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| ADDRESS: Worship Square, 65 Clifton Street, Hackney, London, EC2A 4JE | |
| WARD: Hoxton East and Shoreditch | REPORT AUTHOR: Barry Coughlan |
| APPLICATION NUMBER: 2020/3086 DRAWING NUMBERS: Construction Management Plan Rev 6 (19/02/2021) | VALID DATE: 09/10/2020 |
| APPLICANT: HB Reavis Ltd (% agent) | AGENT: DP9 Ltd 100 Pall Mall London SW1Y 5NQ |
| PROPOSAL: <u>2020/3086:</u> Discharge of condition 18 (Construction Management Plan) attached to planning permission 2019/0462 granted 30/06/2020 | |
| POST SUBMISSION REVISIONS: Document amended following officer feedback. | |
| RECOMMENDATION SUMMARY: Discharge condition 18 (Construction Management Plan) attached to permission 2019/0462 | |
| NOTE TO MEMBERS: This application has been referred to committee at the request of members when the original application was considered. | |

ANALYSIS INFORMATION

ZONING DESIGNATION: (Yes) (No)

| | | |
|---|----------------------|----|
| CPZ | Yes | - |
| Conservation Area | South Shoreditch C.A | - |
| Listed Building (Statutory) | - | No |
| Listed Building (Local) | - | No |
| Priority Office / Industrial Area (POA / PIA) | Yes | - |
| Central Activities Zone | Yes | - |

| LAND USE DETAILS: | Use Class | Use Description | Floorspace |
|--------------------------|----------------|-----------------|------------|
| Existing | B1 | Employment | 7,205sqm |
| Proposed | B1a | Office | 15,074sqm |
| | A1/A3/A4/D1/D2 | Flexible retail | 557sqm |

| PARKING DETAILS: | Parking Spaces (General) | Parking Spaces (Disabled) | Bicycle storage |
|-------------------------|--------------------------|---------------------------|-----------------|
| Existing | 0 | 0 | 0 |
| Proposed | 0 | 0 | 443 |

1. **SITE CONTEXT**

- 1.1 The proposal site is a roughly rectangular parcel of land situated on the corner of Worship Street and Clifton Street. The site currently comprises two adjoining buildings of 5 storeys in height, Tower House facing Worship Street and Quick House facing Clifton Street, both with a three storey rear element. There is an additional recessed plant level on the top floor of both buildings which appears as a low-level, mansard roof form.
- 1.2 There is a small yard to the north of Quick House which allows access to vehicles servicing the building. Vehicular access is provided to Tower House via an undercroft. The main pedestrian access to Quick House is located on Clifton Street, near the corner with Worship Street. The main pedestrian access to Tower House is on Clifton Street.
- 1.3 There is a small open space to the immediate east of the site where a scheme of public realm works has recently been undertaken by the council. The space now comprises a small public square with planting, seating and cycle parking (the previous motorcycle parking has been removed).
- 1.4 Both buildings on site are currently in office use throughout with a total combined floorspace of approximately 3,000sqm. The surrounding area is predominantly commercial in nature with some retail uses at ground floor level and residential on upper floors. The site to the north comprises a five storey office building (with set-back sixth floor) fronting Clifton Street with a ten storey student accommodation building located to its rear. To the east is a six storey former warehouse building (with a set-back seventh floor) that is in commercial use. The buildings to the south are four and five storey in height (with two additional set back storeys in the case of 50 Worship Street) and are both in office use. To the west are a pair of adjoining three-storey, Grade II listed buildings, the nearest of which has recently obtained permission for a change of use to a school (2018/0698).
- 1.5 Old Street Station and Shoreditch High Street station are located approximately 10 minutes away from the site by foot. There are a number of bus routes on Old Street to the north, City Road to the west and on Shoreditch High Street to the east. The site has a PTAL rating of 6b which is 'Excellent' accessibility as defined by TfL.
- 1.6 The site is located within the South Shoreditch Conservation Area. The site is also located in a Priority Employment Area (PEA), the City Fringe Opportunity Area and the Central Activities Zone.

2. **CONSERVATION IMPLICATIONS**

- 2.1 The site is located within the South Shoreditch Conservation Area. The pair of buildings immediately to the west at 2-4 Paul Street are Grade II listed and

there is a Grade II listed post at the junction of Worship Street and Clifton Street adjacent the site. Other listed buildings within the area include the Grade II listed 72 Wilson Street to the west, the Grade II listed 103-105 Worship Street to the east and the Grade II* listed 91-101 Worship Street to the east.

3. RELEVANT HISTORY

3.1 Planning permission 2019/0462 was granted on 30/06/2020 for the “demolition of the existing buildings and redevelopment to provide a 9 storey building and two levels of basement comprising office (B1) and flexible use (A1-A4, D1 and D2 with associated cycle parking, landscaping and enabling works”.

3.2 Prior to this consent the only planning history on file relates to minor alterations to the office building.

4. CONSULTATIONS

4.1 The initial statutory consultation period for the application started on 26/11/2020 and ended on 17/12/2020.

4.2 Given that this application is for approval of details only, no neighbour consultation was required. However, given that members asked for this condition to return to committee so that the impact of construction upon the adjacent school could be further considered, representatives of the school have been consulted. A response was received raising no objections (discussed further below).

Other Council Departments

Transport

4.3 Amendments were requested to the document to address the initial concerns of transport officers. The revised document has been assessed and no objection has been raised.

Environmental Protection (Air quality)

4.4 No objection.

Environmental Protection (Noise)

4.5 No objection.

Local Groups

4.6 Not applicable for this application.

5 POLICIES

5.1 Local Plan 33

LP2 Development and Amenity
LP41 Liveable neighbourhoods
LP42 Walking and Cycling
LP43 Transport and Development
LP58 Improving the Environment - Pollution

5.2 London Plan (2016)

6.3 – Assessing Effects of Development on Transport Capacity
6.9 – Cycling
6.10 - Walking
6.14 – Freight
7.14 – Improving air quality
7.15 – Reducing and managing noise, improving and enhancing the acoustic environment, and promoting appropriate soundscapes

5.3 SPD/SPG/Other

Hackney Sustainable Design and Construction SPD
GLA Control of dust and emissions during construction and demolition SPG

5.4 National Planning Policies

National Planning Policy Framework 2019
Planning Practice Guidance

5.5 Legislation

Town and Country Planning Act 1990 (as amended)

5.6 Emerging Planning Policy

5.6.1 The GLA is producing a new London Plan, which was subject to Examination in Public between January 2019 and May 2019. The Inspectors' Panel report was published on 08 October 2019. This contained a series of recommendations on amendments to the Plan, some of which the Mayor chose to accept and some which he chose to reject. The reasons for his rejections accompany the London Plan "Intend to Publish" version was sent to the Secretary of State (SoS) on the 9th December 2019. Subsequently, on 13 March 2020 the SoS raised significant concerns with Intend to Publish London Plan. The Mayor of London responded to the SoS on 24th April with practicable amendments to SoS's directions. There have since been ongoing communications between the two parties with increasing agreement on the amendments. Following receipt of the Mayor's letter of 9th December 2020 regarding his intent to publish, the SoS agreed to consider the Intention to

Publish version of the Plan with the Mayor's proposed amendments addressing the original Directions and two new additional Directions.

5.7.2 The Mayor has since addressed the two new additional Directions and has formally approved a new London Plan which he has submitted to the SoS. The SoS has 6 weeks from receiving the 'Publication' London Plan in which to respond (or can request a further extension of time). The Mayor can only publish the Plan after the SoS has given his approval. This would be the final stage for publication of the London Plan. As such, the policies contained in the 'Publication' London Plan has increased planning weight for consideration in applications.

5.7.3 The following draft policies within the emerging 'publication' London Plan are relevant to the application proposals:

SI1 - Improving Air Quality

T7 - Deliveries Servicing and construction

6. COMMENT

6.1 Background

6.1.1 The proposal is to fully discharge condition 18 attached to planning permission 2019/0462. The condition reads as follows:

Condition 18

Notwithstanding the documents hereby approved, no development shall take place until a detailed Demolition and Construction Management Plan covering the matters set out below only has been submitted to and approved in writing by the Local Planning Authority following presentation before Planning Sub-Committee. The development shall only be carried out 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. The plan must include:

a) 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);

b) A Dust Management Plan to control dust emissions during demolition and construction;

c) Details of compliance with 'chapter 7 of the Cleaner Construction Machinery

for London: A Low Emission Zone for Non-Road Mobile Machinery' in relation to Only Non Road Mobile Machinery or used at the development site during the demolition and construction process along with details that all NRMM are entered on the Non Road Mobile Machinery online register at <https://nrmm.london/user-nrmm/register> before being operated. Where Non-Road Mobile Machinery, which does not comply with 'chapter 7 of the

Cleaner Construction Machinery for London: A Low Emission Zone for NonRoad Mobile Machinery’, is present on site all development work will stop until it has been removed from site.

d) 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.

e) 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; details of parking suspensions (if required) for the duration of construction.

f) A liaison strategy between the applicant and the adjacent school in relation to the construction programme and means of mitigating the environmental impacts of construction.

REASON: To avoid hazard and obstruction being caused to users of the public highway, in the interest of public safety and amenity, in order to prevent the construction of the development having an unacceptable environmental impact upon neighbouring properties and to protect air quality, human health and to contribute to National Air Quality Objectives.

6.1.2 When the original application was considered at planning sub-committee, concerns were expressed by the neighbouring Lyceum School which is located immediately to the west of the subject site. The school were concerned about the impact of the construction of the development upon the operation of the school and pupil well-being (among other matters). The developer has subsequently met with representatives of the school to discuss how the impacts of construction could be mitigated and these discussions informed the initially submitted Construction Management Plan. Representatives of the school were contacted for comment on the application and raised no objections to the CMP initially submitted.

6.1.3 The CMP document has been amended since first submission as a result of discussions between the developer and officers from the Council’s Highways and Road Safety teams. Although the school raised no objection to the originally submitted CMP, officers felt that the document could go further to ensure the safety of pupils at the school and of pedestrians on Worship St more generally. As such, additional mitigation measures have now been proposed, as described in the Transport section below.

6.1.4 The school has been contacted for further comment on the revised CMP but have not yet responded. Given that the revised CMP is considered to represent a significant improvement on the initial document in terms of ensuring pupil safety, and that the school did not object to the original document, it is not considered necessary to defer consideration of this item at

committee until a response has been received from the school. Any further comment received from the school in advance of the sub-committee meeting will be considered prior to the publication of the addendum report.

6.2 Transport

6.2.1 The submitted CMP indicates that the first phase of construction (that relating to demolition works) would be facilitated by construction vehicles accessing the site from Clifton Street to the north of the site. This phase is programmed to complete in November 2021, after which point a pit lane would be created on Worship Street to accommodate the second phase of construction deliveries/access (programmed to end in July 2023). The use of a pit lane is necessary as the foundations of the approved development will occupy almost the entirety of the site thereby requiring delivery access adjacent to the site boundary. Whilst, the pit lane would be located adjacent to the entrance of the Lyceum School, given the site context, this is considered to be the most appropriate location. The location of the pit lane is shown in the below diagram:

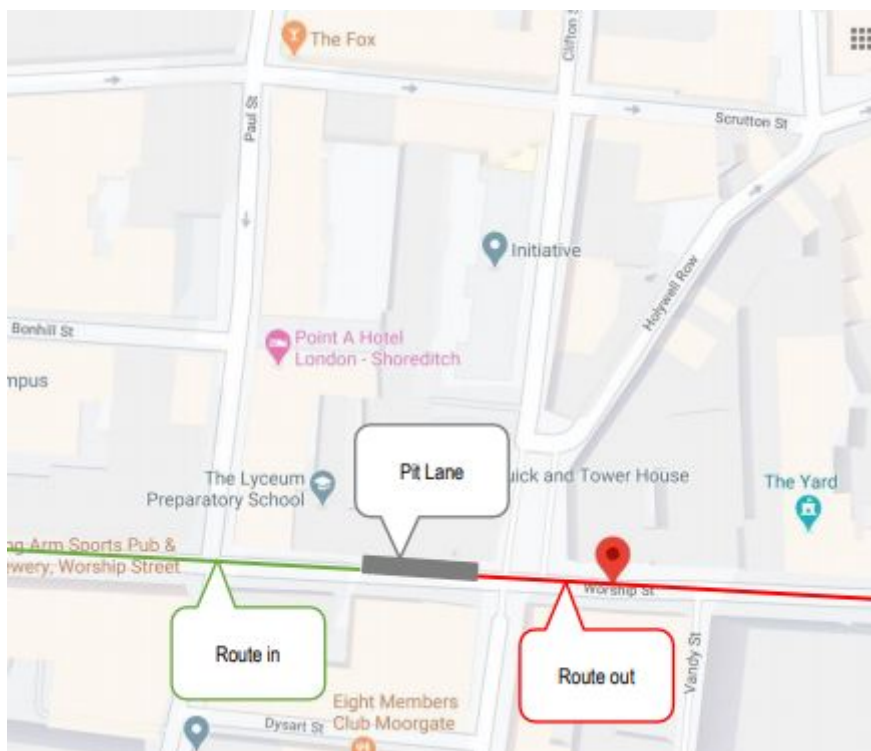


Fig 1. Worship Street Pit Lane

6.2.2 Whilst the pit lane is in place, it has been agreed that controlled pedestrian crossing points will be provided on the eastern and western side of the pit lane. This would help ensure that there is no direct conflict between pedestrians and construction vehicles by diverting pedestrians to the southern side of Worship Street. This measure, which was not included in the originally submitted CMP but has been secured as a result of officer feedback, is considered the key element of the mitigation strategy to protect pedestrian safety on the northern side of Worship Street.

- 6.2.3 The CMP also includes time restrictions which prevent deliveries to the site between 8:30-9:00am and 3:00-3:30pm. This will help further reduce the impacts upon the adjacent Lyceum School by restricting vehicle movements during school start/finish times.
- 6.2.4 In addition, the CMP sets out details in relation to the number of vehicles that would access the site at the various stages of construction. Further details were sought by transport officers in relation to the measures that will be taken to minimise deliveries and the systems that will be in place for booking, scheduling and managing deliveries to ensure that vehicles do not spend time idling in the vicinity of the site. The CMP has been amended in light of this feedback and is now considered acceptable in terms of its assessment and mitigation of vehicle movements.
- 6.2.3 Following feedback received by transport officers, the CMP has also been amended to include a commitment to install CCTV at both the site entrance on Clifton Street and also covering the access / egress points of the Worship Street pit lane with access provided for council officers upon request. The CMP has also been amended to include a commitment for the site to meet the CLOCS standard and FORS equivalent (Silver standard).
- 6.2.4 Overall, based on the amendments made to the CMP following officer feedback, the document is considered sufficient to ensure that the demolition and construction of the development will not have an unacceptable impact upon highway safety or the local transport network.

6.3 Environmental considerations including noise and air quality

6.3.1 The submitted Construction Management Plan and Environmental Management Plan proposes a range of measures to mitigate environmental impacts in terms of noise and air pollution. This includes cleaning of soil from the public highway, wheel washing facilities, monitoring of dust and noise levels at the site from fixed locations, use of screens and hoardings to reduce emissions, sheeting of dusty storage / loads as well as water suppression, and no burning of waste on site. In addition vehicles and machinery used on site will comply with Non Road Mobile Machinery (NRMM) legislation and mayor of London Control of Dust SPG for emission of Nitrogen Dioxide (NOX) and Particulate Matter (PM).

6.3.2 The measures set out in the submitted CMP have been assessed by officers in the Council's Air Quality and Pollution teams and are considered acceptable to mitigate the environmental impacts of construction. Special regard has been had for the impact upon the adjacent school.

7 CONCLUSION

7.1 The proposed Construction Management Plan demonstrates that the construction of the development, would not result in undue disruption to the

highway network, would not harm highway safety for vulnerable users and would adequately manage environmental impacts. As such the submitted information is considered sufficient to discharge condition 18 in accordance with policies of the Hackney Local Plan 2033 (LP33), the London Plan (2016) and the emerging new London Plan.

8 RECOMMENDATION

8.1 Discharge condition 18 attached to planning permission 2019/0462.

Signed..... Date.....
Aled Richards – Director, Public Realm

| | BACKGROUND PAPERS | NAME/DESIGNATION AND TELEPHONE EXTENSION OF ORIGINAL COPY | LOCATION CONTACT OFFICER |
|----|--|---|---------------------------------|
| 1. | Construction Management Plan dated 04 October 2020 | Barry Coughlan (Major Projects Planner) Ext 7939 | 2 Hillman Street, London E8 1FB |