

Reference No: HGY/2014/0055	Ward: White Hart Lane
Address: 550 White Hart Lane N17 7RQ	
Proposal: Variation of Condition 8 (Deliveries, loading and unloading hours of operation) attached to planning permission HGY/2011/0814 to no deliveries to be loaded or unloaded in respect of units 1, 2a, 2b, 5b and 6 between the hours of 2100 and 0600 Monday to Saturday or after 1800 hours Saturday until 0600 hours the following Monday, no deliveries shall be loaded or unloaded in respect of units 3, 4 & 5a after 1800 hours Saturday until 0400 hours the following Monday	
Existing Use: Industrial	Proposed Use: Industrial
Applicant: Mr Neil Curtis Curtis Real Estate & NILGOSC	
Ownership: Private	
Date received: 19/12/2013 Last amended date: DD/MM/YYYY	
Drawing number of plans: E10-090 A001, 10-152 A003 REV J, A004, A005, A006, A007, A008, B001 REV A, B002 REV B, B003, B004 REV A, B006 REV A, NTH/247/SK01 REV P5 & NTH/247/SK02 REV P1.	
Case Officer Contact: Aaron Lau	
PLANNING DESIGNATIONS: Defined Employment Area (DEA), Locally Significant Industrial Site (LSIS)	
RECOMMENDATION: GRANT PERMISSION subject to conditions	
SUMMARY OF REPORT: The proposal to extend the delivery hours of loading/unloading at Units 3, 4 and 5a, 550 White Hart Lane is considered not to cause any significant degree of noise impact upon adjacent properties within Devonshire Hill Lane, or prejudice existing road and parking conditions and road users using the adjacent public highway along White Hart Lane, whilst supporting and enhancing employment opportunities within a Locally Significant Industrial Site (LSIS) in meeting one of the Council's strategic aspirations of the area.	

1.0

SITE LOCATION PLAN



2.0 DRAWINGS & IMAGES



Existing frontage 1 on White Hart Lane



Existing frontage 2 on White Hart Lane



Existing frontage (opposite direction) on White Hart Lane



Aerial view of previous site layout



CGI site layout of consented scheme

Unit 3 Unit 4 Unit 5a



Typical 7.5 tonne vehicle



Typical 3.5 tonne vehicle

3.0 SITE AND SURROUNDINGS

- 3.1 The application site which is known as the Bridisco site and is situated on White Hart Lane with two access points onto this road. The site is 6.98 acres (2.825 hectares) in size and falls within a Defined Employment Area. The site is bounded to the rear/ north by the gardens of residential properties on Devonshire Hill Lane while to the west the site adjoins Norfolk Avenue and a self storage warehousing unit which sits next to St. George Industrial Estate. To the east of the site is 500 White Hart Lane/the former Hubert House site, which has been cleared for redevelopment. There is a public footpath running along the eastern boundary of this site which provides pedestrian access to properties in Devonshire Gardens. Directly opposite the site, on the south side of White Hart Lane lies Haringey FC football ground and car park.
- 3.2 The pre-existing buildings on the Bridisco site, comprised a warehouse building of steel portal frame construction with brickwork elevations and a three storey offices fronting White Hart Lane.
- 3.3 The development granted by the Council in 2011 has been completed at the site with two-thirds occupied. Only Units 3, 4 and 5a are the last remaining unoccupied units.
- 3.4 The development is enclosed to the north by a retaining wall approximately 7.5 metres in height at its highest point, above and beyond which is an area of existing established vegetation (including mature trees), which separates the site from residential dwellings. The retaining wall encloses the eastern and western boundaries of the site dropping to ground level towards the front (southern part) of the site.

4.0 PROPOSAL

- 4.1 Condition 8 pursuant to planning permission HGY/2011/0814 restricted the deliveries, loading and unloading hours of the new development to protect residential amenity. The wording of the condition reads,
- “No deliveries shall be loaded or unloaded within the site between the hours of 2100 and 0600 Monday to Saturday or after 1800 hours Saturday until 0600 hours the following Monday”.*
- 4.2 This S73 planning application seeks to vary this condition to the following,
- “No deliveries to be loaded or unloaded in respect of units 1, 2a, 2b, 5b and 6 between the hours of 2100 and 0600 Monday to Saturday or after 1800 hours Saturday until 0600 hours the following Monday, and no deliveries shall be loaded or unloaded in respect of units 3, 4 & 5a after 1800 hours Saturday until 0400 hours the following Monday”*
- 4.3 The applicant states that the existing condition does not allow for a wider delivery window in order for end user HSS to operate the units effectively Therefore the variation of Condition No. 8 at Units 3, 4 and 5a would enable HSS to use the premises as a regional distribution centre.

- 4.4 HSS expects to employ in the region of 100 people from the new Tottenham site. These will include, Drivers, Warehouse Operatives, Service Technicians, Transport office staff, sales consultants and managerial roles.
- 4.5 The table below illustrates the vehicle-related activities during a typical day at the Tottenham branch:

Time	Activity	Comment
04.00	Open Operations	Two employees arrive at site and prepare inside for arrival of distribution vehicle
04.00 – 05.00	Morning distribution vehicle arrives	Driven into building and unloaded inside. This is typically a 7.5t vehicle
05.00 - 06.00	Vehicle Loading	Orders taken by the call centre overnight are loaded onto vehicles. This would be completed inside the building.
06.00 – 07.00	Initial deliveries to project sites	Vehicles depart Tottenham and head to customers across north and central London
15.00 - 17.00	Vehicle Loading/unloading	Returning vehicles are unloaded and the majority of next-day hire requirements are preloaded onto vehicles for the following day
19.00	Close Operations	No loading activity after this time

- 4.6 As present, the applicant proposes one night time distribution delivery scheduled at 04:30 with unloading within the building. However, this this may be subject to change, hence the requirement is for unrestricted loading times from Monday 04:00 to Saturday 18:00.
- 4.7 Loading of the delivery vehicles will take place inside the building and will not commence until 05:00 at the earliest.
- 4.8 14 vehicles will be used at the site comprising 10 x 3.5 tonne Mercedes Sprinters, 2 x 7.5 tonne vehicles and 2 x 12 tonne vehicles. The early morning vehicle will be a 7.5 tonne vehicle originating from the company's Beckton depot. All vehicles are fitted with 'white sound' reverse alarms to reduce the impact on the local environment. Kill switches are also fitted to the vehicles so drivers can disable the reverse alarms pre-6am.
- 4.9 The end user, HSS will adopt a management strategy to foster a good relationship with local neighbours. These include:
- The silencing of vehicle reversing beacons pre-6am as detailed above – this applies to both delivery vehicles and loading vehicles (forklifts)
 - The majority of vehicle loading to be carried out the afternoon before (between 3pm & 5pm).
 - Minimising external activities pre-7am
 - Large equipment servicing and maintenance activity to be carried out only during business hours (7.30am - 5.30pm).
 - Regular visits, audits and recommendations by our internal Health, Safety, Environment and Quality team

5.0 PLANNING HISTORY

5.1 Planning Application History

OLD/1987/2088 - Erection of single storey extension comprising 1300m² on eastern side of existing warehouse. – Approved 13/04/1987

HGY/1990/0722 - Erection of a telecommunication satellite dish to the roof of premises. – Approved 24/07/1990

HGY/1993/0610 - Erection of double sided, freestanding, non-illuminated sign. – Approved 29/06/1993

HGY/1996/0562 - Variation to Condition 2 attached to HGY/50530 for amendment of hours of starting operations to 0700 Monday to Friday and 0800 on Saturday. – Approved 16/07/1996

HGY/1996/0623 - Variation to Condition 4 (2 metre storage height) attached to permission HGY/50530 seeking to increase the height of storage on the eastern boundary to 3 metres. – Approved 23/07/1996

HGY/1996/1566 - Erection of an extension to main building to provide a warehouse. – Approved 14/01/1997

HGY/1997/0997 - Erection of a single storey warehouse building – Approved 12/08/1997

HGY/2000/0580 - Erection of temporary single storey portal framed storage building – Approved 13/06/2000

HGY/2001/0366 - Installation of a pedestrian entrance/exit to existing front boundary wall/fence. – Approved 25/05/2001

HGY/2002/0067 - Installation of 3 transmission dishes, 3 antennae and an equipment cabinet of roof of Devonshire House. – Withdrawn 05/03/2002

HGY/2011/0814 - Development comprising of construction of three industrial buildings accommodating a total of 13,251 sqm (142,629 sqft) of gross B1/B2/B8 employment floorspace and divided into six employment units, together with revised access and associated highway works, parking and sustainable urban drainage – approved 26/10/2011

HGY/2011/1566 - Development comprising of construction of one industrial building accommodating 3,627 (39,047 ft) of gross internal B8 and B1 employment floorspace with ancillary trade counter, together with revised site access and associated highway works, signage and sustainable urban drainage. – approved 05/12/2011

HGY/2012/1762 - Display of 4 x externally illuminated fascia signs – approved 02/11/2012

5.2 Planning Enforcement History

CON/2012/00391 – Hours of construction – case closed 29/08/2012

6. **RELEVANT PLANNING POLICY**

6.1 National Planning Policy Framework, March 2012

Chapter 1 Building a strong, competitive economy;
Chapter 4 Promoting sustainable transport; and
Chapter 11 Conserving and enhancing the natural environment

6.2 London Plan, July 2011

Policy 2.17 Strategic Industrial Locations;
Policy 4.1 Developing London's economy;
Policy 4.4 Managing industrial land and premises;
Policy 6.3 Assessing effects of development on transport capacity;
Policy 6.11 Smoothing traffic flow and tackling congestion;
Policy 6.12 Road network capacity;
Policy 6.13 Parking;
Policy 6.14 Freight;
Policy 7.1 Building London's neighbourhoods and communities;
Policy 7.14 Improving air quality; and
Policy 7.15 Reducing noise and enhancing soundscapes

6.3 Local Plan, March 2013

Policy SP0 Presumption in favour of sustainable development;
Policy SP1 Managing growth;
Policy SP7 Transport;
Policy SP8 Employment; and
Policy SP14 Health and well-being

6.4 Unitary Development Plan (post Local Plan Adoption, March 2013)

Policy UD1 Planning statements;
Policy UD3 General principles;
Policy ENV6 Noise pollution;
Policy EN7 Air, water and light pollution;
Policy M8 Access roads; and
Policy M10 Parking for development

6.5 Supplementary Planning Guidance / Documents

SPG7a Pedestrian & vehicular movement (draft 2006);

6.6 Other

London Borough of Haringey – Community Infrastructure Study;
SPG The Mayor's Land for Industry and Transport;

7.0 CONSULTATION

Internal	External
Ward Councillors LBH - Transportation LBH - Noise & Pollution LBH - Contaminated Land	<u>Amenity Groups</u> None <u>Local Residents</u> 794 adjoining properties on Butterfield Close, Devonshire Gardens, Lyndhurst Road, Norfolk Close, Rowland Hill Avenue, Rivulet Road, Sylvan Avenue, Creighton Road, The Green, Wolves Lane, Arcadian Gardens, Daubeney Road, Rowland Hill Avenue, Fenton Road, White Hart Lane, Maryland Road, Thetford Close, Norfolk Avenue, Compton Crescent, Devonshire Hill Lane and Devonshire Road <u>Stakeholders</u> None

8.0 RESPONSES

8.1 Haringey Transportation:

No objection.

“The extended opening hours are therefore unlikely to result in any significant negative impact upon the surrounding highway network. Therefore the highway and transportation authority do not wish to raise any objections to the above application”

8.2 Haringey Environmental Health:

No objection subject to a condition to protect against another operator moving in later and undertaking a different operation throughout the night.

Local Representations:

8.7 None

9.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- principle of development;
- impact on residential amenity; and
- transport and parking

9.2 Principle of development

- 9.2.1 Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.
- 9.2.2 The thrust behind London Plan Policy 2.17 is to, *'promote, manage and, where appropriate, protect the strategic industrial locations (SILs)'*. Para. 2.81 pertaining to this policy states that, *'SILs are important in supporting the logistics system and related infrastructure which are essential to London's competitiveness'*. Concurrent to this, the strategic aspiration of London Plan Policy 4.4 expect the borough to, *'adopt a rigorous approach to industrial land management to ensure a sufficient stock of land and premises to meet the future needs of different types of industrial and related uses in different parts of London, including for good quality and affordable space'*.
- 9.2.3 Local Plan Policy SP8 states that, *"The Council will secure a strong economy in Haringey and protect the borough's hierarchy of employment land, Strategic Industrial Locations, Locally Significant Industrial Sites and Local Employment Areas"*. B uses are protected to meet the forecast demand of 137,000 sqm floorspace up to 2026.
- 9.2.4 The site falls within a Defined Employment Area (DEA 17), a designated Locally Significant Industrial Site (LSIS) which is safeguarded under Policy SP8. The principle of redevelopment has been established under the previous permission which would align with the strategic aims and objectives of London Plan Policies 2.17 and 4.4 and Local Plan Policy SP8 by strengthening existing industrial employment land and creating local job opportunities.

9.3 Impact on residential amenity

Noise and disturbance

- 9.3.1 Noise pollution is dealt with under saved UDP Policy UD3 which resists developments which would involve an unacceptable level of noise beyond the boundary of the site. This stance aligns to the NPPF and with London Plan Policy 7.15 and Policy SP14 of Haringey's Local Plan.
- 9.3.2 The application site adjoins the rear gardens of properties to the north and west of the site. The site is enclosed to the north by a retaining wall approximately 7.5 metres in height at its highest point, above and beyond which is an area of existing established vegetation (including mature trees), which separates the site from these nearby residential properties. The back of the site next to the boundary previously contained two warehouse buildings (with a ridge height of between 10 metres and 10.56 metres above ground).
- 9.3.3 To the back of the site next to the rear gardens to the properties on Devonshire Hill Lane/ Norfolk Avenue is the smallest of the industrial units. The difference in levels between the application site and the gardens of the adjoining residential properties, with the associated retaining wall and the wooded steep bank above largely conceals the building from view from these residential properties. The existing northern wall and vegetation also act as a noise buffer/screen so as to

mitigate noise intrusive to the back gardens and residential properties within Devonshire Hill Lane. The distance between the nearest industrial unit and the back of the nearest residential property is approximately 30 metres. The units at the rear will in fact act as a screen to the majority of the back gardens to these residential properties.

- 9.3.4 Units 3, 4 and 5a are located in the north-east corner and along eastern side of the site. The proposal seeks to vary the night time deliver hours including loading and unloading from the site at Units 3, 4 and 5a so that they can occur between 04:00 Monday to 18:00 Saturday. Night deliveries will be limited and be way of a 7.5 tonne truck loading and unloading inside the building. The HSS vehicles will be fitted with 'white sound' reversing alarms (directional and lower decibel rating than a standard reversing alarm) to reduce the transmission of airborne noise pollutants. Furthermore, the vehicles are equipped with a kill switch meaning the reverse alarms can be disabled during early morning deliveries.
- 9.3.5 A noise survey was carried out and submitted with the application. Noise levels at the site were found to be dictated by noise from local and distant roads. Measurements were also taken at an operational HSS Hire site of a similar scale and operation to that proposed to quantify typical noise emissions. This report indicates that anticipated increase to existing background noise levels to be no more than 1 dBA; whereas Condition 7 of the approved consent allows for an increase in background noise of up to 5 dBA. In the worst case scenario the modelling exercise indicates that background noise levels would not be increased by more than 3 dBA during a 5 minute delivery period. This is also clearly lower the 5 dBA allowable under Condition 7 of the approved consent.
- 9.3.6 Overall the noise report concludes that noise levels arising from the loading/unloading movements at Units 3, 4 and 5a would be compliant with Condition 7 of the approved consent and criterion laid out within BS4142:1997 (Method for rating industrial noise affecting mixed residential and industrial areas) and BS8233:1999 (Sound insulation and noise reduction for buildings - Code of practice). It has therefore been demonstrated that proposal is unlikely to cause any new noise impacts to adjacent properties as such meeting the policy intent of the NPPF, saved UDP Policy UD3, London Plan Policy 7.15 and Local Plan Policy SP14.

9.4 Transport and parking

- 9.4.1 The application site falls within a low PTAL area and is served by the W3 bus route, which operates with a two-way frequency of 24 buses per hour, which provide links to Wood Green underground and White Hart Lane rail stations. Furthermore, the site is located within reasonable walking distance to the Great Cambridge Road (A10), which is served by a number of bus routes (No's 144, 217, 231, 318 and 444) providing links to a number local transport services with a two-way frequency of 43 buses per hour. It is expected that a reasonable number of staff/patrons would use sustainable transport for journeys to and from the site.
- 9.4.2 Deliveries at the site are obtained via the existing access on White Hart Lane. Loading and unloading will take place within the individual units therefore no servicing will be place on the street. The proposed extension to the existing

delivery hours at Units 3, 4 and 5a, albeit limited night time deliveries, will not result in any material impact upon the surrounding highway network. As such, the proposal would not prejudice the general amenity of local residents and highway safety of road users using this part of White Hart Lane.

10.0 CIL Applicable

- 10.1 The Mayoral CIL has been in effect since 1st April 2012 in accordance with Regulation 25 (a) of the Community Infrastructure Regulations 2010 (as amended). The collection of Mayoral CIL will help contribute towards the funding of Cross Rail. According to the Mayoral CIL charging schedule, the proposal would be liable to Mayor CIL at a rate of £35 per square metre.
- 10.2 S73 applications only trigger CIL on any additional floor space over a pre-CIL parent application. In this case, as no additional floor space is proposed the S73 planning application would not be liable to Mayoral CIL.

11.0 HUMAN RIGHTS

- 11.1 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.

12.0 EQUALITIES

- 12.1 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.

13.0 CONCLUSION

- 13.1 The proposal to extend the delivery hours of loading/unloading at Units 3, 4 and 5a, 550 White Hart Lane is considered not to cause any significant degree of noise impact upon adjacent properties within Devonshire Hill Lane, or prejudice existing road and parking conditions and road users using the adjacent public highway along White Hart Lane, whilst supporting and enhancing employment opportunities within a Locally Significant Industrial Site (LSIS) in meeting one of the Council's strategic aspirations of the area.

14.0 RECOMMENDATION

GRANT PERMISSION subject to conditions

Applicant's drawing No.(s) E10-090 A001, 10-152 A003 REV J, A004, A005, A006, A007, A008, B001 REV A, B002 REV B, B003, B004 REV A, B006 REV A, NTH/247/SK01 REV P5 & NTH/247/SK02 REV P1.

Subject to the following condition(s):

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 Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

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

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 new front boundary treatment, including landscaping, have been submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with such approved detail and prior to the occupation of the industrial units hereby approved.

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

4. Notwithstanding the details shown on drawing No A003 J details of a scheme of hard and soft landscaping including details of the front boundary treatment shall be submitted to and agreed in writing by the Local Planning Authority before the development hereby permitted, is commenced.

Reason: To ensure a satisfactory appearance to the development.

5. A detailed Waste Management Plan (WMP) (to include details for the disposal, processing, recycling and storage of waste for the units hereby approved, in addition to details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins and/or other refuse storage containers where applicable, together with a satisfactory point of collection, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building. The operations of each unit shall be carried out in accordance with the approved WMP in perpetuity unless minor variations are otherwise approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area.

6. Prior to the commencement of construction works on site full details of the all proposed external lighting have been submitted to and approved in writing by the Local Planning Authority. Details shall include appearance and technical details

and specifications, intensity, orientation and screening of lamps, siting and the means of construction and layout of cabling. Lighting is to be restricted to those areas where it is necessary with additional shielding to minimise obtrusive effects. The approved scheme is to be fully completed and shall be permanently maintained thereafter.

Reason: In the interest of design quality, residential amenity and public and highway safety.

7. Any noise generated by virtue of this development shall not cause an increase in the pre-existing background noise level or more than 5db (A) when measured and corrected in accordance with BS 4142:1967, as amended, titled 'Method of Rating Industrial Noise Affecting Mixed Residential & Industrial Areas'. In this context, the background level is construed as measuring the level of noise which is exceeded for 90% of the time.

Reason: In order to protect the amenities of nearby residential occupiers.

8. No deliveries to be loaded or unloaded in respect of units 1, 2a, 2b, 5b and 6 between the hours of 2100 and 0600 Monday to Saturday or after 1800 hours Saturday until 0600 hours the following Monday, and no deliveries shall be loaded or unloaded in respect of units 3, 4 & 5a after 1800 hours Saturday until 0400 hours the following Monday

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

9. There shall be no external storage of materials, or construction or placing of racks and bins or other storage containers outside the buildings on site without the prior written approval of the Local Planning Authority.

Reason: In order to safeguard the visual amenity of the area.

10. No additional floorspace other than as stated within the application shall be created inside the buildings approved without the prior written consent of the Local Planning Authority.

Reason: To ensure that the car parking provided meets the needs of the buildings approved and that traffic generation does not exceed the allocated capacity.

11. No satellite antenna, apparatus or plant of any sort (including structures or plant in connection with the use of telecommunication systems or any electronic communications apparatus) shall be erected on the roof of any building.

Reason: In order to safeguard the visual amenity of the area.

12. No external lighting shall be installed on the site without the prior written consent of the local Planning Authority.

Reason: In order to safeguard the visual amenity of the area.

13. Units 2a & 2b hereby permitted, as indicated on DWG: A012 shall be restricted to use classes B1 'Business' or B8 'Storage or Distribution' only as defined in the

Town and Country Planning (Use Classes) Order (as amended, or any Order revoking or re-enacting that Order) while the other units hereby permitted shall be used solely as specified in the application for classes B1, B2 and B8

Reason: In order to restrict the use of the premises to one compatible with the surrounding area and in interests of neighbouring residential amenity.

14. The designated Site Travel Plan Co-ordinator shall implement the measures as detailed in the Travel Plan submitted as part of the application.

Reason: To minimise the traffic impact of this development on the adjoining highway network and promote sustainable travel to and from the site.

15. Before the development hereby permitted is occupied the parking spaces shown on the approved plans shall be provided and shall not thereafter be used for any purpose other than the parking of vehicles in connection with the approved development.

Reason: To ensure that parking is provided in accordance with the Local Planning Authority's standards.

16. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include:

"The greatest reduction in surface water runoff rates that is practicably possible, with greenfield rates being the target.

"The maximisation of Sustainable Drainage Systems (SUDS) on site".

Reason: To minimise the risk of flooding, and to improve and protect water quality.

17. Prior to the commencement of development, details of energy efficient design and the potential for the use of renewable energy sources shall be submitted to and approved by the Local Planning Authority and shall be implemented prior to the commencement of the use hereby permitted and maintained thereafter for the life of the development.

Reason: To ensure the development incorporates energy efficiency measures including on-site renewable energy generation, in order to contribute to a reduction in carbon dioxide emissions generated by the development in line with national and local policy guidance.

18. Prior to the commencement of development in terms of any unit / building hereby approved, the developer shall provide a copy of the final Building Research Establishment (BRE) certificate confirming that the building design achieves a minimum BREEAM rating of Very Good. The BREEAM Post Construction Assessment shall be carried out on a sample of the development in accordance with an agreed methodology to ensure that the required minimum rating has been achieved.

Reason: In the interests of energy efficiency and sustainability.

19. 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.

20. No development shall take place until site investigation detailing previous and existing land uses, potential land contamination, risk estimation and remediation work if required have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.

Reason: In order for the Local Planning Authority to ensure the site is contamination free.

21. Prior to the commencement of the development a Construction Logistics Plan (CLP) should be submitted for the approval of the LPA. The CLP should show the routing of traffic around the immediate road network and reasonable endeavours ensure that freight and waste deliveries are timed to avoid the peak traffic hours.

Reason: To minimise vehicular conflict at this location.

Informatives:

a) Conditions

The applicant is advised that Condition Nos. 3 (Materials), 4 (Hard and Soft Landscaping), 5 (Waste Management), 6 (External Lighting), 16 (Surface Water Drainage), 17 (Energy Efficiency), 18 (BREAM rating), 20 (Site Investigation) and 21 (Construction Logistics Plan) pursuant to planning application HGY/2011/0814 have been previously discharged by the Council (ref. HGY/2011/2309 & HGY/2012/0082).

b) Thames Water

The issue of water supply within the site has been considered and in order to provide an adequate water supply for fire fighting, the London Fire Brigade (LFB) recommends the instillation of 2 Private Fire Hydrants in the position indicated in red on the enclosed map. The hydrants should be numbered P100119 and P109079 respectively.

c) London Fire Brigade

At the present time the London Fire Brigade has a policy of free annual inspections. If you would like your premises to be included in the test programme then please notify the London Fire Brigade, 169 Union Street, London SE1 0LL Tel 0208 555 1200.

d) Working with the applicant

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and

proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2011, the Haringey Local Plan 2013 and the saved policies of the Haringey Unitary Development Plan 2006 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.