



Officer Report

Application Number:	HGY/2026/2079
Application Type:	Approval of details reserved by a condition
Address:	30-48 Lawrence Road, Tottenham, London, N15 4EG
Proposal:	Submission of details to discharge Condition 8 (Service Delivery & Management Plan), Condition 9 (Cycle Parking), Condition 10 (Car Parking Management Plan), and Condition 11 (CEMP) attached to planning permission reference HGY/2025/3108
Case Officer:	Gareth Prosser
Valid Date:	22/07/2026
Applicant:	C/O Agent
Agent:	C/O Agent

RECOMMENDATION

Approve

APPROVED 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.

CONSULTATION RESPONSE

LBH Transportation: No Objections in relation to conditions 8, 9, 10 and 11 (comments summarised)

LBH Pollution: No objection to the discharge of condition 11 (CEMP) attached to approved planning permission HGY/2025/3108. (comments summarised)

ANALYSIS/ASSESSMENT

Condition 8 (Service Delivery & Management Plan) reads:

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.

Condition 9 (Cycle Parking) reads:

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 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.

Reason: To ensure that provision of cycle parking is in accordance with Policy T5 of the London Plan 2021, and the London Cycle Design Standards (LCDS) thereby promoting active travel.

Condition 10 (Car Parking Management Plan) reads:

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

- 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.*
- 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.*

Reason: In order to ensure that the development is car-free and any residual car parking demand generated by the development will not impact on existing residential amenity and to comply with Policy T6.2 of the London Plan 2021.

Condition 11 (DEMP & CEMP) reads:

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).
- b) 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. Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality and to comply with Policies DM1, DM31 and DM23 of the Development Management Development Plan Document 2017.

LBH Transportation has reviewed the AoD applications, along with the additional information requested and have confirmed that the amended applications, from a transport perspective, in relation to conditions 8, 9, 10 and 11 are acceptable. In addition, LBH Pollution Officer has assessed condition 11 and recommends discharge.

RECOMMENDATION

GRANT DISCHARGE OF CONDITIONS 7, 8, 10 and 11.