

Mrs Katharine Woods
100 Pall Mall
London
United Kingdom
SW1Y 5NQ

9 January 2024

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

Case Reference	HGY/2023/3330
Location	High Road West, London, N17
Proposal	Non-Material Amendment (NMA) to planning permission HGY/2021/3175 to enable amendments to the wording of Condition 8 to allow for the phased discharge of the conditions as work progresses on plots close to Rail for London ('RfL') assets.
Received	14 December 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
HRW NMA Cover Letter 141223.pdf	Covering letter	14 December 2023

Robbie McNaugher

Robbie McNaugher
Head of Development Management and Planning Enforcement
Planning Service

Informatives:

This non-material amendment approval accepts changes to Condition 8 attached to planning permission HGY/2021/3175. Condition 8 now reads:

8. Rail protection (PRE-COMMENCEMENT)

No development shall take place abutting the railway until written confirmation has been submitted to the Council which confirms that for Part A or the relevant works within a Phase of the development including demolition, substructure and superstructure and all temporary works have been agreed in writing by RfL in relation to:

Part A) all works associated with the installation of a water main on Plot A shown in Plan ref. HRWPA-PTE-XX-ZZ-D-A-000002; or

Part B) other works associated with a Phase of the development or building within a Phase as set out below:

- i. Provide details of demolition;
- ii. Provide details of groundworks/foundation works;
- iii. Provide details of superstructure and associated cladding.

Those details to be submitted under i, ii, iii above as follows:

- provide details on the use of plant
- accommodate the location of the existing RfL Assets / Infrastructure
- accommodate RfL Operational and Maintenance requirements
- accommodate ground movement arising from the construction thereof
- mitigate the effects of noise, vibration & distractions arising from the adjoining operations to the RfL Infrastructure & Operations
- No maintenance regime for the proposed development elevations facing the railway should be permitted which compromises the safe, efficient and economic operation of the railway.
- For all new developments adjacent to operational lines RfL accepts no liability in respect of noise and vibration. Developers should undertake their own investigations to establish any level of noise and vibration likely to originate from the operation of the railway, and design their mitigation measures accordingly.
- Any additional fencing required on the railway boundary, for example for screening purposes, must be independent of RfL's fencing and allow room for maintenance of both fences.
- All drainage needs to be directed away from the railway and into local authority sewers, and it should be installed a minimum distance of two metres from the railway boundary. The use of soakaways is not favoured by RfL and therefore is unacceptable as they could have a detrimental effect on RfL land. The drainage system should be designed to take this into account.

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

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