

# LONDON BOROUGH OF HACKNEY

PLANNING SUB-COMMITTEE  
08/06/2023

ADDENDUM SHEET

## **ITEM 9: 2023/0356: 107-117 and 133-141 Morning Lane, Hackney, London, E9 6LH**

In paragraph 5.2.14 of the Officers' report a condition is provided limiting the size of any retail use (Use Class E(a)) within the buildings to an area of 200sqm or less. It is now proposed to amend the condition to limit the size of any retail unit to 261sqm. This revision to the condition is in response to further detailed analysis and discussions which would result in a deliverable condition that would see a maximum retail unit of between 235sqm and 260sqm (ie. a single floor within the east building) whilst still achieving relevant planning objectives in regard to protecting the vitality and viability of the nearby Hackney Central Major Town Centre. As such, the minor revision is considered justified in this instance.

The revised wording of the proposed condition is as follows:

### **7.1.10 Maximum Size of Units**

No single unit hereby approved falling within Use Class E(a) of the Town and Country Planning (Use Classes) Order 1987 or such replacement legislation shall have an area of more than **261** square metres.

REASON: In order to ensure that the vitality and viability of nearby town centres is not prejudiced by the development in line with policy LP32 of Hackney Local Plan 2033.

In paragraph 5.4.3 of the Officers' report discussions and conclusions are drawn on the required amount of cycle parking spaces that should be provided on site based on the proposed range of potential uses. Since the report was written the applicant has had a chance to respond to this request and they say that the provision of all of the required cycle parking prior to the units or singular floors on the site. Given the range of prospective uses and the layout and sizes of each of the floorplates the applicant's concerns seems reasonable. In this instance it is considered that a condition be included requiring details of a policy compliant cycle plan be submitted prior to the occupation of each planning unit. This would allow for the Council to assess the quality and quantum of cycle parking provided to each prior to occupation and would also allow for the cycle parking to be provided on a unit by unit and use by use basis.

The revised wording of the proposed condition is as follows:

### **7.1.7 Cycle Parking**

Prior to the occupation of each planning unit hereby approved, a policy compliant cycle parking plan, which shows details of layout, foundation, stand type shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that a reasonable provision is made within the site for the parking of bicycles in the interest of relieving congestion in surrounding streets and improving highways conditions in general.

**ITEM 10: 2021/2558: Springdale Mews, London, N16 9NR**

Add after paragraph 6.2.13:

6.2.14 With regards to noise, the CMP states that all operations will be undertaken in due consideration of BS5228 Noise and Vibration Control on Construction and Open Sites, in particular Part 1 and Part 2. Measures proposed in section 5 of the CMP include limiting hours of work (which are also controlled by other legislation), the correct use of acoustic covers to machinery, the use of acoustic barriers and fencing and ensuring plant and machinery is properly maintained.

Renumber original paragraphs 6.2.14 to 6.2.17 as 6.2.15 to 6.2.18

**Signed**..... **Date**.....

**ALED RICHARDS**  
**Strategic Director, Sustainability & Public Realm**