



ODYSSEY

DEVELOPING JOURNEYS

**LAND ADJACENT TO SEVEN SISTERS ROAD
AND ST ANN'S ROAD, LONDON, N15**

CAR PARKING MANAGEMENT PLAN



**LAND ADJACENT TO SEVEN SISTERS ROAD AND ST ANN'S
ROAD, LONDON, N15**

**CAR PARKING MANAGEMENT PLAN
ON BEHALF OF FORMATION DESIGN AND BUILD LTD**

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DOCUMENT CONTROL SHEET

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Project No. 26-023-01

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-	For Submission	AM	MJB	AM	SRB	30/01/26
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1.0 INTRODUCTION

1.1 *Overview*

1.1.1 This Car Parking Management Plan (CPMP) has been produced by Odyssey on behalf of Formation Design and Build Ltd (the 'Applicant'). The CPMP relates to the construction of 66 new affordable homes at Land adjacent to Seven Sisters Road and St Ann's Road, located within the London Borough of Haringey (LBH).

1.1.2 The scheme received planning permission from LBH in 2024 (under the reference: HGY/2024/3315). As such this Car Parking Management Plan has been prepared to support the discharge of Conditions 12, 13 and 14 of the planning application (ref: HGY/2024/3315). The decision notice for the site is provided within **Appendix A**.

1.1.3 Condition 12 sets out the requirement for two electric vehicle charging spaces to be provided on the site, as detailed in this report. Condition 12 of the Decision Notice sets out that:

"The development shall not be occupied/used until provision has been made for two electric vehicle car parking spaces, one active and one passive. This arrangement shall be retained for the lifetime of the development."

1.1.4 Condition 13 states that the development should not be occupied until provision has been made for seven wheelchair accessible/ blue badge bays on the site. The specific wording of Condition 13 states that:

"The development shall not be occupied/used until provision has been made for 7 wheelchair accessible car parking spaces. This arrangement shall be retained for the lifetime of the development."

1.1.5 Finally, Condition 14 of the planning permission required the development to provide a CPMP prior to first occupation of the Consented development, as below:

"The development shall not be occupied/used until a Car Parking Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. This shall include details on the allocation and management of the on-site car parking spaces. which shall be leased and allocated in the following order:

- *Wheelchair accessible units or residents with a disability with the need for a car parking space.*

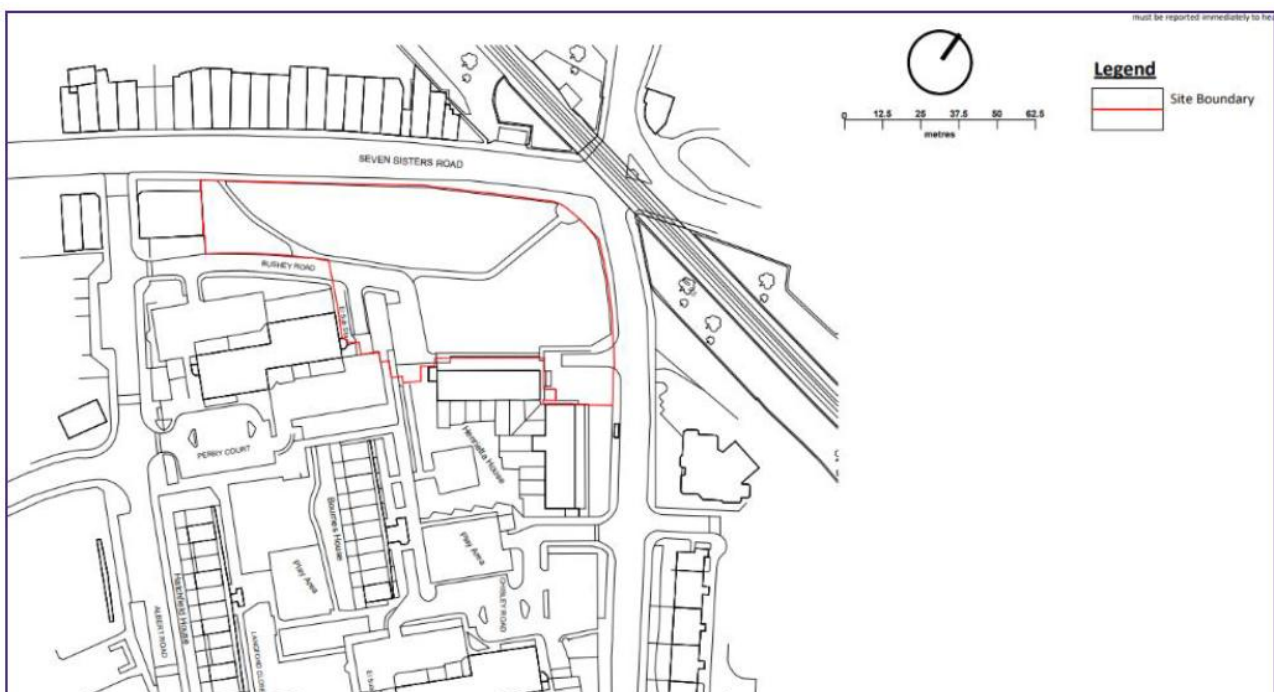


- *Family size units 4/3 bed homes."*

1.2 *Site Location*

1.2.1 The site is situated within the administrative boundary of LBH, who act as both the local planning and highway authorities. However, Transport for London (TfL) act as the highway authority for roads on the Transport for London Road Network (TLRN). The site location is shown in **Figure 1-1**.

Figure 1-1: Site Location



1.3 *Report Background*

1.3.1 This CPMP has been prepared to set out suitable management policies and monitoring/enforcement measures to ensure that the parking provision is successfully managed, such that the on-site car park layout operates efficiently.

1.3.2 Once the site becomes occupied, the measures set out in this CPMP will be implemented and overseen by Homes for Haringey, assisted by an appointed maintenance contractor who will oversee the day-to-day management of the site, as necessary.



1.3.3 Homes for Haringey and the appointed facilities management contractor will follow the British Parking Association (BPA) Code of Conduct for the control and enforcement of parking within the development site's private roads/ car parks/ access routes. In this regard, it is noted that:

"The main objective of the Code is to make sure that operators act responsibly, effectively and efficiently when they... enforce the terms and conditions of parking in private car parks...or...are deterring the illegal or unauthorised parking on private land" (BPA Approved Operator Scheme Code of Conduct)."

1.4 **Document Structure**

1.4.1 The remainder of this report is structured as follows:

- **Section 2.0** sets out the baseline conditions relating to the site, including existing parking restrictions in the vicinity of the site.
- **Section 3.0** provides an overview of the development proposals, including details of the on-site car parking provision.
- **Section 4.0** provides details of the parking management policies that will be implemented at the site, such as allocated parking and access restrictions.
- **Section 5.0** concludes this report.



2.0 BASELINE CONDITIONS

2.1 *Local Highway Network*

2.1.1 For additional context and information, a qualitative description of the local highway network surrounding the site is presented in this section. This provides a summary of the existing highway network and its local characteristics.

Seven Sisters Road (A503)

2.1.2 Seven Sisters Road is a two-way single carriageway road with a speed limit of 30mph within the vicinity of the site, this is signalled by a speed restriction sign. A bus lane is provided along the western side of the carriageway. Footways and street lighting are present along both sides of the road within the vicinity of the site.

2.1.3 Seven Sisters Road is a TfL red route with no waiting, loading or parking is allowed at any time along its eastern side, the western side allows loading on the highway outside of the specified time (7am – 7pm Monday - Saturday).

St Ann's Road (B152)

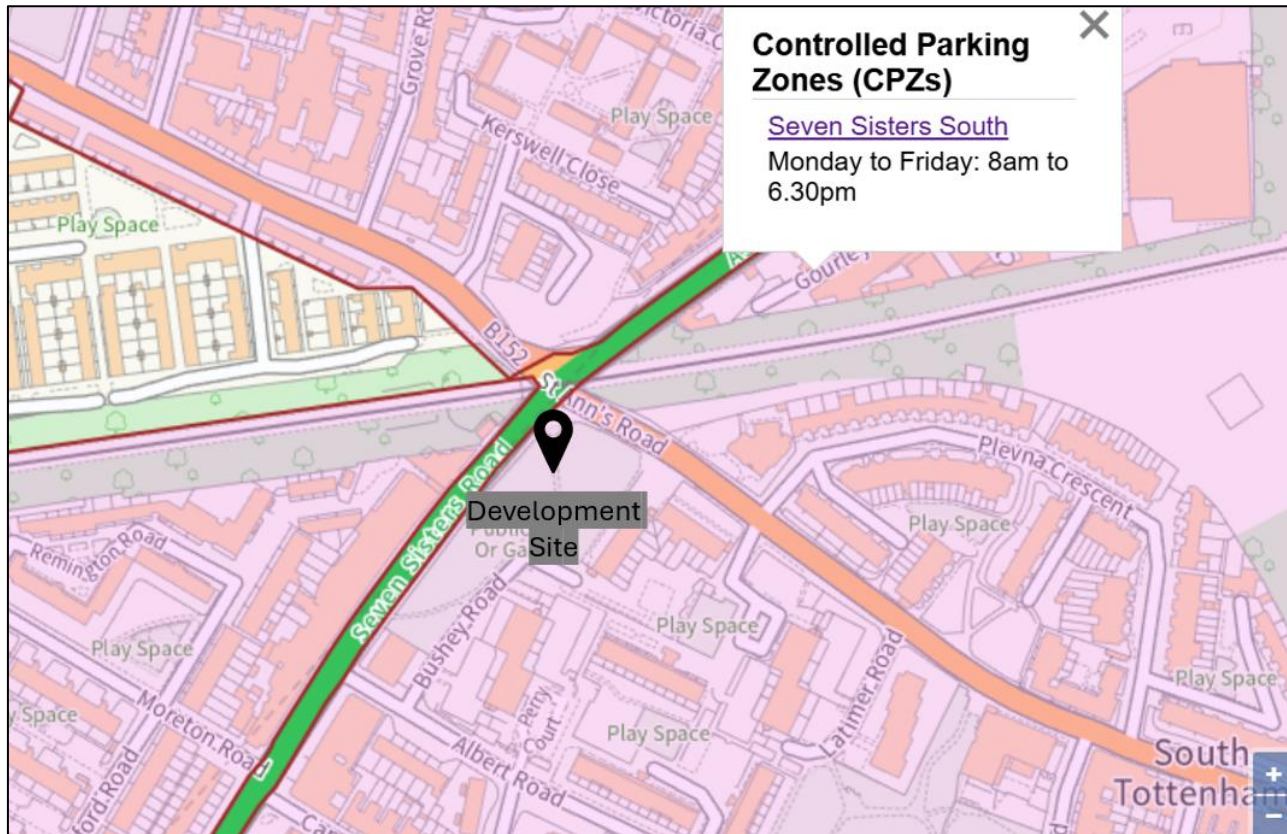
2.1.4 St Ann's Road is a two-way single carriageway road with a speed limit of 20mph within the vicinity of the site, this is signalled by a speed restriction sign. Footways and street lighting are present along both sides of St Ann's Road within the vicinity of the site.

2.1.5 Parking bays are present on both sides of St Ann's Road at different points along the road's length, these parking bays are permit holder only or pay by phone (max stay two hours) between the hours of 8am – 6:30pm on Monday – Friday.

2.1.6 The parking bays located within the Fredrick Messer Estate restrict parking to permit holders only between the times of 8am – 6:30pm from Monday to Friday, eight Blue Badge holder bays are also provided within the curtilage of the estate.

2.2 *Controlled Parking Zones (CPZ)*

2.2.1 The site falls within the 'Seven Sisters South' CPZ area, which restricts parking between the hours of Monday – Friday, 8am – 6.30pm. Outside of these hours parking is unrestricted, namely on Saturdays and Sundays. **Figure 2-1** below shows the location of the consented development within the Seven Sisters South CPZ, which has been extracted from the LB Haringey CPZ map.

**Figure 2-1: LB Haringey CPZ Map**

2.3 *Parking and Waiting Restrictions*

2.3.1 Seven Sisters Road within the vicinity of the site is subject to double red lines on both sides of the road restricting vehicles from waiting, loading or parking at any time of the day. Seven Sisters Road also has red marked bays which do not allow stopping during 7am – 7pm from Monday to Saturday, except for loading (for a maximum of 20 minutes) and blue badge parking (for a maximum of three hours).

2.3.2 St Ann's Road is also subject to double red line restrictions, along with permit holder/two hour max stay pay by phone parking bays operating between 8am – 6:30pm from Monday to Friday on the northern side of the road. Yellow lines are also present on both sides of the St Ann's Road restricting waiting at any time except for buses.



3.0 CONSENTED DEVELOPMENT

3.1 *Development Context*

3.1.1 The consented development will provide 66 residential homes and associated parking and landscaping at the site. The consented development site plan is shown in **Figure 3-1** and contained within **Appendix B**.

Figure 3-1: Consented Development Site Plan



3.2 *Access and Internal Layout*

3.2.1 The consented layout for the site provides direct pedestrian connection through the site to Seven Sisters Road from the estate, with car parking reorganised to ensure that the pedestrian route is unobstructed contrary to the current situation. The pavement along Bushey Road will be extended into the courtyard to create a continuous accessible ground floor frontage. Additional gently sloping pathways are intended to be provided to enable access to the shared landscape within the courtyard.



3.3 Consented Car Parking Arrangement

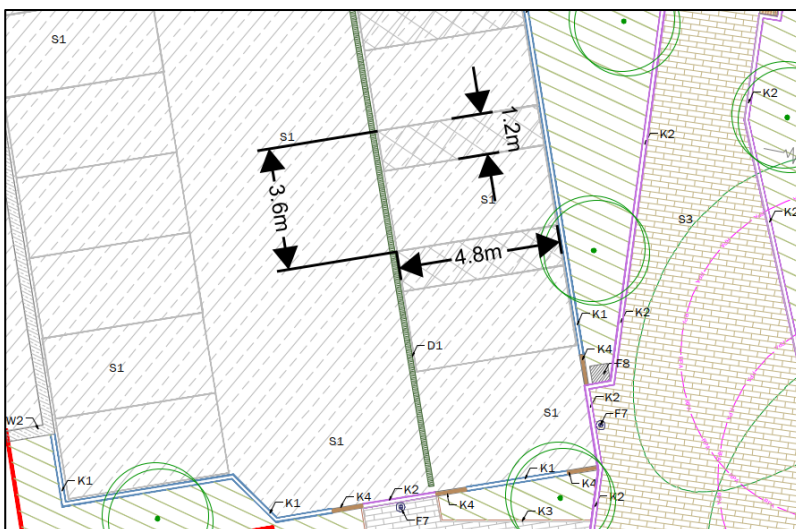
3.3.1 The consented car parking arrangement on site was set out within Section 4.9 of the Transport Assessment (TA) that was submitted alongside the planning application (RPS Report Number: JNY11174-01). The consented TA stated that within the red line boundary there were previously ten car parking spaces along Bushey Road at the eastern end of the road. The TA noted that these existing car parking spaces were all standard bays, and that they were not designed to current standards with regards to dimensions and did not provide adequate space for vehicles to manoeuvre in and out of the spaces.

3.3.2 Accordingly, as part of the outline planning application, the developer sought to increase the quantum of car parking provided on site to re-provide a portion of standard parking bays on the site as well as providing blue badge bays in accordance with London Plan standards.

3.3.3 In total the consented site would provide 14 car parking spaces, of which seven would be blue badge parking bays. Of the 14 bays provided, 12 car parking bays were proposed to be located at the eastern end of Bushey Road, and two parking bays were proposed to be located to the eastern side of the site and accessed from St Ann's Road. The location of the blue badge parking bays within the consented development are shown in **Figure 3-3** below.

3.3.4 Blue badge parking bays on site measure 2.4m wide by 4.8m long with a 1.2m wide buffer zone provided between the spaces to enable passengers/ drivers to get into and out of the vehicle. **Figure 3-2** below provides dimensions for the blue badge bays on site.

Figure 3-2: Dimensioned Blue Badge Parking Bay





3.3.5 Overall, the seven consented blue badge bays equate to 10.6% of the overall residential units which is above the London Plan requirement (10%). Therefore, the consented development was considered to satisfy London Plan policies regarding blue badge parking.

3.4 *Electric Vehicle Car Parking*

3.4.1 A total of two electric vehicle charging spaces would be provided in line with LBH requirements, of which one bay would provide active charging provision, and one bay would provide passive provision. These bays would be provided on site, as shown in **Figure 3-3** and would be retained for the lifetime of the development.

3.4.2 The active bay has been located within one of the blue badge bays, whilst the passive bay has been proposed within a standard car parking bay. This is considered to provide maximum flexibility, and if demand arises for additional charging facilities on site the passive bay could be upgraded.

Figure 3-3: EVCP and Blue Badge Bay Locations





3.5 *Future Parking Demand*

3.5.1 Over the longer term there is a desire to reduce car usage, and LBH have adopted their Climate Change Action Plan with the following vision:

“Our 2041 vision is for a Haringey that is healthy and sustainable, with walking or cycling to local amenities and taking the long-distance trains for holidays being the norm. Roads will have been repurposed to give way to street-side planting, play areas, dedicated charging areas for electric vehicles, with safe space to get to your destination by using any non-motorised set of wheels or by foot.”

3.5.2 The LBH Climate Change Action Plan notes that the Council has the power to reduce emissions through CPZs, reallocation of road space, prices of parking permits and electric vehicle charging deployment. It is anticipated that through travel planning measures and the delivery of pedestrian and cycle links into the site alongside high quality cycle parking, that car ownership levels could be lower than the prevailing level. Details of cycle parking provision at the development site are set out in the TA (RPS Report Number: JNY11174-01) which accompanied the planning application.



4.0 PARKING MANAGEMENT

4.1 *Introduction*

4.1.1 This CPMP will be implemented by Homes for Haringey prior to the first occupation of the development, as set out in Condition 14 of the planning permission (referenced: HGY/2024/3315). By implementing CPMP measures there is an opportunity to:

- Discourage bad parking behaviour.
- Reduce levels of car ownership and usage.
- Ensure that car parking bays within the development are used appropriately.

4.1.2 Furthermore, this CPMP provides detail on the allocation and management of the on-site parking spaces, where car parking spaces would be leased and allocated in order, as set out below:

- Residents of wheelchair accessible units or residents with a disability with the need for a car parking space would be the first leased car parking spaces within the development.
- Following the allocation of car parking spaces to the above residents, residents of the site living in 3/4 bedroom homes would next be allocated a lease for a car parking space within the development.
- Following the allocation of leases to the above units, other residents of the development would then be allocated a lease for car parking spaces within the development on a first come first served basis.
- The allocation of spaces would be reviewed annually to ensure that the holders of car parking spaces is aligned with the above criteria.

4.2 *Responsibilities*

Homes for Haringey

4.2.1 Homes for Haringey shall ensure that the car parking bays within the development are maintained in accordance with all relevant legislation and guidance to provide safe and suitable parking and ensure access routes are kept clear. Additionally, Homes for Haringey shall ensure that sufficient resource is in place to maintain, survey, clean and manage the car parking provided. On-site management of the parking areas would be undertaken by an appointed facilities management contractor.



Residents

4.2.2 Residents are required to be responsible for their actions and those of their household members/ visitors in accordance with their Tenancy Agreement/ Lease/ Licence Agreement.

4.2.3 If residents wish to park within the development they must:

- Ensure the vehicle has a valid permit on display at all times.
- Ensure the vehicle has valid current road tax and a MOT, if required.
- Ensure the vehicle is only parked in a designated parking bay/ area.
- Not attempt to park any heavy goods/ oversized vehicles without permission.

Resident Permits

4.2.4 No parking spaces will be permanently sold to residents/ dwellings but rather leased to residents of the development for a set period of time, which would be detailed in resident's lease arrangements. To qualify for a resident permit, a resident must live within the development with the vehicle registered to that address. Furthermore, the vehicle must have valid current road tax.

4.2.5 Each resident household shall be eligible to apply for a free parking permit for a vehicle that is registered to that address and in the name of a household member. Where the household has a leased vehicle, they may apply for their resident parking permit for that vehicle on presentation of a lease to that address and in the name of a household member. Where the household is provided with a vehicle by an employer, they may apply for their resident parking permit for that vehicle on presentation of a letter detailing the vehicle provision on the employer's official headed paper. Residents would be allocated car parking spaces using the criteria set out within **Section 4.1.2** of this report.

Visitors

4.2.6 No visitor car parking is provided on site, with all car parking bays on site allocated to residents on a leased basis. As such, visitors accessing the site by car would not be able to park on site and this would be signposted and enforced by on site facilities management staff who would ensure that unauthorised visitors vehicles do not park on site. Visitors may however park on site within a residents allocated parking bay, with the residents permission, and when displaying the appropriate permit (as detailed below).

4.2.7 Visitors may access the site by car to drop off/ pick up residents and vehicle tracking drawings demonstrated that vehicles would be able to enter and exit the site in a forward gear. As above,



facilities management staff would ensure that vehicles do not dwell on site for prolonged periods of time and would ensure that waiting vehicles do not obstruct other vehicle movements.

Disabled Permits, Bays and Parking Rules

4.2.8 Homes for Haringey and LBH would provide a designated disabled parking bay for the use of a specific resident upon successful application. The designated disabled parking bays would be for the exclusive use of the specified resident who would be provided with a specific badge to display at all times when the vehicle is parked within the bay.

4.3 *Parking Enforcement Measures*

4.3.1 Should vehicles park outside of parked bays on site, or within marked bays without authorisation, private parking enforcement will be undertaken by Homes for Haringey. All enforcement action will be taken in accordance with and in compliance of relevant legislation, industry best practice and statutory requirements.

4.3.2 Enforcement will be undertaken in accordance with the relevant British Parking Association (BPA) Code of Conduct guidelines with inappropriate parking being vehicles:

- Parked across or obstructing more than one marked parking space.
- Parked outside of a marked parking space.
- Parked in an inappropriate parking area.
- Parked inappropriately/ dangerously.
- Parked such that it causes an obstruction.
- Parked blocking an emergency access/ egress.

4.3.3 Emergency vehicles such as police, fire and ambulance vehicles are exempt from parking enforcement measures when receiving or giving help in an emergency, avoiding an accident, or performing official duties.

4.3.4 Details of management charges 'fines', and related procedures will be detailed on signage located on the site and will be according to the BPA Code of Practice. It is noted that:

"The main objective of the Code is to make sure that operators act responsibly, effectively and efficiently when they...enforce the terms and conditions of parking in private car parks...or...are deterring illegal or unauthorised parking on private land"



Unsafe or Abandoned Vehicles

4.3.5 A vehicle can be deemed unsafe for a variety of reasons including, but not limited to, overloading, leaking fuel/ oil, and parking in such a way as it represents a danger or blocks emergency access routes. Failure to ensure a vehicle is safe to drive and/ or parked safely will render any permit invalid.

4.3.6 A vehicle will be considered abandoned if it does not have valid road tax, and where required, a current MOT certificate. Failure to ensure a vehicle has valid road tax, and where required, a current MOT certificate will render any permit invalid.

4.3.7 A vehicle deemed abandoned will be served an appropriate warning notice giving the keeper a fixed period to rectify the situation. If the vehicle remains on-site without valid road tax or an MOT after the notice has expired, the vehicle will be removed and retained for 28 days, after such time it will be disposed of. The keeper of the vehicle may apply to have an abandoned vehicle returned after it has been removed, provided they do so within 28 days of its removal and pay the reasonable costs the Council has incurred for the removal and storage of the vehicle.

4.3.8 Any vehicle with a Statutory Off-Road Notice (SORN) will be deemed abandoned if found parked without Homes for Haringey having first granted permission for it to park there.

4.4 *Monitoring*

4.4.1 It is proposed to undertake annual monitoring of the car parking at the development to understand:

- Car ownership levels of the new residents and whether uptake of parking is lower than the prevailing levels of car ownership.
- The uptake in disabled persons parking and the requirement for the conversion of further spaces.

4.4.2 A combination of parking beats and targeted questionnaire surveys would be undertaken. The results will inform whether there is potential for further changes to be made to the on-site parking in the future.



5.0 CONCLUSION

5.1.1 This Car Parking Management Plan (CPMP) has been produced by Odyssey on behalf of Formation Design and Build Ltd (the 'Applicant'). This CPMP relates to the construction of 66 new affordable homes at Land adjacent to Seven Sisters Road and St Ann's Road, located within the London Borough of Haringey (LBH).

5.1.2 The scheme received planning permission from LBH in 2024 (under the reference: HGY/2024/3315). As such this Car Parking Management Plan has been prepared to support the discharge of condition 12, 13 and 14 of the planning application (ref: HGY/2024/3315).

5.1.3 Condition 12 of the above planning permission sets out the requirement for two electric vehicle charging spaces to be provided on site which has been detailed within **Section 3.3** of this report. A total of two electric vehicle charging spaces would be provided in-line with LBH requirements, of which one bay would provide active charging provision, and one bay would provide passive provision. These bays would be provided for and maintained on site for the lifetime of the development.

5.1.4 Condition 13 of the planning permission, states that the development should not be occupied until provision has been made for seven wheelchair accessible/ blue badge bays are provided on site. The provision of blue badge parking bays on site is detailed within **Section 3.4** of this report, which confirms the location of the seven proposed blue badge bays on site.

5.1.5 Finally, Condition 14 of the planning permission requires the production of a CPMP and for the CPMP to set out the process for the allocation and management of the on-site car parking spaces. The process for the allocation of spaces has been detailed in **Section 4.1.2** of this report, whilst management measures are provided within **Section 4.0**.

5.1.6 This CPMP will be overseen/ implemented by Homes for Haringey and an appointed facilities management contractor who will be responsible for day-to-day management duties at the site (e.g. general maintenance, security, caretaking etc.) for the parking spaces provided.

5.1.7 It is considered that the strategies described in this CPMP would satisfy the parking and management needs associated with the consented development and Conditions 12, 13 and 14 of the Decision Notice for the planning permission referenced HGY/2024/3315.

APPENDIX A

Decision Notice

Mr Adrian Miles
25 Chart Street
London
United Kingdom
N1 6FA

28 August 2025

**TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
(ENGLAND) ORDER 2015
NOTICE OF PLANNING PERMISSION**

Case Reference	HGY/2024/3315
Location	Land adjacent to Seven Sisters Road and St Ann's Road, London N15
Proposal	Construction of 66 new affordable homes across two new buildings of six storeys each. These include 13 x 1 bed 2 person flats, 1 x 2 bed 3 person maisonette, 27 x 2 bed 4 person flats, 1 x 3 bed 5 person maisonette and 24 x 3 bed 5 person flats.
Received	5 December 2024

In pursuance of their powers under the above Act, the London Borough of Haringey as Local Planning Authority hereby PERMIT the above development received on the above date.

**Head of Development Management and Planning Enforcement
Planning Service**

Conditions: (36)

- 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:

SFM form_1_cil_additional_information 250127,
21014-Z-XXX-DR-AVA-AR-030000-Location Plan-002,
21014-Z-XXX-DR-AVA-AR-030001-Existing Site Plan-002,
21014-Z-XXX-DR-AVA-AR-030002-Proposed Site Plan-002,
21014-Z-L00-DR-AVA-AR-031000-General Arrangement Plan - Level 00 - Ground Floor-002,
21014-Z-L01-DR-AVA-AR-031001-General Arrangement Plan - Level 01 - First Floor-002,
21014-Z-L02-DR-AVA-AR-031002-General Arrangement Plan - Level 02 - Second Floor-002,
21014-Z-L03-DR-AVA-AR-031003-General Arrangement Plan - Level 03 - Third Floor-002,
21014-Z-L04-DR-AVA-AR-031004-General Arrangement Plan - Level 04 - Fourth Floor-002,
21014-Z-L05-DR-AVA-AR-031005-General Arrangement Plan - Level 05 - Fifth Floor-002,
21014-Z-L06-DR-AVA-AR-031006-General Arrangement Plan - Level 06 - Roof-002,
21014-Z-ZZZ-DR-AVA-AR-030003-Existing Site Sections - Sheet 1-002,
21014-Z-ZZZ-DR-AVA-AR-030004-Existing Site Sections - Sheet 2-002,
21014-Z-ZZZ-DR-AVA-AR-030005-Existing Site Sections - Sheet 3-002,
21014-Z-ZZZ-DR-AVA-AR-030006-Existing Site Sections - Sheet 4-002,
21014-Z-ZZZ-DR-AVA-AR-030007-Existing Site Sections - Sheet 5-002,
21014-Z-ZZZ-DR-AVA-AR-032010-Proposed Site Sections - Sheet 1-002,
21014-Z-ZZZ-DR-AVA-AR-032011-Proposed Site Sections - Sheet 2-002,
21014-Z-ZZZ-DR-AVA-AR-032012-Proposed Site Sections - Sheet 3-002,
21014-Z-ZZZ-DR-AVA-AR-032013-Proposed Site Sections - Sheet 4-002,
21014-Z-ZZZ-DR-AVA-AR-032014-Proposed Site Sections - Sheet 5-002,
21014-BL01-XXX-DR-AVA-AR-033000-Block 01 North-West & South-East Elevations-002,
21014-BL01-XXX-DR-AVA-AR-033001-Block 01 North-East & South-West Elevations-002,
21014-BL01-ZZZ-DR-AVA-AR-032000-Block 01 Sections - Sheet 1 of 2-002,
21014-BL01-ZZZ-DR-AVA-AR-032001-Block 01 Sections - Sheet 2 of 2-002,

21014-BL02-XXX-DR-AVA-AR-033002-Block 02 North-East & South-West Elevations-002,
21014-BL02-XXX-DR-AVA-AR-033003-Block 02 North-West & South-East Elevations-002,
21014-BL02-ZZZ-DR-AVA-AR-032002-Block 02 Sections-002,,
5447-OOB-ZZ-00-D-L-000001-P08,
5447-OOB-ZZ-00-D-L-000010-P05,
5447-OOB-ZZ-00-D-L-000030-P04,
5447-OOB-ZZ-00-D-L-000040-P04,
5447-OOB-ZZ-00-D-L-000070-P02,
The_Statutory_Biodiversity_Metric_Calculation_Tool-SFME BNG v3

- Energy Strategy Revision 02 prepared by calfordseaden (dated 14 Oct 2024);
- Summer Overheating Report Revision 03 prepared by calfordseaden (dated 14 Oct 2024);
- Sustainability Statement Revision 04 prepared by calfordseaden (dated 28 Nov 2024);
- Whole Life Cycle Carbon Analysis Revision 03 prepared by calfordseaden (dated 28 Nov 2024); and
- Biodiversity Net Gain Assessment prepared by ecus ltd (dated Sep 2024).

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

- 3** Detailed design drawing and samples of all facing materials shall be submitted to and approved in writing by the Local Planning Authority prior to above ground works for the relevant phase commencing on site. The details and samples shall include:

- a) Elevational Treatment including: Facing Brickwork(s); sample panels of proposed brickwork and mortar to be used showing the colour;
- b) Texture, pointing and perforated brickwork and boundary walls shall be provided;
- c) Window and doors (including plan, elevation and section drawings indicating jamb, head, cill, reveal and surrounds of all new external windows and doors at a scale of 1:10, which shall include a recess of at least 115mm);
- d) Roof capping, details and parapet treatment;
- e) Doors; entrances/screens, balustrades and soffit treatment;
- f) Window treatment;
- g) Canopies;
- h) Roofing materials;
- i) Down pipes, rainwater pipes or foul pipes and all external vents; and
- j) Any other external materials to be used.

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

Reason: In order for the Local Planning Authority to retain control over the

exact materials to be used for the proposed development, assess the suitability of the samples submitted and to ensure a satisfactory standard of design in the interests of visual amenity, consistent with London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

- 4 The development hereby approved shall be constructed in accordance with the Energy Strategy Revision 02 prepared by calfordseaden (dated 14 Oct 2024) delivering a minimum 89% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, individual air source heat pumps (ASHPs) and a minimum 78.8kWp solar photovoltaic (PV) array.

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

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 31% reduction;
- Details to reduce thermal bridging;
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- 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) and annual energy generation (kWh/year); inverter capacity; and how the energy will be used on-site before exporting to the grid;
- Specification of any additional equipment installed to reduce carbon emissions, if relevant; and
- A metering strategy.

The development shall be carried out solely in accordance with the details so approved prior to first occupation and shall be maintained and retained for the lifetime of the development.

(b) The solar PV arrays and air source heat pumps must be installed and brought into use prior to first occupation of the relevant block. Six months following the first occupation of that block, evidence that the solar PV arrays have been installed correctly and are operational shall be submitted to and approved in writing by the Local Planning Authority, including photographs of the solar array, installer confirmation, an energy generation statement for the

period that the solar PV array has been installed, and a Microgeneration Certification Scheme certificate. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.

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

(d) Within one year of first occupation, evidence shall be submitted to and approved in writing by the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most energy efficient way and that issues have been dealt with. This shall include energy use data for the first year and a statement of occupant involvement to evidence this training and engagement.

Reason: To ensure the development minimises 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.

- 5 (a) Prior to the commencement of above ground construction works, an updated Overheating Report shall be submitted to and approved in writing by the Local Planning Authority. The submission shall assess the overheating risk, confirm the mitigation measures, and propose a retrofit plan. This assessment shall be based on the Summer Overheating Report Revision 03 prepared by calfordseaden (dated 14 Oct 2024) as a starting point, taking into account the outstanding requirements at application stage.

This report shall include:

- Revised modelling of units modelled based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) to accommodate any changes proposed at later stages.
- Further modelling of units modelled based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for the DSY1 2050s and 2080s, high emissions, 50% percentile with openable and closed window scenarios;
- Confirmation that the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures by following the Cooling Hierarchy;
- Modelling of mitigation measures required to pass current and future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;

- Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;
- Confirmation of who will be responsible to mitigate the overheating risk once the development is occupied.

(b) Prior to occupation, the development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development:

- Glazing g-value of 0.50;
- Air permeability (@50Pa) 1ach;
- Window Recess/Reveal 250 mm;
- Vertical shading to LKD's balcony privacy screens;
- L-shaped external shadings to windows facing South and South-west;
- MVHR with enhanced ventilation flow rates, purge ventilation, and cooling module; and
- Any further mitigation measures as approved by, or superseded by, the latest approved Overheating Strategy. If the design of Blocks is amended in higher heat transfer and will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application.

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.

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

- i) A roof plan identifying where the living roofs will be located;
- ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);
- iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate;
- iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m

high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;

v) Details on the range and seed spread of native species of (wild) flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with root ball of plugs 25cm³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native);

vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array;

vii) Management and maintenance plans, including frequency of watering arrangements; and

viii) A section showing the build-up of the blue roofs and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site.

(b) Prior to the occupation of 90% of the development (in this case 60 homes), evidence must be submitted to and approved in writing by the Local Planning Authority that the living roof have been delivered in line with the details set out in part (A). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

- 7 (a) Prior to the above ground construction works, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Local Planning Authority. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.

(b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved in writing by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and that protection

measures are in accordance with the approved measures, and in accordance with CIEEM standards.

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

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

- 8 Every measure shall be taken to ensure that the development meets its 0.74 Urban Greening Factor (UGF) score identified within the planning application submission. Prior to completion of the construction work, an Urban Greening Factor analysis, with the anticipated end calculation for the scheme, shall be submitted to and approved in writing by the Local Planning Authority demonstrating a target factor of at least 0.4 has been met through greening measures. Where the 0.74 UGF is not met sufficient justification shall be included to demonstrate why this is the case.

Reason: To ensure that the development provides the maximum provision towards the urban greening of the local environment, creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

- 9 The development hereby approved shall be constructed in accordance with the Whole Life Cycle Carbon Analysis Revision 03 prepared by calfordseaden (dated 28 Nov 2024).

Prior to the above ground construction works, an update to the approved Whole Life-Cycle Carbon assessment to reaffirm the proposed strategy or demonstrate improvements, shall be submitted to and approved in writing by the Local Planning Authority, demonstrating that the Whole Life-Cycle Carbon emissions savings of the development achieve at least the GLA's Standard Benchmark and setting out further opportunities to achieve the GLA's Aspirational Benchmark set out in the GLA's Whole Life-Cycle Assessment Guidance.

The assessment shall include details of measures to reduce carbon emissions throughout the whole life-cycle of the development and provide calculations in line with the Mayor of London's guidance on Whole Life-Cycle Carbon Assessments, and the development shall be carried out in accordance with the approved details and operated and managed in accordance with the

approved assessment for the lifetime of the development.

Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings in accordance with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM21.

- 10** Prior to use/occupation a Delivery and Servicing Plan (DSP) shall be submitted to, and approved in writing, by the Local Planning Authority. The DSP must be agreed and in place on occupation/use of the development. The service and delivery plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan shall be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distance of a refuse truck on a waste collection day. It shall demonstrate how the development will include the consolidation of deliveries and enable last mile delivery using cargo bikes.

Details shall be provided on how deliveries can take place without impacting on the public highway, the document shall be produced in line with TfL guidance.

The DSP must be reviewed annually in line with the travel plan for a period of 3 years unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway and to comply with the TfL DSP guidance 2020.

- 11** Prior to use/occupation plans shall be submitted to, and approved in writing by, the Local Planning Authority showing accessible, sheltered, and secure cycle parking for 136 long-stay and 4 short-stay for residents. The quantity must be in line with the London Plan 2021 T5 Cycle, and the design must be in accordance with the London Cycle Design Standard. The development shall not be occupied/used until the approved details are implemented. These facilities shall thereafter be retained for the lifetime of the development.

Reason: to be in accordance with the published London Plan 2021 Policy T5, and the cycle parking must be in line with the London Cycle Design Standards (LCDS).

- 12** The development shall not be occupied/used until provision has been made for two electric vehicle car parking spaces, one active and one passive. This

arrangement shall be retained for the lifetime of the development.

Reason: to be in accordance with published Haringey Council Development Management DPD, Chapter 5 Transport & Parking and the published London Plan 2021 Policy T6.1 Residential Parking.

- 13** The development shall not be occupied/used until provision has been made for 7 wheelchair accessible car parking spaces. This arrangement shall be retained for the lifetime of the development.

Reason: to ensure the development is in accordance with the published London Plan 2021 Policies T6.1 Residential parking, T6.5 Non-residential disabled persons parking, and the Department for Transport's Inclusive Mobility guidance.

- 14** The development shall not be occupied/used until a Car Parking Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. This shall include details on the allocation and management of the on-site car parking spaces. which shall be leased and allocated in the following order:

1. Wheelchair accessible units or residents with a disability with the need for a car parking space
2. Family size units 4/3 bed homes

Reason: To ensure that the allocation of the car parking spaces is in line with the Council's development management Policy 32 which seeks to prioritise parking to family sized units and people with disabilities.

- 15** Prior to the commencement of the development other than investigative works:

a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until the desktop study has been approved in writing by the Local Planning Authority.

b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site, using information obtained from the desktop study and Conceptual Model. The investigation must be comprehensive enough to enable: an updated risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement Detailing the remediation requirements. The updated 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.

c) If the updated risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements and any post remedial monitoring, using the information obtained from the site investigation, shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. The remediation strategy shall then be implemented as approved.

d) Before the development is occupied and where remediation is required, a verification report demonstrating that all works detailed in the remediation method statement have been completed shall be submitted to and approved in writing by the Local Planning Authority.

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

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

Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

- 17** In order to minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs)) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people), an:

- Air Quality Neutral Assessment, taking into account emissions from the installation of temporary and permanent boilers, transport sources and all

other sources of emissions must be undertaken and submitted to and approved in writing by the Local Planning Authority.

- Otherwise, the applicant will need to provide us a detailed AQ assessment of the proposed development taken into consideration all emission sources for the purposes of reaching a conclusion on its significance effects on local air quality.

Reason: To comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.

- 18** a) Prior to the commencement of the development other than investigative works, evidence of site registration at <http://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 the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority.
- b) Prior to the commencement of the development other than investigative works, evidence that all plant and machinery to be used during the demolition and construction phases of the development meets Stage IIIA of EU Directive 97/68/ EC for both NO_x and PM emissions shall be submitted to, and approved in writing by, the Local Planning Authority.
- c) During the course of the demolitions, site preparation and construction phases, an inventory and emissions records for all Non-Road Mobile Machinery (NRMM) shall be kept on site. The inventory shall demonstrate that all NRMM is regularly serviced and detail proof of emission limits for all equipment. All documentation shall be made available for inspection by Local Authority officers at all times until the completion of the development.

Reason: To protect local air quality and to comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

- 19** Prior to commencement of development, a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, shall have been submitted to, and approved in writing by, the Local Planning Authority. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. The works shall be carried out in accordance with the approved details thereafter.

Reason: To Comply with Policy 7.14 of the London Plan and GLA SPG Dust and Emissions Control (2014).

- 20** Prior to commencement of development, the Contractor Company must register with the Considerate Constructors Scheme. Proof of registration must be submitted to and approved in writing by the Local Planning Authority. Registration shall be maintained throughout construction.

Reason: To comply with the London Plan.

- 21** Prior to commencement of development, a Construction Logistics and Management Plan shall be submitted to, and approved in writing by, the Local Planning Authority. The plan shall include, but not limited to, the following matters, and the development shall be undertaken in accordance with the details as approved:

- a) Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway;
- b) The estimated number and type of vehicles per day/week;
- c) Estimates for the number and type of parking suspensions that will be required;
- d) Details of measures to protect pedestrians and other highway users from construction activities on the highway;
- e) The undertaking of a highways condition survey before and after completion;
- f) The implementation and use of the Construction Logistics and Community Safety (CLOCS) standard;
- g) The applicant will be required to contact LBH Highways to agree condition on surveys;
- h) Site logistics layout plan, including parking suspensions, turning movements, and closure of footways; and
- i) Swept path drawings.

Reason: to ensure that the impacts of the development proposal on the local highways network are minimised during construction, and to coordinate construction activities consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

- 22** No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) and piling layout plan including all Thames Water clean water assets, the local topography and clearance between the face of the pile to the face of

a pipe has been submitted to and approved in writing by the Local Planning Authority, in consultation with Thames Water. A foundation works risk assessment will be required should deep piled foundations be required, prepared with reference to the guidance presented in Piling into Contaminated Sites (Environment Agency, 2002).

Any piling shall be undertaken in accordance with the terms of the approved piling method statement and piling layout plan.

Reason: To ensure that the proposed development does not harm groundwater resources in line with the Environment Agency's approach to groundwater protection, and to protect water utility infrastructure.

- 23** No drainage systems for the infiltration of surface water to the ground are permitted other than with the prior written consent of the Local Planning Authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters.

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

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 187 of the National Planning Policy Framework.

- 24** Prior to commencement of development, a scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected, and inspected. The scheme as approved shall be implemented prior to the occupation of development.

Reason: To ensure that any redundant boreholes are safe and secure, and do not cause groundwater pollution, in line with paragraph 187 of the National Planning Policy Framework.

- 25** Prior to the commencement of above ground constructions works, of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured

by Design guidelines at the time of above groundworks of each building within the development. The development shall only be carried out in accordance with the approved details. The development shall thereafter be retained for its lifetime in accordance with the details.

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

- 26** Prior to the first occupation of each building or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.

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

- 27** No development shall commence other than investigative works, until all the trees to be retained, as indicated on the approved drawings, have been protected by secure, stout, exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS 3998:2010 and to a suitable height. Any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No storage of materials, supplies or plant machinery shall be stored, parked, or allowed access beneath the branch spread of the trees or within the exclusion fencing.

Reason: In order to ensure the safety and wellbeing of the trees on the site during constructional works that are to remain after building works are completed.

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

Details shall include information regarding, as appropriate:

- a) Proposed finished levels or contours;
- b) Means of enclosure, fencing, screens and built in planters;
- c) Hard surfacing materials including details of tonal contrasts between pedestrian, cycle and vehicle priority areas;
- d) Minor artefacts and structures (e.g. Furniture, play equipment, refuse or other storage units, wayfinding measures, signs, lighting etc.); and

Soft landscape works shall be supported by:

- e) Planting plans including a CAVAT assessment of existing and proposed

- trees;
- f) Greenery in the elevations;
- g) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);
- h) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;
- i) Defensive planting to ensure defensible space and security at ground floor level; and
- j) Implementation and long-term management programmes (including a five-year irrigation plan for all new trees).

The soft landscaping scheme shall include detailed drawings of:

- k) Existing trees to be retained;
- l) Existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent; and
- m) Any new trees and shrubs, including street trees, to be planted together with a schedule of species;
- n) Annotated plans and details on what measures will be delivered to the external amenity areas that will help adapt the development and its occupants to the impacts of climate change through more frequent and extreme weather events and more prolonged droughts; and
- o) Detailed final urban greening factor plan showing that a factor of greater than 0.4 has been achieved.

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

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

- 29 All homes shall be built to M4(2) of the Building Regulations 2013 (as amended) and at least 10% (seven dwellings) shall be wheelchair accessible or easily adaptable for wheelchair use in accordance with Part M4(3) of the same Regulations. All homes in Block B shall be built to Part M4(2) of the Building Regulations 2013 (as amended) with the exception of provision of a lift for this block. unless otherwise agreed in writing in advance with the Local

Planning Authority.

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

- 30** Notwithstanding any provisions to the contrary, the 66 homes within the development hereby approved shall be provided at social-rent levels within the C3 use class, and for no other tenure or use, unless otherwise agreed in writing in advance by the Local Planning Authority.

Reason: To define the scope of this permission in relation to the provision of affordable housing for rent accommodation.

- 31** The development shall minimise the use of mains water by aiming with water efficient utilities, to achieve mains water consumption of 105 litres or less per head per day (excluding allowance of up to five litres for external water consumption); and shall, prior to occupation, incorporate measures such as smart metering, water saving and recycling measures.

Reason: To help to achieve lower water consumption rates in accordance with Policy SI5 of the London Plan 2021 and Policy DM29 of the Council's Development Management DPD 2017.

- 32** No construction shall take place within 5m of a water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the Local Planning Authority, in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure. Please read Thames Water's guide 'working near our assets' to ensure workings will be in line with the necessary processes needing to be followed where working above or near Thames Water pipes or other structures.
<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> For further information please contact Thames Water.

Email: developer.services@thameswater.co.uk

- 33** No works shall commence other than investigative works and site clearance, until the following have been submitted to, and approved in writing by, the Local Planning Authority, in consultation with TfL Infrastructure Protection:

- a) An overview of the overall development including both design on temporary and potential long term works;
- b) A plan identifying and accommodating all existing Transport for London structures;
- c) An assessment of ground movement impact on London Underground structures and tunnels due to temporary and potential long term changes in loading for the pre-commencement stage; and
- d) An assessment of railway noise and vibration shall be carried out and appropriate protective measures shall be taken to protect the users of the property and of other properties potentially affected as a result of the current development against noise and vibration.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with the London Plan 2021 Policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

- 34** No sub-structure works shall be carried out until the following, have been submitted to and approved in writing by the Local Planning Authority, in consultation with TfL Infrastructure Protection:

- a) Details of foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent);
- b) An assessment of ground movement impact on London Underground structures and tunnels due to temporary and potential long term changes in loading for the sub-structure construction stage.

Reason: To ensure that the development does not impact on existing London

- 35** No super-structure works shall be carried out until the following, have been submitted to and approved in writing by the Local Planning Authority, in consultation with TfL Infrastructure Protection:

- a) Details on the use of tall/heavy plant for the super-structure construction stage;
- b) An assessment of ground movement impact on London Underground

structures and tunnels due to temporary and permanent changes in loading for the super-structure construction stage.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with the London Plan 2021 Policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

- 36** Prior to the occupation/use of each building, an assessment shall be submitted to, and approved in writing by, the Local Planning Authority which shall include an as built detailed energy assessment of each building prepared in accordance with London Plan and Local Plan policies which:

a. Explains and provides evidence to demonstrate whether or not the Development has been constructed and completed in accordance with the Approved Energy Plan in particular whether the 100% CO₂ emission reduction target has been met;

b. Explains and provides evidence to demonstrate whether or not the Development following Occupation complies with London Plan and Council policies;

c. Calculates and explains the amount of the Additional Carbon Offsetting Contribution (if any) to be paid by the Owners to the Council where the Development has not been constructed and completed in accordance with the Energy Plan;

d. Provides evidence to support (a) to (c) above including but not limited to photographic evidence, air tightness test certificates and as-built energy performance certificates; and

e. Such other information reasonably requested by the Local Planning Authority.

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 Policy SI2 of the London Plan 2021, Policy SP4 of the Local Plan and Policy DM22 of the Development Management Development Plan Document 2017.

Informatives:

NPPF 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.

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.

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.

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 5573) to arrange for the allocation of a suitable address.

The London Fire Brigade strongly recommends that sprinklers are considered for new residential developments, Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade's opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupiers.

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.

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures they will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

The proposed works will be in close proximity to underground water utility infrastructure.

Piling has the potential to impact on local underground water utility infrastructure. Please read Thames Water's guide 'working near our assets' to ensure workings will be in line with the necessary processes needing to be followed where working above or near Thames Water's pipes or other structures.

<https://www.thameswater.co.uk/developers/larger-scaleddevelopments/planning-your-development/working-near-our-pipes> For further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

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.

- 1 You can find advice in regard to your rights of appeal at:
<https://www.gov.uk/appeal-planning-decision>.
- 2 This notice relates solely to a planning decision and does not purport to convey any approval or consent which may be required under the Building Regulations or any other statutory purpose.
If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal.
- 3 For more information about making a Building Regulations application, please contact Haringey Council Building Control Team by email building.control@haringey.gov.uk, telephone 020 8489 5504, or see our website at www.haringey.gov.uk/buildingcontrol.

APPENDIX B

Consented Development Site Plan



ALL DIMENSIONS IN MILLIMETRES

ALL DRAINAGE (INCLUDING LEVELS) TO ENGINEERS DETAILS

ALL LIGHTING TO BE DESIGNED BY SPECIALIST

ALL BUILDINGS AND RETAINING STRUCTURES TO ENGINEERS DETAILS

ALL IRRIGATION BY SPECIALISTS

FOR CDM INFORMATION REFER TO DESIGNERS RISK ASSESSMENT

FOR OTHER LANDSCAPE DRAWINGS REFER TO THE FOLLOWING:

Boundary Treatment Proposals:
- SFM-LLA-ZZ-GF-DR-LS-0106

Street Furniture & Play Proposals:
- SFM-LLA-ZZ-GF-DR-LS-0107

Detailed Planting Proposals:
- SFM-LLA-ZZ-GF-DR-LS-0201 to 0205

Tree Planting Proposals:
- SFM-LLA-ZZ-RF-DR-LS-0401

Living Roof Proposals:
- SFM-LLA-ZZ-XX-DR-LS-0300 series

Landscape Specification & Details:
- SFM-LLA-ZZ-XX-DR-LS-0300 series

0 1 2 5 10m
Scale in metres

P03	18.12.25	Update to revised layout	BW	AF
P02	07.11.25	Update to comments	BW	AF
P01	31.10.25	First issue	BW	AF
Rev	Date	Description	Dm	Chk

Title: Detailed Hard Landscape Proposals
Project: Sir Frederick Messer Estate, Seven Sisters
Client: Formation Design & Build Limited
Date: 1 October 2025
Scale: 1:200 @ A1
Drawing No: SFM-LLA-ZZ-GF-DR-LS-0100
Revision: P03
Suitability: S2
Project No: 12948