

# LONDON BOROUGH OF HACKNEY

PLANNING SUB-COMMITTEE  
01 December 2021

ADDENDUM SHEET

## **ITEM 5: 2020/1461: 144-164 Homerton High Street, Bison House and 7 Sedgwick Street, 84-90 Digby Road, London E9 6JA**

### **Amend date to 01/12/2021**

The development description should be amended to reduce the number of units by one, amend the floorspace quantum and to refer to the new use classes (removing references to A1 and A3/A4/A5):

Demolition and redevelopment of the site for a mixed-use development comprising buildings ranging in height from 4 to 17 storeys containing 244 residential units (Class C3, reduced from 264), 4,429m<sup>2</sup> of commercial floorspace (reduced from 4,532m<sup>2</sup>) including 352m<sup>2</sup> retail (Class E) & 277 m<sup>2</sup> of restaurant (Class E) uses, including vehicle access from Sedgwick Street and Digby Road into basement service area, roof terrace external amenity spaces, publicly accessible open space and landscaping, plant and all other associated works.

### **An additional document is to be approved:**

Fire Strategy Rev 2 prepared by Hydrock Consultants

### **The cycle stores have been marginally improved to increase the number of single tier spaces:**

2294-00-DR-0110 Rev P06: updates the ground floor plan

2294-00-BR-0020\_P03 DAS\_Cycle Parking Strategy Update: replaces the relevant page in the Design and Access Statement Addendum

### **The land use table has been updated in relation to the proposed areas:**

<b>LAND USE DETAILS:</b>	Use Class	Use Description	Floorspace (m <sup>2</sup> GIA)
<b>Existing</b>	F1(f)	Place of worship	1680
	E(g)	Warehouse / light industrial	3268
	E(a)	Retail	1066
	E(b)	Cafe/Restaurant	141
		Total	6155
<b>Proposed</b>	E(g)	Office / light industrial	3800
	E(a)(b)	Cafe / restaurant / retail	277
	E(a)	Retail	352
	C3	Residential	20176
		Total	24605

**This means that the amount of Community Infrastructure Levy (CIL) payable has increased and the following paragraphs should therefore be amended:**

6.12.1 The proposal is liable for a Community Infrastructure Levy (CIL) as it involves new build floor space of over 100m<sup>2</sup> as well as one or more new dwellings. The application is liable under both the London Mayoral CIL and Hackney CIL Charging Schedules. The proposal involves office / light industrial (3800sqm GIA), retail / cafe (629sqm GIA) and residential (20176sqm GIA). The existing buildings on the site have a GIA of 6155sqm. The proposed affordable housing is 4294sqm GIA and may be able to receive relief from CIL.

6.12.2 The London Mayoral CIL Charging Schedule 2 (MCIL2) sets a rate of £60 per sqm for office, retail and residential floorspace in Hackney. Based on the total net chargeable floor space of 24605sqm the development is liable for a CIL of £1,107,000 under the London Mayoral CIL Charging Schedule, with a potential affordable housing relief of £178,627.83.

6.12.3 The Hackney CIL Charging Schedule has a rate of £25 per sqm of residential floorspace in zone B (which includes Homerton) and a £0 rate for offices and retail in this area of the borough. Based on a net chargeable area of 24605sqm the development is liable for a CIL of £350,525.00 under the Hackney CIL Charging Schedule with a potential affordable housing relief of £195,482.49.

**The POST SUBMISSION REVISIONS section should be amended to read:**

Revisions include: reductions in scale and massing to some buildings; reduction in amount of residential and commercial floorspace; changes to elevation appearance of some buildings, including architectural approach, materials, and design of ground floor frontages to commercial units; change to plan layouts, including residential and commercial unit layouts and simplified ground floor residential entrances; change to design of proposed central courtyard; proposed canopy at the entrance to building A adjacent to Sedgwick Street; introduction of 4 on site disabled car parking spaces; increase in proportion of affordable housing. 21 day re-consultation on this information has been carried out (see consultation section). A change to the materiality of the tower led to a further 14 day consultation (see consultation section).

**Paragraph 4.1 should be amended to include the latest consultations:**

4.1 The first statutory consultation period for the application started on 28/05/2020 and ended on 25/06/2020. This included neighbour letters sent to 384 neighbouring properties and both site and press notices. A further consultation period was undertaken on receipt of revisions to the application. This started on 27/08/2021 and ended on 01/10/2021. This included letters sent to 384 neighbouring properties and display of site and press notices. A third consultation took place following the receipt of amended viability information and included letters to the same neighbouring properties, along with display of site and press notices. This started on 02/11/2021 and ended on 26/11/2021. A final, 14 day, consultation was held following receipt of amended designs, it started on 09/11/2021, ended on 23/11/2021 and involved letters sent to the neighbouring properties.

**Paragraph 6.2.17 should be amended to show 34 London Affordable Rent units (not 4):**

6.2.17 The scheme proposes 25% Affordable Housing, measured by unit (34 London Affordable Rent units and 28 Shared Ownership units). As the proposals comprise less than 35% affordable housing, a Financial Viability Assessment (FVA) has been submitted in order to gauge the maximum reasonable amount of affordable housing that can be provided as part of the scheme. The inputs within the appraisal in terms of build costs, existing use value of the site and rental values have been reviewed by external consultants.

**Paragraph 6.5.3 should be amended to include 2 on-street commercial Blue Badge spaces:**

6.5.3 The proposed development is car parking free, and a head of term within the S106 agreement will prevent business and residential occupiers of the development from applying for residents' parking permits. This is in accordance with LP33 policy LP45 and policy T6 (Car parking) of the London Plan. 8 residential disabled car parking spaces are proposed, with 4 spaces on site accessed from the commercial servicing entrance and the remainder from the area located on Sedgwick Street and Digby Road. This accords with London Plan parking standards (provision for 3% of residential units). 2 commercial Blue Badge spaces will also be provided on-street. These will be secured as part of Public realm / S278 highways works around the site to facilitate Blue Badge parking. Concerns about the balance of on / off site spaces are noted. However, provision of a greater number of off street spaces could have an adverse impact on the amount of available commercial space, the size of publicly accessible courtyard, and / or the amount of ground floor active frontage. As such the proportion of on/ off site disabled car parking provision is considered to strike a reasonable balance between car parking and other planning considerations. The request for provision of Electric Vehicle Charging Points for blue badge spaces is also noted. A condition is proposed to ensure on-site spaces have charging points.

**The proportion of single tier cycle parking spaces has improved in an amended ground floor plan, along with the overall quantum of spaces. Paragraph 6.5.4 should be amended to read:**

6.5.4 400 residential cycle spaces are proposed within secure storage areas for each block with 19% of spaces provided as Sheffield stands for oversized cycles. 114 long stay spaces are proposed for the office / industrial units within the basement, accessible via the vehicle service route. 10% of these are Sheffield stands for oversized cycles.

**The associated condition has been amended to read:**

#### **8.1.19 Cycle Parking**

Prior to the first occupation of the development, details of the secure bicycle storage facilities for 576 bicycles (400 residential long stay, 114 commercial long stay, plus 62 visitor cycles) including layout, stand type and spacing, shall be submitted to and approved in writing by the Local Planning Authority. Such details as approved shall be implemented prior to the occupation of the development and shall thereafter be retained.

REASON: To ensure that adequate provision for the safe and secure storage of bicycles is made for occupants and visitors.

**The basement and ground floor mezzanine levels are not consistently marked as 'commercial' or 'office/commercial' on the floor plans, so for the sake of clarity and precision the following two condition should be amended to refer only to the labelled use classes:**

#### **8.1.39 - Use as light industrial workspaces only**

The units shown 'B1C' on the drawings hereby approved shall be used only as light industrial units (Use Class E(g)(ii) or Use Class E(g)(iii)) and for no other use which for the avoidance of doubt shall include other uses within Class E of the Town and Country Planning (Use Classes) Order 1987 (as amended) or such relevant provision as from time to time may be in force..

REASON: To protect against an unacceptable loss of office space from the site, in line with the aims of local and regional planning policy.

#### **8.1.40 - Use as offices or light industrial workspaces only**

The units shown as 'B1A/B1C' on the drawings hereby approved shall be used only as offices or light industrial units (Use Class E(g)) and for no other use which for the avoidance of doubt shall include other uses within Class E of the Town and Country Planning (Use Classes) Order 1987 (as amended) or such relevant provision as from time to time may be in force.

REASON: To protect against an unacceptable loss of office space from the site, in line with the aims of local and regional planning policy.

**Paragraph 6.4.11 has an additional 'not' as a typo in the last sentence, it should be amended to read:**

6.4.11 In terms of daylight 39 of 123 windows meet the BRE criteria. The remaining windows experience significant reductions with nearly all failing windows experiencing very large reductions of more than 40% up to 85.76% VSC. However a number of factors make achieving BRE target criteria here very challenging. 2-46 Sedgwick Street is a large-scale building between 6 and 12 stories in height, set immediately behind the pavement line of Sedgwick Street, which is a narrow enclosed street. The building also features a number of deep overhanging balconies which mean existing light levels to some windows are relatively low. The daylight sunlight assessment also includes a mirror image comparison, as well as an assessment with balconies of 2-46 removed to allow a full understanding of impacts. The mirror image assessment shows that 52 of 123 windows would meet VSC criteria. This shows that any form of development at the application site is likely to have a significant impact on daylight to 2-46 Sedgwick Street. The 'balconies removed' assessment shows that most windows would still achieve a VSC level of around 15% after the development, which would not be unreasonably low in a dense urban context such as this.

Signed.....

Date.....

**ALED RICHARDS**  
**Director, Public Realm**