

NMA Refuse Store Relocation



issue 13.11.20

Comments Senior planning officer 30th October 2020	Comments Archtype 13th November 2020	Drawing references
<p>Could you provide details of the bin and bike store elevations – have these been previously approved?</p>	<p>Please see last NMA in 2018 which related to minor changes in window sizes of blocks to comply with Passivhaus.</p> <p>This is the extent on the approval from the previous round in terms of elevations. The intent is for the elevations to stay the same in principle being brick built and metal work secure gates</p>	<p>T14011-ART-DR-A-1bH00-PL-300-clean.pdf T14011-ART-DR-A-1bH00-PL-302-clean.pdf T14011-ART-DR-A-1bH00-PL-304-clean.pdf T14011-ART-DR-A-1bH00-PL-306-clean.pdf</p>
<p>Please provide details of what was approved for the security gates previously. We assume the current proposal is for gates to the access next to bin and bike stores between blocks facing Agar Grove. Is that correct ?</p>	<p>Please see original approved design from 2018 NMA in PL-302. The open web nature of this design is proposed as a climbing risk upon engagement with the supply chain to manufacture this.</p> <p>Reference was then taken from secure door design from phase 1 block A already completed which is a more robust solution and ties in the scheme well with the 1st phase.</p>	<p>T14011-ART-DR-A-1bH00-PL-302-clean.pdf (previous proposed)</p> <p>T14011 Proposed Elevations.pdf (for current proposed gate detail)</p>
<p>It is noted that the proposal involves the removal of a planter and metal screen facing Agar Grove? Can you provide the design rationale for their removal.</p>	<p>The metal screen is being retained apologies if this was not clear.</p> <p>The planter area along the side of block H has had to accommodate the bin store requirements of being within 12m of the drop zone from Agar Grove and needs to be removed.</p> <p>Attached is a landscape drawing (not yett discharged by condition from the next phase where it looks possible to extend some soft landscaping as betterment from losing the planter area within this phase.</p> <p>The secure courtyard space within the current phase is more constrained to try and accommodate this within the current phase, unfortunately. We have been driven to make this adjustment (adding the bin/bike store) in the first instance due to LBC's Refuse Regulations, it has not been a contractor driven exchange or amendment.</p> <p>See visual from LBC client team</p>	<p>T14011 Proposed Elevations.pdf please see T14011-ART-DR-A-1bH00-PL-302 (location of metal railing).</p> <p>AGC377-GRA-1C-XX-DR-L-5122.pdf (Grants drawings of soft landscaping in the next phase of the development)</p> <p>Mae Revised Waste Strategy Axonometric View (for LBC requirements for refuse collection)</p>
<p>Your submission refers to the addition of a bin store. My understanding was that the alteration to the bin store involved a relocation of existing bin stores as well as additional bin store capacity. Please could you confirm.</p>	<p>Your understanding is correct, it is relocation, and additional bin store capacity, but has required a new ancillary building to accommodate this</p>	<p>T14011-ART-DR-A-1b-S-00-GA-006.pdf shows the existing location of the bin stores (ie not all bin stores within 12m range of road collection points. Please find this drawing in folder 'Condition 9 submitted 2018')</p> <p>T14011-ART-DR-A-1bB-GA-006.pdf - Refuse Plan.pdf shows the proposed location of the bin stores</p>
<p>Your submission refers to the additional provision of cycle parking spaces. The cycle store strategy appears to have been updated from previous correspondence from Michelle in which the provision of cycle storage was clarified and the impact on the proposed bin store changes on cycle parking was set out. See email attached. I am having trouble reconciling the cycle store strategy submitted with the previous correspondence. Could you provide a breakdown looking at Blocks FGH and I which sets out how many cycle spaces would be provided and shows where these would be provided and clarifies how many additional cycle parking spaces would be provided.</p>	<p>I cannot open the attachment.</p> <p>I believe through discussions with Michelle and the design team we appeared to end up with a generous allocation of cycle spaces. The main change has been the east bike store on block H is now 2/3's allocated to the next phase as this phase required more cycle provision.</p> <p>Please see previously issued drawings for compliance with condition 9 in 2018. There is also due to already approved changes on phase 3 or 1C which is commencing on site next year which meantt the provision of bikes for the next phase are now attached to the east gable of block H adjacent to the next site boundary.</p> <p>Phase 2 is compliant with provision of bike requirements even with these minor amendments and supplees over what the original compliant condition 9 illustrates overall. The original 2014 approved application was not compliant in full.</p>	<p>See folder 'Condition 10 submitted 2018 and following drawing T14011-ART-DR-A-1bH00-GA-066.pdf for previous bike store allocation around block H.</p> <p>See T14011-ART-DR-A-1bH00-GA-066 - Cycle Store Strategy.pdf for proposed configuration</p>
<p>Could you provide a set of 'as approved' drawings, so the proposed changes can be compared to the approved drawings for the bin and cycle store layouts (annotated to show number of cycle store spaces previously approved), gas housing and gate design.</p>	<p>Please see drawings attached, including the bin strategy from the DAS in the original approved submission</p>	<p>See folders 'Archtype 2018 NMA Block G' and 'Archtype NMA Block H'</p>
<p>Please provide an existing and proposed plan of Block G – so that the relocation of the gas store can be properly assessed – please highlight the gas store on the existing plan.</p>	<p>Please see drawings attached.</p>	<p>See T14011-ART-DR-A-1bG00-DD-857.pdf and previously attached drawing T14011-ART-DR-A-1bG00-GA-601.pdf</p>