Dear Sir,

FURTHER WRITTEN STATEMENT FOR THE INDEPENDENT EXAMINATION OF THE HACKNEY PROPOSED SUBMISSION LOCAL PLAN (LP33) ON BEHALF OF UPPER CLAPTON LIMITED AND FIFTH STATE LIMITED

I write on behalf of my client, Upper Clapton Limited and Fifth State Limited, to produce a further written hearing statement to supplement our original representations to LB Hackney’s Proposed Submission Local Plan (LP33) dated 7th January 2019. Our original representations were made on behalf of Mr Green who is a director of Upper Clapton Limited.

Introduction

Upper Clapton Limited is the freehold owner of the Tram Depot site and has teamed up with Fifth State Limited (developer/operator) to bring forward this site.

This written statement will respond to Matter 3, paragraph 22 (PP7 – Clapton and Lea Bridge roundabout) of the Inspector’s Matters, Issues and Questions (MIQ) document. Where references are made to our original written representation dated 7th January 2019, these do not seek to duplicate the original representation but reiterates the conclusions of the points made. Therefore, please refer to the original representation for further details.

Response to MIQ document questions

22.PP7 - Clapton and Lea Bridge roundabout

a. Para 4.66 includes one site that is ‘suitable for development’ at the Tram Depot. Is it clear that this site is allocated within the Plan, is it justified, and should cross reference be made to Appendix 3?

At present, it is not entirely clear that the site at Tram Depot, 38-40 Upper Clapton Road, E5 8BQ’ as set out in paragraph 4.66 (page.40 of the Local Plan) is allocated. Cross reference should be made to Appendix 3 – Site Allocation CL1. The site allocation illustrated on the Clapton and Leabridge Urban Design Analysis (page.39 of the Local Plan) should be amended to ensure it is clearly shown. Currently, the site allocation shown on the map is covered by a purple block which indicates ‘employment site’.
The site allocation CL1 at the Tram Depot (page.213 of the Plan) is justified. It is currently underdeveloped and is at a sustainable location with a PTAL of 6A that is well-connected to local services. The site has also previously been granted planning permission in 2011 for a major residential-led mixed use development scheme to part demolish the existing buildings and to provide 85 residential units (ref. 2010/2879). This demonstrates development is considered acceptable at this location.

Currently, a pre-application has been submitted for a commercial-led mixed use development scheme including co-living floorspace, which indicates the suitability and deliverability of the site, particularly for non-conventional housing. Altogether these factors demonstrate that the site is available, suitable and viable for redevelopment, which justifies its site allocation.

As requested in our original written representation (dated 7th January 2019), the site allocation (CL1) should be amended to allow for flexible residential use (not only conventional Use Class C3 self-contained residential use), and that paragraph 7.29 of the Policy LP21 (page.86 of the Local Plan) should be amended to supplement this and to ensure the Local Plan is consistent with paragraph 15, 16 and 81 of the NPPF.

b. The text also refers to further development opportunities being established through a masterplan for the area. What will this masterplan comprise? Is it proposed to set out site allocations or policy requirements not within the Plan, and if so is this appropriate?

It is suggested that the masterplan should not comprise any policy requirements that are inconsistent with or depart from the established policy and site allocation requirements that will be set out in the new Local Plan, particularly those in relation to site allocation CL1. The masterplan should not set out any additional policy requirements to development proposals at the existing development opportunity identified at the Tram Depot. Instead, the masterplan and any future development opportunities in the area should complement the existing development opportunity/site allocation at the Tram Depot.

This part of the text should also be amended to clarify that any future development proposals at the allocated site (Tram Depot) will not be required to be accompanied by a wider site masterplan. The text should clarify that the masterplan only relates to any other future development opportunities and not the Tram Depot.

Conclusion

Upper Clapton Limited supports the inclusion of the Site Allocation CL1 (Tram Depot, 38-40 Upper Clapton Road E5 8BQ), which is considered to be justified. However, to ensure this is clearly illustrated in paragraph 4.66 of the Local Plan, cross reference should be made to Appendix 3 and the illustrative map should be amended to clearly show the site allocation at Tram Depot.
In relation to 22.b of the MIQ, it is suggested to ensure that the masterplan complements the existing development opportunity at the Tram Depot and does not restrict the delivery of development proposals. The text at paragraph 4.66 should also be amended to clarify that it does not relate to the existing development opportunity/site allocation at the Tram Depot and a masterplan will not be required to accompany development proposal at the site.

Yours sincerely,

John Ferguson BSc (Hons), PG Dip TP, MRTPI
Director

T +44 (0)203 004 8412
M +44 (0)7713 627 094
john@collectiveplanning.co.uk