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27 October 2023

**TOWN AND COUNTRY PLANNING ACT 1990 – SECTION 96A
THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
(ENGLAND)
ORDER 2010**

Case Reference	HGY/2023/2472
Location	1-6 Crescent Mews, Hornsey, London, N22 7GG
Proposal	Non-material amendment following a grant of planning permission HGY/2019/1183 to amend the trigger point of conditions 10 (Excavations/earthworks) (Network Rail) , 11 (OPE) (Network Rail) and 12 (Demolition/refurbishment method statement) (Network Rail)
Received	15 September 2023

In pursuance of their powers under the above Act and Order, Haringey Council as Local Planning Authority hereby certify that the above proposal, described in the application received on the above date, APPROVE your application as a non-material amendment.

Title	Description	Date
Covering Letter.pdf	Covering letter	15 September 2023
Site and Block Plan.pdf	Block plan of the site	15 September 2023
The location plan_included_in_Block plan of the site.pdf	The location plan	15 September 2023

Robbie McNaugher

Robbie McNaugher
Head of Development Management and Planning Enforcement
Planning Service

Informatives:

For the Avoidance of doubt, conditions 10, 11 and 12 of planning permission reference HGY/2019/1183 shall read as follows:

Condition 10: PRE COMMENCEMENT: Excavations/earthworks (Network Rail)

All excavations/earthworks carried out in the vicinity of Network Rail property/structures must be designed and executed such that no interference with the integrity of that property/structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to **below ground works carried out in the vicinity of Network Rail property/structures**, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rail's infrastructure or railway land.

Reason: To ensure the development can be implemented safely in relation to the operational needs and integrity of the adjoining railway line.

Condition 11: PRE COMMENCEMENT: OPE

At least six weeks prior to works commencing on site **in the vicinity of Network Rail property/structures**, Network Rail's 'Asset Protection Project Manager (OPE)' MUST be contacted. The OPE will require to see any method statements/drawings relating to any excavation, drainage, demolition, lighting and building work or any works to be carried out on site that may affect the safety, operation, integrity and access to the railway.

Reason: To ensure the development can be implemented safely in relation to the operational needs and integrity of the adjoining railway line.

Condition 12: PRE COMMENCEMENT: Demolition/refurbishment method statement (Network Rail)

Demolition/refurbishment method statement (Network Rail) Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. The demolition of buildings or other structures near to the operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Asset

Protection Project Manager before the development **in the vicinity of Network Rail structures** can commence.

Reason: To ensure the development can be implemented safely in relation to the operational needs and integrity of the adjoining railway line.