PREMIER INN, STATION ROAD, TOTTENHAM HALE

Service and Delivery Plan incorporating Waste Management Plan prepared to discharge Conditions 5 and 18 of planning consent reference: HGY/2014/0498

Prepared on behalf of Whitbread Group Plc.

WHITBREAD

RLR/WHIT/13/1832/SDP01

July 2015

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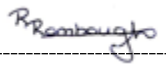
Author:	RLR		Date:	27/07/2015
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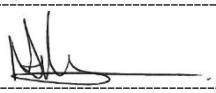
Approved by:	NDR		Date:	27/07/2015

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1 INTRODUCTION

1.1.1 RGP is instructed by Whitbread Group Plc. to prepare a Service and Delivery Plan (SDP) incorporating Waste Management Plan (WMP) in respect to the proposed 96 bedroom Premier Inn hotel and associated restaurant / bar (146sqm) at Station Road, Tottenham Hale, N17 9LR.

1.1.2 As background, planning consent for the proposals was granted by the London Borough of Haringey (LBH) in May 2014 (Reference: HGY/2014/0498). Condition 5 and 18 of the planning consent, attached hereto at **Appendix A**, read as follows:

"5. Prior to the occupation of the development hereby approved the applicant shall submit a SDP for the written approval of the Local Plan Authority. The SDP shall be implemented and permanently retained thereafter. Reason: To reduce congestion and mitigate any obstruction to the flow of traffic."

"18. Within 2 months of the commencement of construction works a detailed scheme for the provision of refuse and waste storage and recycling facilities shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter. Reason: In order to protect the amenities of the locality and to comply with Saved Policy US7 of the Haringey Unitary Development Plan 2006 and Policy 5.17 of the London Plan 2011."

1.1.3 This SDP incorporating WMP has therefore been produced to satisfy these conditions, identifying the requirements of the site to manage the transport impacts associated with the delivery of goods, refuse storage and waste collection needs of the proposed hotel.

1.1.4 A Transport Statement was prepared by Mayer Brown (January 2014) as part of the planning application which outlined the anticipated delivery and servicing requirements of a 96 bedroom hotel at this location.

1.1.5 RGP is retained as Whitbread's Highway Consultant and hence holds detailed information with regards to Whitbread's and, specifically, Premier Inn's service and delivery vehicle requirements. Full details regarding the hotel's delivery and servicing and refuse storage and collection arrangements are provided within this document, which are broadly consistent with the details contained within the approved Transport Statement.

1.1.6 Delivery and servicing requirements for all Premier Inn hotels throughout the UK are managed and coordinated by Whitbread's dedicated logistics supplier: Kuehne + Nagel, whilst Veolia are Whitbread's waste partner for all waste streams and manage refuse collection for all Premier Inn sites throughout the UK.



1.1.7 Since Premier Inn have circa 700 hotels nationwide, this requires extensive management to ensure that delivery vehicle movements are kept to a minimum. This in turn reduces excessive distance travelled and associated CO2 emissions. As a result of this extensive supply network, deliveries can be consolidated and delivery visits therefore reduced, enabling a single delivery vehicle to make a number of 'drops' to other Premier Inn hotels within the Greater London area.

1.1.8 Where appropriate, this document reproduces information contained in Whitbread's Waste and Recycling Plan which states that "Whitbread expect their waste to be collected in line with their Good Together Environmental Objective of Zero Waste to Landfil by 2017."

1.1.9 A SDP needs to be bespoke to both the organisation and the site it is developed for. It should aim to improve the efficiency of activities such as deliveries, collection, servicing trips and catering as appropriate to the organisation's activities.

1.1.10 A SDP can provide improvements to procurement practices, supplier management, environmental management procedures, facilities management and safe and legal loading arrangements.

1.1.11 Once in place a SDP will ensure:

(i) that goods and services can be delivered and waste removed, in a safe, efficient and environmentally-friendly way;

(ii) identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods;

(iii) help cut congestion and ease pressure on the environment;

(iv) improve the reliability of deliveries to the site concerned; and

(v) reduce the operating costs of building occupants and freight companies; and

(vi) reduce the impact of freight activity on local residents.

1.1.12 A SDP is therefore capable of providing benefits not just to the site occupier, but also to the local community and freight operator.

2 SITE DESCRIPTION AND LOCATION

2.1.1 The site plan originally appended to Mayer Brown's Transport Statement is included at **Appendix B** to illustrate the site's location in the context of the local highway network.

2.1.2 The development site is located to the north of Station Road, within the Tottenham Hale Gyratory. The Tottenham Hale Gyratory provides access to the A1055 Watermead Way (north) and A503 Ferry Road (south) which in turn connect to the A10, North Circular and M25, hence the site is well located for access from the strategic road network.

2.1.3 Pedestrian and service access would be provided from Station Road. The pedestrian access would be located in the centre of the site's frontage with separate delivery entrances in the south-east and south-west corners.

2.1.4 Station Road is two-way from the junction with Watermead Way to the site's southern boundary, facilitating access to the Tottenham Hale Retail Park. The remainder of Station Road is one-way, accessed from The Hale.

2.1.5 Parking and loading in the immediate vicinity of the site are restricted by the presence of yellow lines on both sides of the carriageway.

2.1.6 As a consequence of the site's excellent connectivity to public transport (within 200 metres of Tottenham Hale bus and rail station), no parking would be provided in association with the site, except 3 on-street disabled bays on Station Road.

2.1.7 A new loading bay would also be provided on-street, to the south-east of the site boundary on Station Road, from which the hotel and restaurant would be serviced. The plan attached at **Appendix C** indicates the proposed highway layout.



3 DELIVERY AND SERVICING ARRANGEMENTS

3.1.1 Whitbread, the hotel operator of the site typically use either a full 16.5 metre articulated vehicle, a 14.6 metre urban articulated vehicle or a 12 metre rigid vehicle, subject to the constraints of an individual site. Based on RGP's experience and details submitted with the planning application, the Tottenham Hale proposals are likely to generate an average of two service vehicles per day (4 two-way HGV movements). It is these movements which the SDP seeks to manage. **Figures 3.1** and **3.3** below provide a summary of the vehicle sizes and anticipated delivery types.

VEHICLE DETAILS				
VEHICLE TYPE	**LENGTH**	**WIDTH**	**HEIGHT**	**COMMENT**
~~Large articulated~~	~~16.5m~~	~~2.65m~~	~~4.2m~~	~~1st choice~~
~~Small articulated~~	~~14.6m~~	~~2.65m~~	~~4.2m~~	~~2nd choice~~
Rigid lorry, 26t & bin lorry	12.00m	2.65m	4.0m	3rd choice

Figure 3.1. Whitbread Vehicle Details Summary

3.1.2 As demonstrated on the swept path drawing attached hereto at **Appendix D**, the proposed site layout has been designed to accommodate a 12 metre rigid vehicle, this will be the largest vehicle permitted to service the site. **Figure 3.2** indicates the expected delivery schedule. Deliveries for both the hotel and restaurant will be coordinated to ensure they do not coincide, with a maximum of one delivery occurring at any one time.

WEEKLY DELIVERIES				
TYPE	**NO. VISITS**	**DURATION**	**TIMINGS**	**ACTIVITY**
Linen	7	30 mins	06.30 – 18.00	6 x 1.5 m^3 cages on wheels
Food	3	40 mins	06.30 – 18.00	1 x trolley with 1m x 1.2m pallet
Beer / Wine	1	45 mins	06.30 – 18.00	1 x trolley with 1m x 1.2m pallet
Refuse	3	20 mins	06.30 – 18.00	4 bins emptied per visit
Note: No deliveries on Sundays / Bank Holidays				

Figure 3.2. Whitbread Delivery Details Summary

3.1.3 The schedule shown in **Figure 3.2** provides further details of Whitbread's servicing requirements. Servicing would take place from a new on-street loading bay located to the southeast of the site's boundary on Station Road. Station Road is subject to a one-way arrangement, vehicles will therefore enter from The Hale and egress onto the A1055 Hale Road before travelling to another Whitbread site locally or re-joining the strategic highway.

3.1.4 As far as possible, deliveries would be undertaken during the day, outside of peak hours, when car parking demand and traffic flows on the local highway are generally reduced. This would lessen the impact on the site and also on the surrounding local road network.

3.1.5 The principle of on-street loading has previously been discussed and agreed with the LBH. Furthermore, the location of the loading bay to the east of the proposed building allows vehicles to pass unobstructed whilst deliveries are being undertaken.

3.1.6 The developer will follow the Traffic Regulation Order (TRO) procedure to ensure that the new loading bay is implemented prior to the hotel's opening and will be sufficiently controlled to make sure that deliveries by a 12 metre rigid HGV can be facilitated for up to 1 hour.

3.1.7 **Figure 3.3** below, provides an illustration of the goods vehicle loading only sign which will be displayed, detailing the restrictions.



Figure 3.3. Loading Bay Restrictions

4 WASTE COLLECTION PROCEDURES

4.1.1 The ground floor plan attached at **Appendix D** illustrates the location of the waste collection facilities to be provided on-site, while the detailed extract below (**Figure 3.3**) illustrates that 1 x general, 3 x mixed, 2 x food, 3 x glass bins will be provided in the north-west corner of the site.

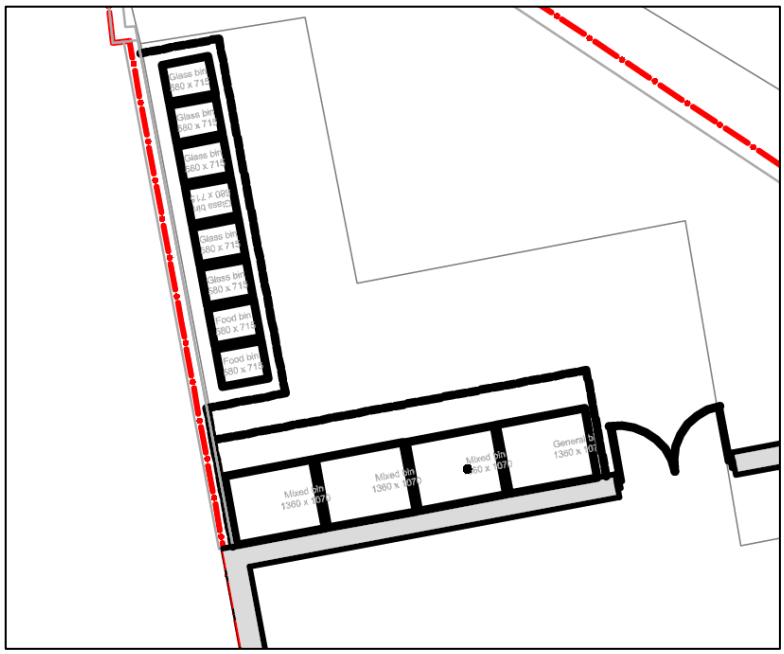


Figure 3.3. Refuge Storage Area

4.1.2 As previously noted, Whitbread expect their waste to be collected in line with their Good Together Environmental objective of Zero waste to Landfill by 2017 and thus waste is segregated at the point of collection into 4 waste streams (general waste, mixed recycling, food waste and glass). In addition, to keep Scope 3 emissions as low as possible, Whitbread will always try to provide more containers and collect less often where space permits. Typically, each Whitbread site has 3 refuse collections per week, with all bins emptied per visit.

4.1.3 Whitbread's waste partner, Veolia already collects in and around the local area so the collections for this site would not create any additional need for large vehicles to be operating in the area. Collections would avoid the peak periods on the highway network. In addition, with the Whitbread Good Night Guarantee in operation at all Premier Inn hotels, collections generally take place after 08:00 on each collection day. Whitbread will monitor the planned provision for waste on-site and where required will amend accordingly.

4.1.4 Furthermore, Whitbread's Waste and Recycling Plan provides additional details regarding the recycling/waste streams and the management of waste from Whitbread hotels.

4.1.5 **Figure 3.4** overleaf illustrates the typical information posters displayed at Whitbread sites to educate staff. To ensure that all Whitbread team members understand the recycling process at the site, Whitbread provide a bespoke colour coded container solution both internally and externally to the hotel. This has demonstrated an effective method of reducing contamination and thus eliminating the need to send a further vehicle to collect any waste that may have been inadvertently contaminated.

4.1.6 Regular communication with the site is provided to help with the education process, Whitbread also have an online educational tool called 'Say No to Landfill' which is mandatory for all employees to complete.



Figure 3.4. Extract from Whitbread's Waste and Recycling Plan

5 COACH STRATEGY

5.1.1 It is Whitbread's experience that coach party bookings are exceptionally infrequent, as Premier Inn does not welcome and rarely accepts coach party bookings for hotels in locations such as this. There is no incentive offered to coach operators, which further decreases the attractiveness. In Central London Premier Inn hotels over the last 2 years, only 3 hotels have accommodated coach party bookings, with these amounting to no more than 6 bookings at each location, as such this Premier Inn will not generate a need for coach parking.

5.1.2 Premier Inn would prevent coach party bookings from being made at this hotel, by way of their booking procedures. Staff would also be briefed on the coach parking arrangements so that they can advise any guests / potential guests of the situation.

5.1.3 In the event that a coach were to set down at the site, this could be accommodated temporarily within the new loading bay to be located on-street at Station Road.

5.1.4 If a coach were to arrive at the site the hotel management would be informed and where possible made aware of the anticipated arrival time to ensure minimum disruption. Through communication with the coach operator, the coach would be directed to drop off passengers, before travelling to a designated coach park.



6 DELIVERY MANAGEMENT MEASURES

6.1.1 All Whitbread deliveries are coordinated centrally by Whitbread's dedicated logistics partner, Kuehne + Nagel, to enable one delivery vehicle to serve several Whitbread hotels. The number and level of deliveries are constantly reviewed with the frequency and size of each delivery continually monitored to ensure that the minimum number of deliveries occur for each site and that the impact on the road network is minimised during peak traffic periods. There are many Whitbread hotels situated nearby and hence Whitbread are focused on coordinating deliveries to ensure that one service vehicle would visit a number of hotels as part of the same delivery route.

6.1.2 Whitbread operate circa 700 hotels and restaurants nationwide, which requires significant logistical management. The logistical operation employed by Whitbread, over its entire estate, ensures that the number of deliveries are managed to reduce mileage and CO_2 emissions. Deliveries are centrally coordinated, and through the use of centralised distribution centres the number of delivery visits are kept to a minimum by consolidating loads and optimising route planning.

6.1.3 Due to the limited servicing space at the Tottenham Hale site, vehicle movements will be coordinated by way of Whitbread's management system to make sure no more than one vehicle is at the site at any given time. This also ensures that other non-regular deliveries, couriers, for example, can be accommodated if required.

6.1.4 A delivery schedule will be prepared in order to ensure that deliveries / refuse collection do not overlap. Linen collection / delivery will occur daily with food, beer and refuse deliveries staggered and alternated throughout the week.

6.1.5 Furthermore, each Whitbread vehicle aims to achieve the lowest possible emissions, with Whitbread committed to operate below current emission standards with many of the vehicles operating at Euro 5 standards, and all new vehicles to the fleet being of this standard.

6.1.6 In addition, Whitbread are in the process of applying to the Freight Operator Recognition Scheme (FORS) operated by TfL. This is a free industry-led membership scheme providing a quality and performance benchmark for the freight industry and forms part of the wider London Freight Plan.

6.1.7 The General Manager for the site will be responsible for monitoring delivery vehicle movements and ensuring compliance with this SDP, liaising with Central Whitbread Management, Kuehne + Nagel and Veolia, as appropriate.

6.1.8 Supplementary information on how Whitbread are driving down emissions through investment in vehicles, drivers and infrastructure as well as innovation is provided in the article attached at **Appendix F**.

7 SUMMARY AND CONCLUSIONS

7.1.1 This Service and Delivery Plan sets out a number of clearly defined procedures relating to servicing and delivery.

7.1.2 The report demonstrates that:

- deliveries and refuse collection can take place using the loading bay on Station Road, without causing undue obstruction or harm to other road users / pedestrians;
- appropriate refuse storage facilities will be provided on site;
- deliveries and waste collection will be undertaken in a coordinated manner;
- Whitbread are committed to implementing a number of measures to ensure that the impact of deliveries and servicing is minimised;
- Whitbread have measures in place to ensure that employees are fully aware of the refuse / recycling processes; and
- in the unlikely event of a coach arrival, this could be accommodated within the delivery bay on Station Road.

7.1.3 It is considered that the delivery and servicing / refuse arrangements as outlined are acceptable in highway terms and should therefore be approved by the London Borough of Haringey.



APPENDICIES



APPENDIX A

Mr Richard Anderson
Stride Treglown
3 Cowcross Street
London
SE1 7BU

On behalf of
Property Stack Ltd
C/O Agent

Planning Application Reference No. **HGY/2014/0498**

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1995 (AS AMENDED)

NOTICE OF PLANNING PERMISSION

Location: **Image House, Station Road N17**

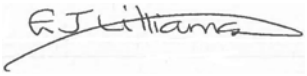
Proposal: **A 96 bed hotel (Class C1) including a 146sqm restaurant/bar, 3 disabled car parking spaces and 6 dedicated cycle spaces**

In pursuance of their powers under the above Act, the London Borough of Haringey as Local Planning Authority hereby **PERMIT** the above development in accordance with the application dated 24/02/2014 and drawing number(s): L01A, L02A, A01A, A02A, A03A, A04A, SK100A, SK101B, SK102A, SK103A, SK104A, SK105A, SK106A an SK107A and documents named

Design & Access Statement (incorporating Crime Prevention Statement) 20th January 2014, Transport Statement January 2014, Energy Statement 31 January 2014, Sustainability Statement 31 January 2014, Flood Risk Assessment January 2014, Acoustic Report 1469/EAR/R1-A 31st January 2014, Statement of Community Involvement February 2013, Planning and Regeneration Statement 31st January 2014, Daylight and Sunlight Study 31 January 2014 and Archaeological Desk-Based Assessment January 2014

SEE SCHEDULE OF CONDITIONS ATTACHED

13/05/2014



Emma Williamson
Head of Development Management
Planning Service

NOTE: 1. Attention is particularly drawn to the schedule AP1 attached to the notice which sets out the rights of Applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations 1991, any byelaws or any enactment other than the Town and Country Planning Act 1990.

Director of Regeneration, Planning & Development **Lyn Garner**

HGY/2014/0498

The following conditions have been applied to this consent and these conditions must be complied with:

IMPLEMENTATION

1. The development hereby authorised must be begun not later than the expiration of three 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 and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

DRAWINGS

2. The development hereby permitted shall only be built in accordance with the following approved plans:

L01 A, L02 A, A01 A, A02 A, A03 A, A04 A, SK100 A, SK101 B, SK102 A, SK103 A, SK104 A, SK105 A, SK106 A, SK107 A

Reason: To avoid doubt and in the interests of good planning.

SAMPLES OF MATERIALS

3. Samples of materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any construction is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy 7.6 of the London Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

4. The applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 2 months (two months) prior to construction work commencing on site. The Plans should provide details on how construction work (inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on the Station Road and the roads surrounding the site is minimised. During the construction/ refurbishment of the building, no construction vehicles shall load/ unload/ wait/ pick up/ drop off away from the TLRN (The Hale and Ferry Lane) at any time. Vehicles movements should be carefully planned and co-ordinated to take place outside the AM and PM peak hours where possible.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic.

SERVICE AND DELIVERY PLAN

5. Prior to the occupation of the development herby approved the applicant shall submit a service and delivery plan (SDP) for the written approval of the Local Plan Authority. The SDP shall be implemented and permanently retained thereafter.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic.

CYCLING PROVISION

6. The development shall not be occupied until the cycle parking spaces for users of the development, have been installed in accordance with Drawing SK 101 A. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with Policies 6.1 and 6.9 of the London Plan 2011 and Policy SP7 of the Haringey Local Plan 2013.
CROSSOVER

7. The necessary works to remove the existing crossover and reconstruct the footways will be carried out by the Council at the applicant's expense once all the necessary internal site works have been completed.

Reason: To ensure that the proposed development will not impact on pedestrian's amenity.

CONSTRUCTION AND ENVIRONMENTAL MANAGEMENT PLAN

8. No development shall be commenced unless a construction and environmental management plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of how noise, vibration, air and water pollution, among other impacts on amenity shall be minimised. The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to ensure the efficient use of resources and reduce the impact of the proposed

CONSIDERATE CONSTRUCTORS

9. No development shall be carried out until such time as the person carrying out the work is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason: In the interests of residential amenity.

ENERGY STATEMENT

10. The development hereby permitted shall be built in accordance with the energy and sustainability statements and the energy provision shall be thereafter retained in perpetuity, no alterations to the energy or sustainability measures shall be carried out without the prior approval, in writing, of the Local Planning Authority.

Reason: To ensure that a proportion of the energy requirement of the development is produced by on-site renewable energy sources to comply with Policy 5.7 of the London Plan 2011 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

FUTURE PROOFING

11. Prior to commencement of the development, full details of the single plant room/energy centre, CHP and Boiler specifications, thermal store, communal network and future proofing measures, including details of the safeguarded connection between the plant room and property boundary, should be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the completed development is future proofed to enable connection to an area wide decentralised energy network to comply with Policies 5.5 and 5.6 of the London Plan 2011 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

BREEAM

12. No later than 3 months from the date of completion of the development herby approved a certificate which certifies that a BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating very good has been achieved for this development shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan 2011 and Policies SP0 and SP4 the Haringey Local Plan 2013.

PILING METHOD STATEMENT

13. The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- provide details on all structures
- accommodate the location of the existing London Underground structures and tunnels
- accommodate ground movement arising from the construction thereof
- and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

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

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2011 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

FLOOD RISK MANAGEMENT PLAN

14. Prior to the occupation of the development hereby permitted, a Flood Risk Management Plan (FRMP) shall be submitted to and approved in writing by the Planning Authority. The FRMP shall include details of how the design will incorporate elements of resilience to prevent water ingress, protection of key building services (electricity and heating), safe evacuation methods, assembly point, arrangements to relocate guests without recourse to local authority support and an agreed monitoring programme. Thereafter the FRMP shall be implemented.

Reason: To ensure that adequate evacuation arrangements are in place at times of flood in the interests of public safety and to comply with Paragraph 103 of the NPPF and Local Plan SP5.

SUSTAINABLE DRAINAGE

15. Prior to the commencement of construction works a scheme of surface water drainage works including an appropriate maintenance regime shall be submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme shall be constructed in accordance with the approved details and thereafter retained.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

ARCHAEOLOGY

16. A) No development shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.
B) No development or demolition shall take place other that in accordance with the
Written Scheme of Investigation approved under Part (A).
C) The site investigation and post investigation assessment shall be completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition in accordance with a timetable to be submitted to and approved by the Local Planning Authority.

Reason: Heritage assets of archaeological interest are expected to survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results.

SITE WASTE MANAGEMENT PLAN

17. No development shall take place until a Site Waste Management Plan, confirming how demolition and construction waste will be recovered and re-used on the site or at other sites, has been submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be implemented in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

REFUSE & WASTE STORAGE

18. Within 2 month of the commencement of construction works a detailed scheme for the provision of refuse and waste storage and recycling facilities shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Saved Policy UD7 of the Haringey Unitary Development Plan 2006 and Policy 5.17 of the London Plan 2011.

THAMES WATER

19. Prior to the commencement of construction of the development herby approved an impact study of the existing water supply infrastructure shall be submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand

COMBUSTION AND ENERGY PLANT

20. Prior to installation of the Combined Heat and Power unit and water heaters, details of the NOx emissions should be submitted to an approved in writing by the Local Planning Authority. All gas fired plant shall be low NOx technology in order to reduce such emissions unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent an increase in local problems of air quality within an Air Quality Management Areas (AQMAs) as required by The London Plan Policies 5.3 and 7.14.

21. Prior to the occupation of the development herby approved an impact study of the existing water supply infrastructure shall be submitted to, and approved in writing by, the local planning authority (in consultation

with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand
Informative(s)

INFORMATIVE: Naming & Numbering

The new development will require naming/numbering. The applicant should contact the Transportation Group (tel. 020 8489 1000) at least six weeks before the development is occupied to arrange for the allocation of a suitable address.

INFORMATIVE: Hours of Construction Work

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-
8.00am - 6.00pm Monday to Friday
8.00am - 1.00pm Saturday and not at all on Sundays and Bank Holidays.

INFORMATIVE: CIL

The applicant is advised that the proposal will be liable for the Mayor of London's CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £60,445 (1727 sq. m x £35. This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: London Underground

The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation; construction methods; security; boundary treatment; safety barriers; landscaping and lighting.

INFORMATIVE: London Underground

The applicant is advised that the site is situated above London Underground Victoria line tunnel; therefore London Underground (LUL) should be consulted with the actual construction proposal prior to construction commences on site. This ensures no LUL asset would be compromised.

INFORMATIVE: Waste Water

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. Connections are not permitted for the removal of groundwater. 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. Reason ? to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

INFORMATIVE: Asbestos Survey

Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

INFORMATIVE: Food and Hygiene

The applicant is advised to contact The Council's Environmental Health Food and Hygiene regarding registration, kitchen layout & construction and extract ventilation.

INFORMATIVE: Crossover

In respect of condition 7 the applicant should telephone 020-8489 1316 to obtain a cost estimate and to arrange for the works to be carried out before works commences on site.

INFORMATIVE: District heating

In respect of condition 11 the applicant is advised to consult the Greater London Authorities District Heating Manual for London.

INFORMATIVE: Archaeology

In respect of condition 17, written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs.

INFORMATIVE: Watching Brief

A watching brief involves the proactive engagement with the development groundworks to permit investigation and recording of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive.

INFORMATIVE: Travel Plan

The applicant is advised that their travel plan should be developed in accordance with latest TfL's guidance for travel planning.

INFORMATIVE: Construction Charter

The Applicant is informed that the Council places great emphasis on highway safety and would expect HGV drivers associated with the construction and operation of this development to undertaken relevant highway awareness training with high regard to the safety of cyclists.

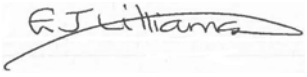
INFROMATIVE: Employment

The Applicant is strongly encouraged to ensure that employment opportunities, both during construction phase and the operating of the hotel, be prioritised for and targeted at the local community of the London Borough of Haringey.

INFORMATIVE:

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.

13/05/2014



Emma Williamson
Head of Development Management
Planning Service

APPEALS TO THE SECRETARY OF STATE
TOWN AND COUNTRY PLANNING ACT 1990

Notes for guidance about appeal procedures in England.

- If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State for the Environment under Section 78 of the Town & Country Planning Act 1990.

- If you want to appeal then you must do so within six months from the date of the local planning authority's decision against which you are appealing or if the decision relates to the same or substantially the same land and development as is already the subject of an enforcement notice you must appeal within 28 days of the date of this notice. If an enforcement notice is subsequently served then you have 28 days from the date of the enforcement notice or 6 months of this decision whichever period expires earlier, using a form which you can get from:-

  The Planning Inspectorate
  Temple Quay House
  2 The Square
  Temple Quay
  Bristol
  BS1 6PN

  Tel: 0117 372 6372 Fax: 0117 372 8782

  www.planning-inspectorate.gov.uk

- The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this unless there are special circumstances which excuse the delay in giving notice of appeal.

- The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions it imposed, having regard to the statutory requirements, to the provision of the development order and to any directions given under the order.

- In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based its decision on a direction given by him.

Purchase Notices

- If either the local planning authority or the Secretary of State for the Environment refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to reasonably beneficial use in its existing state nor can he render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

- In these circumstances, the owner may serve a purchase notice on the London Borough Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

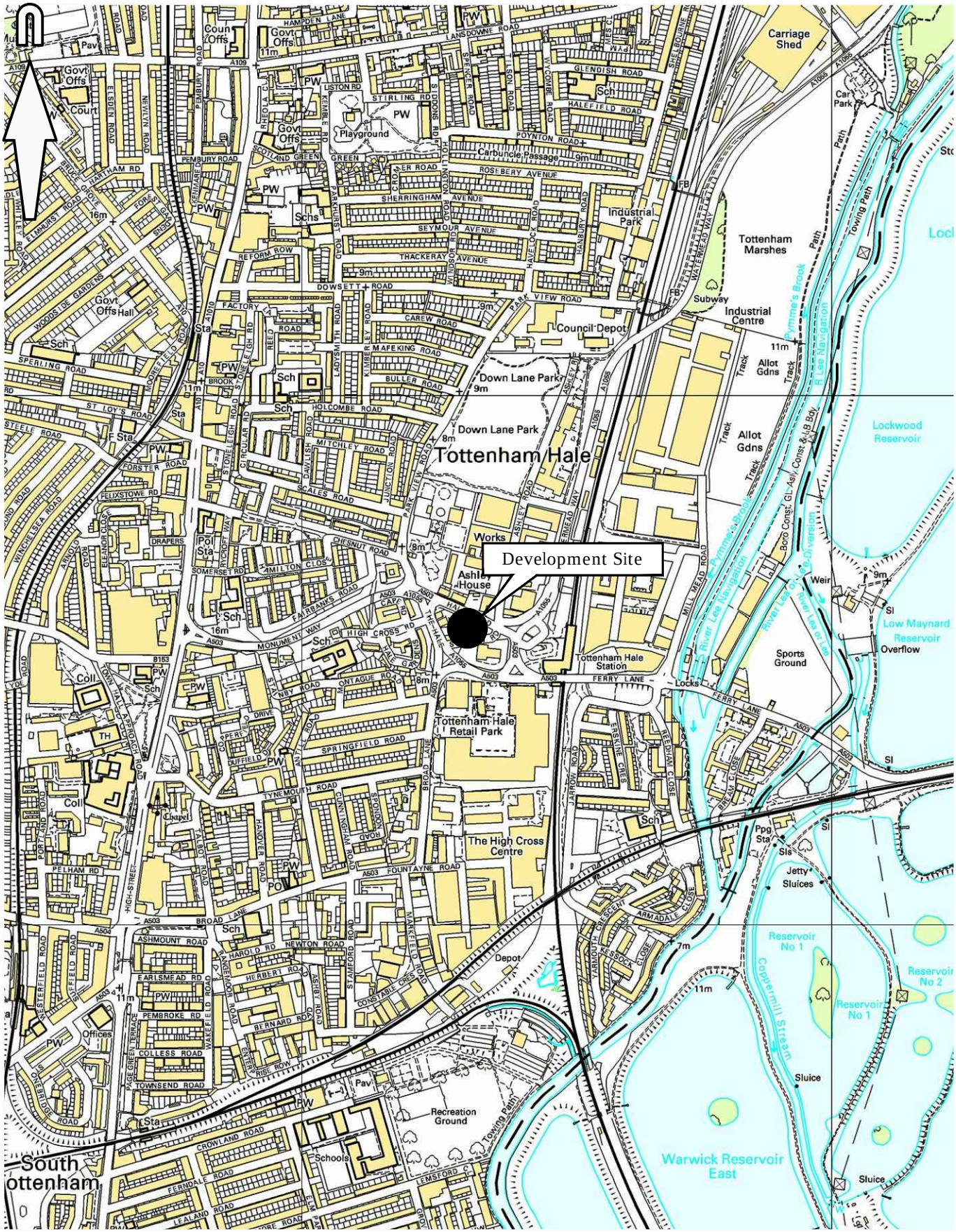
Compensation

- In certain circumstances compensation may be claimed from the local planning authority if permission is refused or granted subject to conditions by the Secretary of State on an appeal or on reference of the application to him.

- These circumstances are set out in Parts IV and V and related provisions of the Town and Country Planning Act 1990.



APPENDIX B



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Site in Relation to the Local Highway Network

Scale 1:10 000

Figure 1.2



APPENDIX C

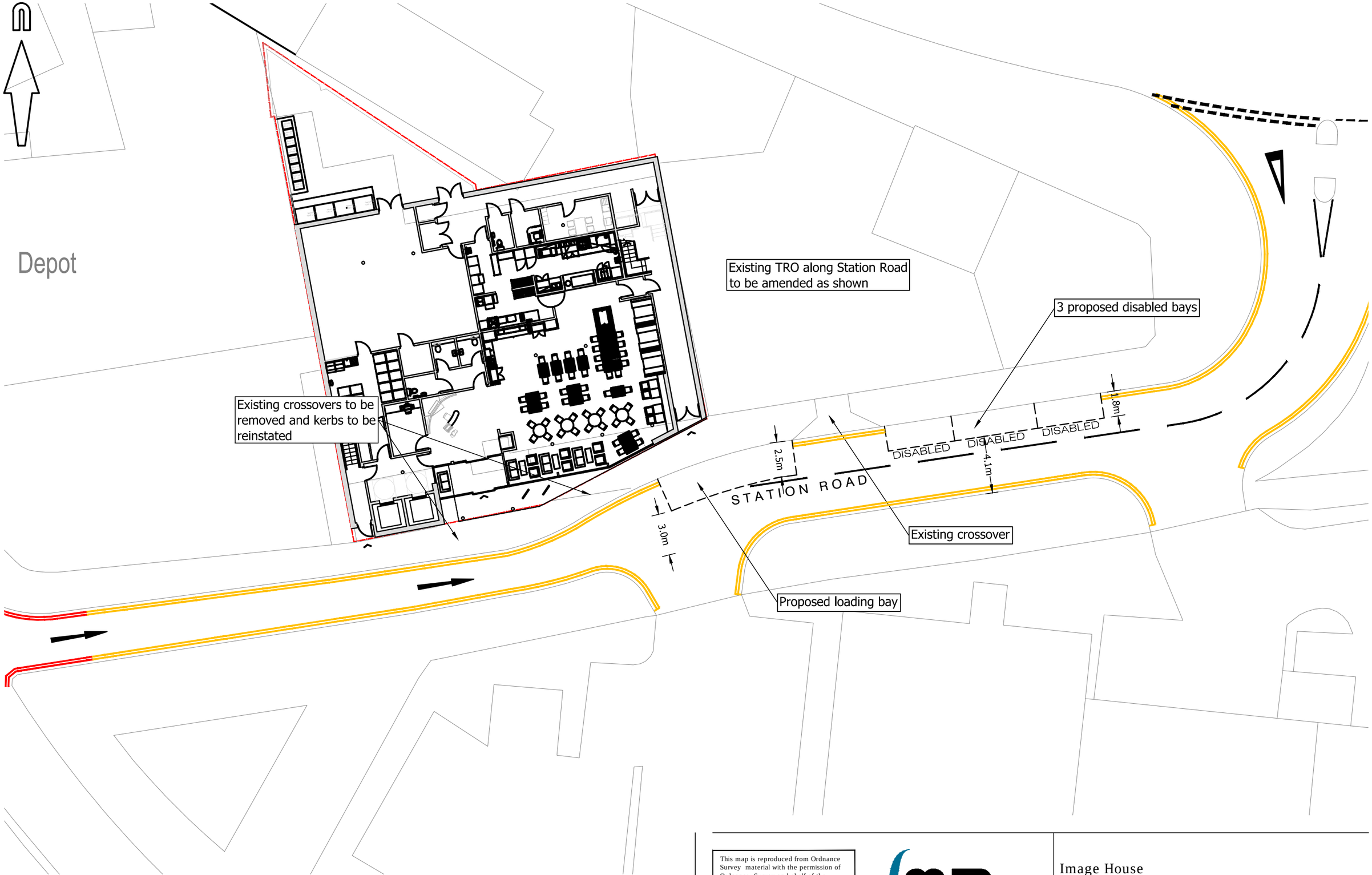

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Image House
Proposed Highway Layout

Scale 1:250@A3

Figure 3.1



APPENDIX D

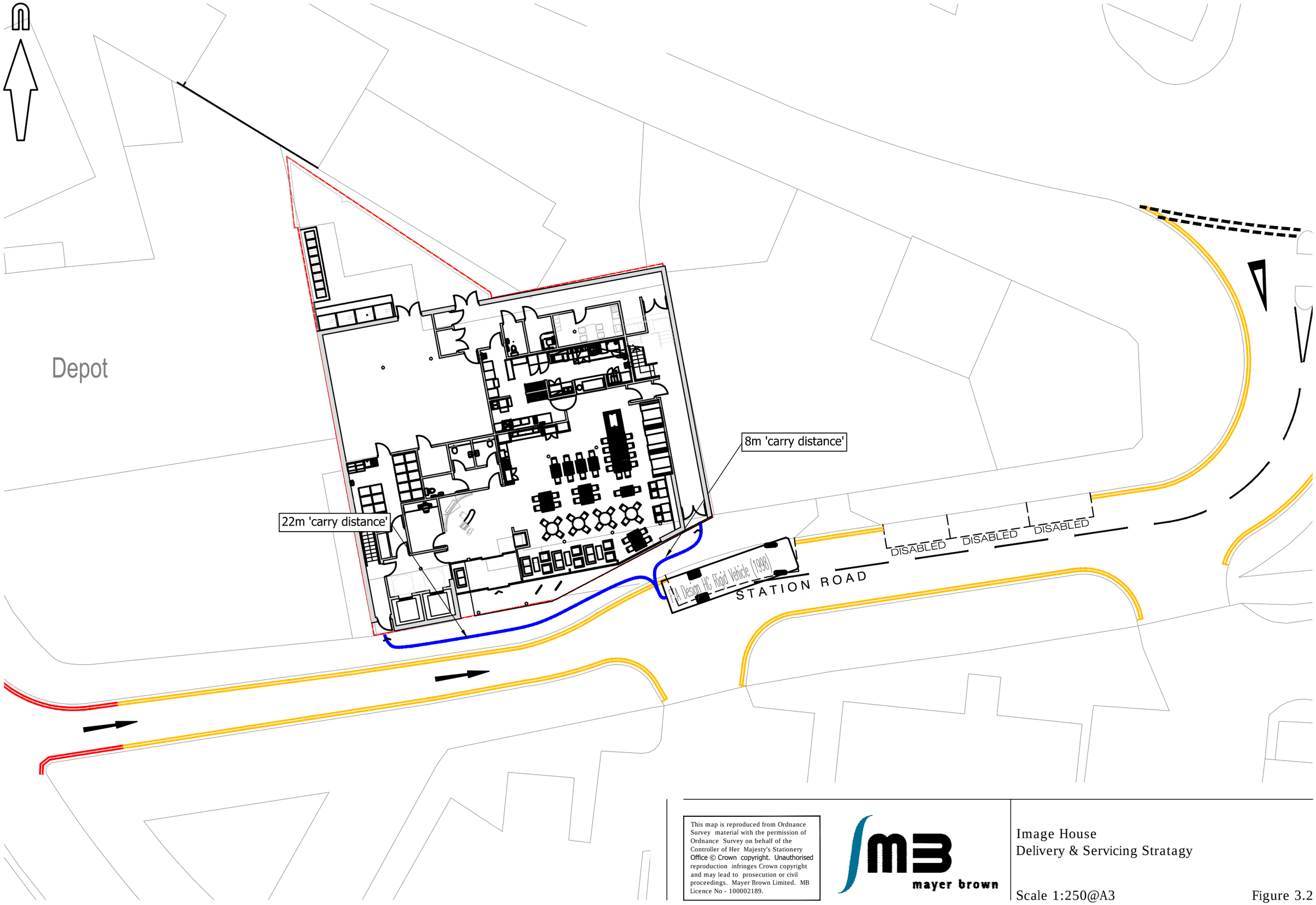

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Image House
Delivery & Servicing Stratagy

Scale 1:250@A3

Figure 3.2



APPENDIX E



Legend

0m 1m 2m 3m 4m 5m

Ground Floor Plan 1:100@A1

1. Standard Bedroom
2. Restaurant
3. Team Room
4. Service Corridor
5. Escape Stair
6. Roof Top Plant
7. UA Interconnecting Room
8. Linen
9. Plant Room
10. Linen Room
11. Stair
12. Riser/Plant
13. Entrance
14. Reception
15. Lifts
16. Office
17. Communications
18. Toilets
19. Kitchen
20. Staff Accessible WC
21. Staff Shower/Changing Room
22. Bottle Store
23. Wine/Spirits Store
24. Ext. Cycle Parking (4 Spaces)
25. Int. Cycle Parking (2 Spaces)
26. Bins/Recycling

TOTTENHAM HALE
PREMIER INN MODEL
GROUND FLOOR PLAN

4183 SK 101 A

SCALE 1:100@A1 or 1:200@A3

©KKA2013



APPENDIX F

WHITBREAD

HOW WE'RE DRIVING DOWN EMISSIONS

INVESTING IN VEHICLES

In the past three years, we have been investing in double decked trailers, meaning that we can carry more stock in any one journey, which has reduced our annual life for like trunking mileage by 19%.

We now have 16 dual fuel vehicles which represents 80% of our Kuehne + Nagel fleet. These vehicles use a blend of liquefied natural gas (LNG) and bio methane 60/63% of the time and traditional diesel only 37/40% of the time. We expect to save around 16-20% of the CO_2 emissions per vehicle, achieving 80% greater air quality against a 100% diesel run engine.

We're also working on the aerodynamics of vehicles and have fitted roof mounted auto-ignition adjustable wind deflectors onto the cabs. This reduces the drag and increases efficiency by 3% against a fixed height deflector. Additionally, we work with our commercial vehicle bodybuilding partner Solomon on the body designs, with their latest "Slipstream" body, delivering more than 5% fuel savings

We have fitted front and rear vehicle cameras, which include a G-force sensor for impact (these have already paid for themselves in disputed insurance claims), are currently trialling 'cycle aware' internal and external alarms when a cyclist comes up the inside of the truck and "Jimmybeam" down lighting along the length of the vehicle to increase driver visibility at night when checking the wing mirrors.

We are rolling out a new 'silent night' delivery capability with hush kits on the tail lifts, quite fridge motors and directional audible reversing alerts, which will all contribute to a significant reduction in noise emissions.

INVESTING IN DRIVERS

Every time a driver goes out on a round, our telematics system records the environmental performance of the drive. This monitors and scores the driver in terms of harsh braking, excessive acceleration and idling, use of cruise control and vehicle over-revving. At the end of their shift, drivers then have a debrief to reveal their scores and this type of constant feedback ensures they operate as efficiently as possible and is demonstrably changing driving styles.

INVESTING IN INFRASTRUCTURE

Together with Keuhne + Nagel, we have converted a distribution centre at Trafford Park, Manchester into a 165,000 sq. ft. multi-temperature multi-user warehousing two years ahead of schedule. This centre focuses on the foodservice sector, which we will use to service the north of the UK, while existing operations at Wellingborough will service the south. As a result, we are reducing transport costs and environmental impact with the removal of the majority of bulk trunk vehicle movements between the north and south, and re-planning of the radial route network.

Costa Express work with Howard Tenens to roll out and maintain their 4000+ machines across the UK. With 85% of the Howard Tenens heavy goods fleet running on dual fuel, it is helping deliver significant carbon savings. They have also invested in three national grid connected refuelling stations (at Boston, Swindon and South Ockendon) as well as a stand-alone bio methane tank at Andover. The bio-methane is produced by a miniature anaerobic digestion plant, which uses organic waste from Howard Tenen's customers, including Costa. This gas is then captured, cleansed and used to run the vehicles.

INNOVATING

At Whitbread, we're continually looking at ways to innovate. In 2014, we launched our first electric vehicle at Quiet Cities, the first global summit dedicated to quieter deliveries in urban environments. The truck is based at our Greenford depot and services Central and North London. It operates seven days a week on double shifts and supplies both Costa and Premier Inn sites in the Capital. Paneltex, the manufacturers of these trucks, have calculated that it will save up to £12,700 and 21 tonnes of CO2 a year.

It has been very well received by drivers and we are looking to increase the number in our fleet as we identify further potential electric vehicle routes.

Other innovations include the potential of Cryogenic transport refrigeration systems using liquid CO2, which would initially be used in the trailers, with a view to rolling out across the fleet.

