

<b>ADDRESS:</b> 40-43 Andrews Road, London, E8 4RL	
<b>WARD:</b> London Fields	<b>REPORT AUTHORS:</b> Sam Dargue
<b>APPLICATION NUMBER:</b> 2025/1748  <b>DRAWING NUMBERS:</b> Planning, Design & Access Statement Application Drawings: Site Location Plan; Existing Site Layout Proposed Site Layout TT/3046/01/01 Rev C; TT/3046/01/02 Rev C; TT/3046/01/03 Rev C; TT/3046/01/04 Rev C; TT/3046/01/05 Rev C; TT/3046/01/06 Rev C; TT/3046/01/07 Rev C; TT/3046/01/08 Rev C; TT/3046/01/09 Rev C; TT/3046/01/10 Rev C; TT/3046/01/11 Rev C; TT/3046/01/12 Rev C; TT/3046/01/20 Rev C; Data Sheet 1 (Proposed Portakabin) Data Sheet 2 (Proposed Shipping Container) Data Sheet 3 (Retained Portakabin) Portable Space Ltd: 20' Std Height Garden Office Unit SECQW60266 Sheets 1-3 of 3 Proposed Lighting Layout Lighting Proposal prepared by Arcadis dated June 2020.	<b>VALID DATE:</b> 04/08/2025
<b>APPLICANT:</b> Remi Olapade (London Borough Hackney) 1 Hillman Street, Hackney, London, E8 1DY	<b>AGENT:</b> Montagu Evans
<b>PROPOSAL:</b> Retention of existing portakabins to the rear and front of the site as offices in association with vehicle parking for coaches, retention of storage containers and floodlights to the rear of the site, retention of fencing and relocation of x1 storage container to the front of the site for a period of 3 years	

**RECOMMENDATION SUMMARY:**

Grant planning permission, subject to conditions.

**NOTE TO MEMBERS:**

This application is presented to Planning Sub-Committee as it constitutes a Council's own planning application.

REASON FOR REFERRAL TO PLANNING SUB-COMMITTEE:	
Major application	
Substantial level of objections received	
Council's own planning application (in accordance with the Planning Sub-Committee Terms of Reference)	Yes
Other (in accordance with the Planning Sub-Committee Terms of Reference)	

**ANALYSIS INFORMATION**

PLANNING DESIGNATIONS: (Yes) (No)

CPZ	Yes	
Conservation Area		No
Listed Building (Statutory)		No
Listed Building (Local)		No
Priority Employment Area	Yes (POA)	

LAND USE:	Use Class	Use Description	Floorspace Sqm
<b>Existing</b>	Sui Generis	Temporary Office with associated storage and vehicle parking	3847
<b>Proposed</b>	Sui Generis	Temporary Office with associated storage and vehicle parking	3847

PARKING DETAILS:	Parking Spaces (General)	Parking Spaces (Blue Badge)	Bicycle storage
<b>Existing Development Site:</b>	31	1	10
<b>Proposed Development Site:</b>	31	1	10

**CASE OFFICER'S REPORT**

**1.0 SITE CONTEXT**

- 1.1 The application site covers approximately 1.6ha and is located on the northern side of Andrews Road. It was formerly occupied by a furniture manufacturer. The site is bounded by other commercial uses, including a bus garage to the north, and an elevated railway line to the east.
- 1.2 The site previously operated as a car pound for LB Hackney and has been used for the storage of vehicles associated with the Meals on Wheels service and Passenger Transport Services.
- 1.3 Almost central to the site is the main old factory (Cintique) building which has been vacant for many years and has now been secured against entry with all openings boarded over. Entry is prohibited to this building due to the presence of asbestos and internal structural instability. There are also some single-storey temporary office and storage buildings at the site, used for purposes in connection with the delivery of council services.
- 1.4 The site is located in the Mare Street Priority Office Area. The site is also identified in LP33 as site allocation HC10 40-43 Andrews Road and Ash Grove Bus Garage for mixed-use employment-led development.
- 1.5 The site is not located in a conservation area, but the south side of Andrews Road is the boundary of the Regent's Canal Conservation Area.
- 1.6 The buildings on the south side of Andrews Road are a mix of commercial and residential uses.

**2. CONSERVATION IMPLICATIONS**

- 2.1 The site is not within a conservation area, and there are no listed buildings within its curtilage. To the west of the site is the Locally Listed terrace of 76-79 Andrews Road. The Regent's Canal Conservation Area is located a short distance to the south.

**3. HISTORY**

- 2009/3010 – Erection of temporary portakabin for use as office (219 sqm) Class B1 in conjunction with use of site as car compound (1,279 sqm of Class B8 use) to operate 24/7 for five years together with associated lighting (Amended Description). Granted 25/03/2010
- 2011/1893 – Temporary erection of two storey modular building to rear of site to be used as ancillary office accommodation in association with temporary car pound use' (Sui Generis) (amended description). Granted 08/09/2011

- 2011/2606 – Continued use of the front part of the site, to the west of the main building, for the parking of vehicles associated with the operation of the Council's Passenger Transport and Meals on Wheels services for a temporary period until 31/03/2015. Granted 02/12/2011.
- 2014/4002 – Variation of condition 1 of planning permission ref 2011/2606 dated 08/09/2011 to allow a further 9 months occupation. Granted 17/02/2015
- 2014/4001 – Variation of Condition 3 of Planning Reference 2009/3010 dated 12/01/2010 to allow for a further 9 months occupation. Granted 18/03/2015.
- 2015/3690 – Variation of condition 3 of planning permission ref 2014/4001 dated 18/03/2015 to allow a further 24 months occupation. Granted 24/12/2015
- 2015/3652 – Variation of condition 1 of planning permission ref 2014/4002 dated 17/02/2015 to allow a further 24 months occupation. Granted 24/12/2015.
- 2017/4983 – Continued temporary use of the site for storage, vehicle decommissioning and re-commissioning works, installation of storage containers and continued use of existing Portakabins for a period of 5 Years (sui generis use). Granted 21/03/2018.
- 2019/3807 – Change of use of the rear of the site from vehicle de-commissioning and re-commissioning area to vehicle parking; installation of storage containers and portakabin along the northern boundary; relocation of floodlights; and continued use of the existing portakabin and front yard as offices and associated vehicle parking, for a temporary period of 3 years. Granted 21/02/2020.
- 2020/1875 – Submission of details pursuant to condition 4 (lighting scheme) of planning permission 2019/3807 dated 21/02/2020. Granted 20/08/2020.
- 2022/2025 - Retention of portakabins to the rear and front of the site for office use [Use Class E(g)(i)]; retention of storage containers and floodlights to the rear of the site; installation of storage container to the north-eastern corner of the site and installation of fencing for a temporary period of 3 years. Granted 23/11/2022.

## **3.2 Consultations**

- 3.2.1 Date Statutory Consultation Period Started: Initial consultation was carried out on 03/09/2025.
- 3.2.2 Date Statutory Consultation Period Ended: 03/01/2026
- 3.2.3 Site Notices: No.
- 3.2.4 Press Advert: No.

### **3.3 Neighbours**

3.3.1 Letters of consultation were sent to 10 adjoining owners/occupiers. At the time of writing the report 2 objections were received in the form of individual representations. A summary of these objections are included below:

- Objection to ongoing use due to continued neglect of the historic former Cintique factory building, cited as one of the oldest buildings in Hackney and important to local heritage and community identity. Previous demolition attempts lacked transparency and consultation and contradict earlier commitments to retain and repurpose the building.
- Frustration over poor communication from council, unclear future plans and perceived inconsistencies in the masterplan and consultation process.
- Portakabins are an eyesore.
- Objectors request retention, maintenance and reuse of the historic building as part of future redevelopment, potentially supporting affordable housing delivery and public realm improvements.

Officer note: The representations made citing concerns with regard to the Cintique building or wider masterplanning do not form part of this planning submission.

### **3.4 Statutory / Local Group Consultees**

3.4.1 Transport for London - No objection.

3.4.2 Network Rail - No objection subject to development complying with the following:

The developer must ensure that their proposal, both during construction and after completion does not:

- encroach onto Network Rail land
- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone
- damage the company's infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the air-space of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

Officer note: The requests of Network Rail will be added as an informative.

### **3.5 Council Departments**

3.5.1 Transportation: No objection. Cycle parking condition recommended

3.5.2 Pollution (Land/Air): No objection.

3.5.3 Pollution (Noise): No objection.

## **4. Policies**

### **4.1 Hackney's Local Plan 2033 (LP33)**

LP1 Design Quality and Local Character  
LP2 Development and Amenity  
LP3 Designated Heritage Assets  
LP4 Non Designated Heritage Assets  
LP26 Employment Land and Floorspace  
LP27 Protecting and Promoting Office Floorspace in the Borough  
LP42 Walking and Cycling  
LP43 Transport and Development  
LP45 Parking and Car Free Development  
LP46 Protection and Enhancement of Green Infrastructure  
LP47 Biodiversity and Sites of Importance of Nature Conservation  
LP53 Water and Flooding  
LP54 Overheating And Adapting To Climate Change  
LP55 Mitigating Climate Change  
LP58 Improving the Environment - Pollution  
PP1 Public Realm  
HC10 - 40-43 Andrews Road and Ash Grove Bus Garage

### **4.2 London Plan 2021**

D1 London's Form, Character and Capacity for Growth  
D3 Optimising Site Capacity Through the Design-led Approach  
D4 Delivering Good Design  
D8 Public Realm  
D14 Noise  
E1 Offices  
E2 Providing Suitable Business Space  
HC1 Heritage Conservation & Growth  
G5 Urban Greening  
G6 Biodiversity and Access to Nature  
SI 2 Minimising Greenhouse Gas Emissions  
SI 4 Managing Heat Risk  
SI 12 Flood Risk Management  
SI 13 Sustainable Drainage  
T1 Strategic Approach to Transport  
T4 Assessing and Mitigating Transport Impacts  
T5 Cycling

T6 Car Parking  
T7 Deliveries, Servicing and Construction

Mayor of London Sustainable Design and Construction SPG;  
Mayor of London Climate Change Adaptation Strategy;  
Mayor of London Climate Change Mitigation and Energy Strategy;  
Mayor of London Water Strategy;  
London Borough of Hackney Planning Contributions SPD

#### **4.3 National Planning Policies/Guidance**

National Planning Policy Framework  
Planning Practice Guidance

#### **4.4 Legislation**

Town and Country Planning Act 1990 (as amended)

## **5.0. Assessment**

5.1. The main considerations relevant to this application are:

- Background
- Land Use;
- Design;
- Quality of Accommodation;
- Transportation;
- Impact upon amenity of nearby occupiers;
- Sustainability;
- Waste;
- Objections on wider use of the site.

## **6.0 Background**

6.0.1 At the time of submission, the site benefitted from a temporary planning permission, for the use of the rear of the site as vehicle parking; installation of storage containers and portakabin along the northern boundary; floodlights and continued use of the existing portakabin and front yard as offices and associated vehicle parking, for a temporary period of 3 years, which expired on 23 November 2025. This application seeks a renewal of this temporary permission for a further period of 3 years.

6.0.2 Following the departure of Meals on Wheels from the site and the requirements for the relocation of LB Hackney Learning Trust Special Needs and Disabilities Travel Assistance Service Team (SEND), the site was identified by the LB Hackney for their relocation under the original temporary permission granted on 21 February 2020 (ref: 2019/3807). This application proposes the continued use of the rear of the site to provide vehicle parking associated with the SEND team. Hackney Passenger Transport Services also occupy the site and it is proposed that their occupation also continues.

6.0.3 This application therefore seeks permission for the proposed use of the rear of the site for the parking of 23 buses (16 x 20-seater buses and 7 x 16 seater buses), four secure storage containers for specialist vehicle seating and portakabins to the rear boundary to accommodate office administration needs, along with the portakabins to the front of the site along with retention of the storage container.

## **6.1 Land Use Principles**

6.1.1 The site is in a Priority Office Area, and policy LP26 (Employment Land and Floorspace) of the Hackney Local Plan 2033 (LP33) seeks to safeguard the site for employment uses. Although the range of uses at the site does not fall within a defined use class, the use and the buildings would provide employment for operators at the site, notably the LB Hackney Learning Trust Special Needs and Disabilities Travel Assistance Service Team and Hackney Passenger Transport Services.



- 6.1.2 The proposed temporary uses at the site would continue to be operated by LB Hackney's SEND and Passenger Transport Services, with associated vehicular parking and ancillary office and storage accommodation. Given that similar uses have operated from the site since being acquired by the Council in 2009, the nature of the proposed uses, coupled with their employment function, are deemed appropriate for this site and the area.
- 6.1.3 The site is allocated in the Hackney Local Plan 2033 (LP33) as Site Allocation HC10, where the development principles support a comprehensive mixed-use, employment-led redevelopment, potentially in conjunction with the adjacent Ash Grove Bus Garage. The allocation highlights opportunities for intensified employment uses, housing (including genuinely affordable homes), improved public realm, and reuse of the adjacent railway arches.
- 6.1.4 It is recognised that the current proposal does not contribute directly to the long-term vision for the site as set out under Policy HC10. However, the application is explicitly time-limited, and therefore does not prejudice the delivery of the site allocation. The temporary use of the site for portakabins, storage and associated coach parking is consistent with its longstanding interim use as a depot and provides operational employment benefits in the short term, while longer-term redevelopment options are explored in partnership with stakeholders including TfL. As such, it is considered that the principle of the proposed use is acceptable with consideration to Policy LP26 and Policy HC10 of LP33.

## **6.2 Design and Heritage**

- 6.2.1 Policies LP1 (Design Quality and Local Character) of the LP33 and D3 (Optimising Site Capacity Through the Design-Led Approach) of the London Plan seek to adopt a rigorous design approach and ensure that all new development be of the highest architectural and urban design quality. They require development to respond in a positive manner to the existing context and local character, be compatible with the existing townscape including urban grain and plot division, and where possible enhance it.
- 6.2.2 The retained temporary office and storage buildings located at the rear (north) of the site would be well screened from the surrounding public realm owing to their scale and position, surrounded by larger permanent buildings and the site perimeter wall. The storage container located to the front of the site would be located to the rear corner of the westernmost car park. This again will be well set back from the road and will not substantially alter the character or appearance of the site, or impact the setting of locally listed 76-79 Andrews Road. The nature of the uses of the site, for vehicle storage and associated activities, would be the same as previous uses and as such would preserve the character of the area.
- 6.2.3 The proposal also seeks the temporary retention of the portakabin at the southern end of the site, located behind (running adjacent to) the perimeter wall fronting Andrews Road. The overall form and massing of this structure is partially screened by the brick perimeter wall but its height projects above, resulting in a

degree of harm to the Andrews Road frontage, and the setting of the Regent's Canal Conservation Area to the south of the site. It will also partially obstruct views of the Cintique building to the north.

- 6.2.4 In weighing these impacts, officers acknowledge that the application supports the continued operation of Hackney's statutory SEND and Passenger Transport Services, delivering an important public benefit. Given the temporary nature of the permission sought, and the operational need to accommodate these services following the relocation of SEND functions to the site, the identified harm is considered limited, reversible and outweighed by the public benefits, subject to a time limit condition to ensure the site remains available for future comprehensive redevelopment in line with adopted policy.
- 6.2.5 The security fencing along the site frontage is visually permeable and forms part of the existing operational arrangement of the site. Its appearance and temporary nature have been previously considered as part of earlier permissions, and it is not considered to introduce any new or additional visual harm beyond that already established. The floodlighting is positioned to the eastern perimeter (adjacent to elevated rail line) and western perimeter (adjacent to bus depot building) to the rear of the site to serve operational areas and, while functional in character, is consistent with the established depot use of this part of Andrews Road.
- 6.2.6 In this instance, given the temporary nature of the permission sought, the established operational and utilitarian character of the site, and the clear public benefits associated with the continued use of the site for statutory transport services, the visual impacts are not considered so significant as to warrant refusal. This conclusion is reached on the basis that a time limit condition is imposed to ensure the site remains available for future comprehensive redevelopment in accordance with adopted policy.

### **6.3 Neighbouring Amenity**

- 6.3.1 Proposals must have regard to policy LP2 of LP33 in that they should not cause significant harm to the amenity of neighbouring properties. The potential impacts of the proposal on the amenity of neighbouring properties relate to daylight/sunlight; outlook (including bulk and dominance issues); privacy matters; vibration, noise, fumes and odour, and other forms of pollution; microclimate conditions; and the safety of highway users
- 6.3.2 With previous applications at the site, it has been noted that the principal concern with regards to the amenity of neighbouring occupiers is from noise and disturbance associated with vehicle movements. The SEND team would continue to operate between 7am and 5.30pm in line with school hour requirements. The Passenger Transport Service would continue to operate from 7am to 7pm five days a week and provide transport for people with learning difficulties to day centres, as well as providing transportation for elderly people who need transportation. These hours of operation are considered reasonable, and do not give rise to significant levels of noise and disturbance from the movement of vehicles beyond levels experienced in the surrounding context. Previous suitable

conditions regarding the hours of use are recommended, to be secured as part of this temporary permission.

- 6.3.3 With regards to the proposed temporary portakabin and storage units, their size and locations within the site boundary would not give rise to significant amenity concerns in terms of overlooking, overshadowing or increased sense of enclosure.
- 6.3.4 Details of the retained lighting were provided as part of the application and are identical to those approved under a previous approval of details application. The location, detailed design and luminance levels of the lighting is considered acceptable and would not result in unacceptable light spill beyond the site or above levels that already exist.
- 6.3.5 Given the above, the development is considered to be acceptable in relation to impacts on the amenity of surrounding properties.

#### **6.4 Transport & Servicing**

- 6.4.1 The proposal has been assessed against Policies LP42 (Walking and Cycling), LP43 (Transport and Development) and LP45 (Parking and Car-Free Development) of the Hackney Local Plan (LP33), which seek to promote sustainable travel choices, ensure development does not adversely affect the highway network, and manage parking impacts appropriately.
- 6.4.2 Regard has been given to previous planning permissions on the site for comparable operational uses, and it remains the case that the level of vehicle activity generated would not result in any undue impact on traffic conditions or the safe operation of Andrews Road or the surrounding highway network. The proposal does not seek to intensify the established use of the site and therefore it is considered that the conclusions previously reached in respect of traffic generation and highway impact remain valid.
- 6.4.3 The submitted Design and Access Statement indicates that the retention of the vehicle parking area to accommodate the SEND fleet would generate approximately 92 vehicle trips per day, based on vehicles undertaking morning drop-offs and returns, followed by afternoon pick-ups and returns. These trips are spread across predictable morning and afternoon periods and reflect the existing operational pattern on the site. Given that this application seeks a temporary renewal of an established use, and does not propose an increase in the number of vehicles or trip frequency, this level of activity is considered appropriate and acceptable in highway terms. Swept path analysis has also been submitted, demonstrating safe vehicular access to and from the site.
- 6.4.4 In relation to sustainable transport, Local Plan Policy LP42 and the Council's Sustainable Transport SPD require development to provide adequate cycle parking. The application proposes 10 staff cycle parking spaces adjacent to the west side of the main building. While this provision is welcomed in principle, further detail is required regarding the precise location, layout, stand type and spacing, to ensure compliance with the London Cycling Design Standards. Any

proposed two-tier cycle parking would need to meet the minimum aisle width and usability standards set out in TfL guidance.

6.4.5 It is considered that these matters can be satisfactorily addressed through a planning condition requiring the submission and approval of a policy-compliant cycle parking plan. Subject to this condition, the proposal is considered acceptable in transport and highways terms and accords with Policies LP42, LP43 and LP45 of the Hackney Local Plan.

6.4.6 Given the above the proposal is therefore considered to be acceptable on transportation grounds.

## **6.5 Sustainability**

6.5.1 All new developments need to consider statutory requirements to reduce pollution, energy and carbon emissions, and should incorporate best practice design principles and guidance where appropriate.

6.5.2 Policy SI 4 of the London Plan and LP54 of LP33 requires all development to regulate internal and external temperatures through orientation, design, materials and technologies which avoid overheating, in response to Urban Heat Island Effect and addressing climate change. Policy LP55 applies to all new developments and states that these must actively seek to mitigate the impact of climate change through design which minimises exposure to the effects, and technologies which maximise sustainability.

6.5.3 The retained temporary office containers are constructed of modern materials that will result in acceptable operational energy efficiency with double-glazed windows incorporating low u-values.

6.5.4 On the basis of the above design features and considering the scale and temporary nature of the development, the proposal is considered to result in a sustainable form of development.

## **6.6 Drainage**

6.6.1 London Plan policy SI 12 states that development proposals must comply with the flood risk assessment and management requirements over the lifetime of the development and have regard to measures proposed in flood management plans. Policy SI 13 of the London Plan states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

6.6.2 Policy LP53 of LP33 requires all development to have regard to reducing flood risk, both to and from the site, over its expected lifetime. The policy further states that all development should decrease vulnerability to flooding through appropriate siting, design and on-, and off-site mitigation.

- 6.6.3 The scheme includes the temporary retention of modular storage and portakabin structures on an area covered with impervious hardstanding. As such there is not considered to be any impact in regard to drainage and no further details will be required by condition. The scheme is considered acceptable with regard to drainage.

## **6.7 Biodiversity**

- 6.7.1 Policy G5 of the London Plan and LP46 of Local Plan 33 requires that all development should enhance the network of green infrastructure and seek to improve access to open space. The development would not result in any loss of open space.
- 6.7.2 Policy G6 of the London Plan states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. Policy LP47 of LP33 reinforces this policy, stating that all development should protect and where possible enhance biodiversity leading to a net gain.
- 6.7.3 The proposal seeks to retain temporary structures on existing hardstanding and would not result in the loss of biodiversity values in or around the site.

## **6.8 Objections on wider use of the site**

- 6.8.1 Officers note that objections have been received which raise concerns regarding perceived impacts to the historic Cintique Building and wider suggested operations at the site. Objectors highlight past demolition attempts, perceived lack of maintenance, and the risk that temporary renewals will undermine its long-term future.
- 6.8.2 Officers note that the Cintique Building does not form part of this submission. The application relates solely to the retention of temporary structures situated on other locations within the wider site. Any works affecting the historic building or other wider development would require separate submissions and accordingly be determined on their own planning merits.

## **7. CONCLUSION**

- 7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 7.2 The site has an established planning history associated with temporary operational uses, and the proposal would facilitate the continued operation of Hackney's statutory SEND and Passenger Transport Services, which deliver an essential public function for residents of the borough.

- 7.3 While the retained portakabins and associated infrastructure are utilitarian in appearance, the impacts are limited by the temporary nature of the permission sought and the established depot character of this part of Andrews Road. Whilst it is noted the front retained portakabin would result in some harm to the Andrews Road frontage and the setting of the Regent's Canal Conservation Area, this harm is considered limited, reversible and outweighed by the temporary nature of the proposal and clear public benefits associated with the continued delivery of statutory transport services.
- 7.4 No significant adverse impacts are identified in respect of neighbouring amenity, transport or highway safety, and the proposal would allow essential Council services to continue operating temporarily, while longer-term redevelopment options for the wider site are progressed.
- 7.5 On balance, and having regard to the representations received and all relevant material planning considerations, the proposal is considered to accord with the relevant policies of the London Plan (2021) and Hackney Local Plan LP33, subject to a temporary permission. The granting of planning permission is therefore recommended, subject to appropriate conditions to control the duration of the use and associated operational details.

## **8. RECOMMENDATIONS**

### **Recommendation A**

**8.1 That planning permission be GRANTED, subject to the following conditions:**

#### **8.1.1 - Development in accordance with plans**

The development hereby permitted shall only be carried out and completed strictly in accordance with the submitted plans hereby approved and any subsequent approval of details.

REASON: To ensure that the development hereby permitted is carried out in full accordance with the plans hereby approved.

#### **8.1.2 - Time Limit of Development**

The proposed uses and buildings hereby permitted shall be retained for a limited period of three years from the date of this permission. At the expiry of the three year period the use shall cease, the buildings removed and the land restored to its former condition.

REASON: To allow the site to be comprehensively redeveloped in accordance with development plan policies.

#### **8.1.3 - Vehicle Movements**

All vehicle movements to and from the site shall be limited to between the hours of 0700 and 0000.

REASON: To ensure that the use operates in a satisfactory manner and does not unduly disturb adjoining occupiers or prejudice local amenity generally.

#### **8.1.4 - Cycle Parking**

Notwithstanding what is shown on the approved plans, detailed design of the secure parking for 10 cycles serving the development site shall be submitted and approved by the Local Planning Authority, within 2 months of the date of this permission. .

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 highway conditions in general.

## **8.2 Recommendation B**

8.2.1 That the Sub-Committee grants delegated authority to the Assistant Director Planning & Building Control (or in their absence either the Growth Team Manager or Development Management & Enforcement Manager) to make any minor alterations, additions or deletions provided this authority shall be exercised after consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee (who may request that such alterations, additions or deletions be first approved by the Sub-Committee).



Signed..... Date.....

**Natalie Broughton**

**Assistant Director - Planning and Building Control**

	BACKGROUND PAPERS	NAME/DESIGNATION AND TELEPHONE EXTENSION OF ORIGINAL COPY	LOCATION CONTACT OFFICER
1	<p>Application documents and LBH policies/guidance referred to in this report are available for inspection on the Council's website.</p> <p>Policy/guidance from other authorities/bodies referred to in this report are available for inspection on the website of the relevant authorities/bodies</p> <p>Other background papers referred to in this report are available for inspection upon request to the officer named in this section.</p> <p>All documents that are material to the preparation of this report are referenced in the report</p>	Sam Dargue x 5847	<b>HSC, Hillman Street, London E8 1FB</b>