

ADDRESS: Former Homerton College of Technology site, Homerton Row, London E9 6EB	
WARD: Chatham	REPORT AUTHOR: Rokos Frangos
APPLICATION NUMBER: 2007/2226	VALID DATE: 30/08/2007
DRAWING NUMBERS: 1156 P01 B, 1156 P 02 to 013 (all rev. A), 1156 PL 14 to 17, LA/WS/L/90/01, LA/WS/L/92/04 + Design and Access Statement Planning Statement Supporting Statement Transport Assessment Archaeological Assessment Arboricultural Survey Energy Study Habitats Survey Daylight and Sunlight Report	
APPLICANT: City of London c/o Agent	AGENT: CgMs Consulting Morley House 26 Holborn Viaduct London EC1A 2AT
PROPOSAL: Demolition of former Homerton College of Technology buildings and erection of a new four-storey building to accommodate a new academy, including sports hall, associated hard play areas, recreation areas and entrance plazas, and basement parking for 24 cars, with vehicle access from Furrow Lane.	
RECOMMENDATION SUMMARY: Grant conditional planning permission.	

ANALYSIS INFORMATION

ZONING DESIGNATION: (Yes) (No)

ZONING DESIGNATION:	(Yes)	(No)
CPZ		X
Conservation Area		X
Listed Building (Statutory)		X
Listed Building (Local)		X
DEA		X

LAND USE DETAILS:	Use Class	Use Description	Floorspace
Previous	D1	Education	10,820 sqm
Proposed	D1	Education	10,900 sqm

PARKING DETAILS:	Parking Spaces (General)	Parking Spaces (Disabled)	Bicycle storage
Previous	45	0	0
Proposed	20	4	110

CASE OFFICER'S REPORT

1. SITE DESCRIPTION

- 1.1 The application site consists of a vacant site formerly occupied by a seven-storey building on a two-storey podium, dating from the 1960s and used as a school, as well as a two-storey annexe building constructed at the same time and subsequently reclad, a multi-use games area (MUGA), and a disused former playground/hard play area to the north of the school buildings.
- 1.2 The surrounding area is largely residential in nature, containing a comprehensive mix of buildings of varying styles, scale and height, ranging from terraces of listed buildings that date from the late eighteenth century to more recent blocks of flats of up to six storeys.
- 1.3 There are no pertinent UDP designations for the site.
- 1.4 The site has a PTAL (Public Transport Accessibility Level) of 4, which rates as 'good'. It is served by nine bus routes from outside Homerton Hospital (140m away), and Homerton Terrace (455m away), serving destinations that include Highbury and Islington, Marble Arch, Finsbury Park, Camden, King's Cross, Euston and other parts of Hackney. Homerton rail station is located 600m away from the application site, served by the London Overground (formerly Silverlink Metro's North London Line). Furthermore, the site is approximately 250m away from the dedicated River Lea-Hackney Central cycle route, with onward cycle routes available from London Fields to Bethnal Green, Wapping, Shoreditch, the City, Angel and the West End.

2. CONSERVATION IMPLICATIONS

- 2.1 The site is not located in a conservation area, but it is located adjacent to the Clapton Square Conservation Area. There are several statutory listed buildings in the area, including 23 Homerton High Street (adjacent to the application site) and Sutton House (opposite the application site), a National Trust property dating from 1535 and regarded as the oldest house in East London.

3. HISTORY

- 3.1 17/04/2007: Planning permission granted (but not implemented) for temporary change of use of former main college building to office accommodation for 600 staff from Hackney Social Services, and of separate building ancillary to former college to transport fleet depot for 40 staff from Hackney Social Services (ref: 2006/3237).
- 3.2 23/07/2002: Planning permission refused for the removal of a public footpath through the school site and external alterations including new perimeter walls, repaving, formation of a new walled garden, new playground shelter, new lighting, reconfiguration of the service yard, landscaping, new gates, a vehicle crossover, binstores and the demolition of the caretakers house (ref: 2001/1729).

4. CONSULTATIONS

- 4.1 Date Statutory Consultation Period Started: 11/09/2007
- 4.2 Date Statutory Consultation Period Ended: 14/12/2007
- 4.3 Site Notice: Yes
- 4.4 Press Advert: Yes

4.5 Neighbours

359 surrounding occupiers have been consulted by personal letter. 3 letters of objection, 3 letters of support and 5 neutral letters have been received.

The objections are lodged on the following grounds:

- Noise and dust during construction
- Exacerbation of traffic and parking problems on Furrow Lane, especially as a result of traffic turning into Furrow Lane from the direction of Morning Lane, which "inevitably blocks both lines of traffic since they are right at the front of traffic heading for Hackney Wick"
- Smoking and swearing from students at previous college, behaviour of pupils on their way to and from previous school caused problems; security concerns.

4.6 Statutory Consultees

- 4.6.1 London Fire and Emergency Planning Authority: "Premises appear to fit the 2000-8000 category on Table 20 of the Approved Document therefore as floor is estimated at about 12.5 metres (measured off of plan no. 10) it should have access to 50% of perimeter by a high reach appliance unless building is fitted

with fire mains. As no detail of this is shown, application appears not to comply." [Note: The applicant was notified of the LFEPA's comments and the mechanical and electrical consultant with whom the applicant is working has responded: "We will be installing dry risers, as it has not been possible to provide fire vehicle access to a sufficient percentage of the perimeter."]

- 4.6.2 Transport for London (TfL): The proposal as it stands would not result in a significant overall increase in daily traffic to the site, and would not result in any unacceptable impact to the public highway, provided the following concerns and conditions are addressed: the upgrade of the existing zebra crossing secured by way of a s278; the submission of a servicing management strategy; the submission of a scaled plan of all parking areas; an increase in the number of cycle-parking spaces from 30 to 129; clarification of any works affecting the public footway during the construction period, and the submission of a construction management plan. [Note: the number of cycle-parking spaces has increased to 110 since these comments were received.]
- 4.6.3 Thames Water: No objection to the planning application.
- 4.6.4 English Heritage (Greater London Archaeology Advisory Service (GLAAS)): Redevelopment of the site has the potential to damage or remove significant buried remains. Archaeological field evaluation is therefore required to determine the degree to which archaeological material will be affected by redevelopment, and a condition to that effect should be attached to any planning permission the Council may choose to grant.
- 4.6.5 The National Trust: It is pointed out that historically the Homerton College site was not linked to the development of Sutton House and comments are made solely in respect of the relationship between the two respective sites and not with regard to any shared development or historic integrity between the two. Requests that planning conditions are attached to deal with the boundary wall treatment (including landscaping) and careful selection of materials for the proposed curtain walling. While the four-storey bulk of the northern section of the Academy does not appear to directly harm the setting of Sutton House (subject to a very consideration of the curtain walling materials), careful consideration should be given to the possible 'swapping' of the sports hall location and northernmost teaching block, which would lessen the visual impact on the front elevation of Sutton House.

4.7 Local Consultees

- 4.7.1 Crime Prevention Design Adviser (Metropolitan Police): No response received.
- 4.7.2 Design Review Panel: The panel has considered the proposals and made the following comments: the ribbon building form is not legible and creates an ambivalent relationship to the roads. No explanatory diagrams on how the scheme developed supports the proposal. Concerns were raised over the dead side of the development on Homerton Row and more ambition is needed for Homerton High Street, which is an aggressive, noisy edge. The extensive blank

façade at ground level is considered a poor townscape solution that will not enhance passive surveillance or the pedestrian environment.

The entrance sequence is needlessly fractured and could be simpler and relate better to the street. How the community accesses and uses the 'extended school' spaces is unclear. There is scope to intensify uses on the plaza. Both spaces of the plaza could be consolidated. The public piazza is considered a non-event because of surrounding noise and pollution and lack of interface with the proposed building. The full potential of spaces and their functions in the masterplan proposal is unrealised. The landscape proposal is considered harsh and requires careful differentiation.

The appendages to the ribbon – the sports hall and assembly hall – are not yet convincing. These special buildings could be expressed more sculpturally or be sited in such a way as to facilitate 'extended school' use through the provision of meaningful public space and ease of access. The use of the school out of hours by the community is not clearly addressed functionally, nor very clearly expressed. [Note: subsequent revisions have taken significant account of the panel's comments, particularly with regard to the assembly hall and Homerton High Street frontage.]

- 4.7.3 Central and South Hackney Conservation Area Advisory Committee (CAAC): Although the proposal is not in the Central and South Hackney CAAC area, there are some reservations about the free flow of the public space. Sustainability and use of light should be considered.
- 4.7.4 The Hackney Society: No response received.
- 4.7.5 The Learning Trust: No response received.

4.8 Other Council Departments

- 4.8.1 Conservation & Design: Many of the initial concerns regarding the proposed development (e.g. how the proposed building addresses the street, blind façades and lack of active frontages, boundary treatment, having a separate visitors' entrance, the treatment of the sports and assembly halls as simple boxes, and the "repetitive and monotonous" architectural expression) have largely been overcome.

Both the assembly hall and the sports hall show better integration with the rest of the building. The assembly hall has evolved into a more distinct architectural shape and enables a better articulation with the street. The curved façade also more effectively articulates the massing. There is some general improvement to the public realm treatment. The intention to address the various edge conditions of the site has been noted, and despite a few issues with some of the proposed treatments, it is generally felt that the scheme's relationship to its surroundings has improved, although the ground level remains inactive for most of the boundary. The junction of the sports hall and the community entrance has been

significantly improved through the use of continuous elements from the cladding of the main building and the roof line extension.

The extension of the entrance plaza to the community entrance through consistent ground treatment and continuous edge sections improves the connection to St John's Churchyard and increases the quality and the continuity of the public realm. The blank façade of the western side of the Homerton Row passageway still needs a lighting scheme and significant exterior treatment to help make it a more active frontage. This is a key condition of the success of the plaza and should not be overlooked.

In principle, the boundary wall has been incorporated within an overall design and is generally acceptable, provided there is some adjustment to the detailing of different sections. The problematic areas are the community entrance and the relationship between the steps and the footpath, the cycle stand canopy and its relationship to the planting, and, as mentioned above, potentially the underpass area and the connection to Homerton Row. These areas should be clarified. For the rest of the boundary, the material, detailing and design will have to be assessed at condition stage.

In summary, several improvements to the integration of the different elements of the building and its appearance have been proposed. The boundary treatment – despite no improvement to ground level activity and no fundamental change in the layout – has brought some consistency to the relationship of the Academy with the public realm.

- 4.8.2 Highways: There is an estimated highway contribution for a required 106 agreement for the above development of £172,424.00. The estimate has been compiled using drawings from the planning application, in conjunction with a detailed visual inspection of the site.
- 4.8.3 Traffic & Transport: The proposal is generally supported, will not impact negatively on the borough's transport infrastructure, and is acceptable with conditions and mitigation measures by agreement. The Framework School Travel Plan (STP) meets all the criteria, but some issues remain to be addressed.
- 4.8.4 Trees and Landscape Officer: No response received.
- 4.8.5 Waste Management: Provision for refuse management and collection looks acceptable.

5. POLICIES

5.1 Hackney Unitary Development Plan (UDP) (1995)

- | | | |
|------|---|------------------------------|
| EQ1 | - | Development Requirements |
| EQ7 | - | External Works and Landscape |
| EQ40 | - | Noise Control |

- TR6 - Traffic, Access and Parking
- TR7 - Car Parking
- TR8 - Parking For People With Disabilities
- TR19 - Planning Standards
- CS6 - Provision of Education Facilities
- CS10 - Planning Standards

5.2 Supplementary Planning Guidance (SPG)

- SPG11 - Access For People With Disabilities

5.3 London Plan (2004)

- 2A.1 - Sustainability criteria
- 3A.15 - Protection and enhancement of social infrastructure and community facilities
- 3A.21 - Education facilities
- 3C.1 - Integrating transport and development
- 3C.16 - Tackling congestion and reducing traffic
- 4B.1 - Design principles for a compact city
- 4B.3 - Maximising the potential of sites

5.4 National Planning Policies

- PPS1 - Creating Sustainable Communities
- PPG13 - Transport

6. COMMENT

Planning permission is sought to construct a new four-storey building to accommodate a new academy that will provide education for 1140 11-18 year-old pupils, following the recent demolition of all buildings on the site of the former Hackney College of Technology.

The proposed building has a long, horizontal emphasis, with a footprint largely informed by the shape of the site and the need to safeguard existing mature trees on-site. The building extends from the north-west to the south-east of a butterfly-shaped site that pinches in the middle, where a pedestrian underpass is currently located (which needs to be retained), leading from Homerton High Street to Homerton Row. This pedestrian passage divides the school into two separate buildings at ground-floor level, joined by connecting upper storeys over the passage to make the building a single structure.

At ground-floor level, the western half of the building contains all of the school's sports facilities, including a Sports Hall, multi-gym, dance studio and multi-use games area (MUGA) which face onto a hard play area to the north of the building. These facilities can be accessed from a separate entrance on Homerton High Street, in order to enable after-hours use by the wider community.

The eastern half of the building, on the other side of the pedestrian passage, contains the entrance atrium, fronted by two 'plazas' – one exclusively for pupils' use, the other a public space adjoining the pedestrian passage. The atrium itself provides access not only to the teaching accommodation at upper level but also to the library, assembly hall, dining hall and drama studio that face onto another hard play area to the south of this wing, together with an outdoor dining space.

The proposal incorporates a car park into the building's basement with 24 parking spaces, of which four will be allocated for disabled users. The car park will be accessed from Furrow Lane. Provision is also made above ground for 110 bicycles.

It is intended that the Academy will open in September 2009 for the first intake of students. By 2013 the Academy will be operating at full capacity to offer 900 places for 11-16 year-olds and 240 Sixth Form places, with estimates of proposed staff numbers in the 120-160 range.

Considerations

The main considerations relevant to this application are:

- 6.1 The principle of the development
- 6.2 Design and appearance of the proposed development
- 6.3 Potential impact on the amenity of adjoining residents
- 6.4 Traffic and transport considerations
- 6.5 Consideration of objections

Each of these considerations is discussed in turn below.

6.1 The principle of the development

- 6.1.1 The development comprises the replacement of 10,820 sqm of floorspace by a new building of near-identical floorspace within the same use class (D1) as the buildings that formerly occupied the site. There are no UDP designations or any other pertinent policy reasons that preclude the acceptability of the proposed development in principle. The previous buildings did not enjoy any statutory protection and therefore the principle of their demolition was also acceptable.

6.2 Design and appearance of the proposed development

- 6.2.1 In terms of the proposed building's appearance, the main body of the proposal is characterised by horizontal colour banding designed to emphasise the 'ribbon' concept behind the building. This will be achieved with powder-coated aluminium curtain walling using coloured panels, set behind a glazed acoustic

screen. Although the use of colour was originally intended to be fairly muted (as can be seen on the submitted drawings), the architects are aware that materials and colour palette are routinely finalised by condition attached to a planning approval, and on that basis have continued to evolve colour ideas further even as the planning application is being assessed. Current thinking is for the use of colour to be more pronounced, with gradations of numerous different colours running horizontally along the length of the building.

- 6.2.2 This concept will also be used for the sports hall element of the building, although adapted slightly differently to take into account its blank facades. The assembly hall has been revised since the application was originally submitted and now adopts a more curvilinear form, with the detail to be determined by condition if the application is approved.
- 6.2.3 The design of the proposed building is intended to achieve a Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'Very Good' by way of providing a 200 kW ground-source heat pump, which the accompanying energy report states will provide 20% of the academy's energy demand. Further to this, the energy strategy for the academy is aimed primarily at minimising energy use by way of providing ample daylight, natural ventilation and passive control of summer temperatures, maximisation of solar gain, and optimised glazing.
- 6.2.4 Furthermore, the design of the academy includes generous rooflights on the north elevation made of ETFE* to provide daylight via light wells to all three levels of classroom accommodation. A green roof is proposed on the south-western corner of the building.
- (*ETFE (Ethylene/Tetrafluoroethylene) is a translucent plastic, also used on the panels that make up the Eden Project domes in Cornwall and the Allianz Arena (football stadium) in Munich, and the Beijing National Aquatics Centre).
- 6.2.5 The proposed design is considered to be of a high standard that is appropriate to the proposed use and successfully addresses the numerous constraints of the site. The height, scale and massing lend sufficient presence to an important building while still respecting a context that includes an adjoining conservation area and a National Trust property.
- 6.2.6 The internal design rationale appears to be acceptable and the architects' attempts to incorporate environmental considerations into the design are noted. Furthermore, the proposal represents a significant improvement on the buildings that formerly occupied the application site, and it is considered that the design of the proposal is of a sufficiently high standard to help contribute to the much-needed regeneration of Homerton High Street.
- 6.2.7 Although the planning application contained aspects that gave some cause for concern when initially submitted, these have been overcome with a succession of revisions to the design and those that remain – such as the materials for the hall roofs, the need to enliven the windowless elevation on the changing

rooms/plant room on the western side of the public plaza – can be addressed by attaching the appropriate conditions to any approval.

- 6.2.8 Furthermore, construction of the proposed building would not involve the felling of any of the eight mature trees situated in different parts of the site, all of which are to be retained for their visual amenity value.
- 6.2.9 Overall, the design of the proposal is considered compliant with saved planning policies in the Hackney UDP (1995) and policies in the London Plan (2004), and is therefore considered acceptable.

6.3 Potential impact on the amenity of adjoining residents

- 6.3.1 The proposed use corresponds with the former use of the site and it is not anticipated that any noise arising from the proposed development would be significantly greater than previously existed on the site, nor is it foreseen that it would have a significantly adverse effect on neighbouring occupiers' amenity.
- 6.3.2 The height of the proposal is reduced from that of the former building, with its more vertical emphasis – which was seven storeys at its highest. As a result of this lower height, as well as of the specific siting and orientation of the proposed building, no significant privacy or overlooking issues can be identified.
- 6.3.3 More specifically, the front elevation of the building faces onto the gable walls of terraces on Isabella Road and Sutton Place, with the uninhabited National Trust property Sutton House in the middle.
- 6.3.4 The residential properties in closest proximity to the application site are the four-storey residential block 17 Homerton High Street; a modern terrace on the other side of Homerton Row to the proposed building (nos. 1-18); 19-33 Burnett Close and 25-33 Halidon Close, all of which (except 17 Homerton High Street) are part of the same estate.
- 6.3.5 The rear windows of 17 Homerton High Street look out onto the proposed academy's easternmost hard play area, with approximately 30m between these windows and the assembly hall, the nearest part of the academy, which in any case has a rounded, blank elevation with only high-level windows. The aforementioned properties on Burnett Close and Halidon Close look out onto the school's other hard play area and MUGA.
- 6.3.6 The closest residential properties to facing windows on the proposed building are 1-18 Homerton Row. 18.5m separates these homes from the north elevation of the building, which contains school admin offices and the dining hall on the ground floor, and classrooms above. There is over 10m between the building and the site boundary, in between which the planting of trees is indicated on the drawings (and can be secured by condition). It is therefore considered that the distance between facing windows in Homerton Row is acceptable and that residents of 1-18 Homerton Row will not have their privacy adversely affected by way of overlooking.

6.3.7 Overall, the proposal is not deemed likely to adversely affect the amenity of nearby residents.

6.4 Traffic and transport considerations

6.4.1 The proposal includes 24 off-street parking spaces and room for 110 bicycles. Although the level of bicycle provision falls below the 129 recommended by TfL, this shortfall is not considered sufficient grounds to warrant the refusal of the application. A sufficient number of disabled parking spaces has been provided and the proposal is compliant with the UDP's policy on parking for people with disabilities.

6.4.2 The Academy is being proposed to address the need for a secondary school in this area and on the basis that there are a sufficient number of potential pupils living within a 600m radius of the new academy to fill all its places. It is therefore envisaged that the majority of pupils (estimated at 70%) will travel to and from the school on foot, while an estimated 18% will use public transport, an estimated 10% will be driven and an estimated 2% will cycle.

6.4.3 It is not anticipated that the proposed academy will generate enough traffic to have a detrimental impact upon circulation and parking in the vicinity, and overall there are no traffic and transport issues with the proposed development that constitute grounds for concern or refusal.

6.5 Consideration of objections

6.5.1 Noise and dust during construction

Noise and dust arising from construction does not constitute a material planning consideration and cannot be incorporated into the assessment and determination of this planning application. However, informatives are routinely included in decision notices reminding applicants what building hours their contractors are legally obliged to observe.

6.5.2 Pupils' behaviour, security

Neither the behaviour of pupils (such as the smoking and swearing referred to by one objector) nor the threat that nearby residents feel that pupils pose to the security of their properties constitutes a material planning consideration, and neither objection can be incorporated into the assessment and determination of this planning application.

6.5.3 Traffic and parking problems on Furrow Lane

Neither new traffic and parking problems nor exacerbation of existing problems are foreseen as a result of this development. As discussed in part 6.4 of this report, it is not anticipated that the proposed development will generate excessive traffic, as the majority of pupils will not travel to and from the site by

car. Although Furrow Lane is narrow, the traffic flow has been identified as very low and it is not foreseen that the proposed development will substantially change that. Therefore, no traffic issues have been identified that would constitute grounds for refusal.

7. CONCLUSION

- 7.1 The proposed development is considered compliant with pertinent policies in the Hackney UDP (1995) and the London Plan (2004). Accordingly, the granting of planning permission is recommended.

8. RECOMMENDATION

RECOMMENDATION A:

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

8.1.1 **SCB0 – 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 **SCB1 – Commencement within three years**

The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this permission.

REASON: In order to comply with the provisions of Section 91(1) of the Town and Country Planning Act 1990 as amended.

8.1.3 **SCM6 – Materials to be approved**

Details, including samples, of all materials to be used on the external surfaces of the building, boundary walls and ground surfaces shall be submitted to and approved by the Local Planning Authority, in writing, before work on the external surfaces, boundary walls and ground surfaces commences on site. These should include all fences and railing, the roof material(s) for the assembly hall and sports hall, and full details of the colour facades intended to run along the western side of the Homerton Row passage. The development shall not be carried out otherwise than in accordance with the details thus approved.

REASON: To ensure that the external appearance of the building is satisfactory and does not detract from the character and visual amenity of the area.

8.1.4 SCM9 – No extraneous pipework

No soil stacks, soil vent pipes, flues, ductwork or any other pipework shall be fixed to the (street) elevations of the building other than as shown on the drawings hereby approved.

REASON: To ensure that the external appearance of the building is satisfactory and does not detract from the character and visual amenity of the area.

8.1.5 SCI3 – No roof plant

No roof plant (including all external enclosures, machinery and other installations) other than any shown on the drawings hereby approved shall be placed upon or attached to the roof or other external surfaces of the building.

REASON: To ensure that the external appearance of the building is satisfactory and does not detract from the character and visual amenity of the area.

8.1.6 SCD2 – Provision of access and facilities

All provisions and facilities to be made for people with disabilities as shown on the plans and details hereby approved shall be implemented in full to the satisfaction of the Local Planning Authority before the use is first commenced.

REASON: In order to ensure that access and facilities for people with disabilities are provided in order to ensure that they may make full use of the development.

8.1.7 SCH8 – Parking for people with disabilities

Before the use hereby permitted first commences, four car-parking spaces shall be marked and retained permanently for use by the vehicles of people with disabilities close to the entrance to the building.

REASON: In order to ensure that a reasonable minimum of parking spaces are located conveniently for use by people with disabilities.

8.1.8 SCT1 – Submission of landscaping scheme

Further details of the landscaping scheme indicated on submitted drawing LA/WS/L/90/01, hereby approved, shall be submitted to and approved by the Local Planning Authority, in writing, before any landscaping work commences on site, including the planting of no fewer than 42 new trees (as shown on the aforementioned drawing). These details will show species, type of stock, level of maturity, and numbers of shrubs to be included, confirming which areas are to be grass seeded or turfed. All landscaping in accordance with the scheme, when approved, shall be carried out within a period of twelve months from the date on which the development of the site commences or shall be carried out in the first planting (and seeding) season following completion of the development, and shall be maintained to the satisfaction of the Local Planning Authority for a period of ten years, such maintenance to include the replacement of any plants that die, or are severely damaged, seriously diseased, or removed, including any existing trees or plants that die or are damaged during, or as a result of, construction work

REASON: To accord with the requirements of Section 197(a) of the Town and Country Planning Act 1990 and to provide reasonable environmental standards in the interests of the appearance of the site and area.

8.1.9 SCH10 – Secure bicycle parking

Secure, covered parking shall be provided for 110 bicycles in the form of Sheffield stands (or an alternative approved in writing by the Local Planning Authority), as shown on the plans hereby approved, before use of the development hereby permitted commences.

REASON: To ensure that a reasonable provision is made within the site for the parking of bicycles in the interests of discouraging car use, relieving congestion in surrounding streets and improving highway conditions in general.

8.1.10 SCH3 – Containment of parking

No parking of vehicles arriving at or departing from the premises shall take place other than within the curtilage of the premises.

REASON: To ensure that the proposed development does not prejudice the free flow of traffic or public safety along the neighbouring highway(s).

8.1.11 SCH5 – Provision of parking, turning and unloading space

No part of the development hereby approved shall be occupied until accommodation for car parking, turning and loading/unloading has been provided in accordance with the approved plans, and such accommodation shall be retained permanently for use by the occupiers and/or users of, and/or persons calling at, the premises only, and shall not be used for any other purposes.

REASON: To ensure that the proposed development does not prejudice the free flow of traffic or public safety along the neighbouring highway(s) and to ensure the permanent retention of the accommodation for parking/loading and unloading purposes.

8.1.12 SCH11 - Adequate visibility

Adequate visibility shall be provided to the highway within the application site above a height of one metre from footpath level for a distance of three metres on one/both side(s) of the permitted points of vehicular access, in accordance with details to be approved by the Local Planning Authority before any work on the site is commenced, and be so maintained.

REASON: To provide a suitable standard of visibility to and from the highway and to ensure that the use of the access does not prejudice the free flow of traffic and conditions of general safety along the neighbouring highway.

8.1.13 SCL10 – Archaeological investigation

No construction shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation, which has been submitted by the applicant and approved by the Local Planning Authority. The development shall only take

place in accordance with the detailed scheme approved pursuant to this condition. The archaeological works shall be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority.

REASON: To safeguard the archaeological interest of the site, which is within an Area of Archaeological Priority.

8.1.14 NSC1 – Non-standard condition

The building shall achieve a minimum BREEAM rating of 'Very Good', and certification to that effect shall be submitted to the Local Planning Authority and acknowledged in writing prior to occupation of the building.

REASON: In the interests of maximising the environmental performance of the building.

8.1.15 NSC2 – Non-standard condition

The applicant shall enter into a s278 agreement with Transport for London (TfL) to pay a contribution (to be specified by TfL) towards the estimated cost of highway works (including an upgrade of the existing zebra crossing, as well as making good any damage to footpaths on Urswick Road and Homerton High Street resulting from construction), and shall submit directly to TfL details of any works affecting the public footway during the construction period, e.g. any alteration to the existing footway layout, erection of fencing etc. as well as a construction management plan to ensure minimum disruption to the movement of traffic (including bus operations, cyclists and pedestrians) during the construction phase of this development, and a scaled plan of all parking areas. Furthermore, the applicant shall comply with the following TfL requirements:

- The footways on Urswick Road and Homerton High Street must not be blocked during the construction period. Temporary obstruction shall be kept to a minimum and must not encroach on the clear space needed to provide safe passage for pedestrians.
- Delivery of construction materials and disposal of construction waste shall be carefully planned to avoid the peak traffic periods, so that it does not prejudice the free flow of traffic on Urswick Road and Homerton High Street. No vehicles or skips shall be parked or stopped on this carriageway for loading or unloading of equipment or waste.

REASON: In the interests of making good the highway following construction of the development hereby approved.

8.1.16 NSC3 – Non-standard condition

The applicant shall enter into a separate s278 agreement with the Council and pay £172,424.00 towards works to Homerton Row, Fenn Street, Furrow Lane and the pedestrian passageway connecting Homerton Row and Homerton High Street.

REASON: In the interests of making good the highway following construction of the development hereby approved.

8.1.17 SCM7 – Details to be approved

Detailed drawings/full particulars of the proposed development showing the matters set out below must be submitted to and approved by the Local Planning Authority, in writing, before work on the matters set out below is commenced. The development shall not be carried out otherwise than in accordance with the details thus approved.

- Windows
- Balconies
- Doors
- Design and appearance of soffits
- All clear and obscure glazing
- Design and appearance of railings
- Ground floor elevations and signage of the building
- Ground floor lighting plan

REASON: To ensure that the external appearance of the building is satisfactory and satisfies design quality requirements, as well as safety of the public realm.

RECOMMENDATION B:

8.2 That the above recommendation be subject to the applicant, the landowners and their mortgagees entering into a deed of planning obligation by means of a Section 106 Agreement of the Town and Country Planning Act 1990 (as amended), in order to secure the following matters to the satisfaction of the Council (which is, and will remain, the freeholder of the site and therefore has an interest in the site):

- 8.2.1 Payment by the landowner/developer of £172,424 as a highways contribution for works to the public highway through provisions under both Section 106 and Section 278 of the Highways Act.
- 8.2.2 Submission by the applicant of a School Travel Plan and a Safe Routes to School document.
- 8.2.3 Provision by the landowner/developer for the use of local labour for construction in the form of 25% on-site employment, including the facilitation of an apprentice for a defined period.
- 8.2.4 Provision to be made for public after-hours use of the Sports Hall and Assembly Hall, and for community access to these facilities to be safeguarded in perpetuity.
- 8.2.5 The owner shall use all reasonable endeavours to ensure that Studio E Architect continues to be employed as the project architect through the whole of the construction phase and until completion of the development.

9. REASONS FOR APPROVAL

The following policies saved in the Hackney Unitary Development Plan (1995) are relevant to the approved development/use and were considered by this Council in reaching the decision to grant planning permission: EQ1 - Development Requirements; EQ7 - External Works and Landscape; EQ40 - Noise Control; EQ48 - Designing Out Crime; TR6 -Traffic, Access and Parking; TR7 - Car Parking; TR8 - Parking For People With Disabilities; TR19 - Planning Standards; CS6 - Provision of Education Facilities; CS10 - Planning Standards.

10. INFORMATIVES

The following Informatives should be added:

- SI.1 Building Control
- SI.2 Work Affecting Public Highway
- SI.3 Sanitary, Ventilation and Drainage Arrangements
- SI.6 Control of Pollution (Clean Air, Noise, etc.)
- SI.7 Hours of Building Works
- SI.25 Disabled Persons' Provisions
- SI.27 Regulatory Reform (Fire Safety) Order 2005
- SI.28 Refuse Storage and Disposal Arrangements
- SI.32 Consultation of Thames Water
- SI.33 Landscaping

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

Fiona Fletcher-Smith
CORPORATE DIRECTOR, NEIGHBOURHOODS & REGENERATION
DIRECTORATE

NO.	BACKGROUND PAPERS	NAME/DESIGNATION AND TELEPHONE EXTENSION OF ORIGINAL COPY	LOCATION CONTACT OFFICER
1.	Hackney UDP and the London Plan	Rokos Frangos 8095	263 Mare Street, E8 3HT

