

<b>ADDRESS:</b> Land on Buckland Street, N1 6TR	
<b>WARD:</b> Hoxton West	<b>REPORT AUTHOR:</b> Claire Moore
<b>APPLICATION NUMBER:</b> 2020/1576	<b>VALID DATE:</b> 15/06/2020
<p><b>DRAWING NUMBERS:</b></p> <p>Cover letter, prepared by Tibbalds, dated 29 May 2020            Design and Access Statement, Rev P1, prepared by Mikhail Riches            Planning and Affordable Housing Statement, prepared by Tibbalds            Signage document, prepared by Mikhail Riches            Statement of Community Involvement, dated March 2020</p> <p>Drawing no. (EX) 010 P1; 011 P1;</p> <p>Drawing no. (00) 009 P1; 010 P1; 011 P1; 012 P1; 100 P1; 101 P1; 102 P1;103 P1; 104 P1;105 P1; 106 P1; 120 P1; 121 P1; 122 P1; 123 P1; 130 P1; 131 P1; 132 P1; 133 P1; 140 P1; 141 P1; 142 P1; 143 P1; 201 P1; 202 P1; 203 P1; 204 P1; 205 P1; 210 P1; 211 P1; 212 P1; 213 P1; 220 P1; 221 P1; 222 P1; 223 P1; 230 P1; 231 P1; 232 P1; 233 P1; 300 P1; 301 P1; 910 P1; 920 P1;</p> <p>Drawing no. (31) 400 P1; 500 P1; 510 P1; 520 P1; 521 P1; 540 P1; 570 P1; 580 P1; 581 P1; 582 P1; 583 P1; 584 P1; 585 P1; 610 P1; 620 P1;</p> <p>Drawing no. (34) 400 P1; 610 P1;</p> <p>Drawing no. (80) 400 P1; 410 P1; 411 P1; 412 P1;</p> <p>Drawing no. L/S/003/17159/PP03 PL01; L/DE/403/17159/D03 PL02; L/DE/404/17159/D04 PL02; L/DE/405/17159/D05 PL02; L/DE/406/17159/D06 PL02; L/DE/407/17159/D07 PL01;</p> <p>Landscape Statement, prepared by BBUK Studio Limited, dated January 2020            Landscape Statement Addendum, prepared by BBUK Studio Limited, dated August 2020;</p> <p>Drawing no. L/S/001/17159/PGA01 PL01; L/S/002/17159/PH02 PL02; L/S/301/17159/SE01 PL01; L-SC-801-17159-MS PL01; L-SC-8021-17159-PS PL01;</p> <p>Drawing no. 00-XX-DR-M-Ss:70:80:25-0001; 00-ZZ-DR-M-0001 P02; 00-ZZ-DR-M-0002            Acoustic Assessment, prepared by Cass Allen, dated April 2020            Arboricultural Impact Assessment, prepared by Southern Ecological Solutions, dated 26/05/2020            Air Quality Assessment, prepared by BWB, dated August 2020</p> <p>BRUKL Output Document, dated January 16 2020            Full SAP Calculation Printout, dated 06/11/2019            Archaeological Desktop Survey, prepared by Met Consultancy Group, dated 12 June 2018            Phase 2 Ground Investigation Report, prepared by Ground and Water, dated September 2018</p>	

Below Ground Drainage and Surface Water Strategy, prepared by Momentum, dated 23 January 2020  
Civil engineering drainage strategy, prepared by Momentum, dated 19 August 2020  
Daylight and Sunlight Report, prepared by Waldrams, dated 4 February 2020  
Energy Strategy, prepared by Greengauge, dated 27/01/2020  
M&E Strategy Report, prepared by Greengauge, dated 03/03/2020  
Buckland (Residential) Energy Modelling; TM59 Overheating Assessment Rev 2, prepared by Greengauge, dated 19/12/2019  
Fire Statement, prepared by Paul Frischmann, dated 18 August 2020  
Drawing no. M000305-TR-002 Rev B; 003 Rev C; 004 Rev D;

Preliminary Ecological Appraisal, prepared by The Ecology Consultancy, dated 11.02.2020  
Transport Statement Rev P2, prepared by BWB, dated 24.04.2020  
Parking Stress Survey Report, prepared by Alpha Parking, dated 30/11/2017  
Response to Hackney LP33 Policy LP9 (HIA), dated August 2020

**APPLICANT:**

London Borough of Hackney Housing Supply Programme

**AGENT:**

Tibbalds

**PROPOSAL:**

Demolition of existing garage buildings and construction of three, six (6) storey residential buildings providing 54 residential units, a flexible, ground floor commercial space (A1, B1, D1, D2 uses), a new ball court, games area, new and replacement car and cycle parking and associated landscape and public realm works.

**POST SUBMISSION REVISIONS:**

Fire statement and supporting documents  
Health Impact Assessment  
Revised Air Quality Assessment  
Landscape Statement Addendum  
Amended Civil engineering drainage strategy, prepared by Momentum

Given the scope of the minor revisions within each of the documents further consultation was not required.

**RECOMMENDATION SUMMARY:**

Grant planning permission subject to conditions and completion of Unilateral Undertaking (UU).

**NOTE TO MEMBERS:**

This application is presented to the Planning Sub-Committee as it constitutes both Major development and a Council own application.

**ANALYSIS INFORMATION**
**ZONING DESIGNATION:** (Yes) (No)

CPZ	Yes	
Conservation Area		No
Listed Building (Statutory)		No
Listed Building (Local)		No
Priority Employment Area		No

LAND USE:	Use Class	Use Description	Floorspace Sqm
<b>Existing</b>	Residential	Garages associated with residential estate	838
<b>Proposed</b>	Residential	3x 6 storey residential buildings with 54 residential units	4925.8
	Commercial	1x commercial unit on the ground floor of Villa A.	98.1

PARKING DETAILS:	Parking Spaces (General)	Parking Spaces (Blue Badge)	Bicycle storage
<b>Existing Development Site:</b>	54 (garages) + 18 CPZ spaces	0	0
<b>Proposed Development Site:</b>	13 (CPZ)	5	130 (long stay) 18 (short stay)

PROPOSED RESIDENTIAL USE DETAILS:					
	No of bedrooms per unit				Total
	1	2	3	4+	
Private	8	7	3	0	18 (33%)
Social rent	6	7	9	0	22 (41%)
Intermediate (Shared Ownership)	8	4	2	0	14 (26%)
<b>Total</b>	22	18	14	0	54

## CASE OFFICER'S REPORT

### **1.0 SITE CONTEXT**

- 1.1 The application site comprises a parcel of land located on the southern side of Buckland Street, within St John's Estate and contains 54 vacant garages, associated hardstanding, communal open space and a Multi-Use Games Area (MUGA).
- 1.2 The site is bordered by Pitfield Street to the east and Buckland Street to the north and Clunbury Street to the west. The red line boundary extends across the public highway of Clunbury Street in addition to part of Buckland Street to include the CPZ parking bays and the public footway on the southern side of Buckland Street. The southern boundary of the site adjoins neighbouring residential development.
- 1.3 The site is largely bounded primarily by typical post-war municipal housing blocks, with Buckland Court, Marshall House and associated garaging located to the north of the site, Crondall Court and Cherbury Court to the south of the site and Vinson House to the west. The urban design is also typical of the era with pedestrian paths separated from roads weaving through large communal spaces in an indirect manner.
- 1.4 The western side of Clunbury Street contains single storey commercial units directly abutting the footway.
- 1.5 In terms of transport, the site is located within an area with a PTAL rating of 5 (on a scale of 1a – 6b where 6b is the most accessible). There are bus stops located directly adjoining the northern boundary of the site, serving bus route no. 394 and the site is covered by a Controlled Parking Zone (CPZ). Moreover, there is a Santander cycle docking station located to the east of the site, on Pitfield Street. As such, the site is considered to have a good level of accessibility to public transport links.

### **2.0 CONSERVATION IMPLICATIONS**

- 2.1 In terms of heritage assets, there are no statutory listed or locally listed buildings or structures on the Site. The closest Listed Buildings/Structures are over 100m to the south of the Site and include the Grade II Listed St John the Baptist Church and Church Grounds and the locally listed St John the Baptist Church of England School.
- 2.2 The site is not in a conservation area.

### **3.0 HISTORY**

- 3.1 There is no relevant recent planning history pertaining to the site.

### 4.0 Consultations

#### 4.1 Dates:

4.1.1 Date Statutory Consultation Period Started: 16/06/2020

4.1.2 Date Statutory Consultation Period Ended: 10/07/2020

4.1.3 Site Notices: X3; Pitfield Street, Buckland Street and Clunbury Street.

4.1.4 Press Advert: Yes.

Hackney Gazette; 02/07/2020

#### 4.2 Neighbours

4.2.1 Letters of consultation were sent to 2021 adjoining owners/occupiers. At the time of writing the report, 3 objections were received in the form of individual representations. These representations are summarised below:

- Construction and demolition work would disrupt working environment of those forced to work from home due to Covid-19
- Loss of daylight and sunlight to neighbouring residential units
- Loss of privacy of neighbouring residential units
- The planned commercial area would make it impossible to grow trees in front of the building.
- Reduction in CPZ parking spaces, particularly for non-electric vehicles, will place further pressure on the parking environment particularly when considering existing residents of neighbouring blocks will continue to have vehicles to park, and the new development will produce a greater level of demand of parking i.e. from visitors and therefore an increase of CPZ parking should be sought instead.
- Hoxton does not need another 6 storey estate, let alone on this street.
- The council should prioritise the upgrades promised for Crondall Court

4.2.2 The above comments are addressed within the assessment section of this report.

#### 4.3 Statutory / Local Group Consultees

4.3.1 London Fire and Emergency: The Brigade will be satisfied subject to the application meeting the access requirements of Approved Document B5 of the Building Regulations.

4.3.2 Historic England GLASS: No comment.

4.3.3 Natural England: No comment.

4.3.4 Network Rail (Property): No response received.

4.3.5 Hackney Society: No response received.

4.3.6 Thames Water: No objection, subject to standard informatives.

4.3.7 Hackney Swifts Group: This development is in an area where swifts (on the RSPB amber list due to rapidly declining numbers) are currently nesting and will

potentially nest, so we request that a significant number of integrated swift nestbox bricks, reflecting the large scale of this development in this location, are installed near roof level, which would provide an aesthetically acceptable and zero maintenance way to provide a long-term resource to protect this species and ensure a gain for local biodiversity, in line with Hackney Council's guidance on this issue (Biodiversity Action Plan), and NPPF 2019.

- 4.3.8 Integrated roosting boxes for bats, which are also priority species found in this area such as close to the Regent's Canal SINC, plus biodiverse living roof, would be welcome to further boost the local biodiversity. An ecologist would identify the best locations in the development..
- 4.3.9 Met Police: No objection, subject to continued involvement.
- 4.3.10 Wenlock Barn TMO: No comment received.
- 4.3.11 Cranston South TMO: No comment received.
- 4.3.12 Shepherds Market TRA: No comment received
- 4.3.13 St John's Estate TRA: No comment received
- 4.3.14 Design Review Panel:
- 4.3.14.1 The following comments were provided in the last design review panel, held on 3 December 2018 prior to the scheme being amended to address design concerns:
- Proposal*
- 4.3.14.2 *The proposal is for 63 new flats across three 7 storey (23.4m high) blocks adjacent to the 11 storey Cherbury Court blocks A and B which are both approx. 30m high). The scheme will also deliver changes to landscaping across the wider site.*
- 4.3.14.3 *The site is being progressed as part of Hackney Council's Housing Supply Programme. The programme has identified infill opportunity sites within existing Hackney housing estates. In this case the opportunity site consists of the unused garages associated with Cherbury Court A and B.*
- Strategic overview*
- 4.3.14.4 *The Panel understand Hackney's ambitious commitment to delivering additional social and market housing on underused sites on the Council's housing estates and recognise the challenge of delivering social rented housing designed to a high standard within a constrained budget. However, the Panel believes that there are improvements that can be made which won't necessarily be more expensive, but will enhance the proposals. In particular, it encourages more work on the definition between public and private space, height and massing, and the interface of the ground floor with the surrounding public realm.*

*Urban context*

- 4.3.14.5 *The Panel recognise the challenges of the local and immediate context which has issues of poor definition between front and back, over-permeability, inactive frontages, unclear fronts and backs in the two tower blocks and poor legibility of routes. The immediate context is highly permeable and lacks clearly defined resident-only open space.*
- 4.3.14.6 *The Panel suggest that the scheme limit new public routes to desire lines between the estates and Shoreditch Park and that extension of the proposed shared-surface to Buckland Street could help emphasise this route. The Panel stress that issues of over-permeability and inactive frontage should not be compounded by development on site.*
- 4.3.14.7 *The Panel note that the context changed across the small site and that three blocks need to be responsive to this. There was acknowledgement the blocks closest to Cherbury Court A should avoid having an impact on existing homes within that building.*

*Form massing and height*

- 4.3.14.8 *The Panel note that the scheme would deliver 63 much needed new homes in an area of high demand but question the scheme's height which has increased since initial proposals. They asked whether the red line could be expanded to include other developable sites nearby, such as the garages on the north side of Buckland Street, which could allow for a redistribution of massing and a better integrated strategy for the landscaping.*
- 4.3.14.9 *The Panel consider the distance between the proposed new blocks is tight and the block is close to Cherbury Court A. The Panel is concerned that existing residents would lose some outlook from kitchen windows and this will be an issue at any future consultation. The panel felt it would have been beneficial to have looked at other configurations considered, for example two blocks rather than three, to understand why they were disregarded. With the three block arrangement proposed, the Panel suggest that a reduction in height and depth of the central block could reduce potential impacts on existing homes.*

*Architecture*

- 4.3.14.10 *The Panel are supportive of the architects' ambition to bring forward a development of strong architectural character. They note the proposal's sense of 'massiveness', weight and solidity. The Panel welcome the gesture towards giving existing street trees space by 'calving scoops' out of the mass, but question its application on all other elevations. The Panel have mixed views over the inward scooped balconies and suggest more usable space could be created by projecting or squared off balconies.*
- 4.3.14.11 *The Panel note that horizontal bands of brick running around the building would emphasise the solidity of the buildings and suggest extending brick vertical details to further connect the building to the ground.*

- 4.3.14.12 *They acknowledge that the scoops and horizontal banding might allow more light into flats, could unify the development and would create unique outdoor spaces. The Panel are supportive of the solidity of the balcony parapet and any strategies to avoid 'balcony blight'.*
- 4.3.14.13 *The ground level was considered crucial to the success of the scheme. The Panel consider that large areas of blank frontages would be unwelcoming, particularly when facing publicly accessible routes, where they could enable antisocial behaviour and create pockets lacking natural surveillance. They looked at the north west corner and west frontage as an example of a blank frontage that needed to be activated and the entrances to the ground floor flats which could be better resolved.*

#### *Landscape and public realm*

- 4.3.14.14 *The Panel are encouraged by the Architect's negotiated extension of the red line site boundary to include some of the landscape of the estate, but as mentioned above, it could extend further. They are in general support of ambitions to improve the play areas and with the objective to clear away clutter, fence-lines and improve the east-west path mid-point through the estate block. The Panel recommend that the rose garden at the east end of the estate be included in the red line and that access to it should not be restricted by repositioned bin storage and sub-station.*
- 4.3.14.15 *The Panel think that further clarification is needed between primary public routes and secondary resident-focused routes across the site. They suggest that the north to south routes which best ties in with the route north to Shoreditch Park is identified as public, while the others are made more secure to discourage general public use and that the current block and landscaping arrangement strengthen this (such as with a more private space between the proposed blocks). The Panel advise that the east-west path to the south of the site should be defined as a direct and clear primary route and that bin storage at the west end could be repositioned.*
- 4.3.14.16 *Further to this, the Panel are concerned that over-permeability coupled with inactive and blank frontages could encourage anti-social behaviour. As already mentioned, they advise that blank frontage should be minimised particularly where it would face a public route. They noted that a largely blank frontage is proposed facing Cherbury Street and that this would be a good location for an active, non-residential use. They were also concerned that public routes alongside ground floor flats would create a sense of vulnerability for residents.*

#### *Conclusion*

- 4.3.14.17 *The Panel is encouraged to see a commitment to delivering much needed homes within high quality architecture and renewed landscaping for the wider site. They are encouraged by the solidity of the proposal and emerging materiality. The challenges of the site are understood. The Panel encourage more work on the definition between public and private space, height and massing and the interface of the ground floor with the surrounding public realm.*



- 4.3.14.18 *The panel have some reservations about the massing, particularly the proximity between blocks, existing and proposed. They also suggest a reduction in permeability, an improvement to the spatial qualities of public realm between the blocks, and more clarity between public and resident space, with clear and direct public routes across the site.*
- 4.3.14.19 *The Panel encourage a further expansion of the red line boundary to take in nearby opportunity areas (ie site opposite on Buckland Street) which could also be developed in conjunction with the site to create a less bulky scheme with wider public realm benefits.*
- 4.3.14.20 *The Panel stress that engagement with existing residents would likely necessitate change and suggested a meaningful consultation take place as soon as possible.*

Response: The above comments from the DPR have been addressed in the planning assessment further within this report.

#### 4.4 **Internal Consultees**

4.4.1 Transportation: No objection.

The scheme is considered acceptable subject to conditions and agreement of details for highways works.

4.4.2 Waste: No objection.

4.4.3 The Waste and recycling strategy is well thought out, allowing the waste and recycling crews' good access to the bins. Bin numbers and sizes are also approved.

4.4.4 Environmental Protection Team (Noise): No objection, subject to internal noise levels (good standard) condition.

4.4.5 Pollution Air: No objection, subject to conditions.

4.4.6 Pollution Land: No objection, subject to contaminated land conditions.

4.4.7 Drainage: No objection subject to conditions.

4.4.8 CCTV and Emergency Planning: No comments received.

4.4.9 Regeneration: No comments received.

4.4.10 Public Realm/Parks: No objection.

4.4.11 A development of this scale is likely to significantly increase the pressure on existing green spaces, libraries and leisure facilities in the area, as new residents use these facilities. There is a significant cost attached to maintaining these facilities, and this cost increases as more people use them on a regular basis.

A s106 or CIL contribution towards the improvement of these types of facilities within the vicinity of the development would go some way to mitigating the impact that the new housing is likely to have.

### 5.0 Policies

#### 5.1 London Plan 2016

- 2.9 Inner London
- 2.14 Areas For Regeneration
- 3.1 Ensuring Equal Life Chances For All
- 3.2 Improving Health And Addressing Health Inequalities
- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality And Design Of Housing Developments
- 3.8 Housing Choice
- 3.9 Mixed And Balanced Communities
- 3.10 Definition Of Affordable Housing
- 3.11 Affordable Housing Targets
- 3.12 Negotiating Affordable Housing On Individual Private Residential And Mixed Use Schemes
- 3.13 Affordable Housing Thresholds
- 4.1 Developing London's Economy
- 4.3 Mixed Use Development And Offices
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design And Construction
- 5.5 Decentralised Energy Networks
- 5.6 Decentralised Energy In Development Proposals
- 5.7 Renewable Energy
- 5.9 Overheating And Cooling
- 5.10 Urban Greening
- 5.11 Green Roofs And Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.14 Water Quality And Wastewater Infrastructure
- 5.15 Water Use And Supplies
- 5.17 Waste Capacity
- 5.18 Construction, Excavation And Demolition Waste
- 5.21 Contaminated Land
- 6.3 Assessing Effects Of Development On Transport Capacity
- 6.7 Better Streets And Surface Transport
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving Air Quality

- 7.15 Reducing Noise And Enhancing Soundscapes
- 7.19 Biodiversity And Access To Nature
- 8.2 Planning Obligations
- 8.3 Community Infrastructure Levy

5.2 Hackney Local Plan 33 (Lp33)

- PP8 Shoreditch And Hoxton
- LP1 Design Quality And Local Character
- LP2 Development And Amenity
- LP9 Health And Wellbeing
- LP11 Utilities And Digital Connectivity Infrastructure
- LP12 Meeting Housing Needs And Locations For New Homes
- LP13 Affordable Housing
- LP14 Dwelling Size Mix
- LP17 Housing Design
- LP31 Local Jobs, Skills And Training
- LP36 Shops Outside Of Designated Centres
- LP37 Small and Independent Shops
- LP41 Liveable Neighbourhoods
- LP42 Walking And Cycling
- LP43 Transport And Development
- LP44 Public Transport and Infrastructure
- LP45 Parking And Car Free Development
- LP46 Protection and Enhancement of Green Infrastructure
- LP48 New Open Space
- LP49 Green Chains and Green Corridors
- LP50 Play Space
- LP51 Tree Management And Landscaping
- LP53 Water And Flooding
- LP54 Overheating And Adapting To Climate Change
- LP55 Mitigating Climate Change
- LP56 Decentralised Energy Networks (Den)
- LP57 Waste
- LP58 Improving The Environment - Pollution

5.3 Supplementary Planning Documents / Guidance

*Greater London Authority:*

- Housing (2016)
- Sustainable Design and Construction (2014)
- Shaping Neighbourhoods: Play and Informal Recreation (2012)

*London Borough of Hackney*

- Sustainable Design and Construction SPD (2016)
- Planning Contributions SPD (2020)
- Public Realm SPD (2012)
- Transport Strategy 2015-2025

5.4 National Planning Policies/Guidance

National Planning Policy Framework  
Planning Practice Guidance

## 5.5 Emerging planning policy

- 5.5.1 The GLA is producing a new London Plan, which was subject to Examination in Public between January 2019 and May 2019. The Inspectors' Panel report was published on 08 October 2019. This contained a series of recommendations on amendments to the Plan, some of which the Mayor chose to accept and some which he chose to reject. The reasons for his rejections accompany the London Plan "Intend to Publish" version was sent to the Secretary of State (SoS) on the 9th December 2019. Subsequently, on the 13th March the SoS raised significant concerns with Intend to Publish London Plan. The Mayor of London responded to the SoS on 24th April to commence discussions regarding the SoS's directions. The adoption of the new Plan is not imminent.
- 5.5.2 The NPPF sets out that decision takers may also give weight to relevant policies in emerging plans according to their stage in preparation, the extent of unresolved objections and degree of consistency with the NPPF. The Intend to Publish London Plan is a material planning consideration but carries limited weight in decision making at this stage.
- 5.5.3 Where relevant, emerging content within this document is discussed in the body of this report.

## 6.0 **Planning Considerations**

### 6.1 Overview

- 6.1.1 The application seeks to redevelop the land to the south of Buckland Street, currently containing 54 single car garages. The proposal seeks to demolish the existing garaging and undertake the construction of a new residential development along the length of the boundary shared with the public footway. The development has been designed as 3x 6 storey villa blocks interlocked with podiums at ground level. The result will be a building with a length of 70 metres along the Buckland Street frontage, with a depth of 18.6 metres into this section of St John's Estate. Excluding the interlocking podium, each villa will be approximately 18.6 metres in width and 18.7 metres in depth, with gaps of approximately 7.5 metres separating the villas from first floor and above.
- 6.1.2 The new development will contain 54 new residential units and 1 commercial unit (located within Villa A), with associated bike, bin and plant stores in the ground floor to serve each building. The exception to this is Villa C, which will have separate bin storage located to the north-east of the building.
- 6.1.3 In terms of tenure split, the proposal has been designed to be tenure blind and will deliver a mix of social rent, shared ownership (intermediate) and units for market sale. Villa A is to be entirely market units, with Villas B and C mixed with social rent and shared ownership. The commercial unit is proposed to have a flexible use of either A1, B1(a) or D uses (retail, office and non-residential institutions).

- 6.1.4 Each villa will have direct access from the street, via communal lobby areas with stairs and lifts serving all 6 storeys. The development provides 5x wheelchair adaptable M4(3) units across the ground floor of all three villa buildings, while the remaining meet M4(2) standards.
- 6.1.5 The proposal seeks to undertake works to the existing estate grounds, including the creation of a new children's play area, refurbishment and relocation of the existing MUGA and general landscaping works to improve general open space and amenity areas across the site.
- 6.1.6 The development seeks to undertake public realm works within the redline boundary of the site; this includes the reallocation of existing on-street CPZ parking spaces and the creation of 5x blue badge parking spaces and 4x active electric vehicle charging points. Additionally, the proposal seeks to create a shared surface on Clunbury Road.
- 6.1.7 The development is proposed to be car-free, with the exception of blue badge holders and includes the creation of 130 long stay cycle parking spaces and 18 short stay spaces within the site.
- 6.2 Housing Supply Programme
- 6.2.1 The development is part of Hackney Council's Housing Supply Programme (HSP), which was approved by Cabinet in February 2016. The HSP seeks to deliver new, mixed tenure homes on Council owned sites within the borough's existing housing estates, typically on previously developed land occupied by non-residential uses, such as garages, car parks and depots.
- 6.2.2 A key objective of the HSP is to assist in meeting existing and future housing demand within the borough. The programme will deliver at least 50% social rent and shared ownership affordable units, secured by a Unilateral Undertaking, on 16 sites within the borough.
- 6.2.3 The HSP is a non-profit making initiative that does not rely on limited Government funding, as the delivery of new affordable housing is subsidised by homes for outright sale.
- 6.3 Development delivery and securement through Unilateral Undertaking
- 6.3.1 In the context of the above, the Housing Supply Team has agreed to a programme wide and overarching Unilateral Undertaking (UU) which sets out the overall target housing mix and tenure for sites within the programme (see appendix). The UU will ensure development delivered through the programme will meet the mix and tenure split set out by the legal agreement.
- 6.4 The main considerations relevant to this application are:
- Land Use;
  - Design;
  - Quality of Accommodation
  - Transportation;

- Potential impact upon the residential amenity of nearby occupiers;
- Sustainability;
- Flood Risk;
- Waste
- Ecology

Each of these considerations is discussed in turn below.

**6.5 Land Use**

Residential Use

- 6.5.1 Policy LP12 of LP33 sets a housing supply target for Hackney of 1,330 dwellings per year through encouraging development on small sites and through allocating sites for residential use and increasing the supply of genuinely affordable homes. Policy LP13 seeks to ensure that new development will maximise opportunities to supply genuinely affordable housing on-site, subject to viability and context, in order to contribute to the overall housing supply across the Borough. Moreover, Policy LP14 of Hackney’s LP33 confirms the need to deliver different housing types at varying levels of size and affordability to meet people’s individual needs, as part of delivering this target.
- 6.5.2 The application site forms an integral part of Hackney’s adopted Housing Supply Programme, which is currently seeking to deliver at least 405 units, of which at least 50% will be affordable. The proposal will see the delivery of 36 affordable dwellings (a mix of social rent and intermediate) on a brownfield site, and would contribute to the housing delivery targets set by planning policy and help the Council achieve its objectives towards building well-designed mixed and balanced neighbourhoods.
- 6.5.3 The provision of residential accommodation at the site is deemed acceptable in principle and accords with London Plan policy 3.3 and LP12 of LP33.

Housing Mix

- 6.5.4 London Plan policies 3.8, 3.9 and 3.11 and the Mayor’s Housing SPG promote housing choice and seek a balanced mix of unit sizes and tenures in new residential developments with priority given to affordable family housing (those of 3 bedrooms or more). However, the policy notes that variations to this size mix may be considered dependent on site, area, location and characteristics and scheme viability.
- 6.5.5 The development’s proposed housing and tenure mix is shown in the table below:

<b>PROPOSED RESIDENTIAL USE DETAILS:</b>					
	<b>No of bedrooms per unit</b>				<b>Total</b>
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4+</b>	
<b>Private</b>	8	7	3	0	18 (33%)
<b>Social rent</b>	6	7	9	0	22 (41%)

Intermediate (Shared Ownership)	8	4	2	0	14 (26%)
Total	22 (41%)	18 (33%)	14 (26%)	0	54

- 6.5.6 As previously discussed, the Unilateral Undertaking, which underpins the Housing Supply Programme, has assigned an overall tenure and housing mix delivery target to be achieved by the sites within the programme. Whilst this specific development will deliver a relatively low proportion of family sized intermediate and private units, the proposal does provide a high proportion of family sized social rent units, of which there is the greatest need in the Borough. Moreover, the Housing Supply Programme will aim to deliver a policy compliant mix and tenure split (see appendix).
- 6.5.7 Whilst it is acknowledged that the proposed development does not strictly accord with the desired housing mix as detailed under LP14, it is emphasised that the proposed development, as part of the Council's Housing Supply Programme, will deliver a high proportion of large family sized social rent units, in line with local need and therefore contribute towards mixed and balanced communities, as advocated by London Plan policies 3.8, 3.9, 3.11.

### Affordable Housing

- 6.5.8 Hackney policy LP13 sets a target of 50% of new residential development to be affordable within developments of 10 or more units, with a tenure split of 60% affordable/social rent and 40% intermediate, subject to site characteristics, location and scheme viability. London Plan policy 3.9 also encourages the delivery of more mixed and balanced communities.
- 6.5.9 The proposed development will deliver 67% affordable housing, which will comprise a tenure split of 61% social rent and 39% intermediate units. The development therefore meets the 50% affordable housing target.
- 6.5.10 As stated within the Housing Supply Programme section of the report (section 6.2), all the sites (within the Programme) are intrinsically linked through a cross-subsidy strategy which demonstrates (as a whole) the Programme is capable of delivering at least the policy target of 50% affordable housing. The appendix to this report shows the Housing Supply Programme table, which provides the current housing mix and tenure breakdown. The table shows a current projected minimum delivery of 50% affordable housing, with a tenure breakdown of 50% social rent and 50% intermediate.
- 6.5.11 The proposed development will assist in delivering a minimum projected 50% affordable housing within the Council's Housing Supply Programme, the proposed provision of affordable housing is deemed in accordance with policy LP13 of LP33 and, London Plan policy 3.9 and 3.11.

### Commercial unit

- 6.5.12 The proposal includes the creation of a commercial unit within the ground floor of Villa A, of which is intended to have flexible use of either A1, B1(a) or D uses.

Policies LP8, LP26, LP27 and LP36 of LP33 seek to encourage the creation of these uses within appropriate locations, subject to the impact such uses could have on the surrounding environment.

- 6.5.13 With regards to an A1 use, it is emphasised that the eastern side of Clunbury Road currently benefits from A1 units. Therefore, the addition of another A1 unit within this context is likely to contribute to the enhancement of the local cluster of shops and would be in accordance with policy LP36 of LP33.
- 6.5.14 Policy LP26 seeks to deliver new office floorspace across the borough, and states that new employment space outside of identified areas will be permitted where i). it can be demonstrated that there is a reasonable prospect of it being occupied. Whilst this detail has not been provided, given the proposal is for flexible use of the unit, it is considered reasonable to assume that the unit would be marketed as such and leased based on the interest received. As such, the inclusion of B1(a) use within the proposed flexible uses for this commercial unit would not result in the creation of a redundant B1(a) unit.
- 6.5.15 With regards to the use of the unit for D use, Policy LP8 of LP33 states that proposals for social and community infrastructure will be permitted where they meet the following criteria:
- i. meet the current or future identified need; and
  - ii. are of a high quality and inclusive design providing access for all; and
  - iii. provide flexible, affordable and adaptable buildings and, where possible, mixed use development, co-located with other social infrastructure uses and maximise use of buildings in evenings and at weekends.
- 6.5.16 The policy then goes on to state that facilities should be located in places that are accessible by walking, cycling or public transport for its end users.
- 6.5.17 The D class use of the unit would appropriately respond to the increased residential occupation within the site as a result of the development, it would have level access and is a regular footprint that would enable flexible uses. The very nature of this unit being included within the wider development would result in a mixed use development, co-located with residential uses. Moreover, the proposal is within a PTAL rating of 5 and has good accessibility and connectivity as a result.
- 6.5.18 Finally, it is emphasised that as of the 1 September 2020, changes to the use class order will have come into effect; with the classes proposed for this flexible unit (A1, B1(a), and D1 (clinics, health centres, creches, day nurseries, day centre)) being grouped within the new use class E, F1 and F2; as such, the use of the unit would be able to change between these uses interchangeably.
- 6.5.19 Given the wide scope of the new uses within the broadened use class categories (Class E, F1, F2), a condition will be attached to restrict the proposed commercial elements of the scheme to be retail, office or non-residential institution uses.
- 6.5.20 In light of the above, subject to conditions, the principle of a flexible unit is considered to accord with the revised use class order in addition to policies LP8, LP26, LP27 and LP36 of LP33.



## 6.6 Design Considerations

- 6.6.1 London Plan policy 7.4 requires development to be of high quality design that responds to the pattern and grain of the existing environment and makes a positive contribution to a coherent public realm, streetscape and wider cityscape. London Plan Policy 7.6 requires buildings to be of the highest architectural quality, comprise of the highest quality materials and design appropriate to its context.

### Layout Arrangement

- 6.6.2 The proposal is for a set of three residential villas, connected via a single storey interlocking podium at ground floor.
- 6.6.3 At ground floor, the buildings will contain 5x wheelchair adaptable units with private and independent access. These units will be a mix of 3x 1 bed 2 person and 2x 2 bed 4 person units, and will all benefit from private outdoor amenity spaces directly adjoining primary living spaces. Additionally, the ground floor of each villa will contain the communal stair lobbies, lift access, cycle storage space, bin stores and plant and maintenance spaces.
- 6.6.4 At first floor through to third floor, the internal layout of each villa will remain the same, with the following unit sizes across each floor level: Villa A will contain 1x 2 bed 3 person and 1x 2 bed 4 person and 1x 3 bed 5 person units; Villa B will contain 1x 1 bed 2 person and 2x3 bed 5 person units; Villa C will contain 1x 2 bed 3 person and 1x 2 bed 4 person units and 1x 3 bed 5 person units. Each unit will have access to private balconies on either the northern or southern elevations of the buildings.
- 6.6.5 Across fourth and fifth floor level, the internal layout of each villa will remain the same, with the following unit sizes on each floor level: Villa A will contain 4x 1 bed 2 person units, Villa B will contain 1x 2bed 3 person and 1x 2 bed 4 person units and 1x 3 bed 5 person unit and Villa C will contain 4x 1 bed 2 person units. Similarly to lower floors, each of these units will have access to private balconies on either the northern or southern elevations of the buildings.
- 6.6.6 The Design Review Panel raised some concern about the separation between blocks; however, the proximity of the buildings to one another has been retained with privacy concerns being designed out through the careful placement of fenestration on facing elevations. The benefits of the layout include a higher number of units (and resulting affordable), better natural lighting levels to flats, a more visually permeable massing and preserved northwards views from existing blocks. Overall the very high standard of architecture, careful arrangement of units, rooms and windows, use of fitted external and internal shutters as mitigation measures, and the avoidance of bulk associated with linear blocks will safeguard against potential overlooking and loss of privacy.
- 6.6.7 Stair and lift cores rise through the north elevation of each villa. These stair cores are designed to be attractive to use through the inclusion of sculptural stairs wrapped around light wells, no doors between stairs and lifts and windows towards the street.

- 6.6.8 The new play space for younger children will be located to the south of the buildings, adjoining the relocated and refurbished MUGA, located to the east of this playspace.

#### Scale and Massing

- 6.6.9 As mentioned above, the proposal is for 3x 6 storey blocks (villas) connected by a single storey podium. These blocks sit to the north of two 11 storey blocks. At its closest, the westernmost villa is 11.2m from Crondall Court Tower. The three villas are separated by 7.5 gaps.
- 6.6.10 The site is surrounded by tall residential buildings, ranging in height from 4 storeys up to 12 storeys. As such, the proposal to introduce 3x 6 storey buildings would fit within the character and appearance of this dense urban environment. Additionally, the use of materials to create vertical and horizontal lines in addition to depth to the facades of the buildings, assists in fragmenting the visual appearance of the mass of the proposed buildings, whilst adding visual interest.
- 6.6.11 The three villa blocks are separated to maintain views through the site, including between the amenity space and St John's Chapel, from Crondall Court Tower windows north, and to maintain some light penetration through the site to Buckland Street.
- 6.6.12 The facades of the north elevation have been scooped to create curved spaces around existing street trees that are, with the exception of one, to be retained. The southern elevation has similar scoops, associated with balconies as on the north side, to create a massing cohesion to front and rear of the block.

#### Orientation

- 6.6.13 The Villas are located east to west along Buckland Street, with primary outlooks out over Buckland Street and the shared communal space to the south.
- 6.6.14 The entrances to each ground floor unit and the three villa blocks have been orientated to face Buckland Street. In contrast to the surrounding residential blocks, this orientation will contribute to the activation of the frontage along Buckland Street.
- 6.6.15 Additionally, the orientation of the buildings with windows and balconies facing out over public and communal spaces will create a positive level of natural surveillance over these spaces, particularly in comparison to the existing garage environment.

#### Roofs

- 6.6.16 The proposed villas and interlocking podium will all have flat roofing to optimise the developments potential to provide green roofing and renewable energy sources. The surrounding buildings also benefit from flat roofs and therefore this would appear characteristic for the setting.

#### Windows and Doors

- 6.1.13 The proposed windows feature 200mm reveals which gives the facades additional depth. Window and door types and sizes have been specified according to external and internal context.

#### Materiality

- 6.6.17 The proposal will appear as 3 uniquely detailed but architecturally similar blocks characterised by banded brickwork and precast concrete to give the proposal a high level of depth and weightiness, whilst providing a positive degree of horizontal interest across the three buildings.
- 6.6.18 The east and west elevations will have external louvred shutters which will fold into vertical fins against window reveals and which will sit flush with brickwork when closed. This is to allow for optional solar shading.
- 6.6.19 The proposed external materials are considered to be aligned with neighbouring buildings, with the use of red/pink bricks intended to complement them. Moreover, the use of white horizontal banding is an echo of the concrete banding seen throughout nearby buildings. As a result, the materials assist in the integration of the proposed villas with the surrounding post-war residential blocks.
- 6.6.20 The windows of stair cores will be covered with hit and miss/perforated brickwork which will appear as a vertical running from 1st floor to the top of the buildings. The proposed plans show small windows with the bottom halves covered in an aluminium spandrel panel; given that these windows provide the only natural light to the cores and they will be covered with brick, a condition has been suggested and agreed by the applicant to require these to be fully glazed, with the obscuring material removed. This detail should be required through a pre-commencement condition.

#### Health Impact

- 6.6.21 In accordance with policy LP9 of LP33, the applicant has submitted a Health Impact Assessment to support the proposal. The assessment highlights that the proposed development seeks to construct 54x residential units that have been carefully designed to create positive and healthy internal environments for future occupants of the development in addition to occupants of surrounding residential buildings. Moreover, the design has been informed by discussions with Secured by Design Officers and the MET Police to ensure that safe spaces are created through the development, to thereby contribute to a positive sense of space for existing and future occupants of the proposed development and the surrounding estate.
- 6.6.22 Through being car-free, the scheme will encourage greater reliance on active and sustainable transport options, thereby contributing to increased activity of future residents whilst also making a positive response to climate change and sustainability.

- 6.6.23 As such, it is considered that the design has been carefully considered to ensure that the development will create a high quality environment that will enable the residents to lead healthier and active lifestyles, whilst reducing health inequalities through the mixed housing tenure that will enable a greater range of residents to access this housing opportunity.

#### Fire Safety

- 6.6.24 In accordance with policy D12 of the Intend to Publish London Plan, the applicant has submitted a desktop study and review of the proposed development with regards to fire strategy, prepared by Pell Frischmann. The assessment confirms that fire and life safety precautions will be included within the development to address the fire safety requirements of Building Regulations Part B (Fire Safety) and confirms that further detailed design work will be progressed at the technical design stage and under building regulation requirements. The report provides an acceptable level of detail to address policy D12 for the planning stage of the development.

#### Private and shared amenity space

- 6.6.25 As previously mentioned, all units will have access to private balconies which are accessed directly from the primary living spaces of the respective units.
- 6.6.26 Moreover, the development includes the refurbishment of the existing MUGA, the creation of a new play space for younger children and general open space landscaping of which the future occupants will be able to access, in addition to existing and future residents of the surrounding buildings within St John's Estate.
- 6.6.27 The private amenity space of the ground floor units, directly adjoining the communal open space to the rear of the proposed buildings is to be planted with shrubs and trees to create a privacy screen and defensible space.

#### Landscape

- 6.6.28 Policy LP48 of LP33 requires major development to achieve an Urban Greening Factor (UGF) of 0.4. Whilst the proposed development would not achieve this target when considered as a whole, it is emphasised that this is largely as a result of the inclusion of Buckland and Clunbury Street within the red line boundary. Were the site to be reduced to exclude the public highway, the UGF for the development would be 0.48 and on this basis, is considered to be acceptable.
- 6.6.29 The landscaping serves a number of functions in addition to providing an attractive green communal landscape. It clarifies and improves circulation through the area including upgrading and making the east to west route which runs along the southern edge of the site, more direct.
- 6.6.30 The subject site contains 14 notable trees; 3 of which are identified for removal (T1, T9 and T14). The applicant's Arboricultural Impact Assessment states that the removals are required to facilitate the construction of the development, whilst also emphasising that T9 is recommended for removal due to its condition. The three trees identified for removal have been classed as early mature (T1) and

semi-mature (T9 and T14), and are therefore not classified as veteran or ancient trees, nor are these trees subject to protection in accordance with policy LP51. These removals are proposed to be offset with mature, mitigation planting following the completion of construction works. Due to the constraints of the location of T1 (London Plane) it may not be practical for a mature tree to be planted in this location; however, should this be the case, it is possible for this loss to be offset through the planting of a mature tree elsewhere in the site. It is again emphasised that as the tree is not a veteran, ancient or protected tree, on the basis of appropriate mitigation planting, the removal of this to enable the development of 54 new dwellings is considered acceptable.

- 6.6.31 Overall the landscaping promises to be lush and verdant, with attractively textured paved surfaces. The landscaping will create a relatively safe space, free of vehicles where children can play and where residents can sit outside on planter walls. There are no clear uses set out in the landscape plan which has no specific purpose beyond providing visual amenity and buffer to the rear of the properties to the north.
- 6.6.32 A variety of paving materials have been incorporated into the proposed landscaping across the site, creating variation to distinguish between spaces and routes. The paving materials proposed are high quality.
- 6.6.33 The applicant has included a maintenance strategy for landscaping and has confirmed that this will be the responsibility of Hackney's Estate Maintenance team.

#### External Lighting

- 6.6.34 An external lighting plan has been submitted with the application to ensure paths, entrances and communal spaces across the development are well lit. Details of light coverage and spill are required by condition, to ensure a reduction in light pollution into the new units in addition to existing neighbouring units is minimised to an acceptable level.
- 6.6.35 Whilst details of the hours of lighting to be used across the site have not been provided, this information could be submitted as an approval of details; the condition will also require details surrounding any use of sensor lighting outside of automatic lighting hours.

#### Bin stores

- 6.6.36 Bin stores for Villa A and B are located in the adjacent block so as to be accessible to ground floor units and villa residents. Villa C will have an external bin store located near to another bin store/substation block for Crondall Court, to the east of the block; whilst this is an unconventional approach, the external bin store is a simple brick volume that has been robustly designed and adequately sited within the context of the site.
- 6.6.37 In addition to external bin stores associated with Villa C, the proposal includes the construction of new external bin stores associated with both Crondall Court and Cherbury Court; this will provide a screening for the existing waste arrangements

for these buildings, thereby enhancing the overall landscape and appearance of the St John's Estate as a whole. Similarly for the bin store for Villa C; these structures will be simple brick volumes that will assimilate into the existing environment through the use of brick work to match the existing buildings.

#### Substation

- 6.6.38 This structure has been incorporated within the massing of the new bin store for Crondall Court and therefore does not result in further disruption to the general openness or landscaping of the site as a whole.

#### Street furniture and fencing

- 6.6.39 The proposed street furniture proposed within both the public and communal environments has been located to ensure maximum unobstructed access width through and around the site.
- 6.6.40 Details of the materials for the proposed street furniture have been included with the application documents; these appear to be of high quality that will be robust and durable.
- 6.6.41 The fencing shown across the site is shown to be low in height and visually permeable so has to enable natural surveillance.
- 6.6.42 The fencing adjoining the private gardens of the ground floor units will be screened by proposed vegetation, thereby ensuring privacy for these spaces whilst being consistent in design and materials with fencing throughout the site.

#### Signage

- 6.6.43 The proposed signage details have been designed to be sympathetic to the design of the proposed buildings, whilst providing the necessary wayfinding for visitors and occupiers/owners of units within the proposed development.
- 6.6.44 The signage proposed on the commercial unit is not detailed, and whilst the placement would be considered acceptable, should this vary in any way, particularly through the introduction of illumination, it is likely that a separate advertising permission would be required prior to installation.

#### Summary

- 6.6.45 The proposal would introduce a new residential development into the heart of the St. John's Estate which will strengthen the location from an urban design, landscape, movement and land use point of view. Active frontage will be created including residential and retail; new retail frontage will complement existing retail uses opposite on Clunbury Road; and landscaping proposals will improve the area for existing and future residents.
- 6.6.46 The submission documents are comprehensive and include detailed diagrams of key architectural elements which would usually be conditioned. Subject to conditions, the proposed development is, on balance, deemed to meet the

requirements of London Plan policies 7.2, 7.4 and 7.6 and policy LP1 of Local Plan 33.

## 6.7 **Quality of Accommodation**

### Residential Floorspace

- 6.7.1 New residential developments are expected to provide a good standard of amenity for future occupiers and are expected to comply with the minimum floorspace standards of London Plan policy 3.5 and the Nationally Prescribed Space Standards.
- 6.7.2 In terms of overall unit size, all prospective units go beyond the minimum standards for the respective unit sizes; 1B2P (50m<sup>2</sup>), 2B3P(61m<sup>2</sup>) 2B4P (70sqm) and 3B5P (86sqm). The internal rooms are also in accordance with specification for living, dining, kitchen areas and bedrooms. At ground floor, the buildings will have floor to ceiling heights between 2.8-3.5 metres to accommodate stores and the commercial unit. At the first to fifth floor, units will have floor to ceiling heights of at least 2.5m.
- 6.7.3 The proposed level of floorspace will therefore provide acceptable living conditions for future residents, in accordance with policy 3.5 of the London Plan, LP1 and LP17 of Local Plan 33 and the Nationally Prescribed Space Standards.
- 6.7.4 Sunlight/Daylight
- 6.7.5 London Plan policy 3.5 requires residential units to provide a good standard of internal amenity with appropriate levels of light, ventilation and outlook. As previously mentioned, in terms of residential layout, all units are either dual aspect or single aspect facing south and have been designed to maximise access to natural light.
- 6.7.6 The applicant has submitted a daylight and sunlight assessment, including the assessment of the Average Daylight Factor (ADF) which assesses the levels of daylight for the proposed residential units. BRE guidance states that where a room serves multiple purposes; i.e. a living, kitchen and dining room, the minimum ADF should be the highest standard (2%); despite this, the assessment provided has applied the standard for a living room (1.5%) to these spaces across the development, to reflect the primary purpose of the space (as a living area). This is an acceptable approach.
- 6.7.7 Based on the above, the results show that 96% of habitable rooms either meet or exceed the ADF BRE guidance for kitchens (2%), living rooms (1.5%) and bedrooms (1%).
- 6.7.8 On balance, the proposed units have been designed in accordance with BRE guidance, with positive levels of natural light and sunlight hours available to future occupants and providing high standard of accommodation within a dense, urban location.

### Outlook

- 6.7.9 With regards to outlook, with the exception of ground floor units A0.1, B0.1 and B0.2 and units B1.2, B2.2 and B3.2, the proposed units will all be multi-aspect outlooks as a result of the separation of villas. The single aspect units will be south facing with a large amount of glazing; these factors are considered to offset the single aspect nature of these units.
- 6.7.10 Each habitable room within the development would be served by a minimum of 1 window.
- 6.7.11 Overall, the proposed level of outlook is considered acceptable.

#### Overshadowing

- 6.7.12 BRE guidance also considers the overshadowing impacts of a development on surrounding gardens, parks, public squares and playgrounds. In order to prevent these spaces becoming damp, cold and uninviting, BRE guidance specifies that at least half of the space (50%) should not receive less than 2 hours sunlight on 21st March equinox.
- 6.7.13 The Daylight and Sunlight Report prepared by Waldrams demonstrates that, with the exception of the space adjoining Crondall Court, the whole of the amenity spaces to the south of the proposed villas will receive at least 2 hours of sunlight on the March equinox. The assessment shows that 88% of the space adjoining Crondall Court will receive 2 hours of sunlight on the equinox, thus being in accordance with BRE guidance.

#### Accessibility

- 6.7.14 London Plan policy 7.2 and policy LP1 of LP33 seek to achieve the highest standards of accessible and inclusive design. To ensure a fully accessible environment, Local Planning Authorities have an optional requirement to secure 90% of all new housing to be built to nationally described housing standard Building Regulations M4 (2), which essentially replaces Lifetime Homes. The remaining 10% of the residential units should be wheelchair user dwellings; being either Building Regulations M4 (3)(a) wheelchair adaptable and/or M4 (3)(b) wheelchair accessible.
- 6.7.15 The submitted drawings demonstrate 5x wheelchair accessible M4(3)(b) units have been provided, with all other units meeting M4(2) standards. The proposed development therefore accords with the accessibility requirements of London Plan policy 7.2 and policy LP1 of LP33.

#### Playspace/External Amenity Areas

- 6.7.16 London Plan policy 3.6 and LP50 seeks development to provide play and informal recreational space. Policy LP50 and the Mayor's SPG 'Shaping Neighbourhoods: Play and Informal Recreation' recommends 10sqm of dedicated playspace per child for future provision. Based on GLA calculations, the child yield for the development is 31.9 children, thereby resulting in a requirement to provide 318.8m<sup>2</sup> of designated play space to meet both policy LP50 and the GLA



requirements. The calculator envisages the development will generate 13.2 children under five and therefore does not specify a separate requirement for doorstep playable space. Table 4.7 of the SPG states that a development with such a yield of children should provide between 300-500m<sup>2</sup> of on-site local playable space. The development proposes to provide a total of 362m<sup>2</sup> of doorstep playspace and 184.9m<sup>2</sup> of ballcourt playspace through the relocation and refurbishment of the on-site MUGA which caters to .

- 6.7.17 Policy LP48 states that where feasible, all development for 10 or more residential units must maximise the provision of open space and provide 14m<sup>2</sup> of communal open space per person (using the residential yield); thereby resulting in the requirement for 1670.76m<sup>2</sup> of communal open space. The proposal includes the provision of 1694m<sup>2</sup> of communal open space (excluding public realm works and hard standing) and therefore is in accordance with this policy.
- 6.7.18 In terms of private amenity space provision, the ground floor units will have 8.4m<sup>2</sup> balconies. At first floor and above, the units will each have access to a balcony largely ranging from 6.1m<sup>2</sup> to 8.1m<sup>2</sup>, with units A4.2, A5.2, C4.2 and 5.2 benefiting from larger balconies being 16.4m<sup>2</sup> in area. This provision of private amenity space is in accordance with the Mayor's Housing SPG requirement of 5sqm outdoor space for 1-2 person dwellings and extra 1sqm per additional occupant.

#### Conclusion

- 6.7.19 The proposed development is deemed to provide a high standard of residential accommodation for prospective future residents and is subsequently deemed to meet the requirements of London Plan policies 3.5, 3.6, 3.8, 7.2, Local Plan 33 policies LP1, LP17 and LP50, the Mayor's Housing SPG and the Mayor's 'Shaping Neighbourhoods: Play and Informal Recreation' SPG.

#### **6.8 Transport and Highways**

- 6.8.1 The site has frontage on Buckland and Clunbury streets. The site has a PTAL score of 5 (on a scale of 1 to 6b where 6b is the highest) indicating a high level of access to public transport.
- 6.8.2 The closest bus stops are stop PN and PB; these are located adjoining the northern boundary of the site, and on the northern side of Buckland Street. The bus stops are serviced by bus route no. 394 that connects Homerton Hospital and Islington Police Station.
- 6.8.3 Old Street Underground station is 0.6 miles away and Hoxton Overground station is 0.5 miles away from the site.
- 6.8.4 There are a number of services, including schools, and shopping facilities within walking distance of the site.
- 6.8.5 The site is located close to identified TfL cycle routes (CS1 and Quietway Link) and includes a number of routes on quieter roads.

- 6.8.6 The highways surrounding the site are within Hackney Controlled Parking Zone F with restrictions in place Monday to Friday 0730-1830 and 0730-1330 on Saturday. There is one car club bay (Zipcar), located to the north-east of the site on Hemsforth Street, approximately 0.2 miles away from the site.

#### Car parking

- 6.8.7 A number of car parking surveys have been conducted by Alpha Parking to examine the parking capacity in close proximity to the development site. The most recent parking stress survey was conducted in 2020 on the three streets that are located in closest proximity to the development. In some instances this showed a much higher degree of parking bay occupancy than surveys undertaken in previous years; for example, in the AM survey conducted between 06:30am - 07:30am. This survey demonstrated a vehicle occupancy of 83.33%, 105.88% and 112.50% on Buckland Street, Cherbury Street and Clunbury Street respectively. The survey undertaken in 2020 does not demonstrate that there is capacity for additional vehicles to park on the public highway in any significant number; however, it is emphasised that the survey shows the worst case scenario due to being carried out under strict Covid19 related lockdown conditions.
- 6.8.8 The proposal will see the re-provision of 18 CPZ parking spaces along Clunbury Street and the southern side of Buckland Street, down to 18, with the addition of a designated loading bay and motorcycle parking bays on the eastern side of Clunbury Street. As noted above, five of these spaces have been identified for blue badge parking spaces; whilst these have been identified, a condition will be imposed requiring two spaces to be provided prior to the occupation of the development, and the remaining three can be provided as and when additional requests of occupiers are made. This is recommended to be included within the unilateral undertaking. Policy LP41 states that all new development must reduce the dominance of the car both in terms of traffic and congestion on our roads and managing excess parking on our streets; the net reduction of parking through this proposal is in accordance with this policy.
- 6.8.9 It is also emphasised that the development is to be car-free, in that future occupants will not be eligible for CPZ parking permits and therefore will not result in additional parking pressure on the surrounding highway network but will rely on more sustainable modes of transport in accordance with policy LP45. Whilst the proposal includes the re-provision of 18 on-street CPZ parking spaces, these are to be available for existing estate occupants who are eligible for CPZ permits.
- 6.8.10 Finally, it is emphasised that the net reduction of parking within the identified site is in accordance with LP45.

#### Electric Vehicles and Car Clubs

- 6.8.11 Policy LP44 of LP33 requires that new major development must support sustainable transport initiatives such as cycle hire facilities, electric vehicle charging infrastructure and on-street car club development when development results in an overall reduction in car parking. Additionally, Policy LP45 requires all major residential developments to contribute towards the expansion of the local car club network.

- 6.8.12 As noted above, the proposal includes a total of 18 on-street parking spaces across Buckland and Clunbury streets, including 5x blue badge parking bays. Of these spaces, four are proposed to be active charging bays and four are proposed to be passive charging bays for electric vehicles; this is in accordance with the minimum requirement of policy 6.13 of the London Plan and policy LP45E of LP33. Policy T6 of the Intend to Publish London Plan states that 'Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people. The proposed charging points are shown to be located at the widest points of the pedestrian footway to reduce clutter, with at least 2 metres clearance being maintained between feeder pillars and the charging column/point; this is acceptable and would ensure the footway remains accessible to all users.
- 6.8.13 The proposal has not detailed contribution towards a car club, by way of a charging facility and a dedicated car club; however, in accordance with policy LP45, a contribution of £10,000 is sought via a legal agreement, towards the installation of an electric vehicle charger, to facilitate an electric car club in close proximity to the development site, emphasising that car-club bays generally require fast chargers.

#### Trip Generation and Impact

- 6.8.14 The Trip Rate Information Computer System (TRICS) database has been used to understand the likely trip generation of the development. As the development includes the removal of 54 on-site parking spaces, is car-free and residents will not be allocated permits for the CPZ (with the exception of blue badge holders), it is unlikely the development will generate any significant vehicle trip generation. Therefore most of the trips to and from the site are likely to be by sustainable modes such as walking, cycling and public transport.
- 6.8.15 A Framework Travel Plan has been submitted as part of this application; a full Plan is required via a Unilateral Undertaking to establish a long-term management strategy with measurable targets and create a package of measures to encourage sustainable and active travel. This document should include an information pack to be provided to new occupants and moreover, the document is to be reviewed annually, for at least five years.
- 6.8.16 Given the scale of development the forecast trips are unlikely to have any significant adverse impacts on the transport network.

#### Cycle Parking

- 6.8.17 Policy LP43 states that new development will be permitted where it enables new residents to make journeys by active modes and policy LP42 requires development to provide cycle parking for building users and visitors in accordance with appendix 2 of LP33. Appendix 2 of LP33 states that residential development should provide a minimum of 1 space per 45m<sup>2</sup> dwelling and 2 spaces for every dwelling above 45m<sup>2</sup>. Additionally, the development is required to provide 1 space per 10 bed spaces for visitors and 1 space per 25 units for visitors (minimum of 2). The

proposed development includes the provision of 130 long stay and 18 short stay/visitor cycle parking spaces across the site.

- 6.8.18 The requirements for the commercial unit vary depending on the end use; the number of spaces provided have taken this into consideration and have provided the highest minimum required.
- 6.8.19 Transport for London has requested that 5% of long stay cycle parking stands be for adapted/larger bikes; this can be secured via condition. Moreover, it has been requested that 20% be provided as Sheffield standards, with the remainder provided as two-tier stands; in general, the LPA prefer the use of single-tier stands, owing to their greater level of accessibility. It is noted however, that the proposal would benefit from the submission of a compliant cycle parking plan (via condition), demonstrating compliance with the London Cycle Design Standards in terms of spacing and access. Some use of two-tier storage may be acceptable if some spaces are provided for those requiring easier access and for larger bikes.
- 6.8.20 Subject to conditions, this provision is in accordance with London plan policy 6.9 and table 6.3, in addition to policy LP43 of Local Plan 33.

### Access

- 6.8.21 Pedestrian access will be from Clunbury and Buckland Streets and will run through the site from west to north-east and vice versa, in addition to creating two connections from the southern elevation of the proposed villas, with the servicing lane that runs along the southern boundary of the site.
- 6.8.22 Servicing access will be provided in accordance with existing arrangements running both through the centre of the site via Clunbury Street up to the centre of Cherbury Court and along the southern boundary of the site, behind Cherbury Court, the MUGA, Crondall Court and out onto Pitfield Road.
- 6.8.23 Details of the surfaces proposed across the access routes throughout the site have been provided on the proposed landscaping plan (PGA01), in addition to the materials schedule submitted. These are considered to be acceptable.

### Public Realm

- 6.8.24 The NPPF Paragraph 91 highlights the importance of connections between people and places and the integration of new development into the built environment, particularly to encourage social interaction, safe and accessible developments and enabling and supporting healthy lifestyles. In accordance with LP33 policies LP1 and LP41, all developments are expected to integrate the proposed development into public realm and/or provide contributions to urban realm improvements in the vicinity of the site.
- 6.8.25 As noted in previously, the development will create a new pedestrian route through the site increasing permeability of the area and encouraging walking and cycling. The applicant has picked a pallet of good quality materials, lighting solutions and landscaping to enliven the public realm within the site, whilst ensuring a safe environment is created for all users with positive natural surveillance from the

surrounding residential buildings over the accessways through the development and the public highway.

- 6.8.26 The red line boundary includes Clunbury Street and the southern side of Buckland Street in order to facilitate public realm upgrade works as part of the proposal. These works will include upgrading Clunbury Street to become a shared surface street, linking the development with Vinson House, providing a level surface for pedestrians and reducing physical appearance of the public realm generally associated with private vehicles. Due to the inclusion of this aspect of the public realm within the redline boundary, a s278 agreement is not required; however, detailed designs and materials should be submitted to and approved by the LPA in consultation with the Streetscene team, with a condition imposed to secure delivery.
- 6.8.27 As previously mentioned, external lighting has been detailed for the proposal; this includes the relocation of street lights on Clunbury Street, which currently has a low level of lighting, as part of the street upgrade works and creating a safer environment for all users.

#### Servicing and Refuse

- 6.8.28 In terms of refuse collection for Villas A, B, C and Crondall Court, the applicants Transport Statement has stated that collections will take place from the kerb side along Buckland Street as per the existing arrangement for Crondall Court. The refuse vehicle will temporarily wait on the street whilst refuse collectors trundle the Eurobins a short distance from the bin stores located at the ground floor of each building.
- 6.8.29 The Transport Statement further notes that dropped kerbs will be provided along the south side of Buckland Street between the two gaps in the proposed on-street parking bays in order to provide a clear route for refuse collectors.
- 6.8.30 The existing on-street loading bay on the east side of Clunbury Street will be retained as part of the proposals and will continue to be used for deliveries to the existing Vinson House ground floor commercial units and the small commercial unit proposed on the ground floor of Villa A.
- 6.8.31 The proposed servicing and refuse arrangement is considered acceptable, and in accordance with policy LP43 of LP33, and the Council's general waste strategy.

#### Demolition and Construction Management

- 6.8.32 A preliminary demolition and construction management plan has been provided with the application documents; however, given the nature of the proposed development, a final Construction Logistics Plan (CLP) and final Construction Management Plan (CMP) are required and must be submitted to and approved in writing by the LPA in conjunction with Transport for London (TfL) in order to mitigate negative impact on the surrounding highway network. These should be in line with TfL CLP guidance:

<http://content.tfl.gov.uk/construction-logistics-plan-guidance.pdf>

- 6.8.33 It is also worthwhile to note that Buckland Street and the surrounding area have a number of ongoing development sites. The applicant is expected to work collaboratively with other developers in order to carefully manage any conflict with other construction and highway works schemes in the area at the time of commencement. A strategy to this effect should be addressed through the final Construction Logistics Plan (CLP) and Construction Management Plan (CMP).
- 6.8.34 To effectively monitor the final CLP the base fee of £8,750 is recommended to be secured via the s106 legal agreement.

### Summary

- 6.8.35 Subject to conditions and completion of Unilateral Undertaking, the development is considered acceptable with respect to the level of car and cycle parking, along with scope of highway works. The proposal improves site legibility, promotes the use of sustainable transport modes and will not give rise to any adverse impacts to the surrounding highway network.

### **6.9 Residential Amenity of Neighbouring Properties.**

- 6.9.1 London Plan policy 7.4 states development should have regard to the form, character and function of an area and the scale, mass and orientation of surrounding buildings. Policy LP2 of LP33 states that all new development must be appropriate to its location and should be designed to ensure that there are no significant adverse impacts on the amenity of neighbours.

### Daylight and Sunlight Impacts

- 6.9.2 The British Research Establishment (BRE) has produced guidance on assessing the impact of proposals on the daylight and sunlight received from adjoining properties. The daylight / sunlight report submitted with the application all refer to the BRE guidance as a point of reference and this guidance has been used to assess the impacts of the proposals.
- 6.9.3 BRE guidance needs to be applied with regard to the site context. Sunlight and daylight target criteria as found in the BRE guidance have been developed with lower density suburban situations in mind. In denser inner urban contexts, sunlight and daylight levels may struggle to meet these target criteria in both existing and proposed situations. The target criteria cannot therefore be strictly applied for dwellings in denser inner urban locations as a matter of course.
- 6.9.4 The submitted daylight sunlight assessment has stated that lower levels of VSC and daylight distribution should be considered acceptable given the context of the site being within a well developed, urban environment and in considering the encouragement of the NPPF, the London Plan and the Local Plan 33 to optimise the use of land and provision of housing to meet the necessary housing targets.

### *Daylight*

- 6.9.5 The submitted daylight sunlight assessment has carried out two methods which can be used to assess the impact of developments on the daylight received by

affected dwellings. The first is the 'Vertical Sky Component' assessment (VSC), which measures the amount of daylight available at the centre point to the external pane of a window.

- 6.9.6 In assessing Vertical Sky Component, the BRE guide states "If any part of a new building or extension, measured in a vertical section perpendicular to a main window wall of an existing building, from the centre of the lowest window, subtends an angle of more than 25% to the horizontal, then the diffused daylighting of the existing building may be adversely affected. This will be the case if the Vertical Sky Component measured at the centre of an existing main window is less than 27% and less than 0.8 times its former value".
- 6.9.7 In measuring prospective VSC, BRE guidance also makes reference to adjoining windows with balconies/roofs above receiving less sunlight as the balcony/roof cuts out light available from the sky. In such situations, it is advised that results should be provided for VSC levels both with and without the balconies/deck access, to ensure the development is not unfairly prejudiced.

### *Sunlight*

- 6.9.8 The BRE guidance recognises that sunlight is less important than daylight in the amenity of a room and is heavily influenced by orientation. North facing windows may receive sunlight on only a handful of occasions in a year and windows facing eastwards or westwards will only receive sunlight for some of the day. In order for rooms to achieve good sunlight the BRE target criteria is that rooms should receive 25% of Annual Probable Sunlight Hours (APSH) in total, including 5% in winter. Where rooms receive less than the recommended APSH then the BRE guidance states a reduction of more than 20% would be noticeable.

### Vinson House

- 6.9.9 Vinson House is a 4-6 storey building located to the west of the site containing a row of commercial units at ground floor along the eastern elevation and residential units at first floor and above. 82 out of 104 windows measured will satisfy BRE guidance. Only 3 windows tested fall short of daylight distribution targets, of which all are bedrooms. It is emphasised that these shortfalls are generally no more than 30% reductions, are serving bedrooms or are secondary windows.
- 6.9.10 As highlighted by the applicant's assessment, windows serving primary living spaces within the units will retain VSC levels that are considered to be an acceptable level in more dense urban environments.
- 6.9.11 The assessment shows 3 windows will fall below annual APSH targets; however two of these windows would be 1% below the target of 25% and the third is a secondary window to a room that benefits from other compliant windows. Such shortfalls are considered minor and therefore acceptable within this dense urban environment.
- 6.9.12 On balance, the impact of the proposed development on the daylight and sunlight access of the units within Vinson House will be acceptable.

Buckland Court

- 6.9.13 Buckland Court is a four storey, residential building located to the north of the subject site. In daylight terms, the results show that 60 out of 77 windows tested would meet target values for VSC and 73 out of 77 would meet target values for daylight distribution. Despite the shortfalls, it is emphasized that all windows would retain at least 20% VSC levels, thereby retaining high levels of daylight.
- 6.9.14 All windows will meet the BRE guidelines for APSH.

Crondall Court

- 6.9.15 Crondall court is a four storey, residential building located to the south-east of the proposed buildings. The northern elevation of this building facing the proposed buildings include overhanging building/balconies at ground and second floor levels; this naturally obstructs the level of VSC available to adjoining windows. The assessment has measured the unobstructed windows and first and third floors as an indicator of what VSC levels of the obstructed windows would be, should the overhanging features be discounted, in accordance with BRE guidance.
- 6.9.16 31 out of 57 windows meet the target values for VSC with the proposal in place. Of those that fall short, there would be a maximum 21% VSC reduction experienced from existing levels, with all windows retaining at least 19% VSC in absolute terms. Again, such levels within this urban environment would be considered acceptable, particularly when balanced with all windows meeting daylight distribution targets.
- 6.9.17 All windows will meet the BRE guidelines for APSH.

45-62 Cherbury Court

- 6.9.18 45-62 Cherbury Court is a four storey, residential building located to the south-west of the proposed buildings, with overhanging features/balconies facing the subject site.
- 6.9.19 In accordance with BRE guidance, and as done for Crondall Court above, using the unobstructed windows at first and third floor level as indicators of VSC and daylight distribution levels for the ground and second floors has indicated that all windows would meet VSC and daylight distribution target values, with a maximum reduction of 11% and retaining at least 24% VSC.

Cherbury Court Block A

- 6.9.20 Cherbury Court Block A is a twelve storey residential block located to the south of the proposed buildings.
- 6.9.21 Whilst some windows are shown to fall short of BRE guidance for VSC, it is emphasised that these are secondary windows within rooms that benefit from other windows that either pass BRE guidance or are facing away from the proposed development, are located.
- 6.9.22 All windows are shown to meet BRE guidelines for daylight distribution.



6.9.23 All windows will meet the BRE guidelines for APSH where applicable.

Cron dall Court Block B (labelled as Cherbury Court Block B).

6.9.24 Cron dall Court Block B is a twelve storey residential block located to the east/south-east of the proposed buildings.

6.9.25 Whilst some windows are shown to fall short of BRE guidance for VSC, it is emphasised that these are secondary windows within rooms that benefit from other windows that either pass BRE guidance or are facing away from the proposed development, are located.

6.9.26 All windows are shown to meet BRE guidelines for daylight distribution.

6.9.27 All windows will meet the BRE guidelines for APSH where applicable.

Summary

6.9.28 The proposed development is deemed acceptable with regard to daylight and sunlight impacts on adjoining properties and is deemed to meet the requirements of policy 7.4 of the London Plan and policy LP2 of LP33.

Privacy, Overlooking and Outlook

6.9.29 The Council has no specific policy guidance on acceptable separation distances for outlook. This is due to the differing established grain and density of the borough, the potential to limit the variety of urban space and unnecessarily restrict density.

6.9.30 In terms of surrounding context, the submitted plans show the closest windows to the north (Buckland Court) and west (Vinson House) are situated approximately 20 metres from the northern elevation of Villa C and the western elevation of Villa A, respectively. These separation distances are considered to be more than adequate to mitigate any potential overlooking or loss of privacy experienced by these neighbouring buildings as a result of the development.

6.9.31 To the south of the proposed buildings, the closest windows (Cherbury Court Block) are approximately 8.15 metres away from Villa A and to the east of the proposed buildings, the closest windows (Cron dall Court Block) are approximately 11 metres away from Villa C.

6.9.32 Whilst these separation distances are notably less than the distances enjoyed by buildings to the north and west, it is emphasised that such separation distances are generally considered to be acceptable within such an urban, central environment where a tighter grain of urban fabric is generally anticipated. Additionally, the northern elevation of Cherbury Court has a low level of fenestration facing the subject site and windows have been positioned within the proposed buildings to avoid direct sightlines with neighbouring windows. Moreover, the eastern elevation of proposed Villa C does not contain windows.

- 6.9.33 Additionally, with regards to outlook, it is emphasised that the windows located on buildings located in closer proximity to the proposed villas; i.e. Clunbury Court block and Crondall Court block, are serving rooms within the neighbouring units that benefit from other windows. As such, these neighbouring units will continue to enjoy a positive level of outlook both towards the proposed buildings and to other orientations.
- 6.9.34 For these reasons, the proposed development is considered to have an acceptable impact relating to privacy, overlooking and outlook of neighbouring residential buildings.

#### Overshadowing

- 6.9.35 The Daylight and Sunlight report has undertaken an assessment of the impact the proposed development would have on the amenity space of neighbouring properties; as already mentioned, the amenity space within the development that is shared with adjoining buildings would meet BRE guidance.
- 6.9.36 Amenity spaces associated with other buildings will be removed from the proposed development and would not be impacted as a result.

#### Noise

- 6.9.37 London Plan policy 7.15 seeks to manage the amount of noise arising to and from a development, in line with surrounding environs. The accommodation proposed as part of this development is deemed to reflect the existing surrounding context through providing largely C3 residential use.
- 6.9.38 Whilst the scheme includes the provision of a commercial/non-residential unit in the ground floor of Villa A, it is emphasised that this is located towards the western boundary of the subject site, towards the commercial units located on Clunbury Street. Details of the hours of operation have not been provided with the application; however, a condition has been recommended that will limit the hours of operation of this unit, to ensure that any potential adverse noise impacts associated with the commercial use on the site, are mitigated.
- 6.9.39 The applicant has submitted an Acoustic Assessment produced by Cass Allen. The Council's Pollution Noise team have reviewed the proposal and have raised no objection, subject to conditions relating to internal ambient noise within the proposed residential units and an assessment of expected noise levels arising from noise associated with plant/equipment, including air source heat pumps and the substation.
- 6.9.40 To safeguard against noise impacts during the construction phase, demolition and construction and site environmental management conditions are proposed. A considerate contractor's clause is included within the unilateral undertaking to further protect adjoining residents.
- 6.9.41 Subject to the above conditions, the development is deemed to accord with London Plan policy 7.15.

## 6.10 Sustainability

- 6.10.1 All new developments need to consider statutory requirements to reduce pollution, energy and carbon emissions, and should incorporate best practice design principles and guidance where appropriate.
- 6.10.2 Policy 5.5 of the London Plan and LP54 of LP33 requires all development to regulate internal and external temperatures through orientation, design, materials and technologies which avoid overheating, in response to the Urban Heat Island Effect and addressing climate change. On balance, the proposed development is considered to present a reactive and proactive management plan towards overheating; noting that despite shortfalls, occupants are able to restore comfort levels through measures such as opening windows. Furthermore, it is emphasised that the design includes deep window reveals and external shutters for some windows; such a passive cooling strategy is acceptable, as it enables users to adjust the internal environment as required.
- 6.10.3 To ensure the efficiency of passive cooling measures, good and clear guidance addressing the overheating mitigation strategies should be provided in the planned Home User Guides. This has been included as a requirement through the unilateral agreement that is recommended.
- 6.10.4 Policy LP55 applies to all new developments and states that these must actively seek to mitigate the impact of climate change through design which minimises exposure to the effects, and technologies which maximise sustainability. Under LP33, it is generally expected that new residential buildings will achieve zero carbon emissions over the lifetime of the building. The applicant has provided an estimate of carbon savings to be made through the development, totalling 76%; this exceeds the minimum of 35% and therefore it is acceptable that the remaining 13 tonnes of carbon reductions to reach the zero carbon target, can be offset. In accordance with the Planning Contributions SPD the offset should be calculated at a rate of £2,850 per tonne to be offset (with the cost of carbon set at £95 per tonne emitted over 30 years), being £38,223.
- 6.10.5 In addition to the residential development, the proposed commercial unit is subject to carbon reduction targets. The estimated cumulative carbon savings to be made through the non-residential aspect of the development are shown to be 68% beyond baseline Part L. In accordance with policy LP55 and the Planning Contributions SPD, the carbon offset contributions associated with the shortfall to 100% net zero emissions is 0.776 tonnes of CO<sub>2</sub> per annum for a period of 30 years at a cost of £95 per tonne is estimated as £2,212.
- 6.10.6 On this basis, a financial contribution is required via legal agreement to ensure the development is in accordance with this policy.
- 6.10.7 Policy LP56 requires all new development to make provision for connections to Decentralised Energy Networks (DEN). It is noted that whilst there is a nearby network, this is not operating efficiently. As an alternative solution, the proposal seeks a low carbon alternative, based on a centralised system with Air source heat Pump (ASHP) for each individual building to allow a Low Temperature Hot Water

(LTHW) district building network. A connection is planned to future proof these building loops to a wider district heating network when this is deemed feasible. The system proposed is therefore considered acceptable given the size of the development. However, a condition is also proposed to provide further information on the system and future proof the connection and that the real performance of the development is equal or better than what has been submitted at the design stage.

- 6.10.8 Policy LP58 requires all development to, as a minimum, not exceed air quality neutral standards or contribute to a worsening of air quality at the air quality at the construction or operation stage, over the lifetime of the development.

The applicant has submitted a revised Air Quality Assessment, prepared by BWB. This concludes that the proposed development would, by nature of being car-free, not exceed air quality neutral standards and moreover, mitigation measures have been suggested to ensure that air quality standards throughout the demolition and construction phase of the proposed development are appropriately managed.

- 6.10.9 Overall, subject to conditions, the proposal is considered to result in a sustainable form of development.

#### 6.11 **Drainage and Flood Risk**

- 6.11.1 London Plan policy 5.12 states that development proposals must comply with the flood risk assessment and management requirements over the lifetime of the development and have regard to measures proposed in flood management plans. Policy LP53 of LP33 requires all development to have regard to reducing flood risk, both to and from the site, over its expected lifetime. The policy further states that all development should decrease vulnerability to flooding through appropriate siting, design and on-, and off-site mitigation.

- 6.11.2 The site is shown to have areas of 'high' and 'medium' surface water flood risk and is shown to have an increased potential for elevated groundwater. The applicant has submitted a 'Below Ground Drainage and Surface Water Strategy' (23 January 2020) report, and an additional Civil Engineering Drainage Strategy (19 August 2020) both prepared by Momentum Structural Engineers. These reports demonstrate that the proposal is in accordance with policy LP53

- 6.11.3 Moreover, as part of the site is at risk of surface water flooding, flood mitigation measures will be secured by condition, in addition to a detailed drainage management and maintenance plan.

#### 6.12 **Biodiversity**

- 6.12.1 Policy 5.11 of the London Plan and LP46 of Local Plan 33 requires that all development should enhance the network of green infrastructure and seek to improve access to open space. In accordance with policy LP46(F) of LP33, as previously mentioned, the development includes green roofing across the proposed residential buildings.

- 6.12.2 London Plan policy 7.19 states development proposals should, wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.
- 6.12.3 The applicant has included a Preliminary Ecological Appraisal, prepared by The Ecology Consultancy, to support the proposed development. The report states that the site does not form part of any statutory or non-statutory nature conservation site and no Habitats of Principal Importance (HPI) were located on or in close proximity to the site.
- 6.12.4 The report encourages the retention of trees on site, where possible; with the exception of three trees that are not suitable or feasible for retention, this has been demonstrated both through the landscaping scheme and the Arboricultural Impact Assessment.
- 6.12.5 In addition to retention and protection, the proposed development should seek to enhance the biodiversity of the site through the creation and enhancement of habitats. The proposed landscaping plan will achieve this, and will encourage increased wildlife to inhabit the site, whilst assisting in creating green connections between the subject site and the wider Borough.
- 6.12.6 Additionally, the landscaping plan shows the inclusion of 2x bird boxes and 2x bat boxes located within the crown of two existing, mature trees on site. Given the scale of development, it is considered reasonable to require at least 2 bird and 2 bat boxes
- 6.12.7 Subject to landscaping and green roofing being undertaken successfully, and maintained in accordance with the maintenance plan, the proposal is considered to have an acceptable impact on the biodiversity of the site and the wider Borough.

### **6.13 Community Infrastructure Levy (CIL)**

- 6.13.1 Under the Mayor of London's CIL charging schedule, developments within the London Borough of Hackney are subject to a CIL rate of £60 per square metre of development, with the exception of medical/health/education uses. An addendum to Un this report will confirm the total Mayoral CIL charge for this development.
- 6.13.2 Hackney CIL is applicable to this development, at a rate of £190 per square metre of residential floorspace. An addendum to this report will confirm the total Hackney CIL charge for this development. However CIL relief can be claimed for all new floorspace used for affordable housing; this can be claimed in advance of commencement of works.

## **7.0 CONCLUSION**

- 7.1 The development delivers a wide range of significant planning benefits through the redevelopment of a redundant garage site within the borough, providing high quality, mixed tenure housing to meet the needs of both local residents and the borough as a whole.

- 7.2 The development delivers a high standard of design, whereby the architectural treatment, massing and materiality gives coherence, whilst the variety in detailing adds contextual richness to the overall aesthetics of the scheme.
- 7.3 The proposal provides an exceptionally high standard of residential accommodation that is sustainable and accessible. Whilst the objections of residents are noted, the development will not give rise to any significant off-site amenity or highway impacts, especially to a degree that would outweigh the significant public benefits delivered.
- 7.4 The proposal is, on balance, deemed to comply with the relevant policies in the Hackney Local Plan 33 (LP33) and the London Plan (2016), and the granting of planning permission is recommended subject to conditions and the completion of the Unilateral Undertaking to secure the obligations within this report.

### **8.0 RECOMMENDATIONS**

#### **8.1 Recommendation A**

That planning permission be GRANTED, subject to the following conditions:

##### **8.1.1 Commencement within three years**

The development hereby permitted must be begun not later than three years after 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.

##### **8.1.2 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.

##### **8.1.3 Materials**

The development hereby permitted, shall be constructed of materials in accordance with the details submitted.

Reason: To ensure a high standard of design is delivered in accordance with the submitted drawings.

##### **8.1.4 Design**

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 any work is commenced. The development shall not be carried out otherwise than in accordance with the details thus approved.

- Elevations and sections of the windows across the stair cores, showing the removal of the aluminium spandrel panels.

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 **Tree Protection**

Prior to undertaking any works on site, the tree protection measures specified in the Arboricultural Impact Assessment, prepared by Southern Ecological Solutions, for all retained trees at the site and the public highway shall be installed and maintained for the duration of demolition and construction works on site.

Reason: To protect the health of existing trees.

### 8.1.6 **Landscaping**

The landscaping scheme hereby approved as part of the development shall be carried out within a period of twelve months from the date at which the development of the site commences or shall be carried out in the first planting (and seeding) season following completion of the development.

The landscaping shall be maintained in accordance with the details hereby approved for at least five years; such maintenance is to include the replacement of any plants that die, or are severely damaged, seriously diseased, or removed.

REASON: In the interests of the appearance of the site and of the area generally.

### 8.1.7 **External Lighting**

Prior to the occupation of the development, a detailed external lighting plan detailing light coverage and spill (including lux levels) across the site shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To safeguard against adverse light pollution.

### 8.1.8 **Construction Logistics Plan and Construction Management Plan**

Notwithstanding the details hereby approved, prior to the commencement of works on site, a final Construction Logistics Plan (CLP) and final Construction Management Plan (CMP) shall be submitted to and approved by the Local Planning Authority in collaboration with Transport for London, in writing. The plans shall be prepared in accordance with the Transport for London Construction Logistics Plan Guidance.

REASON: To appropriately manage and mitigate the impact of the demolition and construction phase on the surrounding highway network.

### 8.1.9 **Public Realm Works**

Prior to undertaking above ground construction works, detailed designs for public realm upgrade works within Buckland and Clunbury Streets, including resurfacing and landscaping works, the installation of active and passive electric vehicle charging points, the provision of 2x blue badge parking bays and the relocation of street lamps, shall be submitted to and approved by the Local Planning Authority, in collaboration with, and to the specification of the Local Authority's Streetscene team.

The public realm works shall thereby be undertaken in accordance with the details approved, prior to the occupation of the development.

Reason: In the interests of enhancing the public realm.

8.1.10 **Cycle Parking and Storage**

Prior to the commencement of above ground construction, a policy compliant cycle parking plan is required, which shows details of layout, foundation, stand type and spacing, of the 148 cycle parking spaces throughout the development.

The storage spaces and stands must be kept in good working condition, in accordance with the above details, in perpetuity.

REASON: To ensure that adequate provision for the safe and secure storage of bicycles is made for future occupiers and in the interest of safeguarding highway safety.

8.1.11 **Air Permeability Testing**

Prior to occupation of the development hereby approved, a full air permeability test report confirming the development has achieved an average air permeability of 3 m<sup>3</sup> /h/m<sup>2</sup> at 50pa shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that the proposals meet sustainability objectives.

8.1.12 **Windows**

Prior to the occupation of the development, confirmation shall be submitted to and approved in writing by the Local Planning Authority to demonstrate that the windows of the development have an U-value equal or below 0.9 W/m<sup>2</sup>.K, a maximum g-value of 0.53 and sound reduction indexes recommended in the acoustic report.

This information shall be submitted and approved in writing by the local planning authority, prior to occupation of the development.

Reason: to reduce heat losses, mitigate noise and the risk of overheating with passive strategies avoiding reliance on active cooling systems.

8.1.13 **Solar PV system**

Prior to occupation of the development hereby approved, a certification by an accredited PV installer confirming that an array with an overall capacity of at least 20.35 and 3.8 kWp, associated with the domestic and non-domestic parts respectively, have been installed on the roof of the development shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of addressing climate change and securing sustainable development



### 8.1.14 **Plant design and specification**

Notwithstanding the details shown on the plans and documents hereby approved prior to occupation of the development, confirmation that the following specifications are in line with that approved, shall be submitted to and approved in writing by the Local Planning Authority.

- Certificates from the installer of the plant systems confirming details of the Seasonal Coefficient of Performance (SCoP) and Seasonal Energy Efficiency ratio (SEER), if applicable;
- Location of possible connection points to connect the centralised energy system to a district heating network if one becomes available in the future;
- Full details of location of any fixed plant adopted (e.g. ASHP on the roof) and substation and confirmation that solutions to mitigate noise impact to nearby sensitive receptors have been implemented to the acoustic report specification;
- Information that refrigerants used in plant and DWH equipment have a Low or Zero Global Warming Potential (GWP) and Zero Ozone Depleting Potential (ODP);
- Commitment to monitor the performance of the energy system post-construction, to ensure the expected performance approved is achieved. This shall be monitored on an annual basis for a period of 5 years and submitted for approval. If the performance is significantly different from the original predicted, mitigating solutions shall be proposed.

Reason: To ensure the development meets the sustainability and climate change requirements of the Local and London Plans

### 8.1.15 **Biodiverse roof**

Prior to commencement of the relevant part the work, the applicant shall submit, and have approved in writing by the Local Planning Authority, a detailed drawing, full specifications and a detailed maintenance plan of the biodiverse roof with a minimum substrate depth of 80mm, not including the vegetative mat and a blue storage reservoir.

The development shall not be carried out otherwise than in accordance with the details thus approved and shall be fully implemented before the premises are first occupied.

REASON: To enhance the character and ecology of the development, to provide undisturbed refuges for wildlife, to promote sustainable urban drainage, and to enhance the performance and efficiency of the proposed building.

### 8.1.16 **Biodiversity**

Notwithstanding the installation of bird/bat boxes shown in the landscaping plan, hereby approved, prior to the occupation of the development a minimum of two Swift nesting bricks and 2x bat boxes shall be provided at or close to eaves level of the development hereby approved.

The bricks/ boxes shall be retained thereafter in perpetuity.

Reason: To promote the creation of a biodiverse environment.

**8.1.17 Waste**

Prior to the occupation of the development, the waste storage facilities for the residential and commercial units, hereby permitted, shall be constructed and shall be maintained as such, in perpetuity.

Reason: To ensure sufficient refuse and recycling storage within the development.

**8.1.18 Drainage**

A scheme for the provision and implementation of flood resilient and resistant construction details and measures for the site against surface water flood risk shall be submitted to and agreed, in writing with the LPA in consultation with the LLFA prior to the construction of the measures. The scheme shall be carried out in its entirety before the development is occupied and; constructed and completed in accordance with the approved plans in line BS 8582:2013 code of practice for "surface water management for development sites".

REASON: To safeguard against flooding and pollution.

**8.1.19 Sustainable Drainage Systems**

Notwithstanding the details shown on the plans and documents hereby approved, prior to commencement of the development, the applicant shall submit full details of a sustainable drainage system supported by appropriate drawings, hydraulic modelling, calculations, specifications, construction details and a site specific maintenance and management plan for the drainage system, for approval by the Local Planning Authority in writing.

The sustainable drainage system shall not exceed 2 l/s runoff rate for all return periods up to the 1 in 100 year storm events plus an allowance for climate change.

REASON: To safeguard against flooding and pollution.

**8.1.20 Contaminated land (pre-development)**

Development will not commence until desk study and site reconnaissance research and any physical site investigation work has been undertaken and fully reported on; with a plan being produced all to the satisfaction of and approved in writing by the Planning Authority.

Where physical site investigation work has not been agreed at a pre-application stage further physical investigation work must be agreed with the contaminated land officer before being undertaken. Moreover, development will not commence until all pre-development remedial actions, set out within the remedial action plan, are complete and a corresponding pre-development remediation report has been produced to the satisfaction of and approved in writing by the Planning Authority.

Work shall be completed and reported by a competent person/company in line with current best practice guidance, including the Council's contaminated land planning guidance.

The Planning Authority and Contaminated Land Officer must receive verbal and written notification at least five days before investigation and remediation works commence. .

REASON: To ensure that potential contamination risks are identified and suitable remediation is agreed.

### 8.1.21 **Contaminated land (pre-occupation):**

Before occupation/use of the development a post-development verification report will be produced to the satisfaction of and approved in writing by the Local Planning Authority. The verification report must fully set out any restrictions on the future use of a development and demonstrate that arrangements have been made to inform future site users of the restrictions.

Work shall be completed and a report produced by a competent person/company in line with current best practice guidance, including the Council's contaminated land planning guidance.

The Contaminated Land Officer must receive verbal and written notification at least five days before development and remedial works commence.

Any additional, or unforeseen contamination encountered during the course of development shall be immediately notified to the Local Planning Authority and Contaminated Land Officer and all development shall cease in the affected area. Any additional or unforeseen contamination shall be dealt with as agreed with the Contaminated Land Officer. Where development has ceased in the affected area, it shall recommence upon written notification of the Local Planning Authority or Contaminated Land Officer.

REASON: To ensure that the application site and all potential contaminated land has been remediated to ensure contamination risks at the site are suitably dealt with.

### 8.1.22 **Commercial Unit**

The commercial unit hereby approved shall at all times be used only for the approved uses being A1 (retail), B1(a) (office) and D1 (non-residential institutions) and for no other purposes under the Schedule to the Town and Country Planning (Uses Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument revoking and re- enacting that Order.

REASON: In order to safeguard the provision of commercial floorspace to meet the needs of future local residents.

### 8.1.23 **Hours of Operation**

The use of the commercial unit within Villa A shall not operate outside of the following hours:

Monday- Saturday: 08.00 - 21.00pm

Sunday and Public/Bank Holidays: 09.00-18.00pm

**8.1.24 No new pipes and plumbing**

No new plumbing, pipes, soil stacks, flues, vents grilles, security alarms or ductwork shall be fixed on the external faces of the building unless as otherwise 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.

**8.1.25 Internal Ambient Noise Levels - Good Standard**

All residential premises shall be designed in accordance with BS8233:2014 'Sound insulation and noise reduction for buildings - Code of Practice' to attain the following internal noise levels:

Good resting conditions: Living rooms 35 dB (day: T =16 hours 07:00 – 23:00)  
Good sleeping conditions: Bedrooms 35 dB (night: T = 8 hours 23:00 – 07:00)  
LAmax 45 dB (night 23:00 – 07:00)

A test shall be carried out prior to occupation of the residential units to show the standard of sound insulation required shall be met and the results submitted to the Local Planning Authority.

REASON: To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of excess noise from environmental and transportation sources.

**8.1.26 Plant/Equipment Noise**

Prior to the occupation of the development, an assessment of the expected noise levels arising from any plant to be installed, together with any associated ancillary equipment, shall be carried out in accordance with BS4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound.' and any mitigation measures necessary to achieve the above required noise levels, shall be submitted to and approved by the Local Planning Authority in writing.

The plant shall thereafter be installed and maintained in accordance with the approved details.

REASON: To protect the amenity of the surrounding environment and residential properties.

**8.1.27 Sound Insulation between Residential and Commercial Properties.**

Prior to the commencement of above ground works, the applicant shall submit a scheme of sound insulation to be installed between the commercial unit on ground floor and residential units on the first floor, to be approved by the Local Planning Authority in writing.

The insulation scheme shall be installed in accordance with the detailed thereby approved.

REASON: To protect the amenity of future residential occupants.

8.1.28 **Building Regs M4**

At least 10% of all dwellings across all tenure types within the development hereby approved shall be completed in compliance with Building Regulations Optional Requirement Part M4 (3) 'wheelchair user dwellings' (or any subsequent replacement) prior to first occupation and shall be retained as such thereafter.

REASON: To ensure that the development is adequately accessible for future occupiers.

8.1.29 **Secure by Design Details**

Prior to above ground works of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how the principles and practices of the 'Secured by Design' scheme have been included shall be submitted to and approved in writing by the Local Planning Authority. Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers, the development shall be carried out in accordance with the agreed details.

REASON: In the interest of creating safer, sustainable communities.

8.1.30 **Secure by Design Certification**

Within 6 months of first occupation of the development hereby approved, details confirming the development has achieved Secure by Design Gold Standard certification shall be submitted to the Local Planning Authority.

REASON: To safeguard against anti-social behaviour and crime.

8.2 **Recommendation B**

That the above recommendation be subject to the applicant, the landowners and their mortgagees enter into a Unilateral Undertaking by means of a Legal deed in order to secure the following matters to the satisfaction of the Corporate Director, Legal, Human Resources and Regulatory Services:

Financial

- 8.2.1 Support fee of £1,500 per apprentice placement.
- 8.2.2 Employment and Training Contribution (procurement phase): Cost of training and support (£4,500) X 9949.7/1000 = £44, 773.65
- 8.2.3 Carbon Offset Contribution: £40,435.00
- 8.2.4 EVCP (car club) contribution - £10,000
- 8.2.5 £3240 contribution to car club membership for first residents (£60 per unit).
- 8.2.6 Sustainable Transport Contribution £25,000

8.2.7 CLP Monitoring Contribution: £8,750.00

Affordable Housing

8.2.8 Provision of 22 Social units (6x 1 bed; 7x 2 bed; 9x 3 bed) and 14 Intermediate (shared ownership) units (8x1 bed; 4x 2 bed; 2x 3 bed)

Transport

8.2.9 Non Blue Badge holding residents to be restricted from applying for car parking permits within current and future adopted Controlled Parking Zones adjoining the site.

8.2.10 Travel Plan

A Framework Travel Plan has been submitted as part of this application. A full Travel Plan will be required to establish a long-term management strategy that encourages sustainable and active travel<sup>1</sup>. The Travel Plan is required to include SMART targets that are: specific, measurable, achievable, realistic and time bound.

The Travel Plan should be reviewed and monitored annually for at least 5 years in consultation with Council Officers and an appointed Travel Plan Coordinator (TPC). Reviews should evaluate the plan and ensure that the targets are appropriate to encourage sustainable transport uptake. New interim targets should be set and correspond to our Transport Strategy and LP33.

New occupants must be provided with an information pack containing the location of local travel information i.e. local bus routes, nearest tube and rail stations and local tube or rail network.

8.2.11 Travel Plan Monitoring Contribution of £2,000.00

8.2.12 The three blue badge parking bays not immediately established, shall be provided as required, at the request of future occupants of the ground floor residential units.

Employment, Skills & Construction

8.2.13 Apprenticeships: At least one full framework apprentice for every £2 Million of construction contract value.

8.2.14 Employment and Skills Plan to be submitted and approved prior to implementation

8.2.15 25% Local Labour

The owner/developer (and their agent's employees, contractors and subcontractors) will be required to use all reasonable endeavours to secure a

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<sup>1</sup> <https://hackney.gov.uk/travel-plan-for-new-developments>

minimum of 25% of the workforce as Local Labour and to report to the council quarterly on local labour Commitments.

### 8.2.16 Procurement Plan

The owner/developer must engage with local suppliers directly and must supply the Council's Economic Development team with a full Procurement Plan identifying the services and materials that will be sourced for the lifetime of the project and the location of the suppliers they have been sourced from.

### 8.2.17 Considerate Constructors Scheme compliance

#### Costs

### 8.2.18 Monitoring costs in accordance with the Planning Contributions SPD to be paid prior to completion of the proposed Unilateral Undertaking, including the following:

- Non-financial obligations: £4,440.00
- Financial contributions £5,550.00 (max)

### 8.2.19 Payment by the landowner/developer of all the Council's legal and other relevant fees, disbursements and Value Added Tax in respect of the proposed negotiations and completion of the proposed Unilateral Agreement

## 8.3 Recommendation C

That the Sub-Committee grants delegated authority to the Director of Public Realm and Head of Planning (or in their absence either the Growth Team Manager or DM & Enforcement Manager) to make any minor alterations, additions or deletions to the recommended conditions or recommended heads of terms for the Unilateral Undertaking as set out in this report provided this authority shall be exercised after consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee (who may request that such alterations, additions or deletions be first approved by the Sub-Committee).

## 8.4 INFORMATIVES

The following information should be added as informatives :

- S1.1 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.24 Naming and Numbering
- SI.25 Disabled Person's Provisions
- SI.27 Fire Precautions Act
- SI.28 Refuse Storage and Disposal Arrangements
- SI.34 Landscaping
- SI.40 Application for Advertisement Consent - Advert Not Shown
- SI.43 Safeguarding Employment Generating Uses

SI.45 The Construction (Design & Management) Regulations 1994  
SI.48 Soundproofing  
SI.50 Unilateral Undertaking  
SI.57 CIL  
NPPF - Applicant/Agent Engagement

Additionally, the following informatives requested by advisors should be added:

- 8.4.1 London Fire and Emergency: The Brigade will be satisfied subject to the application meeting the access requirements of Approved Document B5 of the Building Regulations.
- 8.4.2 Thames Water
- 8.4.3 With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>
- 8.4.4 The proposed development is located within 15 metres of our underground waste water assets and as such we would like the following informative attached to any approval granted. "The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk) Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB
- 8.4.5 There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.
- 8.4.6 We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning



Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk). Application forms should be completed online via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

- 8.4.7 Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

**Water Comments**

- 8.4.8 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 8.4.9 There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>
- 8.4.10 If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at [thameswater.co.uk/buildingwater](http://thameswater.co.uk/buildingwater).

**Signed..... Date.....**

**ALED RICHARDS**  
Director, Public Realm

NO.	SUBMISSION DOCUMENTS, POLICY/GUIDANCE, BACKGROUND PAPERS	NAME/DESIGNATION AND TELEPHONE EXTENSION OF ORIGINAL COPY	LOCATION CONTACT OFFICER
1.	Hackney Local Plan 33 (LP33) and the London Plan 2016	Claire Moore (Senior Planning Officer) x4330	2 Hillman Street, London E8 1FB

	<p>Submission documents and LBH policies/guidance referred to in this report are available for inspection on the Council's website.</p> <p>Policy/guidance from other authorities/bodies referred to in this report are available for inspection on the website of the relevant authorities/bodies</p> <p>Other background papers referred to in this report are available for inspection upon request to the officer named in this section.</p>		
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**APPENDICES**

**Housing Supply Tenure Mix**

HOUSING SUPPLY PROGRAMME - TENURE MIX							
Social rent		Shared Ownership		Private Sale		UU (Or) Total	Forecast Total *
UU (Or) Total	Fcast Total	UU (Or) Total	Fcast Total *	UU (Or) Total	Fcast Total*		
143	240	139	157	123	300	405	697

\*Forecast figures are subject to change