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## **SERVICING AND WASTE MANAGEMENT STATEMENT**

**First Floor, 3-7 West Green Road, Tottenham, London, N15 5BX**

**Planning Application Reference: HGY/2026/0917**

### **1.0 Introduction**

1.1 This Servicing and Waste Management Statement has been prepared in support of planning application reference HGY/2026/0917 at First Floor Flat, 3-7 West Green Road, Tottenham, London, N15 5BX.

1.2 The application seeks planning permission for the change of use of the existing first-floor residential accommodation from Class C3 residential use to four small office/artist studio units within Class E, together with the installation of an awning to the first-floor rear elevation and associated access improvements.

1.3 This statement explains how the proposed units would be serviced and how refuse and recycling would be managed. The proposal is small-scale in nature and would not generate the level of servicing, delivery or waste activity normally associated with retail, food and drink, industrial or other more intensive commercial uses.

### **2.0 Nature of the Proposed Use**

2.1 The proposed units are intended to operate as small office/artist studio/creative workspace units. The submitted layout provides four modest self-contained workspace units at first-floor level, each with associated support facilities.

2.2 The intended use would be low-intensity and would primarily involve individual occupiers working within the units. The premises would not operate as a general retail shop, restaurant, café, takeaway, gym, medical premises, day nursery or other higher-footfall Class E use.

2.3 The applicant would be willing to accept a suitably worded planning condition restricting the use to office, artist studio or creative workspace purposes only, if the Council considers this necessary to control the nature and intensity of the use.

### **3.0 Servicing Arrangements**

3.1 Access to the proposed first-floor units would be taken from Suffield Road via the existing side access arrangement. This access would be upgraded as part of the wider

improvement of the premises, including the provision of a secure gate with fob/video intercom access.

3.2 Servicing requirements would be limited. The expected servicing activity would mainly comprise normal post, small courier deliveries, occasional deliveries of office/studio materials, and occasional maintenance visits. The use would not require regular large deliveries, pallet deliveries, heavy goods vehicles or frequent loading/unloading activity.

3.3 Any deliveries would be undertaken using normal courier vans or small vehicles. Larger or less frequent deliveries, where required, would be arranged by appointment and managed by the occupiers to avoid obstruction to the highway, neighbouring premises or the adjoining market access.

3.4 Servicing would take place using existing lawful kerbside arrangements in the surrounding area, including available loading/pay-and-display opportunities on Suffield Road and West Green Road where appropriate. No new vehicle access, off-street parking or dedicated loading bay is proposed or required for the scale and nature of the development.

3.5 The proposed use would not materially alter traffic or servicing conditions in the surrounding area. The first-floor studio/office units would generate a low level of servicing activity, significantly below that associated with more intensive commercial uses.

#### **4.0 Waste and Recycling Management**

4.1 Waste generation from the proposed units would be limited and would mainly consist of ordinary office/studio waste, including paper, cardboard, packaging, dry recyclables and a small amount of general residual waste.

4.2 No food preparation use, takeaway use, restaurant/café use, industrial process or hazardous activity is proposed. The development would therefore not generate commercial kitchen waste, trade effluent, hazardous waste or other specialist waste streams.

4.3 Each unit would be provided with internal waste and recycling storage. Occupiers would be required to separate recyclable material from general waste at source.

4.4 Waste and recycling would be managed through appropriate commercial waste collection arrangements, either through the Council's commercial waste service or a licensed commercial waste contractor. The final collection arrangement would be confirmed by the occupiers prior to occupation.

4.5 Waste would not be stored permanently on the public highway. Refuse and recycling would be retained internally within the premises and only presented for collection at the appropriate collection time, in accordance with the requirements of the relevant waste collection provider.

4.6 The applicant would be willing to accept a planning condition requiring details of final commercial waste collection arrangements to be submitted to and approved by the Council prior to occupation, if considered necessary.

## **5.0 Management Responsibilities**

5.1 The applicant/landlord would retain overall responsibility for ensuring that the occupiers are aware of the servicing and waste management arrangements.

5.2 Future occupiers would be required to manage deliveries responsibly, avoid obstruction to Suffield Road and West Green Road, and ensure that waste is stored and presented only in accordance with the agreed commercial waste collection arrangements.

5.3 The upgraded Suffield Road access, including secure gate and video intercom/fob access, would improve management and security of the premises when compared with the existing poor-quality access arrangement.

## **6.0 Conclusion**

6.1 The proposed office/artist studio use would have limited servicing and waste requirements due to the modest scale and low-intensity nature of the proposed units.

6.2 Servicing would be limited to normal postal, courier and occasional studio/office-related deliveries, using existing lawful kerbside arrangements. No regular HGV deliveries, large-scale loading activity or intensive servicing pattern would arise.

6.3 Waste generation would be modest and would be managed through internal storage and appropriate commercial waste collection arrangements. Waste would not be stored permanently on the public highway and would only be presented for collection at the correct times.

6.4 The proposed arrangements are therefore considered suitable for the scale and nature of the development and would avoid unacceptable impacts on highway safety, neighbouring occupiers, the public realm or the operation of the adjoining commercial premises.