

Addendum report to Committee Report: Application No: 23/00882/FULL	
Committee	Date:
Planning Applications Sub Committee	13 February 2024
Subject: Middlesex Street Estate, Gravel Lane, London, E1 7AF Change of use of: (i) part basement, part ground and part first floor levels of six retail units and ancillary residential and ancillary commercial areas, to provide a police facility (sui generis) and ancillary residential parking and storage areas and facilities, and (ii) part ground and part first floor levels from gym use to community space (Class F2); and external alterations including: shopfront changes, installation of plant, erection of flue and louvre treatment, works to podium level and associated landscaping including erection of garden room, associated highways works to Gravel Lane and landscaping, installation of security measures; and associated works.	Public

1. Changes are proposed to the following paragraphs of the report to address inaccuracies in the number of car parking spaces cited. Therefore three paragraphs are affected, as set out below:

(paragraph 19 of the 'Summary')

It is understood that 34 resident parking permits are in circulation in total and this current allocation of spaces for residents would be maintained as part of the proposals. Based on the results of the surveys, the applicant considers that the reduction in resident parking would not adversely affect the operation of the car park as the recorded maximum demand for private car parking would be provided for, and this would be in excess of the number of identified permit holders (+11 in circulation and +17 as recorded in the maximum parking surveys) providing some level of parking contingency. The Applicant states there will be enhanced car parking management procedures implemented.

163. *Based on the results of the surveys, the applicant considers that the reduction in resident parking will not adversely affect the operation of the car park as the recorded maximum demand for private car parking would be provided for, and this would be in excess of the number of identified permit holders (+11 in circulation and +17 as recorded in the maximum parking surveys).*

295. *The applicant considers that the reduction in resident parking will not adversely affect the operation of the car park as the recorded maximum demand for private car parking would be provided for, and this would be in excess of the number of identified permit holders (+11 in circulation and +17 as recorded in the maximum parking surveys) providing some level of parking contingency. The Applicant states there will be enhanced car parking management procedures implemented.*

2. These three paragraphs will be amended to read:

It is understood that 34 resident parking permits are in circulation in total and this current allocation of spaces for residents would be maintained as part of

the proposals. Based on the results of the surveys, the applicant considers that the reduction in resident parking would not adversely affect the operation of the car park as the recorded maximum demand for private car parking would be provided for, and this would be in excess of the number of identified permit holders providing some level of parking contingency. The Applicant states there will be enhanced car parking management procedures implemented.

3. Paragraphs 21 and 112 state the podium height increases by 370mm. This increase in height of 370mm applies to the majority of the podium however this podium rises to 450mm on one side. This is reflected in the submitted drawings.
4. In paragraph 272 for 'City Planning Obligations', the following will be added to the Highways Reparations: 'Relocation of existing cycle parking on Gravel Lane'.
5. There is a typographical error in paragraph 30 of the 'Summary', and paragraphs 255 and 302 for 'Sustainability', 'load grade' should read '**low grade**'.
6. Condition 17 to be reworded to include the text in bold and underlined:

*Details of a Delivery and Servicing Management Plan and **a Car Park Management Plan** demonstrating **the car parking management arrangements** and arrangements for control of the arrival and departure of vehicles servicing the premises shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby permitted. The building facilities shall thereafter be operated in accordance with the approved Delivery and Servicing Management Plan (or any amended Servicing Management Plan that may be approved from time to time by the Local Planning Authority) for the life of the building. The Delivery and Servicing Management Plan must make provision for:*

- A maximum number of 12 deliveries per day (which includes facilities management vehicles).

The plan shall include any associated necessary works to the highway to be carried out prior to occupation of the development. The approved measures shall be maintained, in accordance with the Plan, for the duration of the use, unless the prior written approval of the Local Planning Authority is first obtained.

REASON: To ensure that the development does not have an adverse impact on the free flow of traffic in surrounding streets in accordance with the following policy of the Local Plan: DM16.1 and DM16.5 of the adopted Local Plan.

7. The following is added to the 'Background Papers':
'Gravel Lane Shop Units and Relocation Updates.'
8. Representation from 'D Rose' from 01.01.2024 was not included in the Representations pack in error and is now attached. Notwithstanding this, the points raised in the letter were taken into consideration in the assessment of the application and the representation is listed in the comments received in the 'Background Papers' section of the report.