

Planning Sub Committee - 6 December 2021

## ADDENDUM REPORT FOR ITEMS

UPDATE FOR CONSIDERATION AT PLANNING SUB-COMMITTEE Item No. 9

<b>Reference No:</b> HGY/2020/3186	<b>Ward:</b> Northumberland Park
<b>Address:</b> Unit 7 Unicorn Works 21-25 Garman Road N17 0UN	
<b>Proposal:</b> Erection of two-storey replacement light industrial unit	
<b>Applicant:</b> Mr Upadhyay	
<b>Ownership:</b> Private	

The final parking layout and Transportation comments published have been superseded by the attached and are set out below and reflected in the Conditions and Obligation:

### 4. CONSULTATION RESPONSE

#### Vehicle Access and Swept Paths

The applicant has indicated in the Transport Statement and on the plans that the units are proposed to be accessible to vans that would enter them.

Swept paths of such vehicles entering and exiting each unit, as well as the manoeuvres needed to be performed from and to the highway, were requested. In addition, it was requested that the proposed car parking spaces outside Units 1, 2 and 3A be relocated as they would block vehicle access to these units.

#### Highway Works / Proposed Parking Layout

Considering the swept paths provided, a number of amendments to the proposed parking and loading layouts were then requested (a list of which is available in a more detailed email) to make the parking and loading layouts acceptable. The location of the existing crossovers and the structural damage to the footway along the site as a result of the fire were a starting point for and informed the re-provision of the public highway on a like-for-like basis and to high-quality standards.

For the purpose of the scope of the S.278 highway works, the following itemised list of works was reviewed by the Engineering Projects team, who provided an estimate for the S.278 works, to feed into the draft S.278 agreement:

- Re-instatement (and potential widening/displacement – to be confirmed) of the central crossover;
- Re-instatement of the footway outside the site;
- Re-provision of the loading bay sign on the footway; and
- Potential amendment to the on-street loading bay and Traffic Management order (to be confirmed).

#### Proposed Cycle Parking

The applicant proposes 36 cycle parking spaces across the 6 units, or 6 per unit, which therefore satisfies the minimum London Plan (2021) minimum cycle parking standards. The external doors granting access to the cycle parking area in each unit should be 1.2m wide at least. Long-stay parking should be provided either in the form of Sheffield stands, or a mixture of Sheffield stands and two-tier racks. A clear headroom of at least 2.6m is required to install two-tier racks.

In addition to long-stay cycle parking, short-stay (visitor) cycle parking should also be provided, with a minimum of 3 spaces (rounded up to 4 spaces). Short-stay parking should be located outside the building, within the site's boundaries and near the entrances of the building, and provided in the form of 2 Sheffield stands.

Supporting facilities are recommended, including changing rooms, lockers and shower facilities. Accessible facilities for disabled cyclists should also be provided.

The adequacy of the long-stay and short-stay cycle parking and access arrangements is to be secured by planning condition. This will involve the provision of full details showing the parking systems to be used, access to them, the layout and space around the cycle parking spaces with all dimensions marked up on a plan.

### **Additional Documents**

A Construction Management Plan (incorporating a Construction Logistics Plan) and a Delivery and Servicing Plan are to be secured by planning conditions.

We would not object to the proposed development being granted planning permission on transport grounds, subject to the following planning condition and S.106 heads of terms.

### **Planning Conditions**

#### Planning Conditions

##### 1. Cycle Parking

No development shall take place until scaled drawings with details of the location and dimensions of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The proposed development shall not be occupied until 36 long-stay and 4 short-stay cycle parking spaces for the employees and visitors of the proposed development have been installed in accordance with the approved details and the London Cycling Design Standards. Such spaces shall be retained thereafter for this use only.

Reason: To promote travel by sustainable modes of transport and to comply with the London Plan (2021) minimum cycle parking standards and the London Cycle Design Standards.

##### 2. Construction Management Plan (including Construction Logistics Plan)

Prior to the commencement of development, a Construction Management Plan (including a Construction Logistics Plan) shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters and the development shall be undertaken in accordance with the details as approved:

- a) The routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway;
- b) The estimated peak number and type of vehicles per day and week;
- c) Estimates for the number and type of parking suspensions that will be required; and
- d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.

**Reason:** To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development, encouraging modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and to maintain traffic safety.

### 3. Delivery and Servicing Plan

Prior to the commencement of development, a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters:

- a) Identifying where safe and legal loading and unloading can take place;
- b) Ensuring delivery activities do not hinder the flow of traffic on the public highway;
- c) Managing deliveries to reduce the number of trips, particularly during peak hours;
- d) Minimising vehicles waiting or parking at loading areas so that there would be a continuous availability for approaching vehicles; and
- e) Using delivery companies who can demonstrate their commitment to best practice through the Fleet Operator Recognition Scheme (FORS).

**Reason:** To set out the proposed delivery and servicing strategy for the development, including the predicted impact of the development upon the local highway network and both physical infrastructure and day-to-day policy and management mitigation measures. To ensure that delivery and servicing activities are adequately managed such that the local community, the pedestrian, cycle and highway networks and other highway users experience minimal disruption and disturbance. To enable safe, clean and efficient deliveries and servicing.

### **Section 106 Heads of Terms**

- Commercial Travel Plan with associated monitoring contribution of £3,000
- Section 278 highway works