

LONDON BOROUGH OF HACKNEY

PLANNING SUB-COMMITTEE
02 September 2020

ADDENDUM SHEET

ITEM 5: Land at Wimbourne Street London N1 7HB

An updated Arboricultural Impact Assessment (Rev A) prepared by SES and dated August 2020 was received to replace the previous Arboricultural Impact Assessment (SES, May 2020).

An updated Planning & Affordable Housing Statement (Rev 1) prepared by Tibbalds and dated August 2020 was received to replace the previous Planning & Affordable Housing Statement (Tibbalds, June 2020).

Officer Response: These documents were updated to ensure consistency with the Design & Access Statement in regard to the number of trees felled. Both documents are published online and there is no material change to warrant reconsultation.

Paragraph 6.7.18 amended to read:

*Policy LP43 of LP33 states that development will be permitted where it enables new residents to make journeys by active modes and policy LP42 requires development to provide cycle parking in accordance with appendix 2 of LP33. Requirements as set out in appendix 2 of LP33 include a minimum of 1 space per 45sqm dwelling and 2 spaces for every dwelling above 45sqm. Additionally, the development is required to provide 1 space per 10 bed spaces for visitors and 1 space per 25 units for visitors (minimum of 2). The proposed development includes the provision of 128 long stay cycle parking spaces and **24** short stay/visitor cycle parking spaces across the site.*

Paragraph 8.1.6 amended to read:

Demolition and Construction Logistics Management Plan

No development shall take place until a detailed Demolition and Construction Logistics Management Plan covering the matters set out below has been submitted to and approved in writing by the Local Planning Authority. The development shall only be implemented in accordance with the details and measures approved as part of the demolition and construction management plan, which shall be maintained throughout the entire construction period.

- A demolition and construction method statement covering all phases of the development to include details of noise control measures and measures to preserve air quality (including a risk assessment of the demolition and construction phase);*
- A demolition and construction waste management plan setting out how resources will be managed and waste controlled at all stages during a construction project, including, but not limited to, details of dust mitigation measures during site clearance and construction works (including any works of demolition of existing buildings or breaking out or crushing of concrete), the location of any mobile plant machinery, details of measures to be employed to mitigate against noise and vibration arising out of the construction process demonstrating best practical means*

- Details of the location where deliveries will be undertaken; the size and number of lorries expected to access the site daily; the access arrangements (including turning provision if applicable); construction traffic routing and trip generation and effects on the highway network; details of parking suspensions (if required) and the duration of construction
- A dust management plan to include details of how dust from construction activity will be controlled / mitigated against following best practice guidance. This should include monitoring of particulate matter at the application site boundary in the direction of sensitive receptors following the SPG Mayor of London Control of Dust and Emissions Guidance.

REASON: To avoid hazard and obstruction being caused to users of the public highway and in the interest of public safety and amenity. To protect air quality and people's health by ensuring that the production of air pollutants, such as nitrogen dioxide and particulate matter, are kept to a minimum during the course of building works.

Paragraph 8.1.17 amended to read:

External Lighting

Prior to the occupation of the development, a detailed external lighting plan detailing light coverage and spill (including lux levels) across the site **and sensor details** shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To safeguard against adverse light pollution.

Paragraph 8.2 (5) amended to read:

Adoption and compliance with Travel Plan and Travel Plan Monitoring fee of £2,000.

A full Travel Plan will be required to establish a long-term management strategy that encourages sustainable and active travel. The Travel Plan is required to include SMART targets that are: specific, measurable, achievable, realistic and time bound.

The Travel Plan should be reviewed and monitored annually for at least 5 years in consultation with Council Officers and an appointed Travel Plan Coordinator (TPC). Reviews should evaluate the plan and ensure that the targets are appropriate to encourage sustainable transport uptake. New interim targets should be set and correspond to our Transport Strategy and LP33.

New occupants must be provided with an information pack containing the location of local travel information i.e. local bus routes, nearest tube and rail stations and local tube or rail network.

Paragraph 8.2 (11) amended to read:

Two blue badge parking bays must be provided prior to occupation. The four blue badge parking bays not immediately established, shall be provided as required, at the request of future occupants of the ground floor residential units.

ITEM 6: Land on Buckland Street, N1 6TR

Paragraph 4.2.1 should read:

Letters of consultation were sent to 2021 adjoining owners/occupiers. At the time of writing the report, **4 objections and 1 general comment** were received in the form of individual representations. These representations are summarised below:

Paragraph 6.7.16 should read:

London Plan policy 3.6 and LP50 seeks development to provide play and informal recreational space. Policy LP50 and the Mayor's SPG 'Shaping Neighbourhoods: Play and Informal Recreation' recommends 10sqm of dedicated playspace per child for future provision. Based on GLA calculations, the child yield for the development is 31.9 children, thereby resulting in a requirement to provide 318.8m² of designated play space to meet both policy LP50 and the GLA requirements. The calculator envisages the development will generate 13.2 children under five and therefore does not specify a separate requirement for doorstep playable space. Table 4.7 of the SPG states that a development with such a yield of children should provide between 300-500m² of on-site local playable space. The development proposes to provide a total of 362m² of doorstep playspace and 184.9m² of ballcourt playspace through the relocation and refurbishment of the on-site MUGA.

Paragraph 6.9.33 should read:

Additionally, with regards to outlook, it is emphasised that the windows located on buildings located in closer proximity to the proposed villas; i.e. **Cherbury Court** block and Crondall Court block, are serving rooms within the neighbouring units that benefit from other windows. As such, these neighbouring units will continue to enjoy a positive level of outlook both towards the proposed buildings and to other orientations.

Paragraph 8.1.7 should read:

External Lighting

Prior to the occupation of the development, a detailed external lighting plan detailing light coverage and spill (including lux levels) across the site **and sensor details** shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To safeguard against adverse light pollution.

ITEM 7: Disinfecting Station, Millfields Road, London, E5 0AL

Replace paragraph 8.1.4 - Expert supervision with:

Before work begins it shall be agreed in writing with the Local Planning Authority the appropriately qualified professional specialising in conservation work who will supervise the hereby approved works of alteration or demolition. Any proposed changes to the

