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. Thames Water can be contacted on 0845 850 2777 or for more information please visit their website at [www.thameswater.co.uk](http://www.thameswater.co.uk)

#### INFORMATIVE: Thames Water

Thames Water would recommend that petrol / oil interceptors be fitted in all carparking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

#### INFORMATIVE: Historic England

In relation to condition 4 the written scheme of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with Historic England Greater London Archaeology guidelines. It must be approved by the Local Planning Authority before any on-site development related activity occurs. Heritage England advises that the archaeological fieldwork would comprise the following:

##### Watching Brief

An archaeological watching brief involves observation of groundworks and investigation of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive. It is recommended that the watching brief solely target specific items identified in the brief/project outline or specification as requiring significant ground work.

#### INFORMATIVE: Historic England

The required written scheme should be prepared in consultation with Historic England Greater London Archaeological Advisory Service.

#### INFORMATIVE: Network Rail

Implementation of the proposed scheme will be subject to Network Rail's internal Clearance

procedure to ensure the proposed development is accepted by all relevant internal stakeholders.

#### INFORMATIVE: Network Rail

Network Rail strongly recommends the developer contacts the relevant Asset Protection team prior to any works commencing on site, which for this site is the Anglia Route Asset Protection team: [AssetProtectionAnglia@networkrail.co.uk](mailto:AssetProtectionAnglia@networkrail.co.uk). 'More information can also be obtained from their website at [www.networkrail.co.uk/aspix](http://www.networkrail.co.uk/aspix).

#### INFORMATIVE: Asbestos

Prior to refurbishment 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.

#### INFORMATIVE: Community Infrastructure Levy

The application is advised that the proposal will be liable for the Mayor of London's CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £107,026.92 (2,178 sqm x £35 x 1.404), This will be collected by LB 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.

#### INFORMATIVE: Pollution

The applicant is advised of the requirement to enter into a Section 61 agreement under the Control of Pollution Act 1974.