

Officer's Report

Application Number	HGY/2023/0272
Type	Approval of details reserved by a condition
Location	Wolves Lane Nursery, Wolves Lane, Wood Green, London
Proposal	Discharge of conditions 4 (part) (Transport), 5 (Transport), 7 (part) (Transport), 8 (Trees) , 10 (Landscaping) and 12(a) (Biodiversity) relating to application HGY/2021/1474
Case Officer	Gareth Prosser
Valid Date	26/01/2023
Applicant	Yvonne Field
Agent	Mr Mandip Sahota

RECOMMENDATION

Approve

APPROVED DEVELOPMENT

Discharge of conditions 4 (part) (Transport), 5 (Transport), 7 (part) (Transport), 8 (Trees) , 10 (Landscaping) and 12(a) (Biodiversity) relating to application HGY/2021/1474

CONSULTATION RESPONSE (see sections below).

ANALYSIS/ASSESSMENT

Condition 4 (Part) (Transport) reads:

4) 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 a minimum of 6 long-stay and 11 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.

LBH Transport: The details submitted for condition 4 show the proposed layout for Sheffield Stands at 800mm centres for long and short stay cycle parking, to be located within a greenhouse at the site. The London Cycles Design Standards produced by TfL do reference 1000mm centres for Sheffield Stands, however some manufacturer's/providers do provide them to work with 800mm spacing.

The applicant has provided details of the system intended for use (Sheffield Stand 'toastrack' as produced by Street Furniture direct) and it is confirmed that this system will be acceptable.

Conclusion: Discharge

Condition 5 (Transport) reads:

Prior to the commencement of development, a Detailed Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The document shall follow the best practice guidelines as set out in the Construction Logistics and Community Safety

(CLOCS) standard requirements and CLOCS and Transport for London's Construction Logistics Planning (CLP) Guidance (2021).

LBH Transport: The submissions for condition 5 do include information on routing to and from the site, the applicant has now updated the document and confirmed that 3 to 4 construction related vehicles per week will be attending the site which is of no network relevance nor implication.

The applicant has also removed the reference to vehicle waiting locations, there will be no vehicular waiting or platooning required with this build out.

With regards to measures to protect pedestrian and other vulnerable road/highway users, the applicant has updated their document to clearly detail how arriving and departing construction vehicles will be overseen by banksmen and will ensure that all arrivals, departures and other users of the access will be managed safely.

Conclusion: Discharge

Condition 7 (part) (Transport) reads:

No development shall commence until an existing condition survey of the public highway has been undertaken in collaboration with the Council's Highways Maintenance team and submitted in writing the Local Planning Authority.) Within one month of the completion of all development works, including any highway works, a final condition survey shall be undertaken of the highway areas identified in (a) in collaboration with the Council's Highways Maintenance team and submitted in writing the Local Planning Authority. The applicant shall ensure that any damages caused by the construction works and highlighted by the before-and-after surveys are addressed and the condition of the public highway is reinstated to the satisfaction of the Council's Highways Maintenance team in accordance with an associated Highway Agreement.

LBH Transportation: The document including 33 photos of the existing condition of the carriageway and access off Wolves Lane, this accords with the extent of survey and detail required by the Council's Highway Maintenance team.

To summarise, the updated information provided by the applicant is satisfactory and this application is fine from the transportation perspective.

Conclusion: Discharge

Condition 8 (Trees) reads:

Prior to the commencement of any development hereby approved and before any equipment, machinery or materials are brought onto the site for the purposes of the development hereby approved, a Tree Protection method statement incorporating a solid barrier protecting the stem of the trees and hand dug excavations shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved and the protection shall be maintained until all equipment, machinery and surplus materials have been removed from the site.

LBH Trees: I am satisfied with the submitted details and Condition 8 (Trees) & Condition 10 (Landscape) can be discharged without delay.

Condition 10 (Landscaping) reads:

No development shall commence until a scheme for the treatment of the surroundings of the proposed development including the timescale for the planting of trees and/or shrubs and

appropriate hard landscaping has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be implemented in accordance with the approved details.

LBH Arborist: I am satisfied with the submitted details and Condition 8 (Trees) & Condition 10 (Landscape) can be discharged without delay.

Condition 12(a) (Biodiversity) reads:

Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.

LBH Carbon Management:

The biodiversity net gain shows:

- 33.4% net gain in area, based in habitat units
- 241.7% net gain in hedgerow units

The biodiversity measures proposed include:

- Pond creation
- Wildflower grassland
- Tree and shrub planting
- Native hedgerow planting
- Reedbed creation
- Sustainable drainage
- 2x bat boxes
- 2x bird boxes targeting tree sparrows, blue tits, coal tits, great tits and crested tits
- Reptile hibernacula creation
- Insect boxes

Conclusion: Discharge

Officers have reviewed each of the above conditions including requested and amendments. These are considered to satisfy each condition. As such, conditions 4 (part) (Transport), 5 (Transport), 7 (part) (Transport), 8 (Trees) , 10 (Landscaping) and 12(a) (Biodiversity) relating to application HGY/2021/1474 are recommended to be discharged.

RECOMMENDATION

GRANT DISCHARGE CONDITIONS