

Appendix 3: Consultation Responses – Internal Consultees

Stakeholder	Question/Comment	Response
HGY/2022/0708		
INTERNAL		
Design Officer	No objection from a design point of view.	Comments Noted.
Noise & Nuisance Manager	<p>A noise management plan - I have reviewed the noise management plan and provide the following refinements:</p> <ul style="list-style-type: none"> - Paragraph one consideration should be given to adding “contact details of an appropriate site representative should be prominently displayed”. - Paragraph 2 consider prohibiting the use of reversing alarms between 2300 hours and 0600 hours. - paragraph 3 - vehicles should not be permitted to idle on site at any time. A banksman or similar will receive delivery's and sure all engines are switched off during deliveries between the hours of 2300 and 0600. - I'm not clear about the status of the noise barrier. The noise management plan should include details of the maintenance of this barrier, specifying time scales for the same. <p>I have noted in particular the reduction in background identified in the updated noise survey, the fact that this assessment has been taken under worst case scenario conditions end that the new residential premises have been incorporated into the new baseline assessment survey. I accept the findings of this report and have no further issues to raise regarding this.</p>	Comments Noted. Suggested amendments to Noise Management Plan to be incorporated into the document.
Transportation Officer	<p>I have reviewed the proposals to vary/remove the relevant conditions in order that the unit can be let. Of relevance to transport planning is Condition 6 associated with deliveries. Condition 6 currently places restrictions on loading and unloading times, and the proposals seek to remove Condition 6 altogether to lift all restrictions.</p> <p>I have no objection on transport grounds to the proposals. I would however bring the following London Plan policies to your attention:</p> <p>London Plan Policy T7 Deliveries, servicing and construction: “Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or</p>	Comments Noted.

Stakeholder	Question/Comment	Response
	<p>nighttime.” From a transport planning perspective, out-of-peak and out-of-hours deliveries are encouraged to avoid congestion on the local highway network.</p> <p>London Plan Policy D3 Optimising site capacity through the design-led approach: “New developments should be designed and managed so that deliveries can be received outside of peak hours and if necessary in the evening or night-time without causing unacceptable nuisance to residents.” It should be noted here that, based on this policy, the proposals can only be acceptable if the proposed measures sought to mitigate any nuisance (especially noise) to local residents are considered acceptable by the relevant officer.</p>	
HGY/2022/0709		
Design Officer	No objection from a design point of view.	Comments Noted.
Noise & Nuisance Manager	<p>A noise management plan - I have reviewed the noise management plan and provide the following refinements:</p> <ul style="list-style-type: none"> - Paragraph one consideration should be given to adding “contact details of an appropriate site representative should be prominently displayed”. - Paragraph 2 consider prohibiting the use of reversing alarms between 2300 hours and 0600 hours. - paragraph 3 - vehicles should not be permitted to idle on site at any time. A banksman or similar will receive delivery's and sure all engines are switched off during deliveries between the hours of 2300 and 0600. - I'm not clear about the status of the noise barrier. The noise management plan should include details of the maintenance of this barrier, specifying time scales for the same. <p>I have noted in particular the reduction in background identified in the updated noise survey, the fact that this assessment has been taken under worst case scenario conditions end that the new residential premises have been incorporated into the new baseline assessment survey. I accept the findings of this report and have no further issues to raise regarding this.</p>	Comments Noted. Suggested amendments to Noise Management Plan to be incorporated into the document.
Transportation Officer	I have reviewed the proposals to remove the deliveries, loading and unloading hours in relation to units 3, 4 and 5a to meet the requirements of the industrial/warehousing market, seeking unrestricted delivery hours, through the rewording of Condition 8 and removal of Conditions 22 and 23.	Comments Noted.

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	<p>I have no objection on transport grounds to the proposals. I would however bring the following London Plan policies to your attention:</p> <p>London Plan Policy T7 Deliveries, servicing and construction: “Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or nighttime.” From a transport planning perspective, out-of-peak and out-of-hours deliveries are encouraged to avoid congestion on the local highway network.</p> <p>London Plan Policy D3 Optimising site capacity through the design-led approach: “New developments should be designed and managed so that deliveries can be received outside of peak hours and if necessary in the evening or night-time without causing unacceptable nuisance to residents.” It should be noted here that, based on this policy, the proposals can only be acceptable if the proposed measures sought to mitigate any nuisance (especially noise) to local residents are considered acceptable by the relevant officer.</p>	