



Officer Report

Application Number:	HGY/2023/3405
Application Type:	Approval of details reserved by a condition
Address:	313 The Roundway, Tottenham, London, N17 7AB
Proposal:	Approval of details pursuant to Conditions 11 (Delivery and Servicing Plan), 12 A and B only (Contamination/Remediation), 14 (Construction Environmental Management Plan), 15 (Piling Method Statement) and 20 (Arboricultural Method Statement) attached to Planning Permission Ref: HGY/2022/0967 dated 15 September 2023.
Case Officer:	John Kaimakamis
Valid Date:	27/12/2023
Applicant:	3 JOHN .
Agent:	PRATIBHA RAM

RECOMMENDATION

Approve

APPROVED DEVELOPMENT

Planning Permission was granted consent on 15 September 2023 for the following:

Demolition of existing buildings and erection of a three to five storey building with new Class E/F1 floorspace at ground floor and residential C3 units with landscaping and associated works.

ANALYSIS/ASSESSMENT

Condition 11

Condition 11 reads as follows:

“Delivery and Servicing Plan

The approved development shall not be occupied until a Delivery and Servicing Plan (DSP) has been submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London. The DSP shall include details of alternative loading and servicing arrangements, if feasible, following consultation with the Council's Transportation Officer and Transport for London. The DSP shall be updated in writing and re-submitted to the Local Planning Authority within the first six months of occupation or at 75% occupancy, whichever comes first. The development shall thereafter be implemented in accordance with the approved details and retained as such thereafter.

REASON: To enable safe, clean and efficient deliveries and servicing. In accordance with Policy DM21 of the Development Management DPD 2017.”

Pursuant to Condition 11 the applicant has provided the following documents:

Delivery and Servicing Plan (Ref: CS2267-DSP-TR-112023) dated 21 December 2023 prepared by NRG Consulting

This information was referred to TfL for review, who commented as follows:

“No comments. The applicant is beginning the process for a S278 agreement for the on-street loading bay on The Roundway. The applicant will also need to enter into an agreement with Haringey Council for the Church Lane bay. Assuming the design and delivery of this is achieved, TfL have no other comments on this DSP.”

This information was referred to the Council's Transport Officer, who did not respond to this document but provided comments holistically under Condition 14 as part of this submission.

As such, it is considered adequate details have been submitted with regard to Condition 11.

Condition 12

Condition 12 reads as follows:

“Contamination/Remediation

Before development commences other than for investigative work: a) Using the information already submitted in Desk Study Report with reference ASL Report no: 285-21-088-11 prepared by ASL Limited dated September 2021, an intrusive site investigation shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements. b) The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. c) Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and; d) A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

REASON: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.”

Pursuant to Condition 12 the applicant has provided the following documents:

Remedial Strategy and Verification Plan (Ref: P5141J2799/CLP) Version 2.0 dated 27 February 2024 prepared by Jomas Associates Limited

Remedial Strategy and Verification Plan (Ref: P5141J2799/CLP) dated 23 November 2023 prepared by Jomas Associates Limited

Geo-Environmental and Geotechnical Assessment (Ground Investigation) Report (Ref: P5141J2799/CLP) dated 04 July 2023 prepared by Jomas Associates Limited

This information was forwarded to the Council's Pollution officer, for review, who commented as follows:

The applicant is advised that a minimum of 600mm clean cover system is required for areas of private gardens, whilst the communal landscaping can remain 450mm as submitted.

Before we could consider the discharge of parts c + d of Condition 12 (Contamination) attached to the approved planning permission HGY/2022/0967, the applicant will have to submit a Verification Report demonstrating the required remedial works have been undertaken.

An updated report was provided to the satisfaction of the Pollution officer. As such, it is considered that adequate details with regards to parts (a) and (b) of Condition 12 have been submitted.

Condition 14

Condition 14 reads as follows:

"Construction Environmental Management Plan

Prior to above ground works for the development hereby approved shall not commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP), and the following information:

- a) 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.
- b) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on: i. Dust Monitoring and joint working arrangements during the demolition and construction work; 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.
- c) 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 as well as on the applicant submitted proposed mitigation in the Air Quality Report.

REASON: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.”

Pursuant to Condition 14 the applicant has provided the following documents:

Air Quality and Dust Management Plan (Ref: CE2267-TR/AQDMP/202312) dated 11 December 2023 prepared by NRG Consulting

Construction Management and Logistics Plan (Ref: CE2267/TR/CEMP/202312-RT) Revision B dated 01 March 2024 prepared by NRG Consulting

This information was forwarded to the Council's Pollution officer, for review, who commented as follows:

“We are happy to recommend the discharge of Condition 14 (Construction Environmental Management Plan) of approved planning permission HGY/2022/0967 as it relates to matters for this service.”

This information was referred to TfL, for review, who commented as follows:

“The CLP is very thorough, and we note the protection of the bus stop and the mitigation of impacts to the TLRN, such as the off-road loading areas. One point regarding the removal of the pedestrian refuge - if the footway is temporarily barriered off during loading, as described, there is a risk that north bound pedestrians may be trapped on the island, with no crossing refuge to exit – the applicant should clarify if this has been considered.

The applicant is reminded that:

- The footway and carriageway on the A10 must not be blocked during construction process. Temporary obstructions during the conversion must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the A10 The Roundway.
- All vehicles associated with the site must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions.
- No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time. Should the applicant wish to install scaffolding or a hoarding on the footway whilst undertaking this work, separate licences may be required with TfL, please see, <https://www.tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences>”

This information was also forwarded to the Council's Transport officer for review, who commented as follows:

“I have made some comments below on the CLP document.

Wheel washing: needs to be shown on the site plan.

Site plan: the site plan shows the site office and material stores to be located on the public highway on Church Lane. Additionally, the hoarding appears to engulf the footway and highway. Both will

require the change of the Traffic Management Order (TMO) for this to happen. I don't know if this has already been discussed at previous stages of the application.

Pedestrian island: they have proposed to have the pedestrian island removed. I don't believe this is something that we can do without proper reasoning and evidence, because we do not understand how often pedestrians use this and there is no other safe crossing for pedestrians in the vicinity on the Roundway. In the CLP it does state this would need to be agreed at a later stage, but this would need to be agreed with the Council before works could begin.

TfL: have they been consulted as the development as it fronts onto a red route.

Red route: because the site is a red route no vehicles can wait on the road, as the road contains doubles red lines. Furthermore, the road itself is only single lanes on both sides, with a bus stops opposite to the site. consequently, any vehicles waiting to go onto the site from the highway will severely impact the road network.

Parking: No staff should be driving to the site or parking on the local residential streets. The area is covered is covered by a CPZ, though it only covers event days. Even so the area has got a good PTAL rating of 5 and they have good access to public transport. Instead cycle parking should be provided on-site for workers.

Unloading/loading: they have stated that they will restrict access of the footway whilst they are unloading. Has this agreed with the Council at all?

Deliveries: I couldn't see a strategy for when vehicles are turning up early, will they turn them away or wait on somewhere else. My only concern is that the access with the petrol station is adjacent to their site and any blockage of this will cause ques as people might not be able to leave.

Loading bay: what is the capacity of the loading?

Dilapidation survey: one needs to be undertaken before works have begun and after. This to understand the condition of the highway.

Vehicle types: All vehicle types that will visit the site need to be known.

An updated report (Revision B) was provided to address the above concerns. As such, it is considered that adequate details with regards to Condition 14 have been submitted.

Condition 15

Condition 15 reads as follows:

"Piling Method Statement

No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must thereafter be undertaken in accordance with the terms of the approved piling method statement.

REASON: The proposed works will be in close proximity to underground sewerage and water utility infrastructure."

Pursuant to Condition 15 the applicant has provided the following documents:

Piling Method Statement dated 30 November 2023 prepared by Prestige Piling

This information was referred to Thames Water for review, who commented as follows:

"Thank you for consulting Thames Water for the discharge of matters relating to PILING. Thames Water confirms the piling condition referenced, can be discharged based on the information

submitted. Thames Water have reviewed the information provided and agree to discharge Condition 15. This is based on the understanding that piling/demolition works are carried out in accordance with. Piling Method Statement for Planning Condition 15. Dated 30 November 2023. Please advise Thames Water if these plans change so that we can re-assess the risk to our assets. Please discharge Condition. 15.”

As such, it is considered adequate details have been submitted with regards to Condition 15.

Condition 20

Condition 20 reads as follows:

“Arboricultural Method Statement

CONDITION: Prior to the commencement of any works on site an Arboricultural Method Statement, in accordance with the tree protection measures shown in the approved Arboricultural Impact Assessment Report, shall be submitted to the Local Planning Authority for its written approval. The AMS shall include enhanced ground protection measures and details for all operations within tree root protection areas. Once approved the details shall be followed thereafter during the construction of the development.

REASON: To protect trees in accordance with Policy DM1 of the Development Management DPD 2017.”

Pursuant to Condition 20 the applicant has provided the following documents:

Arboricultural Report (Ref: NTA R0516-001) Revision D dated 25 March 2024 prepared by Neil Tulley Associates

Drawing No. D0516_001 Rev B – Tree Survey Plan

Drawing No. D0516_002 Rev B – Tree Protection Plan Demolition

Drawing No. D0516_003 Rev B – Tree Protection Plan Construction

This information was forwarded to the Council's Arboricultural Officer for review, who commented as follows:

“Further to the meeting on the 20/03/2024 I can confirm that I am satisfied that Condition 20 below, has been met and can be discharged without delay.

Incursion into the root protection area (RPAs) is 4% 9m2 in T1 and 3% 6m2 in T2. This is minimal and Plane trees can tolerate some disturbance. RPAs are notional and can also be offset where there are unfavourable conditions such as existing foundations and hardstand.

We await method statements for the re paving and re wilding.

I believe these are maiden trees that have not been reduced before. Our largest trees are our biggest assets. TFL might want to re consider scheduling any future reduction works.”

This information was also referred to TfL, who commented as follows:

“We have concerns with Condition 20 the Arboricultural Management Plan which I set out first:

We are happy with the tree protection plan and crown lifts

We are concerned with the reduction pruning works as the reductions could be too heavy, especially on the eastern side of the larger trees T1 and T2.

We would expect to need to discuss with applicant team to understand and agree any works between TfL and the applicant - works cannot be undertaken without being agreed with TfL and secured through a relevant agreement

At this time, TfL would object to condition 20 being approved.”

A meeting was arranged to discuss the above which resulted in an amended Arboricultural Method Statement submitted which was to the satisfaction of TfL.

As such, it is considered adequate details have been submitted to discharge Condition 20.

RECOMMENDATION

GRANT DISCHARGE CONDITION

APPROVAL OF DETAILS RESERVED BY Conditions 11 (Delivery and Servicing Plan), 12 A and B only (Contamination/Remediation), 14 (Construction Environmental Management Plan), 15 (Piling Method Statement) and 20 (Arboricultural Method Statement) attached to Planning Permission Ref: HGY/2022/0967 dated 15 September 2023.

As shown on approved drawings/documents:

- Piling Method Statement dated 30 November 2023 prepared by Prestige Piling
- Arboricultural Report (Ref: NTA R0516-001) Revision D dated 25 March 2024 prepared by Neil Tulley Associates
- Drawing No. D0516_001 Rev B – Tree Survey Plan
- Drawing No. D0516_002 Rev B – Tree Protection Plan Demolition
- Drawing No. D0516_003 Rev B – Tree Protection Plan Construction
- Remedial Strategy and Verification Plan (Ref: P5141J2799/CLP) Version 2.0 dated 27 February 2024 prepared by Jomas Associates Limited
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- Construction Management and Logistics Plan (Ref: CE2267/TR/CEMP/202312-RT) Revision B dated 01 March 2024 prepared by NRG Consulting
- Delivery and Servicing Plan (Ref: CS2267-DSP-TR-112023) dated 21 December 2023 prepared by NRG Consulting