

Our Ref: KG/EP/R01174

PP Ref: PP-14954319

LB Haringey Council,
River Park House,
225 High Road,
London,
N22 8HQ

Submitted Electronically via Planning Portal

21st July 2026

Dear Sir / Madam,

APPLICATION TO DISCHARGE DETAILS PURSUANT TO CONDITION 8 (SDMP), CONDITION 9 (CYCLE PARKING), CONDITION 10 (CAR PARKING MANAGEMENT PLAN), AND CONDITION 11 (CEMP) ATTACHED TO PERMISSION HGY/2025/3108

38-40 LAWRENCE ROAD, LONDON, N15 4EG

On behalf of South Tottenham Prop Co Limited ('the Applicant'), I hereby enclose an application seeking approval of details of Planning Condition 8 (SDMP), Condition 9 (Cycle Parking), Condition 10 (Car Parking Management Plan), and Condition 11 (CEMP) attached to planning permission HGY/2025/3108 ("the Permission") dated 21st July 2026.

Background

Planning permission HGY/2025/3108 granted consent for the following development:

"Alterations and 7-storey extension (facing Lawrence Road) to existing building to provide new self-storage facility (Use Class B8), new flexible workspace / incubator units and other works ancillary to the development."

Approval of Details

Condition 8: Service Delivery and Management Plan

Condition 8 attached to the Permission states the following:

"No development (except demolition) shall commence until a Servicing and Delivery and Waste Management Plan to ensure that servicing and deliveries and waste management activity can be

undertaken in a safe and effective manner, has been submitted to, and approved in writing by, the Local Planning Authority.

The use shall thereafter be implemented in accordance with the approved Servicing and Delivery Plan and Waste Management Plan for the lifetime of the development. The plan shall include the following:

- *The contact details of a suitably qualified co-ordinator;*
- *How vehicle arrivals, departures, parking, stopping and waiting will be controlled to minimise any impact on the highway.*
- *Details of any freight consolidation operation, centre and the servicing and delivery booking and management systems.*
- *Measures to be implemented to avoid activity in high peak hours (08:00-09:00 and 17:00-18:00).*
- *Arrangements for accessing/egressing the site in forward gear and avoidance of having to transit roads in reverse gear.*
- *Detailing of measures to ensure that temporary servicing and delivery arrangements/emergency vehicle access are managed safely for all road users.*
- *Details of the capacity of the proposed on-site loading bay.*
- *Trip generation figures for servicing and delivery activity for the site, including existing trip generation to understand uplift in such activity. Trip generation, using TRICs should be disaggregated by usage.*
- *Details of the refuse storage facilities on all plans (for both self-storage and Fab- Lab uses) need to show clearly the waste storage capacity.*

Reason: In order to ensure that the development does not prejudice the free flow of traffic or public safety along the adjoining highway and impact the local community and to comply with Policy T7 of the London Plan 2021."

In order to comply with the requirements of Condition 8, please find enclosed an electronic copy of the following:

- Service Delivery Management Plan (Prepared by Ardent Consulting Engineers)
- Refuse strategy plan (Prepared by Fusi Allan)

The enclosed SDMP details the access arrangements for the service and delivery requirements for the Self-Storage and Fab-Labs, including refuse collection and storage. The Self-Storage will operate on a zero-waste policy and therefore the only refuse storage and collection identified is for the Store and Fab-Labs and is considered sufficient, and based upon operational evidence from comparable stores.

The low trip generation of the approved uses means the operational loading bay capacity is considered suitable for the proposed level of vehicle arrivals and departures for the approved use. The development

will also operate under the management of STOREX Self Storage and access will be controlled by a STOREX account and booking system.

It is thus considered that the attached documents are sufficient to meet the validation requirements to discharge Condition 8.

Condition 9: Cycle Parking

Condition 9 attached to the permission states the following:

“No development shall commence (except demolition) until further details of long and short-stay cycle parking for both the self-storage and Fab Lab land uses have been submitted to, and approved in writing by, with the Local Planning Authority. Details shall include:

- plans showing easily accessible (at ground floor level wherever possible);*
- sheltered, weatherproof and secure long and short-stay cycle parking spaces for the self-storage and Fab Lab uses for approval.*
- A minimum of 20% long-stay cycle parking should be to Sheffield Stand design specification.*
- Design specification and quantum of cycle parking annotated on submitted plans.*
- Appropriate provision of bespoke long-stay cycle parking provided where appropriate to accommodate cargo bikes.*
- Long-stay cycle parking should be easily accessible from the public highway, minimising transit time through sets of doors etc.*
- Short-stay cycle parking provided should be in a central, easily accessible position to Sheffield Stand design specification.*
- Appropriate changing/shower facilities and lockers shall also be provided for commercial/business users.*

The agreed cycle parking shall be retained thereafter for the lifetime of the development in accordance with the approved plans.”

In order to comply with the requirements of Condition 9, please find enclosed an electronic copy of the following:

- Cycle parking Plan (Prepared by FusiAllan)

The enclosed cycle parking plan demonstrates the following approved long and short-term cycle parking provision for the Self-Storage and Fab-Lab uses:

Provision	Self-Storage	Fab-Labs
Long stay	14 (including 3 cargo bike spaces)	4

Short stay	7	2
Total	27	

The cycle parking will be partially covered by the approved building undercroft and by a canopy meaning it will be sheltered and weatherproof. The spaces will all be located behind the Site access gates and therefore considered secure. A shower is located from the main entrance and available for Shop Staff and Fab-Lab users only. Lockers will be provided within the staff room for reception staff, while fab lab users have access to their own dedicated lockers within their own secure units.

The distance of cycle storage to entrances are demonstrated and considered to be within an appropriate distance. While the access route is proposed to cross between the operational loading bay area, the low vehicle trip generation movements and low speed of oncoming vehicles are considered sufficient for a vehicle to safely wait for a pedestrian / bike to cross.

It is thus considered that the attached documents are sufficient to meet the validation requirements to discharge Condition 9.

Condition 10: Car Parking Management Plan

Condition 10 attached to the permission states the following:

“No development shall commence (except demolition) until a Car Parking Management Plan which includes but is not limited to:

- a. Demonstration that the proposed on-site parking zone will continue to operate according to the agreed specifications outlined in the submitted Transport Assessment and plans and appropriate mitigation measures are in situ if issues arise. At no point shall the operation of this development have a negative transport and highways impact upon the locality.*
- b. How enforcement of loading/unloading bays for the self-storage facility will be managed.*
- c. How unexpected/un-booked visitors to the self-storage facility arriving by vehicle will be dealt with.*
- d. The management of the 1 accessible parking bay.*
- e. How management of servicing and delivery vehicles within the parking zone will be managed and will not compromise the wider working of the development.*
- f. How the vehicular access gate to/from Lawrence Road will operate to ensure no queuing occurs by vehicles when trying to access the site.”*

In order to comply with the requirements of Condition 10, please find enclosed an electronic copy of the following:

- Car Parking Management Plan (Prepared by Ardent Consulting Engineers)

The enclosed Car Parking Management Plan demonstrates the operational loading area to be designated as per the lifetime of the development. The loading bay has capacity of 8 vehicles, which is suitable for the service and delivery requirements of the approved uses for the development, to operate without an enforced booking system. As such, the identified low trip generation ensures the possibility of vehicles queuing onto the wider highway network as very low. In the unlikely event that an influx of un-booked visitors arrive on Site, the on-site store staff will assist with managing a safe access to Site. It is important to note the detailed trip-generation analysis accompanying the planning application clearly demonstrates parking accumulation would not generate such a scenario.

It is thus considered that the attached documents are sufficient to meet the validation requirements to discharge Condition 10.

Condition 11: Construction Environmental Management Plan / Demolition Environmental Management Plan / Construction Logistics Plan / Air Quality Dust Management Plan

Condition 11 attached to the permission states the following:

“Prior to commencement of the development, a Demolition Environmental Management Plan (DEMP) and a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority:

a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).

The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:

- i. A construction method statement which identifies the stages and details how works will be undertaken;*
- ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;*
- iii. Details of plant and machinery to be used during demolition/construction works;*
- iv. Details of an Unexploded Ordnance Survey;*
- v. Details of the waste management strategy;*
- vi. Details of community engagement arrangements;*
- vii. Details of any acoustic hoarding;*
- viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);*

- ix. Details of external lighting; and,*
- x. Details of any other standard environmental management and control measures to be implemented.*

c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:

- i. Monitoring and joint working arrangements, where appropriate;*
- ii. Site access and car parking arrangements;*
- iii. Delivery booking systems;*
- iv. Agreed routes to/from the Plot;*
- v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and*
- vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and*
- vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.*

d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:

- i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;*
- ii. Details confirming the Plot has been registered at <http://nrmm.london>;*
- iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;*
- iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);*
- v. A Dust Risk Assessment for the works; and*
- vi. Lorry Parking, in joint arrangement where appropriate.*

The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out."

In order to comply with the requirements of Condition 11, I hereby enclose the following:

- Demolition and Construction Environmental Management Plan (Prepared by Ardent Consulting Engineers)

- Construction Logistics Plan (Prepared by Ardent Consulting Engineers)
- Air Quality Dust Management Plan (Prepared by Ardent Consulting Engineers)

The enclosed Construction Environmental Management Plan includes a description of the principal construction activities, including the anticipated construction plant machinery, and the overarching principles and detailed measures to minimise and mitigate the effects of the construction activities associated with the development of the site. Including an Air Quality and Dust Management Plan and the responsibilities for managing, implementing and monitoring the EMP. All measures proposed have been considered in the general context of the Site and in the context of surrounding developments. As such, the EMP will also ensure that construction activities cause minimum disruption to the local residents and members of the public by achieving a safe and secure working environment. Ensuring compliance with local and prevailing standards for considerate construction methods.

It is thus considered that the attached documents are sufficient to meet the validation requirements to discharge Condition 11.

Additional Submission Material

The following is also submitted with this Approval of Details application:

- Completed application form,
- Requisite application fee, and

We trust that the above and submitted information is self-explanatory and await validation of the application. In the meantime, please do not hesitate to contact either Katy Greenwood (katy.greenwood@rokplanning.co.uk) or I at this office if you have any questions.

Yours faithfully,



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For and on behalf of ROK Planning