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# 1.0 PROPOSED SITE PLAN

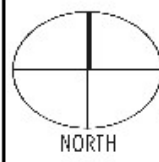


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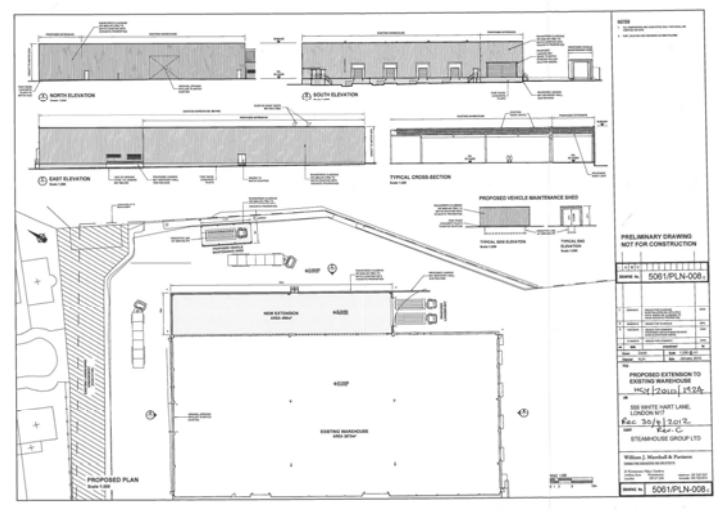
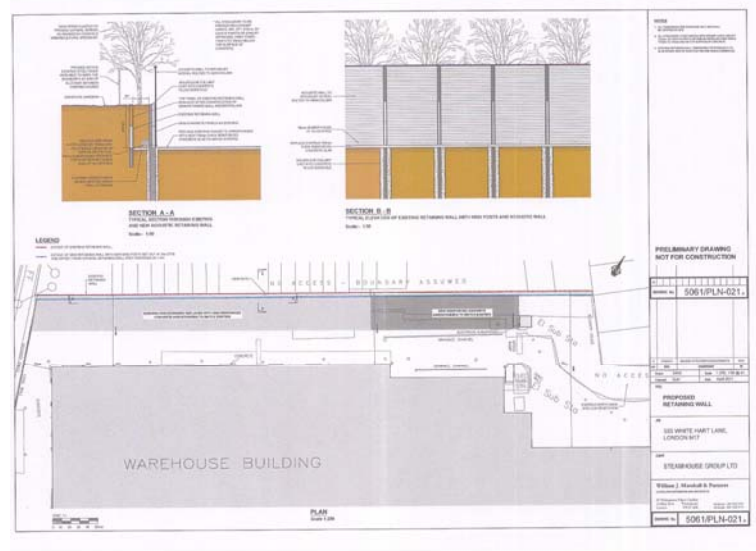
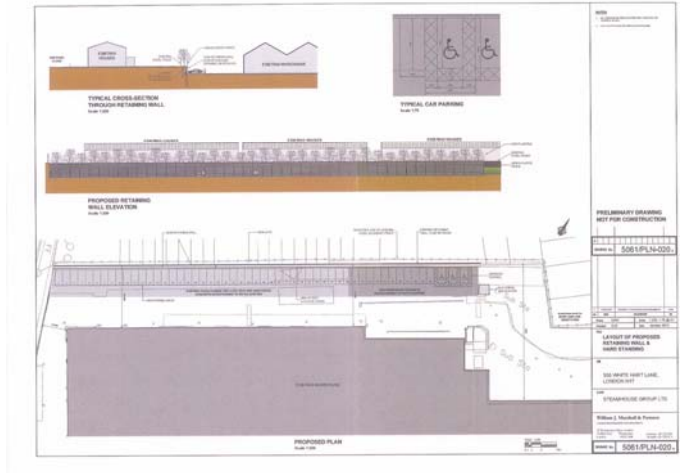
## Site plan

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	Drawn by	MT
	Scale	1:2500
	Date	03/05/2012

2.0 IMAGES



### 3.0 SITE AND SURROUNDINGS

- 3.1 The application site is The application site comprises of 3.17 ha and was formerly occupied by the Britvic Soft Drinks Company but is now owned by Steamhouse Group Ltd. The 2-storey warehouse building in the centre of the site occupies the majority of the site (1.35ha). Located on the frontage the site is a two-storey office building (with a café at ground floor). Access is from White Hart Lane and a one-way vehicle circulation road together with additional units is located around the perimeter of the site. The site is located within the White Hart Lane Designated Employment Area 17 and is designated as a Strategic Employment/ Industrial Location suitable for industrial uses. The site falls within a low public transport accessibility level area.
- 3.2 The site is located on the Northwest side of White Hart Lane and in close proximity to the Perth Road junction with White Hart Lane opposite. To the East of the site is the Bridsco industrial site, which is currently being redeveloped. The rear of the site backs on to houses on Thetford Close and Norfolk Avenue at the North End of the site. To the South is St. George's Industrial Estate and to the West are New River Sports and Recreation Centre.
- 3.3 The main warehouse building is predominantly used for the purposes of storage (Safe store) and industrial purposes. It is subdivided into self-storage units, various offices and transportation businesses, a coach company, tyre fitting business and the Carlton Commercial Laundry business is located at the eastern part of the warehouse (3234sqm), and forms part of the current proposal.
- 3.4 A treed embankment between the rear of all the Thetford Close houses and the site circulation road at the rear of the site, which effectively screened the houses from the commercial development, was removed without planning permission in 2007 and replaced with a retaining wall and steel palisade fence. The ground was partly laid out as hardstanding and on part of it rubble from the bund has been retained. These houses are on higher ground above the application site.
- 3.5 PROPOSAL
- 3.6 The current application is seeking planning permission for Erection of an extension (498m<sup>2</sup>) to the Commercial Laundry (3234m<sup>2</sup>) at the eastern end of the site (Use Class B2) measuring 10m (w) x 52m(l) with height to match existing warehouse building. The formation of a loading bay for two delivery vehicles and erection of vehicle maintenance building 5m(w) x 11.7m(l) x 4.5m(h) to be located to the rear of Norfolk Avenue. The erection of an acoustic fence 4.4m high, car parking for Laundry staff, and the erection of a new retaining wall. retention of existing retaining wall and hardstanding and use of hardstanding for parking.
- 3.7 The laundry currently employs 120 staff and serves major West End four and five star hotels. The laundry washes bed and table linen, cleans, presses and packages on a daily basis. The proposal would increase the number of staff from 120 to 150 people. The extension would house new machinery and would change the exit by creating a new loading bay for two vehicles at the front (south side) of the proposed extension towards the White Hart Lane side.

- 3.8 The core hours of the Laundry are 0800hrs to 1945hrs every day but with the new equipment will operate between 0800 to 1830hrs. Currently the laundry dispatches 15 vehicles per day with 12 deliveries, which will increase to 24 movements per day of 7.5T (25ft) or 3.5T(15ft) lorries with tail lifts
- 3.9 The boilers are however switched on at 0400 hrs every day. The deliveries are dispatched from the east side of the building between 0515hrs and 0530 hrs but are loaded the evening before. Use of the washing machines commences at 0600hrs, Use of calendars (folding machines) start at 0800hrs (0900hrs on Sunday). All work within the building generally ceases around 1945hrs every day
- 3.10 The proposal also seeks to erect a new retaining wall with some planting and erect a 4.4m high acoustic fence on this wall. The hardstanding would be retained and extended into the rubble area to create 53 new parking spaces. This has been revised to include 15 sheltered cycling spaces.
- 3.11 The proposal would reconfigure the circulatory system around the perimeter of the site. Applicants have shown 88 car parking spaces allocated for the use of the Laundry business. The extension to the laundry would result in the loss of 35 spaces as indicated on the application form.

## 4.0 PLANNING HISTORY

### 4.1 Planning Application History

HGY/1990/1495 - Display of externally- illuminated advertisement comprising individually built- up letters. - Approved 14-01-91
HGY/1997/1528 - Erection of 3 single storey temporary buildings to provide restroom and wash facilities to the east side of existing warehouse building – Approved 21-10-97
HGY/2001/0906 - Erection of a twenty metre high telecommunication mast and associated development – Refused 21-08-01
HGY/2008/0599 - Erection of part 2 / part 3 storey conference building centre with front and rear ancillary accommodation – Refused 10-06-08 - Appeal Dismissed on 1st April 2008
HGY/2008/1066 - Alterations to existing soft landscaping to form concrete hard standing parking area with retaining wall at rear – Refused 01-07-08

## 4.2 Planning Enforcement History

A temporary and full stop notice had been served in 2008	In respect of the removal of the treed embankment at the rear of the site and replacement with concrete hard standing and retaining wall.
29 May 2008 Enforcement Notice served	Requiring that: - a) Reinststate the hardstanding to its previous from of gravel. b) Remove the retaining wall and all resulting debris.
TPO served	On remaining trees on embankment at the end of Norfolk Avenue.
An appeal against the Enforcement Notice was dismissed on 8 <sup>th</sup> December 2008.	The Inspector varied the Enforcement Notice and allowed a compliance period of 9 months.

## 4.3 Comments on Application History

- 4.4 In 2007/8, the Treed embankment approximately 12m wide by 150m long, which provided an effective visual and physical barrier between residential on Thetford Close and commercial development, was removed without planning permission. The embankment on the North East of the site, to the rear of Norfolk Avenue with fairly thin tree cover is, now covered by Tree Preservation Orders. The replacement of the embankment with a retaining wall and palisade fence resulted in subsidence to the rear gardens of residential properties on Thetford Close, which is the subject of separate litigation. Furthermore, it resulted in the former perimeter road, 26.5m away from the backs of the houses, now being 14.5m away.
- 4.5 Following the removal, parking of coaches and Lorries on the new hardstanding adjacent to the retaining wall and increased vehicle movements throughout the day and night, a warning letter was served under the Environmental Protection Act by Environmental Health as well as a temporary and full stop notice and an Enforcement Notice. The applicant was required to reinstate the land bank at the rear. A subsequent appeal against the planning Enforcement Notice application was dismissed and a 9-month compliance period was given. If planning permission were to be granted then this permission would supersede the enforcement notice .
- 4.6 In dismissing the appeal, the planning Inspector considered that one of the main issues was the living conditions of occupants of adjoining dwellings. He considered that 'increased noise and general disturbance on an estate where activities take place 24 hours a day, and where part of the one way route is close to the backs of the houses of Thetford Close, it is inevitable that local residents already experience high degree of disturbance. However, use of the new hard standing for parking immediately adjacent to the rear boundaries of Thetford Close dwellings, would add noticeably to the loss of residential amenity already experienced.'

4.7 Planning permission was subsequently refused in July 2008 for the replacement of the embankment at the rear of the site with hardstanding and a 2.3m high retaining wall of pre-cast concrete units in vertical steel columns and corrugated steel panelling and 2.1m high boundary fences. (HGY/2008/1066). This was refused on the grounds that the corrugated steel fencing would adversely affect the visual amenity of the houses adjoining the site and the creation of an additional parking area which is likely to be used by heavy commercial vehicles would cause additional nuisance by increased vehicle movements, general activity and associated noise. This would not comply with Policy UD3 General Principles of the Haringey Unitary Development Plan.

4.8 A further planning application was also refused for the erection of a part 2/part 3 storey conference building centre with front and rear ancillary accommodation as it provided insufficient parking (60 spaces) and that it was not an appropriate use in a DEA. (HGY/2008/0599),

## 5.0 RELEVANT PLANNING POLICY

### 5.1 National Planning Policy

5.11 The planning application is assessed against relevant National, Regional and Local planning policy, including relevant:

### 5.12 National Planning Policy Framework

The NPPF was formally published on 27<sup>th</sup> March 2012. This document sets out the Government's planning policies for England and supersedes the previous Planning Policy Statements (PPSs) and Planning Policy Guidance notes (PPGs).

### 5.2 The London Plan 2011 (Published 22 July 2011)

Following consultation in 2008, the Mayor decided to create a replacement Plan rather than amend the previous London Plan. Public consultation on the Draft London Plan took place until January 2010 and its Examination in Public closed on 8 December 2010. The panel report was published by the Mayor on 3<sup>rd</sup> May 2011. The final report was published on 22<sup>nd</sup> July 2011. The London Plan (July 2011) is now the adopted regional plan.

Policy 2.7 Outer London: economy

Policy 2.17 Strategic industrial locations

Policy 4.1 Developing London's economy

Policy 4.4 Managing industrial land and premises

Policy 5.3 Sustainable design and construction

Policy 5.3 Sustainable design and construction

### 5.3 Haringey Unitary Development Plan (Adopted 2006)

G1 Environment

G2 Development and Urban Design

G4 Employment

UD2 Sustainable Design and Construction

UD3 General Principles



UD4 Quality Design  
UD7 Waste Storage  
UD8 Planning Obligations  
M10 Parking for Development  
ENV2 Surface Water Run-off  
ENV11 Contaminated Land  
EMP2 Defined Employment Areas  
EMP5 Promoting Employment Uses

#### 5.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance and Design Statements  
SPG5 Safety by Design  
SPG8a Waste and Recycling  
SPG7a Vehicle and Pedestrian Movement  
SPG7b Travel Plans  
SPG8c Environmental Performance  
SPG8f Land Contamination  
SPG10a The Negotiation, Management and Monitoring of Planning Obligations

#### 5.5 Other

Haringey Employment Study (2009)  
North London Sub-Regional Implementation Framework

#### 5.6 Haringey Local Development Framework – Core Strategy and Proposals Map published for Consultation May 2010; Submitted for Examination March 2011

Haringey's draft Core Strategy was submitted to the Secretary of State in March 2011 for Examination in Public (EiP). The first session of EiP hearings ran from 28th June 2011 until 7th July 2011. Following discussions at these hearings, the Council carried out an additional consultation on fundamental changes to the Core Strategy in Sept-Nov 2011. The outcomes of which resulted in an additional hearing on 22nd February 2012. The Inspector's report is now expected at the end of April 2012. As a matter of law, some weight should be attached to the Core Strategy policies, which have been submitted for EiP, however they cannot in themselves override Haringey's Unitary Development Plan (2006) unless material considerations indicate otherwise.

#### 5.7 Haringey Draft Development Management Policies (Published for Consultation May 2010)

The consultation draft of the Development Management DPD (DM DPD) was issued in May 2010 following the responses received. The proposed submission draft is expected to be ready for public consultation in early 2013. The DM DPD is at an earlier stage than the Core Strategy and therefore can only be accorded limited weight at this point in time.

## 6.0 CONSULTATION

Statutory	Internal	External
	Transportation Group Cleansing Building Control Environmental Health – Noise and Pollution Ward Councillors	<u>Amenity Groups</u>  <u>Local Residents</u> 550 White Lane N17, Units 1-5 (c) St. Georges Industrial Estate, White hart Lane N 17 7-36 (c) Thetford Close N13. 116-142 (e), 113- 145 (o) Norfolk Avenue N 13, Flat A 142 Norfolk avenue N 13

## 7.0 RESPONSES

Statutory	Internal	External
	Haringey Transportation Team Haringey Environmental Health Team Haringey Waste Management	<u>Amenity Groups</u>  <u>Local Residents</u>  Letters of objection have been received from the residents of the following properties <u>No. 142 139, 145 Norfolk Avenue and 21 Thetford Close.</u>  2 Petitions from Thetford Close Residents <u>with 32 Signatures from 7-36 (c) 116-142 (e), 113- 145 (o) Thetford Close N13 and 132, 133, 134, 136, 137, 138, 140 and 142 Norfolk Avenue N 13</u>  <u>Total No of Residents Consulted:</u>

### 7.1 Local Residents/ Amenity issues

#### a) Loss of Earthbank

- The hardstanding must be removed and replaced with the earth bank new trees and bushes and the retaining wall made safe, and the damage caused to our gardens put right.
- The embankment was a patch of wilderness that was a haven for small animals etc. They tried to justify this by putting in an application for a conference centre

that would need extra parking. Haringey and at appeal, this was rejected and ordered Steamhouse to tear up the concrete and reinstate the natural landscape. This has still not happened

- Steamhouse are trying to avoid the demolition costs for tearing down the embankment and have no regard for environment or quality of life of the neighbours.
- Lost 1/3 of our gardens (they are sinking) because of work carried out by Mr Dervish/Safehouse (removal of the earth bank tree's and bushes) without planning permission.
- For almost three years we have had to endure an excess in noise radiating from ingoing and outgoing cars/lorries at various points throughout the day and night. This noise is not just from the cars/lorries themselves (e.g. music) but from the drivers as well. Moreover we have also noticed a constant droning from what appears to be machinery (such as a generator),

#### b) New Hardstanding and perimeter road

- Use of the hardstanding for Machinery/ Generators and Alarms going off and noise from a generator or machinery at various times of the day and night
- Residents have suffered for three years following the removal of the bund, from lorries, coaches driving/parking, Loading/unloading at all hours of the day and night.
- The recent development in the industrial building near my house has caused a lot of noises during day time and even over the weekend, and created very frequent shaking of grounds. I felt very uncomfortable now at my home during day time, with lots of loud noises and shaking of ground.

#### c) Existing Laundry

- The planning application claims that the noise from the expanded Carlton operation will be acceptable. This is WRONG because the current noise is unacceptable. It is not just a matter of noise levels but the kind of noise. I have lived here for decades with noise from a bakery, bottling plant, container depot, etc and the horrible whiney noises and clanking of folding machines in the laundry are by far the most stressful.
- There is a very big 7m x 7m door on the north elevation of the laundry building that is always open. The building (unsuitable for its current purpose) is little more than a metal skin that acts like a giant megaphone

#### d) Current Proposal

##### Laundry extension and loading bay

- Object to commercial laundry because this would involve extra noise and vehicles.
- A bigger building with more plant and more traffic create more noise and nuisance. The garden cannot be sound proofed.
- It is an eyesore and funnels noise in my direction.
- An extension to industrial building for use as commercial laundry would
- Result in excess vehicles (cars and Lorries). Not only would this result in
- increased noise being emitted, but would have a severe negative impact on
- The environment itself due to pollutants.
- Loading bay would involve very large Lorries and a lot of extra noise.

### Vehicle Maintenance building

- Would further contribute to the noise pollution outlined above.
- Would involve extra noise and vehicles, and the acoustic fence would not stop the noise because everything is too open after the removal of the earth bank trees and bushes (without planning permission).

### Hardstanding/Parking Spaces

- Now Steamhouse are again pretending that the parking spaces will be required for an expanding laundry. This is rubbish as employees are local they can walk or go to work by bus.
- Acoustic fence and retaining wall and planting
- The small concrete container proposed between the two fences for planting of trees is not suitable. The soil in the container will be sub zero in winter and over hot in summer and do terrible thing to the soil in which the token line of trees are put into.
- Trees have to be at least 10 yards wide with dense vegetation to block sound
- We do not believe that an acoustic fence would be satisfactory in any respect in solving the issue of the enhanced noise.
- There appears to be only 20 workers at any one time in the Laundry and not 120. Why there are 53 spaces when 10 would be enough?. They are trying to use a Trojan horse to get the whole car park rubber stamped
- Concerns have been raised about the impact on wild life within our neighbourhood and the long term implications for future generations.

### Unsocial Hours of work

- It is our belief that these premises will be conducting work during unsociable hours, due to the nature of the propose business, not Acceptable by the residents of the boundaries of this neighbourhood..

## **8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION**

8.1 The main issues in respect of this application are considered to be:

- Residential Amenity
- Loss of the Bund and creation of hard standing and retaining wall
- Retention of the hard standing and erection of a new retaining wall, acoustic fence and new tree planting
- Stabilizing of the existing retaining wall
- Parking and circulation and Transportation Issues
- Extension of commercial laundry and the formation of a loading bay for two vehicles and vehicle maintenance building.
- Applicants Noise report by Spectrum Consultants
- Council's Environmental Health and the Council's Acoustic Consultant Sanctum
- Applicants proposed mitigation measures
- Sustainability and Waste Management

- 8.2 Loss of the Bund and creation of hard standing and retaining wall
- 8.2.1 Planning application for Alterations to existing soft landscaping to form concrete hard standing, parking area with retaining wall at rear (HGY/2008/1066) was refused on 1/7/2008 as ‘the creation of an additional parking area, which is likely to be used for heavy commercial vehicles could cause additional nuisance by increased vehicle movements, general activity and associated noise.’
- 8.2.2 The planning Inspector dismissing the appeal against the Enforcement Notice in December 2008 held that ‘the retention of the hardstanding for parking and circulation, would lead to a significant increase in noise levels detrimental to the amenity of the surrounding residential properties.’ He also considered that the 24hour use of the site would exacerbate noise problems.
- 8.2.3 The circulation space and parking area is now closer to residential properties from 26.5m to 14.5m to the backs of houses on Thetford Close and gardens are on this boundary. Residents have objected to the circulation of vehicles throughout the night and day. The applicant has however stated that their main storage area is used between 7am and 7pm and does not operate on a 24-hour basis although there is 24-hour security of the site.
- 8.3 Retention of the hardstanding and erection of a new retaining wall, acoustic fence and new tree planting
- 8.3.1 The current planning application (Revised proposal) seeks to put in a new retaining wall with an acoustic fence above this and a row of hawthorn trees between this fence and the existing retaining wall, forming an acoustic and visual barrier. They also seek to retain the hardstanding for the parking of domestic passenger vehicles associated with the Laundry. If permission were to be granted for this application, then the Enforcement Notice on the site would be superseded.
- 8.3.2 Environmental Health considered that the bund, in planning terms, was providing a useful buffer of distance, trees and vegetation between the residences and the industrial use in addition to a visual barrier. Sanctum (the Councils Acoustic Consultant) also stated ‘The earth bund that has been removed is likely to have provided a degree of protection for local residents, as it comprised of solid dense barrier of soft landscaping absorptive material: This has already been adjudicated by the planning inspector.’
- 8.3.3 Spectrum (the applicant’s consultant) quotes ‘ISO 9613-2-1996, annex A confirms that foliage can provide a small amount of attenuation, but only in limited circumstances. The attenuation occurs when the depth of foliage is more than 10m and when there is absolutely no line of sight through the foliage. In this scenario, the noise levels for Thetford Close residents would largely be no different to the noise levels that pertained when the long term noise monitoring took place. The model even suggests that ground floor noise levels during the daytime would be higher than at present, although still low in absolute terms. In effect, the previous bund offered no protection in noise levels over the situation that currently pertains.’ The current application (revised) is for the erection of a new retaining wall, retention of the existing retaining wall and acoustic fencing and new planting.

- 8.3.4 The revised scheme also proposes planting of Hawthorn Trees 1.5m (w) on the boundary between the proposed acoustic fence and retaining wall. The Applicant has submitted an Arboricultural report from John Cromar's Arboricultural Company tree report stating that this would be sufficient space for the trees to grow as the top panel of the existing retaining wall will be removed allowing the roots to grow across into the gardens of Thetford Close. He considers that Hawthorn (*Crataegus monguna*) if planted as whips, at 2m centres will in time develop to produce a visual solid barrier of around 7-9m in height. The Council Arboriculturalist accepts that the trees would be able to grow but suggested that a larger area would allow the trees to become better established and allow the formation of an improved green barrier to the industrial estate.
- 8.3.5 The bund was of a significant size, approximately 12m(w) x 150m(L) and provided a significant buffer of distance, trees and vegetation between the residences and the industrial use in addition to a visual barrier. Residents have objected to the revised proposal, rejecting the small area of planting and requesting that the bund be reinstated. However the current proposal should also provided significant attenuation of noise. The Hawthorn trees will grow in time to form a visual barrier behind the 4.4m acoustic fence; however the separation of distance and vegetation and the significant visual barrier of the previous bund would not be replicated.
- 8.3.6 Providing that parking on the hardstanding is limited to domestic passenger vehicles of employees of the Laundry and not commercial vehicles such as the Carlton Laundry Services which have 3.5Ton and 7.5ton vehicles, this proposal would not be in conflict with the provisions of policy UD3:General Principles providing conditions are attached
- 8.3.7 The Applicant would also be willing to erect a new acoustic fence on the boundary with Norfolk Avenue. If permission were to be granted, it is recommended that a condition be attached in respect of this. The proposal would therefore be considered not to be in conflict with the provisions of Policy UD3: General Principles.
- 8.4 Stabilizing the existing retaining wall and the erection of a new retaining wall
- 8.4.1 The applicant has submitted an Engineering Report on the existing retaining wall which is failing, with the application dated 24<sup>th</sup> September 2010 and an amended report dated 27<sup>th</sup> May 2011 in conjunction with drawings No 5061/PLN-020 and 021 by William J Marshall and partners, Consulting Engineers and Architects. This report outlined the condition of the existing displaced retaining wall and the works proposed to support the existing retaining wall in its current condition.
- 8.4.2 The applicants Engineer (Marshalls) states that the concrete hardstanding provides support to the existing retaining wall and its removal before completion of the works would increase the risk of failure to the wall. This has been the argument used to justify the retention of the hardstanding. However, argument is unclear as there does not appear to be any mechanical connection linking the yard slab and pre-cast panes. The main support appears to be where the boundary fence has typically been backfilled with concrete.

- 8.4.3 The applicants Engineering report has stated that ‘the proposed works will provide a new retaining wall some 900mm (the approved plans show this to be 1.5m) to the south of the existing, with the gap between these filled with soil to support the existing wall and prevent further movement. The filled gap will also allow for the planting of vegetation to provide a screen between the site boundary and the new acoustic fence. It is intended to provide new steel kingposts comprising 203 x 203 UC46 column sections, at the same centre as existing. These kingposts will be set into 600mm diameter concrete-filled boreholes: The boreholes will be augured to minimise vibration.’
- 8.4.5 New pre-cast concrete planks similar to the existing will be provided between the new kingposts to support the retained material behind. A French drain will be provided between the new kingposts to support the remaining material behind and the old wall will be offset by half their spacing. Once the wall is constructed the gap between the new and existing wall will be filled with soil.
- 8.4.6 The Council’s Building Control considers that the structural stability of the revised proposal is acceptable subject to further details being submitted. The applicant’s revised engineering statement dated 27<sup>th</sup> May 2011 states ‘as part of the works; the existing boundary fence will be repaired/replaced and a gate for access provided. The gardens and structures along the boundary fence will also be reinstated where damaged by the movement of the existing wall.’
- 8.4.7 This proposal is now considers to be acceptable but further details are required in respect of the method of construction of the new retaining wall and is not therefore in conflict with the provision of Policy UD3: General Principles of the Haringey Unitary Development Plan.

## 8.5 Parking and circulation and Transportation Issues

- 8.5.1 A Transport assessment was submitted with the application, which shows that there are 88 spaces allocated to the site, and with a loss of 35 spaces, there would be a resulting 53 retained spaces. These spaces are the ones to be marked out on the hardstanding and are not existing allocated spaces. This number of spaces still exceeds the parking standards as set out in the UDP.
- 8.5.2 Overall there is a loss of between 29-35 parking spaces from the expansion of the laundry. Transportation suggests that in order to prevent further loss of parking from the site, a number of conditions be attached if permission were to be granted. These are: -
- Plans D and F showing future parking be attached to the planning permission.
  - A work place travel plan should be submitted.
  - Hours of operation be attached to mitigate against further loss of parking and encourage the use of public transport
  - Secure cycle provision
- 8.5.3 The transport plan submitted with the application shows that 604 vehicles movements entering and leaving the site over a 24 hour period, but a total movement of 302 vehicles is circulating the site. With the expansion of the laundry, there number of Carlton vans will increase by 3-4 vans resulting in a total of 16 Vehicles would be located at the factory. This is likely to give rise to 12 movements

coming into the site and 12 leaving the site. The overall vehicle movement will increase from 302 to 319 movements a day.

8.5.4 In respect of noise management on the site, the applicant has also submitted a copy of notice given to drivers, requiring them:

- Not to leave vehicle engines running whilst vehicles are stationary
- Not to rev engines at the rear in close proximity to residential properties
- 10miles per hour speed limit
- Avoid hard breaking of vehicles
- Use of horns prohibited

8.5.5 The acoustic fence should reduce the impact of vehicles and people coming and going in close proximity to residential properties at the rear of the site. A number of conditions should be imposed to ensure that the use of the hardstanding does not result in loss of amenity to residents.

- Limiting parking to domestic passenger car vehicles
- Require a management statement from applicant to show how the above will be implemented and enforced.
- A condition limiting the size of the vehicles to 7.5tons.

Whilst these conditions will improve the amenity of residents, further information is required as to how these will be implemented and enforced on the site. It is recommended that a condition be attached requiring that a management plan be submitted.

8.5.6 The applicants have also agreed to provide a minimum of 15 cycling spaces. Providing that parking on the hardstanding is limited to domestic passenger vehicles and not commercial vehicles such as the Carlton Laundry Services which have 3.5Ton and 7.5ton vehicles, this proposal would not be in conflict with the provisions of policy UD3: General Principles and M10 Parking for Development providing conditions are attached.

8.6 Extension of commercial laundry and the formation of a loading bay for two vehicles and vehicle maintenance building.

8.6.1 The site falls within an identified Strategic Employment/Industrial Location as identified in the Councils UDP. The Strategic Employment Location is a well-established industrial area known as White hart Lane DEA 17.

8.6.2 Policy EMP2 'Industrial Locations, of the Haringey Unitary Development Plan, seeks to retain these areas solely for uses which fall within the B1, B2 or B8 Use classes. The existing Laundry use and the proposed 498 sqm extension to it falls within Use Class B2 (General Industrial use) and would in principle be considered as an acceptable use in this location. However suitable noise attenuation measures are required to ensure that the impact of the new loading bay and this extension do not have a detrimental impact on the amenity of residents.



8.6.3 The proposal also seeks to erect a new vehicle maintenance garage for the fleet of Carlton commercial vehicles, located to the rear of the site along the boundary with 550 White Hart Lane and rear of Norfolk Avenue. The applicant has stated that the north garage door, where vehicles enter would be closed when repair work was taking place. Repair and maintenance of heavy goods vehicles can result in considerable noise and nuisance to the detriment of the amenity of residents in close proximity. Future intensification of this use, such as spraying and panel beating could result in considerable detriment to amenity of nearby residents.

8.6.4 Policy EMP6 Car Repairs workshop, Garages and Car Washes states the preferred location is within Employment Areas, however the main issue of concern is the impact of this use on the amenity of surrounding properties by reason of noise, smell or other nuisance. Repair and maintenance of Carlton vehicles can have a significant impact on amenity of nearby residents and in order to limit this impact conditions should be attached. These are discussed in the report below.

## 8.7 Applicants Noise report by Spectrum Consultants

8.7.1 Spectrum's noise readings were taken over a five day period (Thursday to Monday in September 2009 between 7am-11pm (daytime) and 11pm-7am (night time) at a height of 3.3m within 3m of the site boundary, towards the backs of properties on Thetford Close although the location is not shown clearly in the report. These readings are average readings taken in accordance with BS 8233 general guidance of acceptable noise within buildings.

8.7.2 Spectrum argues that due to the low level of noise on the site, the site fell into Category A and not B or C of the NEC standard for noise measurements outlined in PPG 24 (now superseded). Spectrum state 'Acceptable noise levels would occur for residents near the site, including residents with windows open. It is clear that their internal and external noise guidelines for acceptability do not require an assessment of industrial noise using BS4142' due to low noise levels. BS4142 was not used for the following reasons: -

1. Haringey Council Environmental Health did not raise this standard only BS 8233:1999.
2. Spectrum is of the view that BS4142: 1997 was not necessary from WHO guidelines, which are more substantive, than BS412.
3. Employment use at 555 White Hart lane is a long established activity and has continued at the site without restrictions on noise or hours of use for many years. Therefore the appropriate way to consider the noise impact of proposals is in relation of the existing noise context and not as BS4142 requires, in relation to background noise level in the absence of the development.
4. The main source of noise emitted from the site at 555 White Hart lane relates to vehicles associated with all of the business at the site, not only the laundry business, circulating the factory buildings. BS4142 guidance does not include mobile noise sources. Spectrum's view is that it is not intended or appropriate for the assessment of this type of noise.

- 8.7.3 Spectrum argues that ‘Noise levels from these activities comply with the Councils guidelines for acceptability at the nearest residences on Norfolk Avenue. In addition these noise levels are less than 1 dB more than the predicted noise levels for the current operating situation. The changes in noise levels would not be audible for nearby residents.’
- 8.7.4 They show that the day time and night time noise levels are low in absolute terms “the measured noise levels are representative of those that are experienced in the southern gardens of residences on the south side of Thetford Close and in contrast with the assumptions made by the Inspector at appeal and Councils Environmental Health Officer.”
- 8.8 Council’s Environmental Health and the Council’s Acoustic Consultant Sanctum
- 8.8.1 The Council Environmental Health Officer witnessed nuisance on two occasions, firstly from the bedroom of an adjacent resident living directly opposite the Laundry on Norfolk Avenue from idling delivery vehicles with engines switched on and noise from the current operation of the laundry, which was clearly audible on Norfolk Avenue. Furthermore, residents have also raised objections in respect of noise and nuisance.
- 8.8.2 Residents have also raised concerned about noise from the operation of the existing Laundry, noise and vibration from the movement of heavy goods vehicles around the site on a 24 hour basis and noise from loading and unloading and from generators and other machinery operating on a 24 hour basis and also pollutants used in the existing laundry.
- 8.8.3 Environmental Health considered that “a further intensification of the current Laundry operation will adversely affect amenity of residents without suitable conditions and mitigation measures. The laundry was noted to be operating with fire doors and rear and side delivery gates open, and this aspect would need to be tightly controlled with any intensification of the laundry operation and additional motor maintenance workshop.’
- 8.8.4 Sanctum (The Council’s Acoustic Consultant) on a site visit carried out a subjective and objective noise impact assessment including acoustic monitoring at nearest noise sensitive residential receptor whilst the laundry was operational and received laundry deliveries. The monitoring test was carried out in the garden of 142 Norfolk Avenue directly opposite the Laundry. The measurements recorded background ambient noise and peak levels of noise emanating from the laundry operation from 10am to 11.30 am.
- 8.8.5 Sanctum showed ‘that typical changes in noise levels as a result of the laundry operations, was greater then 10dB above the ambient noise levels. Given the nature of the noise was constant, loud, impulsive, tonal, and intrusive, the character and levels of recorded noise above background and ambient noise levels, along with the frequency of noise events, and lack of appropriate noise mitigation measures to contain or reduce levels of operational noise emanating from laundry operation at 555 White Hart Lane, the proposal does not succeed in passing the test of reasonableness under common law and amounts to a statutory noise nuisance, and detrimental to the aural amenity of the nearest noise sensitive receptors at 142 Norfolk Avenue.’

8.8.6 Sanctum considers that the Applicant's Noise Assessment has not followed the appropriate British Standards (BS 4142:1997) methodology for rating industrial noise affecting mixed residential and industrial areas, and fails to demonstrate that there will be no detriment to local amenity.

## 8.9 Applicants proposed mitigation measures

8.9.1 Following discussions between the applicant and the Council, the applicants have agreed to replace the existing doorway in the north elevation of the laundry with a solid wall and accept a planning condition that seeks to limit noise levels at the edge of the site. As the Laundry is an existing use and the site's operation is established on a 24 hour basis, the applicants are unwilling to accept a limit of the hours of operation of the laundry. The attenuation measures proposed are outlined below: -

- Install a new 4.4m tall noise barrier in front of the retaining wall. The applicant is now willing to extend the acoustic barrier to the Norfolk Avenue side of the site directly opposite the laundry and accept a condition regarding details of the materials and acoustic performance of the proposed barrier to be submitted for approval.
- The revised proposal for the rear wall will introduce a small strip of land for planting hawthorn tree, 1.5m south of the existing retaining wall
- Roof level horizontal discharge ducts from the existing dryers be re-oriented to face south, to take advantage of directivity attenuation.
- Vehicle access doors on the eastern and northern site of Laundry are eliminated and proposed loading bay for two vehicles are located towards the front of the site on the south side of the proposed extension. Applicant has stated that all loading and unloading will take place in this location.
- Maintenance activity inside the proposed garage will take place with the northern vehicle access door fully closed.
- Applicants will accept a condition limiting parking of vehicles on the hardstanding for domestic passenger vehicles for employees of the laundry only.
- The applicants have stated in the Engineers report of 27/5/2011 that when putting in a new retaining wall, they will, backfill soil in the gardens of Thetford Close, put in a new fence and gate and replace structures in the gardens of Thetford Close properties in close proximity to the new fence.

8.9.2 The replacement of the rear entrance with a solid wall and other mitigation measures proposed would have a significant impact on noise emanating from the rear of the laundry. However further conditions are required to militate against noise from the further expansion of the laundry and its early morning operation starting at 0400hrs every day together with noise from extract fans. Sanctum (the Councils Consultant) states 'The applicant proposes to house new noisy plant and machinery in light weight industrial buildings, with no specified acoustic insulation properties, this along with a noticeable increase in on site activity is likely to result in an overall increase in noise from the site.'

- 8.9.3 The resulting noise from car doors, talking and general movement, the early start up of machinery and use of the loading bay as early as 0515 hrs and increase in vehicular traffic, would still give rise to further concerns. Operation of the vehicle repair garage will give rise to maximum and peak noise levels and would need further mitigation. Some of these measures have already been outlined in the body of the report and have been attached as conditions.
- 8.9.4 Further conditions are required including further insulation to the laundry and plant and permanent fixing of the rear door of the proposed garage together with other control on the operation of the vehicle maintenance garage are required to ensure that noise from these aspects of the proposal does not detract from the amenity of residents.
- 8.9.5 Providing that the above measures are taken, it is considered that the proposal in respect of noise and nuisance would not be in conflict with provisions of Policy UD3: General Principles and ENV6 Noise of the Haringey Unitary Development Plan.
- 8.10 Sustainability and Waste Management
- 8.10.1 Waste management has commented that the proposed development requires storage for waste and recycling either internally or externally. Scheduled collection arrangements with a Commercial Waste contractor will be required.
- 8.10.2 Adequate waste storage arrangements must be made so that waste does not need to be placed on the public highway other than immediately before it is due to be collected.
- 8.10.3 Policy UD2 states the council will require development proposals to take into account, where appropriate a number of environmental considerations including but not limited to pollution effects, water and waste water infrastructure, energy efficiency and renewable energy, waste recycling and storage. In addition, the council will seek that development schemes take into account, where feasible: environmentally friendly materials, water conservation and recycling, sustainable drainage, biodiversity etc. SPG8c encourages the assessment of development in terms of their environmental performance and sustainability.
- 8.10.4 The applicants have stated that Steamhouse group has commercial contracts for waste collection and recycling. A person is employed to separate out all waste for recycling from general waste. The main business of the site is storage. This activity generates a small amount of waste, which is predominantly cardboard and plastic. The Laundry business uses the same facilities with one additional service. The materials used for washing are delivered in drums to the site. The used materials are they put back into the drums for collection and reprocessing.
- 8.10.5 In respect of Sustainability, applicants have stated that the laundry business recycles all of the waste used in the various processes. In addition the company has been working with the Carbon Trust to secure improvements in energy consumption and efficiency, this has included advice on processing equipment and boilers. As such, the scheme is considered to be acceptable under policy UD2 and SPG8c but conditions are attached in respect of waste disposal.

## **9.0 HUMAN RIGHTS**

- 9.1 All applications are considered against a background of the Human Rights Act 1998 and in accordance with Article 22(1) of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003 where there is a requirement to give reasons for the grant of planning permission. Reasons for refusal are always given and are set out on the decision notice. Unless any report specifically indicates otherwise all decisions of this Committee will accord with the requirements of the above Act and Order.

## **10.0 EQUALITIES**

- 10.1 In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under section 71 of the Race Relations Act 1976. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and good relations between persons of different equalities groups. Members must have regard to these obligations in taking a decision on this application.

## **11.0 CONCLUSION**

- 11.1 In respect of the boundary with Thetford Close and Norfolk Avenue, the unauthorised removal of the former embankment in 2007 and replacement with a retaining wall and hardstanding resulted in the parking of coaches and heavy goods vehicles with consequent loss of amenity to residents. The current proposal seeks to erect a new retaining wall and acoustic fence, approximately 1.5m wide planting area of hawthorn trees, and hardstanding.
- 11.2 The planting together with the acoustic fence will reduce the existing noise nuisance experienced by residents. The proposal will not replace the buffer and visual barrier of the previous bund and there will be a loss of visual amenity for residents. However, the overall scheme is considered to be acceptable providing parking on this hardstanding is retained only for domestic vehicles and a management scheme is submitted for the management of vehicles on the site. The proposal is therefore considered not to be in conflict with UD3 : General Principles.
- 11.3 The principle of the extension to the laundry, the formation of a new loading bay for two vehicles and the erection of a garage maintenance shed within the White Hart Lane Designated Industrial Area is considered to be acceptable and not in conflict with the Provisions of Policy EMP2: Defined Employment Areas-Industrial Locations providing that relevant conditions are attached in addition to the mitigation measures proposed by the applicant. The proposal would not then be in conflict with the provisions of Policy UD3: General Principles and ENV 6 and ENV 7 of the Haringey Unitary Development Plan.
- 11.4 On balance the revised scheme together with the mitigation measures put forward and conditions applied would make the acceptable and as such would in accordance with policies UD3 'General Principles', UD7 'Waste Storage', EMP2 Defined Employment Areas-Industrial Locations, ENV6 Noise and ENV7Air, water pollution, M10 'Parking and Development', OS17 'Tree Protection, Tree Masses and Spines' of the Haringey Unitary Development Plan (2006) and SPG1a 'Design

Guidance', SPG7a 'Vehicle and Pedestrian Movement', SPG8a 'Waste and Recycling', SPG8b 'Materials', and Documents. On this basis, it is recommended that planning permission be GRANTED subject to conditions.

## 12.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions and in accordance with the approved plans and documentation as follows:

Drawing No's: 5061/PLN-009 B; 5061/PLN-005B; 5061/PLN-007B; 5061/PLN-008C Rec 30/4/12; 009D Rec 02/04/12 5061/PLN-020RevA Rec 10/6/11, 5061/PLN-021Rev A Rec 10/6/11 PLAN C; PLAN D, PLAN E; PLAN F, and subject to the following conditions:

### IMPLEMENTATION

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 complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

### MATERIALS

3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

### LAUNDRY

4. Notwithstanding the approved plans, the rear northern vehicular access to the existing laundry shall be removed and replaced with a solid wall and shall be permanently retained as a solid wall. This end elevation in closest proximity to residential property together with the rear elevation of the proposed extension to the laundry shall be insulated to prevent the transmission of noise. Details of material including insulation material and method of construction shall be submitted in writing to the Local Planning Authority and approved in writing and the works approved

shall be carried out in accordance with the approval before the development approved can be occupied and permanently retained and maintained to the satisfaction of the Local Planning Authority..

Reason: In order to protect the amenity of the residential property on the boundary of this site.

5. No power tools or machinery audible at the site boundary shall be used at the premises, other than portable hand tools.

Reason: In order to ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their property.

6. The fire doors on the northern rear elevation of the Laundry should be fixed shut and only be openable in the case of a fire or emergency. They must not be wedged open for the purposes of ventilation.

Reason: In order to protect the amenity of residential properties along this boundary.

7. All plant, machinery and equipment (including refrigeration and air conditioning systems and extract fans) to be used by reason of the granting of this permission shall be so installed, maintained and operated as to prevent the transmission of noise and vibration into any neighbouring premises.

Reason: In order to ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their property.

8. From the proposed plant, measured or predicted at 1m from the facade of any residential premises shall be a rating level of at least 5dB(A) below the background noise level LAF90. The measurement and/or prediction of the noise should be carried out in accordance with methodology contained within BS 4142: 1997. A noise report shall be produced by a competent person(s) to demonstrate compliance with the above criteria, and shall be submitted to and approved by the local planning authority.

Reason: In order that the machinery and equipment used in connection with the proposed permitted use does not give rise to noise and vibration nuisance and detract from the amenity of residential properties

9. Any new plant and associated equipment shall be designed, acoustically insulated and maintained to a level to be at least 5dB(A) below the underlying measured background level when measured at the nearest noise sensitive facade. The development shall not be carried out otherwise than in accordance with the above criteria unless otherwise approved in writing by the Local Planning Authority.

Reason: To safeguard the amenity of the occupiers of adjoining properties and the area generally by preventing noise and vibration nuisance in accordance with Policies UD3 General Principles and ENV6 Noise of the Haringey Unitary Development Plan.

10. The loading and unloading of vehicles shall take place in the new loading bay only.

Reason: To prevent the transmission of noise from the loading bay

## VEHICLE REPAIR AND MAINTENENCE GARAGE

- 11 Notwithstanding the approved plans, the proposed Northern rear door of the garage, in closest proximity to residential properties on Norfolk Avenue shall be replaced with a solid wall. This rear wall together with the roof of the garage shall be insulated to prevent the transmission of noise. Detail of the materials to be used for the construction of the garage together with details of insulation for the roof and walls and method of construction, shall be submitted in writing to the Local Planning Authority and approved in writing and the works approved shall be carried out in accordance with the approval before the development approved can be occupied and permanently retained and maintained to the satisfaction of the Local Planning Authority..

Reason: To protect the amenity of the residential properties at the rear of the site.

12. No panel beating, paint spraying or mechanical car or vehicle drying operation shall be carried out within the the maintenance and repair garage the subject of this permission.

Reason: In order to ensure that the proposed development/use does not prejudice the enjoyment by neighbouring occupiers of their properties.

13. All work of repair to vehicles shall take place within the garage building only.

Reason: In order not to prejudice the safety and free flow of pedestrian and vehicular traffic on the adjoining periphery road and not to prejudice the amenity of residential properties at the rear.

14. The vehicle repair and maintenance garage use hereby permitted shall not be operated before 0900 or after 1700 hours Monday to Friday and not at all on Saturday, Sundays or Bank Holidays.

Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished.

15. The vehicle repair garage is to be used only for the servicing of Carlton Laundry delivery vehicles below 7.5 Tons and for this purpose only and shall not only be used to service any other vehicles..

Reason: In order to ensure that the intensity of the use is in accordance with the permission sought and that the amenities of adjacent residential properties are not diminished.

## RETAINING WALL AND ACOUSTIC BARRIER AND NEW TREE PLANTING

16. Prior to the commencement of the development, the detail of the acoustic barrier at the boundary of the site with Thetford close together with details of an acoustic barrier at the rear of Norfolk Avenue; including location, height, appearance and acoustic details shall be agreed with the LPA in writing and implemented in accordance with the agreed details and shall be permanently retained.



Reason: To safeguard the amenity of the occupiers of adjoining properties and the area generally by preventing noise and vibration nuisance in accordance with Policies UD3:General Principles

17. Prior to the commencement of works, a Method Statement must be submitted to the Local Planning Authority for the erection of the new retaining wall and details of methods, materials and construction of the new retaining wall and associated work and approved in writing and implemented in accordance with this plan.

Reason: In order to ensure that the wall is replaced safely and is structurally sound.

18. The works hereby approved shall be carried out to the satisfaction of the Council's Arboriculturalist acting on behalf of the Local Planning Authority to include the following provision: The hawthorn trees, the number and their location shall be agreed with the Council's Arboriculturalist and planted in the first growing season thereafter and replanted if necessary and maintained to the satisfaction of the Local Planning Authority.

Reason: In order for the works to be supervised by the Council's Arboriculturalist to ensure satisfactory tree practice in the interest of visual amenity of the area.

#### PARKING AND CIRCULATION

19. Before the use hereby permitted the proposed on-site parking arrangement shall be laid out and demarcated in accordance with the approved plans titled Plan D (future parking) and Plan F (future parking) and revised plan 5061/PLN-020Rev A, 5061/PLN-021Rev A and retained thereafter available for that specific use.

Reason: To ensure the permanent availability of the parking manoeuvring area, in the interests of highway safety.

20. The applicant should provide a minimum of 15 (fifteen) bicycle racks, which shall be enclosed under a shelter.

Reason: To improve conditions for cyclists at this location.

21. The applicant should submit a work place Travel Plan which would include the provision of other cycle facilities such as shower room and locker provision.

Reason: To improve the conditions for cyclist at this location and minimise the traffic impact of this development on the adjoining highway network

22. The parking area on the existing and new hardstanding to the rear of the site shall be used for the purposes of parking domestic passenger vehicles for employees of the Carlton Laundry only and not to be used for any commercial vehicle parking including Carlton Laundry delivery and pick-up vehicles.

Reason: To reduce the noise impact upon local residents which may be caused by commercial vehicle parking

23. The Carlton Laundry vehicles associated with the expansion of the Laundry shall not exceed 7.5 Tons maximum vehicle size.

Reason: To ensure that large heavy goods vehicles do not increase on this site thereby protecting the residential amenity at the rear of the site.

#### MANAGEMENT OF THE SITE

24. Notwithstanding the 'Instruction to Drivers at 555 White Hart Lane' submitted with letter dated 14/4/2012 from Charisma Spatial Planning, a management plan must be submitted identifying how noise and nuisance from moving, parking, stationary or idling vehicles on the site and those entering and leaving the site will be managed and how these measures together with 'instructions to drivers' will be managed and enforced. The management plan must be submitted in writing to the Local Planning Authority, approved in writing and implemented in accordance with the approved management plan.

Reason: in order to minimise the impact of vehicular impact on the amenity of the neighbouring properties at the rear of the site.

#### TREE PROTECTION

25. Before any works herein permitted are commenced, all those trees to be retained, as indicated on the approved drawings, shall be protected by secure, stout, exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS 5837:2005 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 well being of the trees on the site during constructional works that are to remain after building works are completed.

#### HARD LANDSCAPING

26. Details of a scheme depicting those areas to be treated by means of hard landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme to include a detailed drawing of those areas of the development to be so treated, a schedule of proposed materials and samples to be submitted for written approval on request from the Local Planning Authority.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

27. Notwithstanding the details contained within the plans hereby approved, full details of boundary treatments, including fencing and gates, to the entire site be submitted to and approved by the Local Planning Authority prior to the commencement of the development.

Reason: In order to safeguard the visual amenity of the area and to ensure adequate means of enclosure for the proposed development.

#### EXTERNAL LIGHTING

28. Notwithstanding the details contained within the development hereby approved, full details of the artificial lighting scheme to the entrance, vehicular routes and parking areas, pedestrian routes and designated communal amenity space shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development.

Reason: to ensure the satisfactory appearance of the development.

#### WASTE MANAGEMENT

29. That a detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority. The detailed scheme shall include: (a) Adequate waste storage arrangements must be made so that waste does not need to be placed on the public highway other than immediately before it is due to be collected. Further detailed advice can be given on this where required. (i) Full details of the waste storage areas including elevation plans, dimensions, and materials shall be provided to and approved by the local planning authority. (j) The applicant shall provide a written legal agreement that the freeholder/ leaseholder signs which stipulate that the occupants are made aware where their refuse and recycling storage is and that they will not dump in White Hart Lane. Once this agreement has been signed and a copy of this signed document will need to be forwarded to Chris Collings contract monitoring officer Environmental Resources. (b) The managing agents are to have a cleansing schedule in place to remove litter from the internal areas of the site, including cleansing of the waste storage area
- Reason: In order to protect the amenities of the locality and to comply with Haringey Waste Management requirements.

Reason: In order to have regard to the amenities of local residents, businesses, visitors and construction sites in the area during construction works.

#### CONSTRUCTION HOURS

30. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

#### REASONS FOR APPROVAL

The reasons for the grant of planning permission are as follows: The proposal has been assessed against and found to comply with the intent of Policies UD1 'Planning Statements', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', EMP2 Designated Employment Locations-IL', M10 'Parking and Development', OS17 'Tree Protection, Tree Masses and Spines' of the Haringey Unitary Development Plan (2006) and SPG1a 'Design Guidance', SPG7a 'Vehicle and Pedestrian Movement', SPG8a 'Waste and Recycling', SPG8b 'Materials', of the Haringey Supplementary Planning Guidance and Documents.

INFORMATIVE: The applicant is advised that works to the rear fence and gardens of Thetford Close should be implemented when the new structural wall is constructed. The extent of the works are outlined in William. J Marshall & partners revised engineering statement dated 27th May 2011 states 'As part of the works, the existing boundary fence will be repaired/replaced and a gate for access provided. The gardens and structures along the boundary fence will also be reinstated where damaged by the movement of the existing wall.

INFORMATIVE - Waste CommentsSurface 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 Ground Water. 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.