

**From:** Planning Support  
**Subject:** FW: Re: Discharge of Condition Planning Application HGY/2023/1376 at (SDP) Sites, Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, London, N17.

**Sent:** Friday, June 9, 2023 11:56 AM

**Subject:** Re: Discharge of Condition Planning Application HGY/2023/1376 at (SDP) Sites, Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, London, N17.

Dear Martin

**Re: Discharge of Condition Planning Application HGY/2023/1376 at (SDP) Sites, Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, London, N17.**

Thanks for contacting the Carbon Management Team (Pollution) regarding the discharge of condition 16 (Back-up Diesel Generators - Details of EU Stage V Emission Standards Compliance - LBH Environmental Health) in relation to Plot C (Welbourne site) of the Tottenham Hale Centre planning permission HGY/2018/2223 dated 27 March 2019 and I will like to comment as follows.

Having consider the applicant submitted generator supportive information comprising the cover letter and the Diesel Generator Planning Conditions Note prepared by Quinn Ross Consultant Ltd dated 18<sup>th</sup> May 2023, **please be advised that, we are not satisfied with the discharge of the attached condition 16 (Back-up Diesel Generators - Details of EU Stage V Emission Standards Compliance - LBH Environmental Health) in relation to Plot C (Welbourne site) of the Tottenham Hale Centre planning application HGY/2018/2223 for the following reasons.**

- a. As advised in the previous application for similar condition at the other plots refused, the condition can only be discharge once the other relevant information as regards its fuel specification, flues height and it's hours of operation has been submitted though the applicant made reference to a couple of those issues in passing without much details in the submitted Diesel Generator Planning Conditions Note. **That aside, the pollution department never agreed to the discharge of the condition for Plot A, D and E as submitted in our recommendation at the time.**
- b. Secondly, the diesel generator will need to meet the Stage V emission limits of its engine category as the applicant was not seem to be in a position to confirm whether the proposed diesel generator will comply with this standard or not as submitted in Page 2 of the report.
- c. The applicant seem to be referring to 2 different model of diesel generator i.e. TJ 303DW5C and P126T1 for the discharge of both conditions 16 & 17 rather than one as the condition was written with the installation of a single specific diesel generator to achieve both ends.
- d. Therefore, applicant will need to provide evidence of the above compliances whilst;
- e. We also need to see how the generators shall be operated with a minimal noise impacts as stated in the supportive information.

**Here is the full condition recommend by the pollution team.**

**Full condition 16 (Back-up Diesel Generators - Details of EU Stage V Emission Standards Compliance - LBH Environmental Health)**

- Generators shall be used solely on brief intermittent and exceptional occasions when required in response to an emergency and for the testing as necessary to meet that purpose and shall not be used at any other time. At all times the generators shall be operated to minimise noise impacts and emissions of air pollutants and a log of operational hours shall be maintained and be available for inspection by the Local Planning Authority.
- The emergency back-up diesel generators installed for use on the site shall comply with the EU Stage V Emission Standards for Generator Set Engines. Evidence of compliance shall be provided to the LPA for approval prior to installation.

- The diesel generators shall run on ultra-low sulphur diesel (ULSD) meeting the fuel specification within EN590:2004.
- Unless otherwise agreed in writing by the Local planning authority all combustion flues must terminate at least 1 m above the highest roof in the development in order to ensure maximum dispersion of pollutants.

Whilst we understand some of the criteria mentioned in (a) above has been condition in other planning conditions recommend for the site, this team recommend a single unified condition in the first place in order to circumvent any problem this will create if not done in tandem.

I hope the above clarify our position on the submitted application? Otherwise, feel free to contact us should you have any other query in respect of the application quoting M3 reference number WK/569134.

Yours sincerely

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