

<p>ADDRESS: Land bounded by Seven Sisters Road to the North, Woodberry Grove to the West, and Devan Grove and Eastern Reservoir to the South, which includes buildings identified as The Happy Man Public House, 89 Woodberry Grove, 440 Seven Sisters Road, 1-25 Bayhurst House, 1-30 Chattenden House, 1-45 Farningham Road, 1-80 Ashdale House, 1-80 Burtonwood House, Woodberry Down, London, N4</p>	
<p>WARD: Woodberry Down</p>	<p>REPORT AUTHOR: Catherine Slade</p>
<p>APPLICATION NUMBER: 2019/2514 DRAWING NUMBERS: DPA-050 LOCATION PLAN DPA-051 rev 01 SITE PLAN (Interim Stage) DPA-052 rev 01 SITE PLAN (Final Stage) DPA-053 rev 01 GROUND LEVEL PLAN DPA-100 rev 01 BLOCK A - BASEMENT PLAN DPA-101 rev 01 BLOCK A - GROUND FLOOR PLAN DPA-102 BLOCK A - MEZZANINE PLAN DPA-103 rev 01 BLOCK A - LEVEL 01 PLAN DPA-104 rev 01 BLOCK A - LEVEL 02 PLAN DPA-105 rev 01 BLOCK A - LEVEL 03 PLAN DPA-106 rev 01 BLOCK A - LEVEL 04 PLAN DPA-107 rev 01 BLOCK A - LEVEL 05 PLAN DPA-108 rev 01 BLOCK A - LEVEL 06 PLAN DPA-109 rev 01 BLOCK A - LEVEL 07 PLAN DPA-110 rev 01 BLOCK A - LEVEL 08 PLAN DPA-111 rev 01 BLOCK A - LEVEL 09 PLAN DPA-112 rev 01 BLOCK A - LEVEL 10 PLAN DPA-113 BLOCK A - LEVEL 11 PLAN DPA-114 BLOCK A - ROOF PLAN DPA-115 rev 01 BLOCK B - GROUND FLOOR PLAN</p>	<p>VALID DATE: 17/07/2019</p>

DPA-116 rev 01 BLOCK B - MEZZANINE PLAN	
DPA-117 rev 01 BLOCK B - LEVEL 01 PLAN	
DPA-118 rev 01 BLOCK B - LEVEL 02 PLAN	
DPA-119 rev 01 BLOCK B - LEVEL 03 PLAN	
DPA-120 rev 01 BLOCK B - LEVEL 04 PLAN	
DPA-121 rev 01 BLOCK B - LEVEL 05 PLAN	
DPA-122 rev 01 BLOCK B - LEVEL 06 PLAN	
DPA-123 rev 01 BLOCK B - LEVEL 07 PLAN	
DPA-124 rev 01 BLOCK B - LEVEL 08 PLAN	
DPA-125 rev 01 BLOCK B - LEVEL 09 PLAN	
DPA-126 rev 01 BLOCK B - LEVEL 10 PLAN	
DPA-127 rev 01 BLOCK B - LEVEL 11 PLAN	
DPA-128 rev 01 BLOCK B - LEVEL 12 PLAN	
DPA-129 rev 01 BLOCK B - LEVEL 13 PLAN	
DPA-130 rev 01 BLOCK B - LEVEL 14 PLAN	
DPA-131 rev 01 BLOCK B - LEVEL 15 PLAN	
DPA-132 rev 01 BLOCK B - LEVEL 16 PLAN	
DPA-133 rev 01 BLOCK B - LEVEL 17 PLAN	
DPA-134 rev 01 BLOCK B - LEVEL 18 PLAN	
DPA-135 rev 01 BLOCK B - LEVEL 19 PLAN	
DPA-136 rev 01 BLOCK B - ROOF PLAN	
DPA-137 rev 01 BUILDINGS A4, B4, B5 - GROUND FLOOR PLAN	
DPA-138 rev 01 BUILDINGS A4, B4, B5 - MEZZANINE PLAN	
DPA-139 rev 01 BUILDINGS A4, B4, B5 - LEVEL 01 PLAN	

<p>DPA-140 rev 01 BUILDINGS A4, B4, B5 - LEVEL 02 PLAN</p> <p>DPA-141 rev 01 BUILDINGS A4, B4, B5 - LEVEL 03 PLAN</p> <p>DPA-142 rev 01 BUILDINGS A4, B4, B5 - LEVEL 04 PLAN</p> <p>DPA-143 rev 01 BUILDINGS A4, B4, B5 - LEVEL 05 PLAN</p> <p>DPA-144 rev 01 BUILDINGS A4, B4, B5 - LEVEL 06 PLAN</p> <p>DPA-145 BUILDINGS A4, B4, B5 - ROOF PLAN</p> <p>DPA-200 BLOCK A - NORTH WEST ELEVATION (SEVEN SISTERS)</p> <p>DPA-201 BLOCK A - SOUTH WEST ELEVATION (WOODBERRY GROVE)</p> <p>DPA-202 BLOCK A - SOUTH EAST & NORTH EAST ELEVATION</p> <p>DPA-203 rev 01 BLOCK A - COURTYARD ELEVATIONS 1</p> <p>DPA-204 rev 01 BLOCK A - COURTYARD ELEVATIONS 2</p> <p>DPA-205 rev 01 BLOCK B - NORTH WEST ELEVATION (SEVEN SISTERS)</p> <p>DPA-206 BLOCK B - SOUTH WEST & SOUTH EAST ELEVATION</p> <p>DPA-207 rev 01 BLOCK B - NORTH EAST ELEVATION</p> <p>DPA-208 rev 01 BLOCK B - SOUTH WEST ELEVATION (COURTYARD)</p> <p>DPA-209 rev 01 BLOCK B - SOUTH EAST ELEVATION (COURTYARD)</p> <p>DPA-210 rev 01 BLOCK B - NORTH WEST & NORTH EAST ELEVATION (COURTYARD)</p> <p>DPA-211 rev 01 BUILDING A4 - ELEVATIONS</p> <p>DPA-212 rev 01 BUILDINGS B4 & B5 - NORTH WEST & SOUTH WEST ELEVATION</p> <p>DPA-213 BUILDINGS B4 & B5 - SOUTH EAST & NORTH EAST ELEVATION</p> <p>DPA-300 TYPICAL FACADE DETAILS 1</p> <p>DPA-301 TYPICAL FACADE DETAILS 2</p> <p>DPA-302 TYPICAL FACADE DETAILS</p>	
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LANDSCAPE DRAWING NUMBERS:

1519/010 rev G BLOCK A PRIVATE
PODIUM TERRACE GARDENS

1519/013 Rev E BLOCK B PRIVATE
PODIUM TERRACE GARDENS

1519/029 rev H TREE PLANTING
STRATEGY

1519/030 rev B LANDSCAPE
MASTERPLAN WITH
ENHANCEMENTS

1519/033 rev C TREE CANOPIES AT
10 YEARS

1519/034 rev C TREE CANOPIES AT
20 YEARS

Also:

- Environmental Statement Vols 1-18 dated May 2019 – prepared by WYG
- Regulation 25 Additional Information dated September 2019 – prepared by WYG
- Design & Access Statement dated May 2019 – prepared by Skidmore Owings and Merrill
- Addendum to Design & Access Statement dated 06 November 2019 – prepared by Skidmore Owings and Merrill
- Transport Assessment (including Travel Plan and Service/Delivery Plan) dated May 2019 – prepared by Arup
- Addendum to Transport Assessment dated 12 December 2019 – prepared by Arup
- Flood Risk Assessment dated May 2019 – prepared by Buro Happold Engineering
- Energy Statement dated May 2019 – prepared by Hodkinson Consultancy
- Light Within Report dated May 2019 - prepared by Anstey Horne
- Planning Statement dated May 2019 – prepared by Rolfe Judd
- Sustainability Statement dated May

<p>2019 – prepared by Hodkinson Consultancy</p> <ul style="list-style-type: none"> • Waste Management Strategy dated May 2019 – prepared by WSP • Access Statement dated May 2019 – prepared by SYSTRA • Retail Planning Statement dated May 2019 – prepared by WYG • Arboricultural Report dated November 2019 – prepared by The Mayhew Consultancy • Utilities Strategy dated May 2019 - prepared by Berkeley Homes • Statement of Community Involvement dated May 2019 – prepared by Field Consulting • Outline Construction Logistics Plan dated May 2019 – prepared by Arup • Affordable Housing Statement dated May 2019 – prepared by Berkeley Homes • Travel Plan dated May 2019 – prepared by Arup • Dynamic Overheating Assessment dated May 2019 – prepared by Hodkinson Consultancy 	
<p>APPLICANT: Berkeley Homes (North East London) Ltd Woodberry Down Regeneration Office Units A and B Riverside Apartments Goodchild Road LONDON N4 2BA</p>	<p>AGENT: Robert Winkley Rolfe Judd Ltd Old Church Court Claylands Road The Oval LONDON SW8 1NZ</p>
<p>PROPOSAL:</p> <p>Demolition of the existing buildings, and construction of 4 residential blocks, ranging in height from 6 to 20 storeys, to provide 584 residential units and 1,045 sqm (GEA) of flexible floorspace (Use Class A1, A2, A3, D1, D2), a new energy centre (sui generis) and a new public park; together with ancillary hard and soft landscaping, public realm, cycle and associated car parking, highway works including access road and all other works associated with the development. (THIS APPLICATION IS ACCOMPANIED BY AN ENVIRONMENTAL STATEMENT).</p>	
<p>POST SUBMISSION REVISIONS:</p>	

The Local Planning Authority received further information in response to a request issued on the 20th September 2019 pursuant to Regulation 25 of the Town and Country Planning (Environmental Impact Assessment Regulations) 2017. An additional document entitled ‘Regulation 25 Additional Information’ dated September 2019. A re-consultation was undertaken.

Subsequently revisions to the proposal have been received including: amendments to the detailed architecture of building B2 and the openings to the lift lobbies of all buildings except block B2; the external terrace layouts of blocks B4 and B5; the omission of internal private car parking provision (excluding blue badge spaces) at ground floor level in block B2; the removal of an on-street parking and deliveries bay on Woodberry Grove; and enhanced landscaping proposals. A re-consultation was undertaken.

RECOMMENDATION SUMMARY:

Grant conditional planning permission subject to a Legal Agreement and referral to the Mayor of London.

NOTE TO MEMBERS:

This application is referred to Members due to the level of public interest received and its scale and strategic importance to the Council.

The application will be reported to Members by way of a virtual Planning Sub-Committee due to constraints imposed by government on gatherings and travel during the COVID-19 pandemic.

ANALYSIS INFORMATION

ZONING DESIGNATION: (Yes) (No)

CPZ	Zone G (Brownswood) Mon-Fri 8.30am-6.30pm	
Conservation Area		X
Statutory Listed Building		X
Locally Listed Building		X
Priority Employment Area (PEA)		X
City Fringe Opportunity Area		X
Central Activities Zone		X

EXISTING LAND USE DETAILS

USE CLASS	DESCRIPTION	GIA (SQM)
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C3	Residential	19,728
D1	Library (Former Redmond Community Centre)	464
A4	Happy Man Public House	385
TOTAL		20,577

PROPOSED LAND USE DETAILS

USE CLASS	USE DESCRIPTION	GIA (SQM)
C3	Residential	59,707
A1, A2, A3, D1 and D2	Flexible commercial and community, and retail and community floorspace	985
Sui Generis	Energy centre	663
TOTAL		61,355

PROPOSED RESIDENTIAL MIX

PROPOSED RESIDENTIAL MIX BY TENURE	NO OF UNITS	TENURE SPLIT	RESIDENTIAL MIX WITHIN TENURE GROUP (%)
Private			
1	195	58%	57%
2	114		33.5%
3	32		9.5%
4	0		-
Total:	341		
Social Rented			
1	37	20%	31.5%
2	48		41%
3	24		20.5%
4	8		7%
Total:	117		
Intermediate/ Shared Ownership			
1	67	22%	53%
2	51		40.5%
3	8		6.5%
4	0		-
Total:	126		
Overall Total:	584	100%	

PARKING DETAILS:

	PARKING SPACES (OFF STREET)	PARKING SPACES (ON STREET)	PARKING SPACES (DISABLED)	BICYCLE STORAGE
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Proposed	35	0	18	1060 residential spaces plus 78 visitor spaces
Officer note: reduction in off street car parking from 53 standard and 18 disabled.				

1. SITE CONTEXT

- 1.1. Woodberry Down is a former London County Council housing estate located in the northern part of the Borough; it was constructed in stages from the 1940s through to the last phase, Rowley Gardens, in the 1970s. A number of these blocks have been demolished and redeveloped as part of the regeneration process, however many, including those on the current application site, remain in situ at the current time. The wider estate includes three schools (Woodberry Down Primary School, Beis Chinuch Lebanos School and Skinners' Academy) and St. Olave's Church, church hall and vicarage.
- 1.2. The wider Woodberry Down Estate is roughly triangular in shape, edged by the New River to the north, south and east and Green Lanes (the A105) and Finsbury Park to the far west. The southern boundary immediately abuts the former East Reservoir, now known as the Woodberry Wetlands, and New River to the south. Seven Sisters Road (the A503), runs through the site from east to west, effectively severing the Woodberry Down Estate into northern and southern halves.
- 1.3. The current application site, known as Phase 3, sits within the centre of the wider Woodberry Down Estate to the south of Seven Sisters Road.
- 1.4. The site is 2.2Ha in size and is bound to the north by Seven Sisters Road, to the west by Woodberry Grove, one of the principal vehicular routes through the estate, to the south and west by existing buildings within the KSS3 development and the East Reservoir (Woodberry Wetlands), and to the east by housing comprising part of the original Woodberry Down Estate falling within proposed Phase 5 (Allerdale House and Bernwood House).
- 1.5. The site is currently occupied by five residential blocks – two eight storey blocks of concrete construction (1-80 Ashdale House and 1-80 Burtonwood House) and three five storey brick-built blocks with deck balcony access (1-25 Bayhurst House, 1-30 Chattenden House and 1-45 Farningham House), which together provide 260 residential units. In the north west of the site there is also a part single storey, part two-storey brick built public house (The Happy Man Public House, 89 Woodberry Grove), and a single storey community building, formerly the Robin Redmond Community Centre, 440 Seven Sisters Road, both of which formed part of the original estate.
- 1.6. All of the existing buildings within Phase 3 will be demolished as part of the redevelopment of the site.

- 1.7. Seven Sisters Road (the A503) is part of the Transport for London Road Network, for which Transport for London (TfL) is the highway authority. The London Borough of Hackney is the highway authority for other roads in the area. The site has a PTAL rating of between 4 (moderate) in the south east of the site and 6a (very good) in the north and west.
- 1.8. The land levels within the site, although significantly altered as a result of the historic development of the land, generally fall gently towards the south.

2. CONSERVATION IMPLICATIONS

- 2.1. The site does not fall within a conservation area, and neither does it contain any listed buildings.
- 2.2. However, the southern boundary of the site abuts the Stoke Newington Reservoir Filter Beds and New River Conservation Area which lies immediately to the south, within which there are some listed buildings and structures, including the Ivy House Sluice, Bridge Over New River and the Gas House to the West of the Reservoir, which are all Grade II listed. There are also other listed buildings within the wider Woodberry Down Estate, including Woodberry Down Infants School to the north, St Olave’s Church to the west and the John Scott Health Centre to the south west, which are all Grade II listed.
- 2.3. The proposed development is also visible in long views from the Lordship Park Conservation Area, Clissold Park Conservation Area and St Ann’s Conservation Area (in Haringey).
- 2.4. The Stoke Newington Reservoir Filter Beds and New River Conservation Area is also designated Metropolitan Open Land, a recognised Green Link and an Important Site for Nature Conservation.

3. RELEVANT HISTORY

- 3.1. The redevelopment of Woodberry Down has a long and complex planning history. The details of the most relevant applications are set out below in Table 1:

Application reference	Description of development	Decision
2015/2967	<p>Application for Reserved Matters in respect of Access, Appearance, Landscaping, Layout and Scale for Phase 3 pursuant to condition 52 of hybrid planning permission 2013/3223 dated 20 August 2014 comprising 358 residential units and approximately 467sqm of flexible (Class A1, A2, A3, A4, B1, D1 and D2) use and a new energy centre (sui generis). Provision of associated car parking, cycle parking, new refuse and plant facilities within ground and basement accommodation. Provision of new landscaping, public realm and highway works, including access roads (with on street parking), new pedestrian pavements, landscaped private residential courtyards and a new public park.</p> <p>Officer note: referred to as “RM planning permission” in main text</p>	Conditional planning permission granted 04/12/2015

	of report.	
2013/3223	<p>Outline planning permission (all matters reserved) for demolition of existing buildings and structures at Woodberry Down Estate to provide up to 275,604sqm floorspace GEA (excluding car parking); comprising up to 3,242 residential units and a maximum of 10,921sqm non-residential floorspace within Classes A1 (Retail), A2 (Financial Services), A3 (Restaurants and Cafes), A4 (Drinking Establishments), Class B1 (Offices), Class D1(Non Residential Institutions), and D2 use and Energy Centres; along with provision of new open space and public realm and associated car parking and highway improvement works to Seven Sisters Road including a narrowing from six carriageways to four carriageways.</p> <p>Full details submitted for the redevelopment of the land bounded by Towncourt Path, Kayani Avenue, Green Lanes, West Reservoir/Springpark Drive and Woodberry Down (Phase 2) for the erection of four buildings between 3 and 20 storeys to provide 670 new homes (comprising 30 studios, 310 one bed, 271 two bed and 59 three bed units), 550sqm of non residential floorspace GEA within Classes A1-A4, Class B1, Class D1 and D2 use and new open space and public realm with 241 car parking spaces and 740 cycle spaces at ground and basement level.</p> <p>Officer note: referred to as “revised Masterplan” in main text of report</p>	Conditional planning permission granted 20/08/2014
2013/1987	<p>Variation to Condition 1 (Development in accordance with approved plans) of planning permission reference No. 2012/3693 dated 10 May 2013 comprising of a revised mix of accommodation (16 X studio, 156 X 1-bed, 142 X 2-bed and 87 X 3-bed) and revisions to unit sizes and layouts, reductions and increases in private amenity spaces to flats, increase in height and massing of the 31-storey tower (Block 1A), extension to 8th storey of Block 1A, additions and extensions to 5th, 6th, 7th, 8th, 9th & 10th storey of Block 2, redesign of elevations to Blocks 1A, 1B & 2 including altered entrances and materials, and a reduction in the size of the basement.</p>	Conditional planning permission granted March 2014
2012/3693	<p>Variation to Condition 1 (Development in accordance with approved plans) of planning permission reference No. 2011/2930 dated 30 March 2012 comprising of a revised mix of accommodation (18 X studio, 136 X 1-bed, 164 X 2-bed and 87 X 3-bed) and revisions to unit sizes and layouts, reductions and increases in private amenity spaces to flats, new additions at fifth and seventh floor levels, raised glazed elevation in the central element of Block 3, and redesign of Block 3 elevations including altered entrances.</p>	Conditional planning permission granted 10/05/2013
2011/2930	<p>Erection of four buildings ranging in height between 4 storeys and 31 storeys with additional 2-storey architectural feature (overall maximum height of 101 metres above natural ground level) comprising of 405 residential units (158 X one-bed, 160 X two-bed and 87 X three-bed), 670 sq m of flexible Class A1, A2, A3, B1 and D1 floorspace at ground floor level facing Woodberry Grove, together with provision of car parking spaces, cycle parking spaces, open space with hard and soft landscaping and new landscaping to Metropolitan Open Land, the creation of new vehicular access, servicing areas and all other associated works.</p> <p>Officer note: this was a ‘stand alone’ planning application (not a reserved matters application), and so did not fall within the parameters specified in the masterplan permission.</p>	Conditional planning permission granted 30/03/2012

2010/2427	<p>(Kick Start Site 4 and Masterplan Block 21) - (A) Full Approval of Reserved Matters in respect of site at 7 Newnton Close (KSS4) to provide 170 residential units comprising a mix of affordable (intermediate) and private units and associated amenity space, car parking and cycle parking as well as the retention and enhancement of the Metropolitan Open land (MOL) to the south of the site. The scheme comprises the erection of a block ranging in height from 4 storeys to 18 storeys.</p> <p>(B) Partial Approval of Reserved Matters in respect of Block 21 relating to condition 5 (part): namely the redevelopment of the site with the erection of a new building ranging in height from 5 to 6 storeys comprising 95 social rented residential flats with associated car parking and amenity space and enhancement of the Metropolitan Open Land (MOL) to the south of the site.</p>	Conditional planning permission granted 18/05/2015
2010/2460	(Kick Start Site 5) Redevelopment of the site to provide 176 affordable (social rented and intermediate) and private units and 835sq.m of commercial floorspace (comprising Class A1, A2, A3, A4, A5, B1 and D1) with associated amenity space, car parking and cycle parking. The scheme comprises the erection of three blocks ranging in height from 2 storeys to 9 storeys.	Conditional planning permission granted 09/03/2011
2009/2754	(Kick Start Site 2) - Redevelopment to provide 220 affordable (social rented and intermediate) dwellings and associated amenity space, car parking and cycle parking, and creation of new park to the east of the site (known as Rowley Gardens within the Masterplan). The scheme comprises the erection of three blocks ranging in height from 7 storeys to 10 storeys.	Conditional planning permission granted 15/03/2010
2009/2711	(Kick Start Site 3) - Redevelopment of the site to provide 294 private residential units, 676 sq m retail floorspace at ground level facing Woodberry Grove, associated amenity space, underground car parking and cycle parking as well as the enhancement of the Metropolitan Open Land (MOL) area to the south of the blocks adjacent to the New River. The scheme comprises the erection of four blocks ranging in height from 4 storeys to 10 storeys.	Conditional planning permission granted 15/03/2010
2008/1050	Comprehensive development, to provide:- 4,664 homes (including 41% affordable), with associated car parking at an overall site provision rate of 50%; approximately 38,500 m2 of non-residential buildings and associated car parking, including 5,194 m2 of retail buildings within classes A1-A5, 3,144 m2 of class B1 Business use, 30,000 m2 of class C1, D1 and D2 use including education, health centre, children's centre, community centres, youth centre; provision of new civic space, public parks, open space, landscaping of the edges of the New River and the East and West Reservoirs, construction of bridges across the New River, reduce width of Seven Sisters Road from 6 to 4 lanes and related improvements to the public realm; formation of new access points to the new Woodberry Down Neighbourhood, the creation of new and improvement of existing cycle and pedestrian routes to and within the estate.	Conditional planning permission granted 24/07/2009
2007/1841	(Kick Start Site 1) - Redevelopment to provide a mixed use scheme comprising 456 residential units (Class C3), 1128sq.m Priority Community Facility with associated retail (Class D1/A1), 904 sq.m of flexible accommodation to include retail, restaurant, business and other uses (Class A1, A2, A3, A4, B1, D1, D2), ground and basement car parking (186 spaces). Development to comprise seven blocks of four to twenty five storeys in height, new access road and junction to Woodberry Grove, new public open space and new Local Area for Play.	Conditional planning permission granted 02/07/2011

Table 1 Site history

- 3.2. To summarise the most recent, relevant planning history and place the current application into context, in August 2014 a revised Masterplan was granted outline approval (2013/3223) in the form of a hybrid planning application for sites that had not previously come forward for redevelopment under the pre-existing masterplan. The planning permission granted conditional outline planning consent for land parcels identified as Phase 3- 8, and conditional full planning permission for the development of the land parcel identified as Phase 2, which is currently in the process of being built out.
- 3.3. The revised Masterplan planning permission set out the phasing and parameters, including building heights and footprints, and general architectural approach, for the development of subsequent parcels of land, whilst conditions and the Legal Agreement attached to the outline element of the planning permission set out the maximum and minimum amount of floorspace and minimum amount of playable space in each phase as well as the total amount of floorspace, by use class, to be provided across the entire development and the timescales for delivery of development. Within the approval, Phase 3 was identified as the site for the first of two energy centres serving the energy requirements of the wider Woodberry Down Estate, and provision of elements of the mitigation for the wider redevelopment secured by legal agreement are linked to delivery of Phase 3.
- 3.4. A reserved matters application for Phase 3 (ref: 2015/2967), was resolved for approval by Members of the Planning Sub-Committee in November 2015 (the RM permission). This sought detailed consent for 358 residential units comprised of 208 private units (58%) and 150 affordable units (42%), approximately 467sq.m of flexible (Class A1, A2, A3, A4, B1, D1 and D2) use space and a new energy centre, together with public realm including a new 0.4ha park and 107 car parking spaces, and complied with the parameters set out in the revised Masterplan. The RM planning permission was issued on 4th December 2015 and Berkeley Homes carried out works on 27th November 2018 that they consider to constitute a commencement of the approved development.
- 3.5. The revised Masterplan permission envisaged the delivery of up to 420 homes in Phase 3, however it was not found to be possible to accommodate more than 358 units on the site within the parameters of the permission.
- 3.6. There is no longer an opportunity to submit a new reserved matters permission for the Phase 3 site, due to time limit restrictions imposed by way of conditions 53 and 54 attached to the revised Masterplan application. For this reason, the current application for full planning permission has been submitted for the site.
- 3.7. The current application is a full application for the redevelopment of the land identified as Phase 3 in previous consents which seeks planning permission for a residential led development of the site delivering 584 residential units

and 1,045 sqm (GEA) of commercial floorspace. The application exceeds the parameters set out in the revised Masterplan in respect of both quantum of development and height of built form.

4. **DESCRIPTION OF DEVELOPMENT**

- 4.1. The current application proposes the demolition of all of the existing buildings on site, and the construction of four predominantly residential blocks Buildings A1, A2 and A3 [Block A]; Building A4; Buildings B1, B2, B3 and B6 [Block B]; and Buildings B4 and B5). These would range in height from 6 to 20 storeys with podium courtyard gardens at first floor level, and would accommodate 584 residential units at ground floor level and above, together with 1,045 sqm (GEA) of commercial floorspace (Use Classes A1, A2, A3, D1, D2) within Blocks A and B, a new energy centre (sui generis) within Block A, and associated waste, bicycle and car parking spaces at basement and ground floor levels. The proposal also includes the provision of extensive landscaping and public realm, including a public park in the east of the site which will run between the East Reservoir and Seven Sisters Road.
- 4.2. As a stand alone application for full planning permission, the proposed development falls within Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 by virtue of exceeding the 150 homes threshold for urban development projects and therefore an Environmental Statement has been submitted to accompany the application, supplemented by a Regulation 25 Additional Information statement received in September 2019, and has been publicised as such. The application also includes a full Financial Viability review.
- 4.3. The layout of the site and location of the blocks remain generally consistent with the approved Phase 3 RM planning permission and the parameters set in the revised Masterplan, albeit the height of the buildings, and thereby the housing numbers and density, have increased.
- 4.4. There are 4 blocks in total proposed which range in height from 6 – 20 storeys. The proposed development would provide 42% affordable housing (by unit number) which would comprise 117 social rented units and 126 shared ownership and shared equity units, a total of 243 affordable units, together with 341 private units.
- 4.5. The proposal represents an overall uplift of 226 homes compared with the 2015 RM planning permission, including an uplift of 53 social rent and 40 intermediate homes. The additional affordable homes allow the option of residents in Phases 4 and 5 of the wider Masterplan site being decanted into the redeveloped Phase 3, facilitating expedited acquisition of later development phase sites by the Council.
- 4.6. 985sqm (GIA) of flexible commercial/community and retail space is proposed at ground floor level within Blocks A and B, predominantly along the frontages to Seven Sisters Road and Woodberry Down.

- 4.7. Refuse and bicycle storage is provided at ground floor level within each of the buildings, and is generally accessed via the main entrance lobbies.

Block A (Buildings A1, A2 and A3)

- 4.8. Block A is located in the north west of the site at the junction of Seven Sisters Road and Woodberry Grove. It is made up of three separate buildings arranged around a central podium garden at first floor level.
- 4.9. Building A1 will form the western edge of the block adjacent to Woodberry Grove, its northern part being a part twelve storey marker building at the junction itself, stepping down to nine storeys in its southern part with the two uppermost floors of the lower southern part of the building being set back from the principal (south and west) elevations.
- 4.10. Building A2, located in the north east corner of the block adjacent to Seven Sisters Road, would have nine storeys with a two storey setback from principal (north and east) elevations at its upper levels.
- 4.11. Building A3, located in the south east of the block, would also be nine storeys in height with a two storey setback from principal (south and east) elevations at its upper levels.
- 4.12. All of these buildings would have rectangular floorplans at first floor level and above.
- 4.13. The basement and ground floor of Block A would provide a double height space for the energy centre, together with off street car parking for returning tenants with existing parking permits, plant and bin and bicycle storage. The energy centre will have a footprint of 699sqm, and will sit within a double height volume over basement and ground floor levels, which will allow for future expansion. The flues from it will be incorporated into the structure of the service core of the twelve storey part of block A1 to allow dispersal of fumes at a high level.
- 4.14. Flexible commercial and community uses falling with Use Classes A1, A2, A3, D1 and D2 will be provided within three units at ground floor level along the Seven Sisters Road and Woodberry Grove frontages, with residential accommodation at the ground floor level of the south and east elevations and at upper floor levels.
- 4.15. The inter-relationship of buildings A1, A2 and A3 allows parts of the block to be seen as being single storey in the wider streetscape, giving visual gaps to the south, north and east elevations of the block and allowing glimpses of the podium garden at first floor level, which will provide communal amenity space for the occupiers of the block, including lawned, seating and planting/growing areas, and doorstep and neighbourhood play space. First floor level units will also have private terraces around the margins of this space.
- 4.16. Block A will provide 157 units of affordable housing comprising 75 social

rented units and 82 intermediate properties.

Block B (Buildings B1, B2, B3 and B6)

- 4.17. This comprises the largest group of buildings and the tallest building within the application site, a twenty storey tower.
- 4.18. The main footprint of Block B is formed of buildings B1, B3 and B6, which similarly to Block A, are arranged around a central podium garden at first floor level.
- 4.19. Building B1 is located in the north west of the block adjacent to Seven Sisters Road. It is separated from building A2 by a north-south internal road which would be blocked at its northern end to provide a pocket park between the two buildings at the terminus of the internal street where it meets Seven Sisters Road.
- 4.20. Building B1 would have nine storeys with a two storey setback from principal (north and west) elevations at its upper levels.
- 4.21. Building B3 is located in the south east of the block adjacent to the public park. This building would have ten storeys, the uppermost two of which would be set back from principal (south and east) elevations.
- 4.22. Building B6 is located in the south west of the block, adjacent to the junction of the north-south and east-west internal streets. This building would have ten storeys with a two storey setback from principal (north and west) elevations at its upper levels, however one of these would be an additional mezzanine resulting from the fall of the land, and the building would have the same overall height as Building B1 immediately to the north.
- 4.23. As with Block A, all of these buildings would have rectangular floorplans at first floor level and above.
- 4.24. Adjoining the north east of this group of buildings, at the northern end of the public park, would be Building B2, a twenty storey tower. This building is intended to function as a marker of the junction of Seven Sisters Road and the public park, which is expected, in due course, to become a key north-south pedestrian focused route within the Woodberry Down Estate, forming one of the “green fingers” extending through the development.
- 4.25. In terms of its architecture, it is split into base, mid-section and crown sections, and it is intended to have a more sculptural form than other buildings within the phase, whilst having a visual lightness that will alleviate its scale and height.
- 4.26. The ground floor of Block B would provide commercial units falling within Use Classes A1, A2 and A3, together with a designated community centre. These would be distributed along the northern edge of the block to provide active frontage to Seven Sisters Road. The ground floor would also provide off street disabled car parking, servicing areas for the retail units, plant and bin

and bicycle storage. Residential accommodation in the form of 13 duplex apartments would be provided at ground floor and mezzanine levels of the south, east and west elevations, with flats provided at first floor level and above.

- 4.27. As in the case of Block A, the inter-relationship of buildings B1, B2, B3 and B6 allows parts of the block to be seen as being single storey in the wider streetscape, giving visual gaps to the south, north, east and west elevations of the block and allowing glimpses of the podium garden at first floor level, which will provide communal amenity space for the occupiers of the block, including lawned, seating and planting/growing areas, and doorstep play space. Again, units provided at first floor level will have private terraces around the margins of this space.
- 4.28. Block B will provide 305 homes, of which the duplex apartments described in the paragraph 4.25, which are not provided with access to the communal amenity space at podium level, will provide affordable housing units (8 social rented and 5 intermediate). The remaining 292 properties within Block B will be market housing.

Building A4

- 4.29. Building A4 is sited to the south of Block A, and represents a single, standalone rectangular block located to the east of the Skyline complex and to the north of Hartwood Court, both of which form part of KSS3.
- 4.30. This building would have eight storeys and would be in entirely residential use, providing 4 shared ownership units at ground floor level with 49 private units above.
- 4.31. Building A4 would be separated from Block A by the west internal street and from the buildings within KSS3 by a landscaped area of courtyard garden which will form part of the public open space associated with the development.

Buildings B4 and B5

- 4.32. Conjoined buildings B4 and B5, are located to the south of Block B, to the north of Rivulet Apartments, to the east of Building A4 and Hartwood Court and to the west of the public park. The buildings would be separated from Block B by a green street, from Rivulet Apartments by Devan Grove and from Hartwood Court and Building A4 by the north-south internal street.
- 4.33. The buildings, considered together, have a linear rectangular footprint with a height of eight storeys (Building B4 in the east) falling to six storeys (Buildings B5 in the west).
- 4.34. These buildings would provide 69 units of residential accommodation comprising 34 social rented properties and 35 intermediate units.

Public Realm

- 4.35. The proposal includes provision of a public park with an area of 0.4Ha in the same location as approved in the RM planning permission. This new public park, which stretches northwards from the Stoke Newington Reservoirs, Filter Beds and New River Conservation Area located to the south of the proposed development up to Seven Sisters Road, forms one of four strategic parks proposed as part of the wider Woodberry Down redevelopment, the principle of which was established in the revised Masterplan. This public park is part of a larger 'green finger' running north-south across Seven Sisters Road, the northern section of which is intended to be delivered as part of Phase 7, as envisaged in the revised Masterplan permission. The park area will deliver a valuable public green space which includes areas for formal and informal relaxation and play.
- 4.36. The development also includes a series of north-south and east-west internal streets which will provide access to the blocks and buildings from Woodberry Grove to the west, Seven Sisters Road in the north, and Devan Close in the south. Vehicle access will not be available from Seven Sisters Road. No street parking, other than a centrally located loading bay serving the commercial/community uses, is proposed within the development, which will allow maximisation of urban greening within the townscape.
- 4.37. Extensive landscaping, including tree planting, will be incorporated into the streetscape, and the eastern of these roads will deliver living streets principally for the use of pedestrians and cyclists, with vehicular access restricted to emergency vehicles and waste collection. These will link to the public park described in the preceding paragraph.
- 4.38. In the case of the southern most of the roads (located between Buildings B4 and B5, and KSS3 Block 3), this will provide vehicular access between Devan Grove/Woodberry Down and Newton Close, and in particular existing properties to the east of the application site falling within Phase 5. An interim site layout which maintains this access is shown on the submitted plans. Once the redevelopment of Phase 5 has been implemented, the temporary access will be removed and this street will become a living street with enhanced landscaping, providing predominantly non-vehicular traffic to the park, which will also see the reconfiguration of its southern end and additional planting as a result of the severance of Newton Close from Devan Close.

5. CONSULTATION AND PUBLICITY PROCEDURE

- 5.1. Date Statutory Consultation Period Started: 22 July 2019
- 5.2. Date Statutory Consultation Period Ended: 19 August 2019
- 5.3. Site Notices: Yes
- 5.4. Press Advertisement: Yes

- 5.5. Further information was received, in response to a request issued on the 20th September 2019 pursuant to Regulation 25 of the Town and Country Planning (Environmental Impact Assessment Regulations) 2017. A full re-consultation was undertaken.
- 5.6. Date Statutory Re-Consultation Period Started: 26 September 2019.
- 5.7. Date Statutory Re-Consultation Period Ended: 26 October 2019.
- 5.8. Revisions to the proposal were subsequently received and consulted upon.
- 5.9. Date Re-Consultation Period Started: 16 March 2020.
- 5.10. Date Re-Consultation Period Ended: 31 March 2020 (officer note: owing to delays in the postal service due to Covid-19, any representations received prior to 23/04/2020 will be considered and reported on through an addendum to this report).

NEIGHBOURS

- 5.11. In addition to site notices and press advertisements, 673 letters were sent to the occupiers of nearby properties notifying them of the application. A further tranche of letters were sent as part of the subsequent re-consultations.
- 5.12. To date, 18 representations have been received from 13 parties. These representations raise the following matters:
 - Design quality, including density, siting, height and massing, lack of consideration for disabled users and occupiers;
 - Quality of green infrastructure and the street environment, including blank facades, wind tunnel effects, loss of existing mature trees including the “Happy Man Tree” on Woodberry Grove. Three members of WDCO (Woodberry Down Community Organisation) raise objection on the grounds of the loss of the “Happy Man Tree”;
 - Impact on residential amenity in terms of light, outlook and privacy, particularly in respect of existing single aspect units;
 - Quality of accommodation (and amenity spaces), including separation distances, privacy and light;
 - Deviation from parameters set in previously agreed masterplans, including siting, separation distances, height and housing density;
 - Impact on existing social and community infrastructure including health care, schools and other local amenities, and the securing and spending of financial contributions secured by way of legal agreement;
 - Highways and public transport, including impacts on local traffic networks and Manor House London Underground station capacity,

additional pressure for on street parking, inadequate provision for car clubs and visitor/tradesperson parking, and inequality in the approach to car-free estates in that private residents will not be able to purchase parking permits but social tenants will;

- Lack of clarity over function and responsibilities in relation to the energy centre and need for it;
- Lack of clarity over management of refuse collection;
- Lack of transparency and concerns raised about a conflict of interest as the London Borough of Hackney is the “applicant” and Local Planning Authority;
- Alleged “mis-selling” and intentional lapsing of pre-existing planning consents by Berkeley Homes.

5.13. The principles raised in the representations summarised above are considered to have been addressed within the main body of this report.

6. CONSULTATION RESPONSES - STATUTORY, LOCAL AND OTHER

6.1. Greater London Authority

6.1.1. The GLA stage 1 response dated 14 October 2019 (copy appended to this report) concluded that the proposal does not comply with the London Plan, specifically in respect of concerns over net loss of affordable housing within the site boundary; details of provision of affordable housing (level, review mechanisms and genuine affordability of shared equity units; details of the energy strategy and urban green factor assessment; and alignment with the improvement of Seven Sisters Road; but that remedies set out in the response could address the areas of non-compliance.

6.1.2. A response from the applicant was sent to the GLA on 8 November 2019, and it has been confirmed that this successfully addresses the concerns, subject to the wording of affordability clauses and review mechanisms, and associated review of the draft Legal Agreement.

6.2. Transport for London

6.2.1. Stage 1 response received which raised concern in relation to detailed design, servicing, construction and the methodology of the Transport Assessment. Subsequently, an addendum to the Transport Assessment was submitted and consulted on, and the following detailed comments provided:

6.2.2. “At Stage 1, TfL advised that strategic transport issues arising from this development could be compliant with the London Plan, subject to further clarification on trip generation and local station impacts, and a Parking Design and Management Plan and full CLP both being

secured.

- 6.2.3. We are aware that in line with comments by the local Hackney transport team, the proposed cycle parking will be amended to ensure it complies with the London Cycle Design Standards (LCDS) and future occupiers of both the business and residential land uses on site will be excluded from obtaining local car parking permits unless they are disabled. Parking Design and Management, Construction Logistics, Deliveries and Servicing and Travel Plans will also be secured along with at least £17,500 for Council monitoring. All of these requests and obligations are strongly supported by TfL, and they should be secured either by condition or in the Legal Agreement. Further information has been provided on trip generation and local station impacts, which is satisfactory in principle.
- 6.2.4. The Council may also seek a contribution of approximately £10,000 towards introducing an Electric Vehicle Car Club (EVCC) and a Car Club credit of at least £60 for the first occupants of each new residential unit. However, free credit may encourage private motor vehicle travel for journeys that could easily use public transport or active travel, going against the Mayor's Transport Strategy (MTS) and emerging London Plan policy T1. Considering the site's excellent PTAL, low car ownership levels and planned future improvements to the local walking and cycling networks, free Car Club credit may simply encourage unnecessary driving and it should not be provided to new residents at Woodberry Down.
- 6.2.5. We also suggested at Stage 1 that ongoing engagement between TfL, the Council and the applicant should be strengthened, especially to clarify future changes to Seven Sisters Road. A new cycle route being designed and constructed by TfL between Camden and Tottenham Hale may pass the site along Seven Sisters Road. It will be accompanied by a TfL Safer Junction improvement scheme at the junction between Woodberry Grove and Seven Sisters Road, which must also be taken into consideration.
- 6.2.6. This led to further discussions between TfL, the applicant and the Council. To safeguard trees and future changes to Seven Sisters Road, a proposed servicing bay on Woodberry Grove, adjacent to Phase 3, Block A has also been removed from the development proposals at TfL and the Council transport team's request, which is welcome.
- 6.2.7. According to clauses 16.66 to 16.70 of the 2014 Woodberry Down masterplan S106 agreement (21 August 2014), a 'Seven Sisters Road Highways Agreement' (see clause 16.70, same S106 agreement), needs to be in place 'prior to or upon the Implementation of Phase 3'

(ibid, clause 16.70). As this application brings the Woodberry Down regeneration to the same point in phasing terms, we expect that all the necessary obligations will transfer to this scheme and be triggered accordingly.

- 6.2.8. We have therefore urged the applicant to register without delay with our Section 278 (S278) colleagues to ensure the timely delivery of highway improvements on Seven Sisters Road. In line with the principles established in 2014, highway works to improve safety and reduce the severance caused by Seven Sisters Road should be triggered with these proposals to support the increasing travel demand across Woodberry Down and make the construction and occupation of all phases going forward acceptable in planning terms.
- 6.2.9. In accordance with the terms of the 2014 S106 agreement (see ‘Seven Sisters Road Works Cost’ and ‘Seven Sisters Road Contribution’ at clause 16.71), costs incurred by the applicant in designing S278 works for Seven Sisters Road can be drawn down from the ‘Seven Sisters Road Contribution’ of ‘£7.39m (index linked)’.
- 6.2.10. We understand that other S106 contributions being paid to the Council are being increased on a pro rata basis due to uplifts in residential units and floorspace that the applicant has secured new planning permissions for since 2014. It would therefore seem reasonable and appropriate for the Seven Sisters Road contribution to also be increased on a pro rata basis given that those Seven Sisters Road Works will address demand from a greater quantum of development, accommodating more new residents and attracting more visitors.
- 6.2.11. We are also happy for joint discussions to continue at the Seven Sisters Road Steering Group, with updated terms of reference, on more transformational long-term improvements to Seven Sisters Road, including how highway works to support the Woodberry Down masterplan will be co-ordinated with and complement future TfL cycle routes.

Summary

- 6.2.12. All of the transport-related financial contributions and obligations secured in the S106 and planning decision will support emerging London Plan policies T2 (Healthy Streets); GG3 (Creating a healthy city); D7 (Public realm); T4 (Assessing and mitigating transport impacts) and T9 (Funding transport infrastructure through planning), as well as current London Plan policies 6.7 (Better streets and surface transport); 6.9 (Cycling), and 6.10 (Walking).
- 6.2.13. Subject to the above comments being addressed, TfL therefore

expects to be able to advise the Mayor at Stage 2 that the strategic transport issues we raised at Stage 1 have been satisfactorily addressed and the application is now therefore broadly acceptable in strategic transport terms.”

- 6.2.14. In addition, attention was drawn to the Mayoral CIL liability of £60m2 for eligible additional floorspace.
- 6.3. National Planning Casework Unit
 - 6.3.1. No comments received to date.
- 6.4. Metropolitan Police - Secure by Design
 - 6.4.1. Raise no objection subject to imposition of Secure by Design condition and informative, amendments to landscaping scheme to incorporate defensible planting to private areas and omit multi-stemmed umbrella trees on corners which require good sightlines, and delivery of a dedicated ward office by way of a Legal Agreement.
- 6.5. Historic England
 - 6.5.1. No comment.
- 6.6. Historic England - Greater London Archaeology Advisory Service (GLASS)
 - 6.6.1. Raise no objection subject to conditions requiring details of a written scheme of archaeological investigation.
- 6.7. Thames Water
 - 6.7.1. Raise no objection subject to the imposition of conditions and informatives, making the following detailed comments:
 - 6.7.2. “Following initial investigations, Thames Water has identified an inability of the existing SURFACE WATER infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position for surface water networks but have been unable to do so in the time available.
 - 6.7.3. Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.
 - 6.7.4. Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position on water networks but have been unable to do so in the time available.

- 6.7.5. The proposed development is located within 15m of a strategic water main. Piling has the potential to impact on local underground water utility infrastructure.
- 6.7.6. The proposed development is located within 5m of a strategic water main. Thames Water do NOT permit the building over or construction within 5m of strategic water mains. The works have the potential to impact on local underground water utility infrastructure.
- 6.7.7. 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.
- 6.7.8. The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Water's underground assets, as such the development could cause the assets to fail if appropriate measures are not taken.

Supplementary Comments

- 6.7.9. Wastewater: Based on the information received; Demolition of the existing buildings and a mixed-use development, comprising approx. 580 residential units, 1300m² retail, 1300m² office, and 1300m² of commercial premises. Foul Water discharging by gravity into MH6602 (661B). Foul discharge within sewer threshold hence capacity exists. Surface Water however should follow London Plan 5.13 and discharge to local watercourse.”

6.8. EDF Energy

- 6.8.1. No comments received to date.

6.9. London Fire Brigade

- 6.9.1. Raise no objection but strongly recommend that sprinkler systems are installed as an integral part of the development.

6.10. Natural England

- 6.10.1. No comment to make, refer to standing advice.

6.11. Environment Agency

- 6.11.1. No comments received to date.

6.12. London Borough of Haringey

- 6.12.1. Raise no objection in principle, subject to the carrying forward of S106 contributions secured through previous planning permissions, and support the ambition of the application in uplifting the quantum of housing and particularly social rented accommodation and welcome the increased open space provision, inclusion of an energy centre, and architectural approach taken, but express concerns relating to the transportation impacts of the proposal and the quality of information provided in support of the application, in particular the lack of detail of the Seven Sisters Road Improvement Scheme and the scope of the Transport Assessment.
- 6.12.2. Officer note: this matter is discussed in more detail in paragraphs 8.10.25 to 8.10.37 inclusive.
- 6.13. TfL - London Overground
 - 6.13.1. No comments received to date.
- 6.14. TfL - London Underground
 - 6.14.1. Raise no objection subject to conditions and informative relating to piling and underground structures and works.
- 6.15. Stoke Newington Conservation Area Advisory Committee
 - 6.15.1. Raise concern in respect of design, making the following detailed comments:
 - 6.15.2. “An opportunity has been missed to create greater interest by adding variation to the elevations and to connect the buildings with public spaces and the raised podiums gardens do not help. The flat layouts are rather pedestrian and the high densities have led to compromises.”
 - 6.15.3. An additional representation was subsequently received on 06/01/2020 supporting an objection received from a neighbour.
- 6.16. LBH Traffic and Transportation
 - 6.16.1. Raise no objection subject to conditions, informatives and a Legal Agreement.
- 6.17. LBH Environmental Protection - Air
 - 6.17.1. Raise no objection subject to conditions relating to construction dust and operation of the energy centre, and management thereof.
- 6.18. LBH Environmental Protection - Land
 - 6.18.1. Raise no objection subject to the imposition of conditions relating to investigation of land contamination and remediation thereof.

6.19. LBH Environmental Protection - Noise

- 6.19.1. Raise no objection subject to the imposition of conditions relating to preliminary site works and construction activities (operating hours), construction management plan, internal noise, plant noise and residential/commercial soundproofing and informatives.

6.20. LBH Waste Management

- 6.20.1. Concern raised in respect of operation of commercial/community use waste management, making the following detailed comments:
- 6.20.2. “There is significant involvement from facilities management and this must be adhered to. The council will not be responsible for missed collections through failure of facilities management to present bins as required/ agreed.
- 6.20.3. We do not generally support applications where commercial units share a bin store, and definitely not when it is commercial and community uses. We also usually request that a bin store is sufficient for a week's worth of waste to minimise servicing. On this development I am willing for them to design the bin stores for bi-weekly collections if they separate the stores so there is one per unit.”. This matter is discussed in the main text of the report (paragraphs 8.11.1-8.11.3 inclusive).

6.21. LBH Drainage

- 6.21.1. Raise no objection subject to conditions requiring details of sustainable drainage systems and land levels.

6.22. LBH Housing Regeneration (Woodberry Down)

- 6.22.1. Support the application, making the following detailed comments:
- 6.22.2. “The application is supported by the Woodberry Down Regeneration Service. Berkeley Homes have consulted with Design Committee whose members are drawn from the Woodberry Down Community Organisation which represents residents, the Woodberry Down Regeneration Service and Notting Hill Genesis Housing Association and the group has influenced the design in particular the layout of the social rented units. The Woodberry Down Team welcome the increase in social rented homes which will allow for all Secure Tenants in Phases 4 and 5 to be rehoused in Phase 3. The Regeneration Team also support the measures being put in place to mitigate the loss of trees on the site.”

6.23. LBH Private Sector Housing

- 6.23.1. Raise no objection.

6.24. LBH CCTV and Emergency Planning

6.24.1. No comments received to date.

6.25. LBH Parks and Open Spaces

6.25.1. Raise no objection subject to securing of contributions towards improvement and maintenance of existing open space local to the development and involvement in the design of new public open space.

6.26. Design Review Panel

6.26.1. The scheme has been presented to Hackney's Design Review Panel twice.

6.26.2. The first of the two Design Review Panel assessments of the new phase 3 application was on the 9th September 2018. This saw SOM Architects taking over from Rolfe Judd, the abandonment of the masterplan and progression with a standalone application. The proposals seen at DRP saw an increase in density to 582 units.

6.26.3. The DRP meeting followed from a series of pre-application meetings where the council's design and planning officers discussed the overall bulk, scale and massing with the applicant, as well as principles for materiality and relationship with the surrounding built context. It was agreed that the applicant could retain the overall layout concept of the masterplan including route locations, position of public park and location of tower and lower height blocks. It was also accepted at this stage that retaining the layout concept in addition to increasing the density, but avoiding excessive additional height would necessitate deeper blocks.

6.26.4. The scheme presented at DRP focused on the layout, character and external architectural concept. The scheme at this stage had no details of internal layouts.

6.26.5. The panel saw the revised massing consisting of street defining blocks with a 7 storey shoulder and recessed 8th and 9th floors. Two separate blocks around single storey podiums were shown facing Seven Sisters Road - these would be a private sale block next to the park and a shared ownership and housing association block away from the park. To the south additional stand alone blocks would define street edges. A c25 storey tower was shown on Seven Sisters Road at the new park and a 12 storey block was shown on the corner of Woodberry Grove and Seven Sisters Road - This building was shown above the energy centre and built around the chimney.

6.26.6. The panel noted an improvement to the overall massing from the 2015 version. They supported the simplified, more rigorous and calmer

massing and regular streets. They also supported the principle of increasing the number of units on the site.

- 6.26.7. The panel saw limited details of the residential units or internal layouts, and noted lack of detail on the distribution of uses and tenures. The panel saw the proposals for cores located on southern elevations and noted that this would increase north facing units. They noted the internal corridor circulation and were informed that these corridors would be naturally lit and ventilated. The panel asked to see details of internal layouts including details on the single aspect podium flats at ground level.
- 6.26.8. The panel made suggestions to improve public and communal landscaped areas and asked for details at the next review, on the interface between private fronts and backs and the adjacent public or communal landscaping.
- 6.26.9. For the wider landscaping, the panel noted an adjusted movement strategy and a park no longer bisected by a road. However, they noted that there was limited information, beyond sketch concepts, on the podium landscaping.
- 6.26.10. The panel saw an early interaction for the architecture of the scheme. They noted a 'positive visual coolness' - meaning a confident simplicity - in the materials and facades. They saw a positive concept for the tower which has a lightweight brick frame with deeply recessed frontages and amenity spaces behind, including a lightweight crown with deeply set back units behind a brick frame. The panel asked for more details on the architecture to be shown at the next review. They noted that the spandrel panels would be a significant aspect of all buildings but that they lacked detail or could be materially higher in quality. The panel supported the use of brick but stressed the importance of using high quality bricks considering that the phase would be defined by this material choice. The panel also wanted to see much more detail on the ground floor detailing as it would be the part of the building which people experienced up close. They asked to see careful detailing of shop fronts, brick work, materials and suggested special materials could be used at this level. They asked for this information to be presented at the next review.
- 6.26.11. Overall the panel was supportive of the concepts seen, the revised massing and the direction the architecture promised to be going in. They were cautious about the lack of detail beyond the concept stage.
- 6.26.12. The second DRP evaluation took place on 10th September 2019. Layouts were seen by the panel and Council officers at the same time and internals had not been subject to pre-application evaluation.

- 6.26.13. The panel expressed disappointment that the level of detail seen did not reflect the stage of the application and that detailed information was missing. The material focused heavily on the concept and other details seen and agreed in the previous DRP. The DRP suggested that at this stage, materials and samples should be seen, plans for all floors and units, construction details, key interfaces, detailed sections none of which were present. As such the panel made the unusual choice of reviewing plans and Design and Access Statement from the application, outside of the meeting and submitting a report containing comments not made in the presence of the applicant. This was to avoid the need for an additional review session which could negatively impact the development programme.
- 6.26.14. The panel suggested that the scheme now had many negative features which had appeared in the overall layout, and it was felt that the scheme had moved backwards from when the panel last saw it in September of the previous year, which was disappointing.
- 6.26.15. The panel noted concerns raised at the previous meeting over proximity between blocks and overlooking had not been addressed. They noted that fully naturally lit corridors had not been provided despite insistence at the previous meeting. They noted that only private blocks had naturally lit corridors.
- 6.26.16. On the public realm the panel noted a lack of the level of detail expected at application stage. They noted that promised Seven Sisters Road landscaping was shown outside of the site boundary. They noted that landscaping seemed generic and that CGIs were unrealistic suggesting soil build ups which would not be possible on the podium for example.
- 6.26.17. The panel was concerned about the social segregation between the two podium gardens with one being for private residents and one for social. The panel asked to see an elevated link between the two gardens to eliminate social segregation.
- 6.26.18. In terms of architecture the panel expressed serious concern that “the quality of the proposal had taken a step backwards since initial review. They paid special attention to the tower and noted “the previous iteration had deeper balconies on the corners, and effectively a 3-storey recess for the top three floors – which gave the tower a strong sculptural character and depth. The current design has lost this sculptural character and looks much flatter and generic as a result. The tower can no longer be seen as a pinnacle or architectural highpoint which the previous iteration appeared to promise.”
- 6.26.19. They noted a significant lack of detail on the materials for a detailed planning application, and expressed that they would have expected to

see 1:20 drawings of the façade, explaining how the brick pilasters, mullions and transoms are detailed. They stated: “There is also no detail on the type of windows or spandrel panels proposed or how they sit within the façade, and no information on the type of balustrading and how they visually connect to the structure. At the last review the panel asked for careful consideration of the brick tones and mortar, but this is not evident in the submitted material, and the choice of colours seems arbitrarily chosen from an assortment of random buildings in the locality, with no further justification or rationale. The panel also requested more richness across the lower two floors, and there is no evidence of this in the latest proposals, nor of consideration to the use of bespoke bricks or special materials.”

- 6.26.20. In conclusion the panel was unable to fully support the scheme as they had concerns that the quality of the scheme had declined since the first review in 2018. They recommended that further work was required to progress the design as outlined by the concerns raised above.
- 6.26.21. Further to the DRP of September 2019, officers have met with the architects for the scheme on several occasions to seek and progress amendments in order to address concerns raised by the panel as well as by officers. Some of these amendments include: improvements to the elevations and detailing of the tower, additional windows to provide light into the corridors of affordable blocks, ground level entrances to the north elevation of the block facing the landscaped street, considerable work on finding alternative layouts for the block adjacent to the happy man tree and updates to the verified views to include the design changes and provide more clarity. More detailed analysis of the design evolution is addressed in section 8.5 of this report.
- 6.26.22. Officers feel that these amendments in addition to proposed conditions to secure high quality detailing, materiality and landscaping have on balance addressed the most significant concerns raised by the panel.

7. POLICIES

7.1. LBH Core Strategy (2010)

- 7.1.1. CS4 Woodberry Down New Community
- 7.1.2. CS6 Transport and Land Use
- 7.1.3. CS7 Working with Infrastructure Partners
- 7.1.4. CS8 Focusing Social Investment
- 7.1.5. CS10 Lifelong Learning
- 7.1.6. CS11 Health Investment and Infrastructure
- 7.1.7. CS13 Growth Areas
- 7.1.8. CS15 Health and Environment
- 7.1.9. CS16 Employment Opportunities

- 7.1.10. CS17 Economic Development
- 7.1.11. CS18 Promoting Employment Land
- 7.1.12. CS19 Housing Growth
- 7.1.13. CS20 Affordable Housing
- 7.1.14. CS22 Housing Density
- 7.1.15. CS24 Design
- 7.1.16. CS25 Historic Environment
- 7.1.17. CS26 Open Space Network
- 7.1.18. CS27 Biodiversity
- 7.1.19. CS28 Water and Waterways
- 7.1.20. CS29 Resource Efficiency and Reducing Carbon Dioxide Emissions
- 7.1.21. CS30 Low Carbon Energy, Renewable Technologies and District Heating
- 7.1.22. CS31 Flood Risk
- 7.1.23. CS32 Waste
- 7.1.24. CS33 Promoting Sustainable Transport

7.2. LBH Development Management Local Plan (2015)

- 7.2.1. DM1 High Quality Design
- 7.2.2. DM2 Development and Amenity
- 7.2.3. DM3 Promoting Health and Well-being
- 7.2.4. DM4 Communities Infrastructure Levy and Planning Contributions
- 7.2.5. DM5 Protection and Delivery of Social and Community Facilities and Places of Worship
- 7.2.6. DM7 New Retail Development
- 7.2.7. DM8 Small and Independent Shops
- 7.2.8. DM15 New Business Floorspace
- 7.2.9. DM16 Affordable Workspace
- 7.2.10. DM19 General Approach to New Housing Development
- 7.2.11. DM20 Loss of Housing
- 7.2.12. DM21 Affordable Housing Delivery
- 7.2.13. DM22 Homes of Different Sizes
- 7.2.14. DM28 Managing the Historic Environment
- 7.2.15. DM31 Open Space and Living Roofs
- 7.2.16. DM32 Protection and Enhancement of Existing open Space and the Lee Valley Regional Park
- 7.2.17. DM34 Sites of Nature Conservation and/or Geodiversity Value, Walthamstow Reservoirs Special Protection Area and Walthamstow Marshes Sites of Special Scientific Interest
- 7.2.18. DM35 Landscaping and Tree Management
- 7.2.19. DM37 Sustainability Standards for Residential Development
- 7.2.20. DM38 Sustainability Standards for Non-Residential Development
- 7.2.21. DM39 Offsetting
- 7.2.22. DM40 Heating and Cooling
- 7.2.23. DM41 Contaminated Land
- 7.2.24. DM42 Pollution and Water and Air Quality
- 7.2.25. DM43 Flooding and Flood Risk
- 7.2.26. DM44 Movement Hierarchy

- 7.2.27. DM45 Development and Transport
- 7.2.28. DM46 Walking and Cycling
- 7.2.29. DM47 Parking, Car Free and Car Capped Development

7.3. LBH Site Allocations Local Plan (2016)

- 7.3.1. 286 Woodberry Down

7.4. London Plan (2016)

- 7.4.1. 2.1 London in its Global, European and United Kingdom Context
- 7.4.2. 2.2 London and the Wider Metropolitan Area
- 7.4.3. 2.3 Growth Areas and Co-ordination Corridors
- 7.4.4. 2.9 Inner London
- 7.4.5. 2.18 Green Infrastructure: The Multi Functional Network of Green and Open Spaces
- 7.4.6. 3.1 Ensuring Equal Life Chances for All
- 7.4.7. 3.2 Improving Health and Addressing Health Inequalities
- 7.4.8. 3.3 Increasing Housing Supply
- 7.4.9. 3.4 Optimising Housing Potential
- 7.4.10. 3.5 Quality and Design of Housing Developments
- 7.4.11. 3.6 Children and Young People's Play and Informal Recreation Facilities
- 7.4.12. 3.7 Large Residential Developments
- 7.4.13. 3.8 Housing Choice
- 7.4.14. 3.9 Mixed and Balanced Communities
- 7.4.15. 3.10 Definition of Affordable Housing
- 7.4.16. 3.11 Affordable Housing Targets
- 7.4.17. 3.12 Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
- 7.4.18. 3.13 Affordable Housing Thresholds
- 7.4.19. 3.14 Existing Housing
- 7.4.20. 3.15 Co-ordination of Housing Development and Investment
- 7.4.21. 3.16 Protection and Enhancement of Social Infrastructure
- 7.4.22. 3.17 Health and Social Care Facilities
- 7.4.23. 3.18 Education Facilities
- 7.4.24. 4.2 Offices
- 7.4.25. 4.3 Mixed Use Development and Offices
- 7.4.26. 4.7 Retail and Town Centre Development
- 7.4.27. 4.8 Supporting a Successful and Diverse Retail Sector and Related Facilities and Services
- 7.4.28. 4.9 Small Shops
- 7.4.29. 4.12 Improving Opportunities for All
- 7.4.30. 5.1 Climate Change Mitigation
- 7.4.31. 5.2 Minimising Carbon Dioxide Emissions
- 7.4.32. 5.3 Sustainable design and construction
- 7.4.33. 5.4a Electricity and Gas Supply
- 7.4.34. 5.5 Decentralised Energy Networks
- 7.4.35. 5.6 Decentralised Energy in Development Proposals
- 7.4.36. 5.7 Renewable Energy

- 7.4.37. 5.9 Overheating and Cooling
- 7.4.38. 5.10 Urban Greening
- 7.4.39. 5.11 Green Roofs and Development Site Environs
- 7.4.40. 5.12 Flood Risk Management
- 7.4.41. 5.13 Sustainable Drainage
- 7.4.42. 5.14 Water Quality and Wastewater Infrastructure
- 7.4.43. 5.15 Water Use and Supplies
- 7.4.44. 5.17 Waste Capacity
- 7.4.45. 5.21 Contaminated Land
- 7.4.46. 6.2 Providing Public Transport Capacity and Safeguarding Land for Transport
- 7.4.47. 6.3 Assessing Effects of Development on Transport Capacity
- 7.4.48. 6.7 Better Streets and Surface Transport
- 7.4.49. 6.9 Cycling
- 7.4.50. 6.10 Walking
- 7.4.51. 6.12 Road Network Capacity
- 7.4.52. 6.13 Parking
- 7.4.53. 7.1 Lifetime Neighbourhoods
- 7.4.54. 7.2 An Inclusive Environment
- 7.4.55. 7.3 Designing Out Crime
- 7.4.56. 7.4 Local Character
- 7.4.57. 7.5 Public Realm
- 7.4.58. 7.6 Architecture
- 7.4.59. 7.7 Location and design of Tall and Large Buildings
- 7.4.60. 7.8 Heritage Assets and Archaeology
- 7.4.61. 7.13 Safety, Security and Resilience to Emergency
- 7.4.62. 7.14 Improving Air Quality
- 7.4.63. 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes
- 7.4.64. 7.18 Protecting Open Space and Addressing Deficiency
- 7.4.65. 7.19 Biodiversity and Access to Nature
- 7.4.66. 7.21 Trees and Woodlands
- 7.4.67. 7.27 Blue Ribbon Network: Supporting Infrastructure and Recreational Use
- 7.4.68. 7.30 London's Canals and Other Rivers and Waterspaces
- 7.4.69. 8.2 Planning Obligations
- 7.4.70. 8.3 Community Infrastructure Levy

7.5. SPD/SPG/Other

- 7.5.1. London Borough Of Hackney Affordable Housing SPD (2005)
- 7.5.2. London Borough Of Hackney Community Infrastructure Levy Charging Schedule (2015)
- 7.5.3. London Borough of Hackney Manor House Area Action Plan (2013)
- 7.5.4. London Borough Of Hackney Planning Contributions SPD (2015)
- 7.5.5. London Borough Of Hackney Public Realm SPD (2012)
- 7.5.6. London Borough Of Hackney Sustainable Design and Construction SPD (2016)
- 7.5.7. Mayor of London's Accessible London - Achieving an Inclusive Environment SPG (2014)

- 7.5.8. Mayor of London's Affordable Housing and Viability SPG (2017)
 - 7.5.9. Mayor of London's All London Green Grid SPG (2012)
 - 7.5.10. Mayor of London's Character and Context SPG (2014)
 - 7.5.11. Mayor of London's Community Infrastructure Levy Charging Schedule 2
 - 7.5.12. Mayor of London's Control of Dust and Emissions During Construction and Demolition SPG (2014)
 - 7.5.13. Mayor of London's Crossrail Funding SPG (2016)
 - 7.5.14. Mayor of London's Good Practice Guidance for Estate Regeneration (2018)
 - 7.5.15. Mayor of London's Housing SPG (2016)
 - 7.5.16. Mayor of London's Planning for Equality and Diversity in London SPG (2012)
 - 7.5.17. Mayor of London's London Planning Statement SPG (2014)
 - 7.5.18. Mayor of London's Play and Informal Recreation SPG (2012)
 - 7.5.19. Mayor of London's Social Infrastructure SPG (2015)
 - 7.5.20. Mayor of London's Sustainable Design and Construction SPG (2014)
- 7.6. National Planning Policies**
- 7.6.1. National Planning Policy Framework (2019)
 - 7.6.2. Planning Practice Guidance
- 7.7. Emerging Planning Policy**
- 7.7.1. 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 21 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 which was sent to the Panel of Inspectors on 9th December. The Panel responded to the Mayor's responses on 13 March 2020 requiring changes to the Plan.
 - 7.7.2. The Council is waiting to hear from its own Inspector on its submission of the new Local Plan (LP33) but it is anticipated that adoption will be mid-2020.
 - 7.7.3. 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. Both emerging plans are material planning considerations and carry some weight in decision making at this stage.
 - 7.7.4. Where relevant, content within these documents is discussed in the body of this report.

8. **COMMENT**

8.1. The principal planning considerations raised by the application are as follows:

- Environmental Statement
- Principle of the development (land use)
- Housing (delivery, mix, and affordable housing)
- Design, including impact upon heritage assets
- Quality of accommodation
- Impact on residential amenity of neighbouring occupiers
- Sustainability and energy
- Landscaping, open space and biodiversity
- Transportation
- Other material planning considerations and matters raised in representations
- Community Infrastructure Levy (CIL) and Legal Agreement

8.2. Environmental Statement

8.2.1. The application, as a proposal for development falling within Schedule 2 of the Environmental Impact Assessment Regulations 2017 by virtue of exceeding the 150 homes threshold, is accompanied by an Environmental Statement informed by a Scoping Report undertaken by WYG, which was assessed, and a Scoping Opinion provided, under 2018/2967.

8.2.2. The Environmental Statement sets out likely environmental effects resulting from the proposal, including the following:

8.2.3. • Townscape, Visual and Heritage Impact

8.2.4. • Microclimate - Daylight, Sunlight and Overshadowing

- Microclimate - Wind
- Socio–economics and Population
- Transport and Movement
- Noise and Vibration
- Air Quality
- Groundwater, Soil and Contamination
- Water Resources, Drainage and Flood Risk
- Ecology and Nature Conservation
- Cumulative Effects
- Residual Effects

8.2.5. The Environmental Statement has been independently reviewed, and various matters identified which required further clarification. As a consequence of this, additional information was requested from the applicant under Regulation 25 of the Environmental Impact Assessment Regulations 2017. This was provided in September 2019

and reconsulted upon accordingly.

8.2.6. Subsequently, it was confirmed that the Environmental Statement (including further clarifications) adequately identified all of the potential environmental effects of the proposed scheme and that the proposed mitigation measures are appropriate and, subject to the imposition of appropriate planning conditions, the environmental impacts arising from this proposal would be negligible.

8.3. Principle of the development (land use)

8.3.1. Chapter 2 of the NPPF identifies sustainable development as the key objective of the planning system and clearly sets out the presumption in favour of sustainable development, in alignment with the need to determine planning applications in accordance with the Development Plan.

8.3.2. In specific regard to proposals for estate regeneration, such as that currently under consideration, paragraph 93 of the NPPF states that planning policies and decisions should consider the social, economic and environmental benefits of estate regeneration, and requires Local Planning Authorities to use their planning powers to help deliver estate regeneration to a high standard.

8.3.3. The principle of regenerating the post war Woodberry Down Estate was established a decade ago through the granting of outline planning permission for a Masterplan for the redevelopment of the estate, and has subsequently been reconfirmed through the granting of successive outline, hybrid and full planning permissions.

8.3.4. The redevelopment of Woodberry Down was subsequently enshrined in the Development Plan through the adoption of planning policies which reference and support the redevelopment of Woodberry Down, including policy 4 (Woodberry Down New Community) of the LBH Core Strategy 2010 and DM5 (Protection and Delivery of Social and Community Facilities and Places of Worship) of the LBH Development Management Local Plan 2015, as well as the Site Allocations Local Plan (SALP) (2016), which identifies and allocates Woodberry Down (Site 286) for delivery of approximately 5,500 units.

8.3.5. The site allocation will be replaced upon the adoption of the new Local Plan 2033 by Site MH1. The expectations for MH1 are the delivery of approximately 5,500 homes, together with employment, retail, community and leisure floorspace, across Woodberry Down, taking into account extant and implemented consents.

8.3.6. Phase 3 sits within the Woodberry Down Estate, and as such its redevelopment for a residential led mixed use development is recognised as being acceptable, subject to detailed consideration of all material planning considerations.

8.3.7. It is noted that the proposed redevelopment would result in the loss of the community centre and Happy Man Public House, community facilities that are protected under Development Plan policy. However, in the case of the former, the facility has been relocated to a purpose built replacement facility known as the Redmond Community Centre, and an alternative public house, The Naturalist, has also been provided within the wider Woodberry Down Estate, whilst new community floorspace is proposed within the proposed development. For these reasons, the loss of these safeguarded community facilities is acceptable in the circumstances of this case.

8.3.8. It is therefore considered that the principle of a housing led redevelopment of the site is acceptable and in accordance with long established principles of adopted and emerging Development Plan policy as well as more general local, regional and national planning objectives of delivering sustainable development.

8.4. Housing

Housing delivery

8.4.1. The proposed development seeks full planning permission for the redevelopment of 260 homes which are at the end of their functional and operational life. The five residential blocks currently standing on the Phase 3 site have been previously assessed through structural evaluation surveys to be beyond reasonable economic repair and, by virtue of the previous planning permissions, their redevelopment has been previously considered and confirmed as being acceptable in principle.

8.4.2. The current application proposes their replacement with 584 new homes of a range of unit sizes and tenures. A summary of the housing mix proposed is shown in table 3 below.

Overall Total	1 bed	2 bed	3 bed	4 bed	Total	%
Social Rent	37	48	24	8	117	20
Intermediate	67	51	8	0	126	22
Open Market	195	114	32	0	341	58
Total	299	213	64	8	584	
%	51	36	11	2		100

Table 2: Proposed tenure and unit mix

8.4.3. The delivery of high quality, affordable housing is recognised as an important planning objective in the adopted and emerging Development Plan and the National Planning Policy Framework. The proposed development would make a significant contribution to that delivery within Hackney.

8.4.4. The current London Plan sets a minimum target of 1,599 homes per annum for Hackney (15,988 over ten years). The emerging London

Plan and emerging Local Plan 2033 proposes an annual target of 1,330 homes in line with identified deliverable capacity through the London-wide Strategic Housing Land Availability Assessment (SHLAA), which includes the Woodberry Down site allocation.

- 8.4.5. It is recognised that the quantum of housing proposed under the scope of the current application exceeds that previously approved under both the revised Masterplan and RM application. However, in national and current adopted and emerging Development Plan policy there is a general presumption in favour of housing development, including (and in particular) affordable housing (both social/affordable rented and intermediate housing), and a requirement to make efficient use of land, particularly in highly sustainable locations such as the proposal site.
- 8.4.6. Subject to all other material planning considerations, the principle of increased quantum and density of units within Phase 3 is compliant with adopted and emerging local, regional and national Development Plan policy, and is therefore acceptable.

Housing mix

- 8.4.7. London Plan policy 3.8 together with the Mayor of London's Housing SPG seek to promote housing choice and a balanced mix of unit sizes in new developments. Core Strategy policy 19 states the local requirements for new residential development and DMLP policy DM22 sets out the preferred unit mix for different tenure types. The policy seeks a minimum of 33% family sized units (three bedrooms or larger) for private tenure, 36% for social rent and 16% for intermediate. A greater proportion of 2 bed than 1 bed units are sought across all tenure types. This preferred housing mix responds to the evidenced current and future housing needs of the London Borough of Hackney.
- 8.4.8. The Mayor of London's Housing SPG states that local policies requiring a range of unit sizes should be applied flexibly depending upon site specific circumstances. It is also noted that DMLP policy DM22 states that variations to preferred size/ mix may be considered, dependent on site and area location and characteristics, and scheme viability.
- 8.4.9. Clearly the proposed housing mix as shown in table 3 above diverges from the Council's evidenced policy requirement in terms of housing mix.
- 8.4.10. The applicant states that the proposed mix of homes responds to some pre-determined factors for the site. Firstly, there is a defined requirement for a specific mix of affordable housing units, in terms of size and tenure, which is determined by the needs of households who will be rehomed in Phase 3 to allow the progression of Phases 4 and 5 in due course, the intermediate homes being available under two

tenure types: shared equity for existing residents who own their current home; and shared ownership for residents new to Woodberry Down.

- 8.4.11. Secondly, with regard to the intermediate tenure provision, the mix has been determined by the registered provider (and development partner) Notting Hill Genesis. Finally, the open market housing mix has been determined by Berkeley Homes, in line with the substantial volume of sales data available from previous phases in the wider Woodberry Down Estate redevelopment. This gives rise to the proposed mix, set out in the following table comparing it to the target housing mix set out in the Development Specification approved under 2013/3223, which confirms compliance with the previously established principles for the development:

	Private		Intermediate		Social rented	
	Target %	Actual %	Target %	Actual %	Target %	Actual %
1 Bed	40-50%	57%	35/45%	53%	22-28%	30%
2 Bed	40-50%	33%	35-45%	40%	33-42%	40%
3+ Bed	10-20%	10%	10-20%	5%	20-22% (3 B) 16-18% (4 B) 0-5% (5 B)	27% (3 B)

Table 3 Compliance of housing mix with previously approved (2013/3223) Development Specification

- 8.4.12. It is recognised that the current application is a standalone application for full planning permission which cannot rely on historic permissions, however the Financial Viability Assessment (FVA) that forms part of the application documents includes information on residential sales values that indicates that the 1 bed private sales flats have a higher value by floor area than the larger private sales flats. The provision of more private flats with more than 1 bed would both reduce the number of flats and reduce the overall value by floor area. As explained in more detail at para 8.6.19 onwards the viability of the scheme is on the cusp of being unviable and so the provision of a greater proportion of 1 bed private flats than is preferred accords with policy in this case and is considered acceptable.
- 8.4.13. For these reasons, on balance, the adoption of a more flexible approach in the application of the Local Planning Authority's preferred housing mix is considered acceptable in the circumstances of this case, particularly given that, due to the status of the application site as one single phase of a larger regeneration project with a further five phases to be delivered, it is not unreasonable to expect that a more policy compliant mix can potentially be achieved overall in the delivery of subsequent phases in the redevelopment of Woodberry Down.

Affordable housing provision

- 8.4.14. Adopted and emerging local and regional Development Plan policy requires major residential proposals to provide a minimum of 50% affordable housing, of which it is preferred that 60% should be social rented and 40% intermediate, subject to local need and viability.
- 8.4.15. The application, as submitted, proposes 42% affordable housing by unit numbers, and 44% by habitable room. Within this, the tenure split of social rent to intermediate is 48.1% to 51.9% (by unit number) or 52.6% to 47.4% (by habitable room). Therefore the overall affordable housing provision is 6-8% below the target level and the provision of social rent is 7-12% below the preferred level, depending on which measurement is used.
- 8.4.16. In terms of distribution through the development, Block A, which provides 157 units, will provide solely affordable homes (75 social rented and 82 shared ownership). A further 13 affordable units (8 social rented and 5 shared ownership) will be provided in Block B (4% of the units within this block), all of which will be duplexes over ground and mezzanine floors, entered from street level. Building A4 will provide 4 shared ownership homes (7.5% of the units within this building), all located at ground floor level with seven storeys of private units above with access taken from the interior of the building. Lastly, building B4 and B5 will wholly provide affordable housing in the form of 34 social rented and 35 shared ownership properties.
- 8.4.17. The proposed number of affordable units represents a shortfall of 17 units in respect of the existing quantum of housing on the site. However, it is noted that the current, standalone, application for full planning permission should be viewed in the wider context of the Woodberry Down Estate regeneration and, whilst not of itself a planning consideration, the PDA agreed between the developer and the Council's Regeneration Team secures delivery of 40% affordable housing within the Woodberry Down Estate overall.
- 8.4.18. In light of the failure to comply with either the 50% affordable housing policy target or the preferred (and evidenced) tenure mix within the affordable housing provision, the application is required to be viability tested, and to that end the application is accompanied by a Financial Viability Assessment (FVA), which has been the subject of independent review.
- 8.4.19. The application is a stand-alone application independent of the masterplan but the development still forms part of the wider estate redevelopment which means there are certain components of the development that would not normally be included if it were truly an independent free-standing development. For example, the proposal includes an energy centre that will serve the wider estate and not just this phase. Also, the cost of the proposed Seven Sisters Road

improvements has always been linked to the delivery of this phase which has to be maintained even though the need for those works does not arise from this development phase alone. Also, the wider Development Agreement between the applicant and the Council's Housing Regeneration Team has implications in terms of some inputs to the FVA. Nonetheless a full FVA has been prepared for the applicant by Gerald Eve and has been independently assessed on behalf of the Council by BNP Paribas, the main purpose being to establish if the scheme delivers the maximum reasonable amount of affordable housing.

- 8.4.20. The FVA has been adjusted to reflect some of BNP Paribas's comments but not all. For example the cost of the energy centre now reflects the proportional cost taking account of the size of this phase in relation to the wider regeneration. However, some inputs to the FVA have not been changed. For example, a developers profit of 20% on Gross Development Value is included for all proposed uses, including the affordable housing for which a profit of 6% would normally be appropriate in the circumstances where there is already an agreement with a Registered Provider, as there is in this case, to reflect the lower level of risk. However, the Development Agreement with the Council entitles the developer to a 20% profit on all uses, presumably to reflect the risks associated with carrying out a long term redevelopment that is likely to span over more than one economic cycle. By the same token the FVA includes a payment of £4m arising from the development of KSS4, which is an example of how the Development Agreement requires a review of viability as each phase progresses and unanticipated profits to be ploughed back into future phases.
- 8.4.21. As a result of these complications the FVA is even more difficult to assess than a standard FVA. Officers conclude, in conjunction with the independent review, that although all the figures in the FVA are not entirely agreed the conclusion that the proposal provides the maximum reasonable level of affordable housing in the circumstances is agreed. However, it is suggested that for future applications relating to the redevelopment of the Woodberry Down Estate (including any subsequent full or masterplan applications) financial viability is looked at again so that an approach can be adopted that reflects current planning guidance and practice and makes the assessment of future phases simpler.
- 8.4.22. The delivery of affordable housing will be secured via a Legal Agreement should planning permission be granted. The planning obligation should also include review mechanisms in order to meet current GLA guidance.
- 8.5. Design, including impact upon heritage assets
- 8.5.1. As set out in chapter 12 of the NPPF, quality of design lies at the heart of the planning system, indivisible from good planning, and is a key

aspect of delivering sustainable development and creating better places to live and work.

- 8.5.2. The NPPF goes on to state that planning decisions should, through design, deliver developments that: function well and add to the overall quality of the area; be visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 8.5.3. This is to say that although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.
- 8.5.4. These principles are reiterated and supported in adopted and emerging local and regional Development Plan policy.
- 8.5.5. In this case, the proposed development has been reviewed by two Design Review Panels and been the subject of extensive pre-application discussions.

External layout

- 8.5.6. The current application is a standalone application for full planning permission rather than a reserved matters application related to the approved revised Masterplan. Notwithstanding this, the previously agreed layout of routes and spaces, which has been through a long iterative process, has been largely retained, albeit in modified form. This street layout arguably necessitates the inclusion of blocks of similar external and internal layouts to those seen in the revised Masterplan, which again had been agreed previously. As such there has been little room for radical change to the layout and arrangement of blocks in this phase, although heights and massing have been revised to allow for a higher density development.

- 8.5.7. Divergences from the revised Masterplan layout include the removal of a vehicle access point from Seven Sisters Road. Further, a street which was intended to bisect the new public park now provides emergency access only, and wraps around the north side of the park allowing for an uninterrupted open space, whilst both east-west internal streets are to be landscaped and traffic free, although the southernmost of these two streets will be required to provide vehicular access to Newton Close on an interim basis. The conversion of the use of this access from vehicular to a restricted use green street and public park will be secured by way of condition and Legal Agreement.
- 8.5.8. On balance, the external layout is considered to be acceptable, and to represent an improvement over the consented schemes in respect of providing a high quality, safe pedestrian environment.
- Internal layout
- 8.5.9. Double loaded corridor layouts, where flats are accessed from an internal corridor, is the layout approach adopted in all buildings within the phase except for the tower (building B2).
- 8.5.10. Long internal corridors which the blocks depend on, can be poorly ventilated and dark, and are unpleasant in comparison to alternatives such as deck access flats. Improvements have been sought to address this concern, and to ensure that all corridors will be naturally lit and ventilated by having openable windows in at least one end of each corridor in addition to a window to the lift core.
- 8.5.11. In response, the applicant inserted windows to the longest corridors which are located in the private block, and subsequently agreed to additionally insert windows where there are 9 units per core. This number of units being served from a single access is non-compliant with the Mayor of London's Housing SPG, but the addition of windows was seen as a positive change. A further amendment to the proposal saw larger windows introduced to all lift core landings and stair-wells. These cumulative improvements are considered to represent an acceptable compromise as these windows will allow for enhanced natural ventilation and lighting in communal circulation areas.
- 8.5.12. A further, more significant, weakness to the approach of using long internal access corridors is that all flats which are not sited on block corners are single aspect. Single aspect homes have less access to natural light, openness of outlook and through ventilation, have darker internal spaces, are more reliant on artificial lighting, have no through views, and do not benefit from having an outward-facing front and a private courtyard-facing back.
- 8.5.13. There are 252 single aspect units (43%) within the proposed development, of which 78 (13%) are north facing. Given the context of the previous consents and the relationship to existing built form in

earlier phases of development, some north facing units are inevitable. It is recognised that those facing Seven Sisters Road will receive high levels of ambient light due to their open aspect, although they will also experience higher levels of noise disturbance and air pollution than elsewhere on the site.

- 8.5.14. Nonetheless, most of the units have a logical layout and are suitably stacked. The relative proportions of dual and single aspect units are to be expected from the proposed massing, which has followed that established by previous consents. Moving forward, there will be an opportunity to change the proposed massing for the next phases and so reduce the number of single aspect flats.

Form and massing

- 8.5.15. The bulk, height and massing have been increased from that approved in the revised Masterplan and RM planning permission to make the scheme financially viable and address the need to accommodate the demands of the redevelopment of later phases through the provision of a quantum of affordable housing sufficient to expedite the future decant process.
- 8.5.16. Throughout the early stages of the pre-application process, Hackney planning officers worked with the architects to optimise the increased massing. This included negotiations to secure deeply set-back upper storeys across all lower blocks in order to reduce the impact of the additional massing on associated streets and the sense of enclosure at upper levels. Officers also negotiated an approach to the massing which is visually calmer, more uniform and more coherent than the blocks delivered in previous phases. Phase 3 is also more closely related to the materiality and uniformity of the local context than earlier phases.
- 8.5.17. The principle of two taller elements along Seven Sisters Road, one at the junction with Woodberry Grove (twelve stories) and one at the head of the public park (twenty stories), was established in the revised Masterplan and RM planning permission. The massing and height of both were the result of negotiations which pushed units towards two appropriate marker locations with smaller footprints, rather than increasing the height of lower blocks and impacting a wider area, which includes existing development within earlier phases of redevelopment.
- 8.5.18. The north west corner marker (twelve storeys) wraps around the energy centre flues whilst landmarking the commercial focal point of the scheme at the junction of Woodberry Grove and Seven Sisters Road.
- 8.5.19. The park tower (building B2), with a height of twenty storeys, has been increased in height by 5 storeys in respect of the parameters set

out in the revised Masterplan, however nonetheless, this building is located in a position recognised in previous consents as being appropriate for a taller building.

- 8.5.20. This additional height has, in part, been justified by a good quality architectural approach to the tower. Despite an acceptable concept, the finer detail of the tower design is insufficiently defined and substantial additional material will be required as a condition of any planning permission. The detailed architecture of this element of the proposal is discussed further below.
- 8.5.21. Overall, the proposals have a comfortable massing, throughout the low level blocks especially, which will create streets with a sense of calm and regular enclosure in contrast to earlier phases which feel less street based. The proposed form and massing of the blocks and buildings is considered appropriate to the location, and represents a balanced and well conceived overall design which is well-related to the surrounding phases of previous redevelopment.

Architecture and materiality

- 8.5.22. The architectural language of the scheme contrasts with that adopted in earlier phases of the redevelopment. The development is intended to be calm in character, creating streets with regular enclosure by buildings of a uniform height, with the exception of marker buildings, as described above. Upper storeys are recessed on street elevations to reduce the impact of height on the public realm and avoid a canyon effect.
- 8.5.23. The buildings share common design characteristics. All eight storey blocks are characterised by an external grid of brick, which on the ground floor is single storey and above is double height with intermediate floorplates defined by a recessed spandrel panel. Upper recessed storeys are in grey brick identifying a roof/cap level.
- 8.5.24. All blocks are in a range of pale brick shades relating to the existing context to create a harmonious relationship between proposals and surroundings with grey metalwork, although precise details will be conditioned. It will be essential that all bricks chosen are suitably related to context and of a high quality given their extensive use.
- 8.5.25. Marker buildings which identify important junctions are in dark grey brick with facades built around double storey brick grids.
- 8.5.26. The extensive use of brick and a limited palette of materials is intended to contribute to creating a scheme which is calmer in its materiality than previous phases.
- 8.5.27. The first Design Review Panel was presented with a range of brick types which were seen as positive, however the application submission shows similar bricks which have been adjusted and

reduced in quality, as shown below. A request has been made that the documentation is amended to more accurately reflect the original materials proposed, although this has not, to date, been undertaken by the applicant. Notwithstanding this, the precise bricks will be conditioned to ensure their high quality and specific appearance and facade mock-ups for the different parts of the development will be required to be produced and located on site in order to safeguard a suitably high quality to the development.



fig. 1 bricks seen at pre-app 1



fig 2. bricks seen in application

- 8.5.28. Window reveals are either bevelled, or stepped in either an asymmetrical pattern for low rise blocks, or symmetrical for marker buildings. The tower is proposed to be in light brick, with the same spandrel panels as the rest of the phase and with an unspecified grey cladding to the inner portion of the crown.
- 8.5.29. This is considered to represent an appropriate architectural approach and materiality, subject to details being required by way of condition.

Facade detailing, including spandrel panels

- 8.5.30. The architecture and massing of all blocks have been adjusted since they received positive feedback at the first DRP.
- 8.5.31. The depth of facades and window reveals have been reduced. It was expected that reveals to a depth of two bricks, as shown in CGIs presented to the initial DRP and discussed at pre-application stage which would have contributed towards the shading of flats and given the building a robust solidity, would be present on the final application but plans and visuals show the facade depth of 1.5 bricks.
- 8.5.32. Further work on fine scale details such as this, to ensure deep reveals and good facade depth should be a condition of any planning permission.
- 8.5.33. Spandrel panels will span and identify the floor plates. The DRPs have supported the use of spandrel panels but asked for more detail on the materiality. Given the widespread use of these panels, detail is important, however limited detail has been provided to date as to the colour, materiality or detailed design of these panels and so it is not possible to give a judgement on whether their design is acceptable. Further detailed design will be expected as a condition of any planning permission.

Tower

- 8.5.34. Substantial alterations have been made to the design of the tower between the 2018 DRP and submission of the application. The tower had been increased in height since the revised Masterplan, which is not of itself a concern given that it had been identified as the site of a taller building.
- 8.5.35. The tower design concept presented to the first DRP featured a facade with great depth created by extensive recessed balconies and fenestration deeply set back behind a brick grid. It showed highly transparent corners created by deep balconies, and a crown defined by fully set back floorplates within an outer frame. This design approach was viewed favourably.
- 8.5.36. A simplified version of the tower with two floors omitted was ultimately submitted and subsequently received highly negative feedback from the DRP.
- 8.5.37. The applicant has since modified the design and recovered elements of the original concept including a crown with 3 fully recessed floors behind a brick frame, allowing glimpses of the sky through the crown and lessening the impact of the top storeys. These amendments have been subject to public consultation.

8.5.38. The relationship between the initial, submitted and revised proposals is shown below.



fig. 1 tower proposals early pre-app (left), first application iteration (right)



fig. 2. pre-app/DRP 1 tower design (left) application design (right)

8.5.39. The most recent iteration shows a tower of 20 storeys. The single storey base will have glazed frontage facing all exposed elevations and house a lobby, commercial and community uses. The middle portion of the tower is defined by a double storey brick grid framed with a slight brick reveal, with alternating floors recessed and clad with grey spandrel panels. Balconies are glazed which differs from the metal balconies across the rest of the site. The park and Seven Sisters Road frontages are primary while the east and west elevations are related but secondary in character with a slightly different pattern to the brick grid. The top three storeys are deeply set back behind the exposed brick frame and are shown clad in grey panels.

8.5.40. At this stage the principle of the tower is acceptable but the materiality is inadequately specified and will be subject to condition. The condition will require additional work on material including specifying spandrels, bricks, glazing and cladding, and also the application of the materials including all interfaces and discussion of precise and absent

details such as depth of reveals, expansion joint positioning, etc. These, as yet to be specified materials and details, will be key to the success of the tower.

Balconies

- 8.5.41. The low-rise blocks and the marker building at the junction of Woodberry Grove and Seven Sisters Road include projecting metal balconies, whilst the tower has recessed glass balcony enclosures, intended to reduce massing. Limited detail on the specific design of these balconies is provided in the submission, but this will be required by way of condition. In terms of the principle of the use of metal in the projecting balconies, this is considered to be acceptable as this material is robust and provides a greater sense of security, enclosure and privacy.

Lobbies and frontages

- 8.5.42. Lobby design has not been included in the application documentation but should be detailed by the architect as a condition of any planning permission. Entrance lobbies are important in creating high quality housing as they constitute the first arrival point to many homes in high density developments such as this.
- 8.5.43. Spatially, with the exception of the concierge area for occupiers of the tower, the proposed lobbies have constrained proportions which is disappointing given the large number of flats accessed from them. These have the potential to give rise to unattractive, or intensively used spaces that do not provide adequate facilities for storage of mail and deliveries, etc. Although some lobbies will benefit from higher ceilings within the mezzanine level and thus high level windows to give a sense of spaciousness, others, especially those on Seven Sisters Road, will be single storey and apparently only naturally lit by a small window beside the entrance door. These single storey lobbies are likely to be the least successful. In order to mitigate such matters, the detailed design of these spaces will be a condition of any permission.
- 8.5.44. High quality communal entrances have been integral to the success of other major estate regeneration schemes in Hackney, and a similar level of design development is expected for proposals for Woodberry Down.
- 8.5.45. The Seven Sisters Road frontage of the energy centre is deeply set back. While this would potentially be a positive approach for an active frontage or a residential entrance, this recessed area could provide opportunities for anti-social behaviour or rough sleeping. Final details, including measures to reduce anti-social behaviour, for this element will be required by way of condition. Elsewhere in the residential elements of the development, there is a lack of detail of street facing

private spaces of ground floor flats and boundary treatments. These details will be secured by way of condition.

Roof plant

- 8.5.46. Exposed plant is shown at the top of all buildings including the tower. Given the visibility of buildings in long views, especially the tower when viewed from Clissold Park, we would expect all plant to be set below and concealed by a parapet. Details of appropriate screening will be a condition of any permission.

Other

- 8.5.47. The Local Planning Authority expects to see, for developments of this scale, a level of detail at application stage which will give confidence that the design finish will be excellent. Unfortunately the application documentation, including the Design and Access Statement (and addendum thereto), lack the expected detail, particularly with regard to the tower, the scheme's largest and most prominent building, which should be clearly shown in the submission with measurable and clear detail of the facade treatment. This approach necessitates the extensive use of conditions, which is not ideal, particularly in a proposal for the redevelopment of public housing in partnership with the Council. For example, facade details and depths of reveals should be explained in detail at the submission stage as changes to the architecture shouldn't need to be negotiated after planning permission has been granted.

- 8.5.48. In terms of the details that are known, there are a number of weaknesses, which have been discussed above.

- 8.5.49. Overall however, the design strengths of the scheme outweigh its weaknesses and some of the missing or unsatisfactory detail can be provided or modified by way of condition. The scheme will deliver spacious flats, many of which will enjoy good views set in substantial communal and public open spaces. The overall appearance of the scheme promises to be attractive and complimentary to its context. Ground floors to the street are proposed to be active, while flats facing courtyards will receive good levels of light even at lower levels thanks to the block arrangement.

Impact upon heritage assets

- 8.5.50. Although the application site does not itself contain any heritage assets, its southern boundary abuts a conservation area which contains listed buildings and structures, and there are a small number of listed buildings in the wider Woodberry Down Estate, as described above in paragraph 2.2. The proposed development would also be seen in longer views of and from conservation areas local to the site.

- 8.5.51. Chapter 16 of the NPPF states that local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. It also encourages LPAs to take account of a non-designated heritage asset in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. This requirement is carried forward in adopted and emerging Development Plan policy.
- 8.5.52. Given the sensitivity of the location, any proposal should be of the highest architectural quality and should preserve or enhance the character and appearance of the conservation areas.
- 8.5.53. In this case, the existing residential buildings on the site are in a poor state of repair, and whilst of some limited historic interest, are of no architectural value and their loss has been assessed to preserve and enhance the setting of conservation areas local to the site and nearby listed buildings.
- 8.5.54. An assessment of the buildings within the site has been undertaken and it has been concluded that none represent non-designated heritage assets, although a recommendation has been made that a photographic record of the interior and exterior of the buildings be made prior to demolition and deposited with the Hackney Archives, and the stone entrance surround of the former Robin Redmond Community Centre be retained and incorporated into the landscaping scheme for the site. These requirements are considered to be reasonable and necessary to explain the history of the site in the context of its redevelopment, and as such shall be secured by way of condition.
- 8.5.55. In respect of the impact of the proposed development is described in the Environmental Statement volume II, Visual and Heritage Impact Assessment. Generally speaking, the new built form proposed will be located to the north of the existing KSS3 development, which includes a tower building thirty one storeys in height (the tallest building in the vicinity) and other buildings of up nine storeys. The KSS3 development serves to physically and visually sever the proposed development from the adjacent conservation area and listed buildings located within it.
- 8.5.56. The only part of the site that would adjoin the conservation area is proposed to form part of the north-south park in the east of the application site, which would serve to maintain the openness and sylvan character of the New River and reservoirs, and the Metropolitan Open Land of which the heritage assets are a part.
- 8.5.57. Notwithstanding this, Building B2 (20 levels) would be very clearly visible across the East Reservoir (constructed in 1833 and the first

such reservoir in the world) in the Stoke Newington Reservoir, Filter Beds and New River Conservation Area. The impact on this view is harmful. It is noted that the Design and Access Statement (at page 24) indicates the Masterplan strategy of prevailing heights, and specifically the general approach that building heights should be greater to the west (nearing Manor House tube station) and fall away to the east, with the exception of “buildings of exceptional height” i.e. Skyline and Residence towers. Building B2 does not conform with the Masterplan or its coherent approach to height and the location of a tower to the east is incongruous. Building B2 appears as a random outlier in this view and this is harmful to the setting of the conservation area.

- 8.5.58. Although the proposed tall building will clearly represent a new insertion in the skyline and diverges from the established principles of the revised Masterplan, officers have carefully considered the proposals and conclude that whilst there would be an effect on the setting of the conservation area, given the context of the surrounding development the cumulative impact would be acceptable. The proposed buildings would be widely visible and there would be an impact on the existing townscape views. However, the design qualities of the proposed tower and the benefits of the proposal in delivering high quality housing and the redevelopment of a key part of the wider Woodberry Down Estate, and taking account of relevant planning policy, it is concluded that the proposals would result in less than substantial harm to the heritage asset which would be outweighed by the public benefits of the proposal, which would be mitigated by way of conditions that would ensure that the external detailing and materiality of the development are of the highest quality. It is also noted that Historic England has not objected to the proposal.
- 8.5.59. In respect of archaeological assets, a Written Scheme of Investigation was previously secured by way of condition attached to the revised Masterplan under the scope of 2013/3223 at the request of Historic England (GLASS). This condition has not previously been discharged in respect of Phase 3. Historic England (GLASS) have confirmed that a similar condition requiring the investigation and recording of any archaeology on the site is required in this case.
- 8.5.60. For these reasons, the scheme is, on balance, acceptable on design grounds subject to conditions, and considered to meet the statutory tests within Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and relevant local, regional and national planning policies.
- 8.6. Quality of accommodation
- 8.6.1. All new residential developments are expected to provide a good standard of amenity for future occupiers, and to comply with the minimum standards of London Plan policy 3.5 and the requirements of

the Mayor's Housing SPG and the Nationally Prescribed Space Standards.

- 8.6.2. In terms of the quality of the residential units proposed, all will meet the requirements of the Nationally Described Space Standards and London Mayor's Housing SPG, whilst all of the affordable housing has been designed to comply with Parker Morris Standards + 10% above the statutory requirement.
- 8.6.3. All units have access to private external amenity space in the form of private terraces at ground floor and podium level, with balconies provided at upper levels. In addition to this, 2,548sqm of private shared amenity space is provided by way of communal gardens at podium level in Blocks A and B.
- 8.6.4. A significant proportion (43%) of the proposed units are single aspect, however of these, some are duplex (i.e. have reduced unit depth and windows at upper levels) and a relatively small number are north facing (13%). However, despite this, all would have reasonable outlook onto public or shared open space and as such, in light of the constraints imposed by the building footprints, this is considered to be acceptable in the circumstances of this case.
- 8.6.5. The Mayor of London's Housing SPG advises in respect of daylight and sunlight within new housing that *"an appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight...within new developments. Guidelines should be applied sensitively to higher density development, especially in...large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time... the daylight targets within a proposed scheme should be assessed drawing on broadly comparable residential typologies within the area and of a similar nature across London"*.
- 8.6.6. DMLP Policy DM1 states that the *"Council will require all developments...to be of high quality design. It must be demonstrated that development proposals have addressed the following criteria...(vii) Provide and ensure adequate sunlight, daylight and open aspects to all parts of the development and adjacent buildings and land, and ensure that proposals are not obtrusive in relation to adjacent buildings"*.
- 8.6.7. A "light within" report has been undertaken and submitted in support of the current application which assessed a representative sample of habitable rooms throughout the development. The report concluded that whilst the majority of tested habitable rooms (84%) would achieve the guideline values for daylight (ADF) with a further 4% being within 20% of the recommended value, there would be some failures,

predominantly of rooms at lower levels where those elevations have projecting balconies.

- 8.6.8. The sunlight assessment, which assesses only rooms that have at least one window that faces within 90 degrees of due south (in compliance with the guidance), concludes that the level of adherence is 45% for the annual sunlight levels and 55% for winter sunlight, although as for daylight, the shortfall is in some cases due to the presence of balconies. It is noted that this represents a relatively low level of compliance with the guidance, however the shortfall is a result of the high density of the development, which is a response to the need to maximise the efficiency of use of land in delivering homes in an urban environment.
- 8.6.9. An assessment of the quality of amenity space located within Phase 3 (as described in paragraph 8.9.5 above) in terms of light has been undertaken. Of these, the proposed public open space in the east of the application site will receive excellent light primarily by virtue of its open aspect to the south across the reservoir. The smaller amenity areas would receive less than the BRE target of 50% of area achieving at least 2 hours of sun on the 21st March, ranging between 37.14% and 5.07%. However, this is all but inevitable with a scheme of the proposed density, arranged around courtyard gardens, a principle that was established in the outline planning permission. It is noted that all occupiers would have access to the public park, and others within with locality (including Spring Park and the Woodberry Wetlands), and
- 8.6.10. In terms of impact on proposed amenity areas within future phases of development, this has been assessed in terms of “Central Square” (to be delivered within Phase 4), Water Gardens (to be delivered in Phase 5) and “Water Green North” (to be delivered within Phase 7). Of these, the impact on the first two is acceptable, whilst the potential impact on the latter is potentially significant (10.08% of the land receiving 2 hours of sunlight on 21st March annually), largely due to its location to the north of the tower. However, this space is located within a phase for which detailed planning permission has not yet been granted, and thus this impact can potentially be mitigated through considered design of the buildings adjacent to the east and west of the amenity area in due course.
- 8.6.11. Given the constraints of the site arising from the need to use land efficiently and the built form of existing phases of the Woodberry Down redevelopment, the benefits of providing private amenity space in the form of balconies, which detrimentally affect the light to internal spaces, and the availability of high quality public amenity space for residents, on balance the quality of accommodation provided in respect of light is considered to be acceptable in the circumstances of this case.

- 8.6.12. The buildings within the development are, in some cases, quite tightly arranged, however in general the separation distances are considered to be adequate to allow satisfactory actual and perceived spacing. However, there are a small number of cases where there will be facing windows and/or balconies at relatively short distances. In these circumstances, where there is direct overlooking at shorter separation distances, obscure and fixed glazing, as appropriate, will be required by condition to secondary windows at relevant levels to avoid mutual overlooking of future occupiers.
- 8.6.13. In terms of accessibility, 59 (10%) of the dwellings within the development would be provided as being suitable for occupation by wheelchair users (Building Regs M4(3)), with the remainder being built to be accessible and adaptable (Building Regs M4(2)). This complies with adopted Development Plan policy. The units built to Building Regs M4(3) standards are distributed between private and affordable housing tenures and include a mix of unit sizes, (26 one bedroom two person units and 33 two bedroom four person units). This provision will be secured by way of condition.
- 8.6.14. The commercial/community spaces proposed within Blocks A and B are high quality, flexible spaces which allow for reconfiguration to accommodate a wide range of future occupiers, whilst some of those proposed in Block B benefit from internal servicing and loading areas.
- 8.6.15. The commercial/community spaces are located at ground floor level and provide active frontage to the Woodberry Grove and Seven Sisters Road elevations and access the shared waste storage and bicycle parking facilities. The units will be serviced from the street in the case of block A and internally in the case of block B, with a shared loading bay being provided on the north-south internal road. This is considered to be an acceptable arrangement given the scale of the commercial/community spaces provided.
- 8.6.16. There is the potential for conflict between neighbouring land uses, particularly in regard to noise. To avoid such situations arising, conditions restricting hours of operation, use of outside areas and uses within the permitted use Classes are proposed, as well conditions requested by the Council's Environmental Protection (Noise) Team in respect of sound insulation, which will serve to mitigate potential disruption.
- 8.6.17. The quality of accommodation provided for both residential and other occupiers of the development as proposed is therefore considered to be acceptable, subject to conditions.
- 8.7. Impact on residential amenity of neighbouring occupiers
- 8.7.1. Representations have been received from occupiers of neighbouring properties in relation to amenity concerns. These include loss of light

to neighbouring properties, overlooking of neighbouring properties, impacts of noise and dust, overbearing appearance and increased sense of enclosure.

- 8.7.2. The proposal site, by virtue of its position central to the wider Woodberry Down Estate, is surrounded by existing residential development, albeit that this accommodation is separated from the site in most cases by public highways.
- 8.7.3. The Council's Core Strategy policy CS24 and Development Management policy DM2 require developments to realise a high quality of urban design in the new buildings and spaces they create in order to ensure that development proposals are appropriate to their location and designed to ensure that they will not result in significant adverse impacts on the amenity of occupiers and neighbours.
- 8.7.4. London Plan policy 7.7 requires tall and large buildings to not have an unacceptably harmful impact on their surroundings, whilst policy 7.4 states development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of their surrounding.
- 8.7.5. The closest residential properties are as follows.
- 8.7.6. To the north, 307a Seven Sisters Road, one of a pair of semi-detached interwar properties (the adjoining premises being in use as an NHS dentist); Rowan Apartments (KKS5 block 2) and Hornbeam Apartments (KSS5 block 3), a pair of new build part five, part seven and part eight storey blocks in residential use at first floor level and above built as part of the KSS5 development; and Severnake and Cannock Houses, two five storey blocks in wholly residential use which are part of the original Woodberry Down Estate portfolio, falling within future Phase 7.
- 8.7.7. All of these buildings are separated from the proposal site by Seven Sisters Road, a six lane carriageway forming part of the TfL strategic transportation network.
- 8.7.8. To the west of the site is Finmere House, a mid-twentieth century five storey residential block, which is separated from the proposal site by Woodberry Down, a public highway. This building falls within future Phase 4.
- 8.7.9. To the east of the proposal site are Allerdale and Burnwood House, a pair of five storey mid-twentieth century residential blocks which are separated from the proposal site by an access way and landscaped area, which both fall within future Phase 5.
- 8.7.10. To the south are new build blocks forming part of the KSS3 development. These include (from west to east), Skyline (KSS3 block 1A), which is eight storeys in height adjacent to the application site

with a taller tower further south, which is in commercial use at ground floor level with residential accommodation above; Hartwood Court (KSS3 block 1B) (identified on the submitted drawings as “Skyline Court”), a five storey block in wholly residential occupation; and Rivulet Apartments (KSS3 block 3) (identified on the submitted drawings as “Waters Edge”), a part five, part six, part seven and part eight block also in wholly residential use.

- 8.7.11. Daylight, sunlight and overshadowing effects on the occupiers of neighbouring properties are addressed in Chapter 8 (Microclimate – Daylight, Sunlight & Overshadowing) and appendices thereto of the Environmental Statement submitted in support of the application, which includes a details of the impact on existing buildings in terms of Vertical Sky Component (VSC) and Annual Probable Sunlight Hours (ASPH) undertaken in accordance with the relevant BRE guidance (Building Research Establishment Handbook: Site Layout Planning for Daylight and Sunlight 2011: A Guide to Good Practice (Second Edition) (BRE Guidelines)) and British Standards. The baseline, proposed and cumulative scenarios are described in the documentation, and the proposed and cumulative scenarios are also compared to the impact of the scheme consented under the RM permission.
- 8.7.12. In respect of the baseline condition for many of the existing units, the VSC value is constrained as a result of the presence of balconies, whilst a substantial proportion of units, particularly those located within KSS3, do not achieve the baseline target for sunlight (measured in terms of average sunlight hours) under the current situation.
- 8.7.13. The impact on daylight is customarily assessed using the VSC method of assessment, which is defined as the “ratio of that part of illuminance at a point on a given vertical plane that is received directly from a CIE standard overcast sky, to illuminate on a horizontal plane due to an unobstructed hemisphere of this sky”. This ratio is the percentage of the total unobstructed view that is available, once obstructions e.g. the proposed development, are placed in front of the point of view.
- 8.7.14. Most of the properties adversely affected are within KSS5 Blocks 2 and 3 located to the north of Seven Sisters Road or KSS3 Blocks 1A, 1B and 3, immediately to the south or west of the application site, with the biggest impact being to KSS3 Block 3 (Rivulet Apartments). The summary figures are shown in the tables below (taken from the Environmental Statement).

Table 8.9 Summary of VSC impacts under the Proposed Scenario

Property	Total number of windows tested	Windows satisfying BRE		Number of windows not satisfying BRE		
		Number	%	0.79 - 0.70 x former value	0.69 - 0.60 x former value	<0.6 x former value
307 Seven Sisters Road	7	5	71%	1	1	0
307A Seven Sisters Road	11	3	27%	7	1	0
Woodberry Down - KSS5 (Block 2)	160	97	61%	20	28	15
Woodberry Down - KSS5 (Block 3)	90	43	48%	6	21	20
Woodberry Down - KSS3 (Block 3)	204	134	66%	22	16	32
Woodberry Down - KSS3 (Block 2)	143	139	97%	4	0	0
Woodberry Down - KSS3 (Block 1B)	37	18	49%	3	2	14
Woodberry Down - KSS3 (Block 1A)	185	120	65%	11	15	39
Woodberry Down - KSS1 (Block A)	224	224	100%	0	0	0

Table 8.10 Summary of DD impacts under the Proposed Scenario

Property	Total number of rooms tested	Rooms satisfying BRE		Number of rooms not satisfying BRE		
		Number	%	0.79 - 0.70 x former value	0.69 - 0.60 x former value	<0.6 x former value
307 Seven Sisters Road	3	3	100%	0	0	0
307A Seven Sisters Road	6	6	100%	0	0	0
Woodberry Down - KSS5 (Block 2)	97	68	70%	10	7	12
Woodberry Down - KSS5 (Block 3)	58	38	66%	7	5	8
Woodberry Down - KSS3 (Block 3)	139	86	62%	2	13	38
Woodberry Down - KSS3 (Block 2)	92	87	95%	4	1	0
Woodberry Down - KSS3 (Block 1B)	23	18	78%	1	1	3
Woodberry Down - KSS3 (Block 1A)	89	70	79%	5	5	9
Woodberry Down - KSS1 (Block A)	128	128	100%	0	0	0

- 8.7.15. The majority of the significant impacts are to openings located immediately below or adjacent to an overhanging balcony, or located at lower levels, whilst most of the remainder are single aspect rooms with a depth greater than 5m, in relation to which the guidance states that ““a greater movement of the no sky line (parts of the room from which the sky cannot be seen) may be unavoidable””.
- 8.7.16. In most cases, the presence of balconies means windows below them have lower baseline VSC values, lower retained VSC values and larger relative reductions than neighbouring windows which are not below a balcony.
- 8.7.17. Conversely, there are relatively high existing levels of light penetration due to the existing low level of obstruction which is generally uncharacteristic of densely populated urban environments such as this. Consequently, the introduction of any development would be expected to result in detriment to the baseline daylight condition of many of the neighbouring properties.
- 8.7.18. The levels of sunlight received by the receptors have been quantified using the APSH in both the annual and winter conditions. The BRE target for each test is 25% APSH for annual sunlight of which 5% is for winter APSH. Only openings within 90 degrees of due south are tested. The results indicate that the impact would be restricted to a small number located within KSS5 Blocks 2 and 3 (<10%) which is considered to be acceptable in the context of the scale of the proposed development. As with the daylight assessment, these openings are located immediately below or adjacent to an overhanging balcony.
- 8.7.19. In respect of privacy and outlook, the proposal will result in the introduction of new built form where there currently is none, however in most cases the separation distances in relation to existing buildings, and consequently the impact on privacy and outlook of current

occupiers, are considered to be acceptable given the urban context and presence of intervening highways or landscaped open space.

- 8.7.20. The exception to this is the relationship between the northern part of Skyline and the west elevation of Building A4, where the separation distance is quite tight and would result in the introduction of openings serving habitable rooms that would directly face those of units within the existing building. As these openings are secondary to those to the north and south elevations, it is recommended that they are obscure glazed and fixed in order to safeguard the privacy of the existing occupiers. It is noted that the facing (north) elevation of Hartwood Court (KSS3 Block 1B) has limited numbers of openings to the facing elevation, and these are secondary windows with main openings (in most cases with balconies) to the east and west elevations which serves to mitigate the impact on this building, whilst Rivulet Court (KSS3 Block 3) is separated from the proposed building by Devan Grove/Newnton Close.
- 8.7.21. Whilst the proposal will potentially result in a detrimental impact in respect of light, privacy and outlook on a small number of existing properties, this is in part due to the design of the existing buildings, in having recessed or overhanging balconies, or overly deep single aspect rooms, which are therefore disproportionately disadvantaged by the development, or can be mitigated by way of condition.
- 8.7.22. On balance it is considered that the individual harm that would result is outweighed by the need to deliver housing on a sustainable site identified for the purpose in long term spatial planning for the borough.
- 8.7.23. It is noted that some representations have raised concerns over deviations from the revised Masterplan in respect of distribution of open space and built form within Phase 3, however although the density and height of the buildings has increased in relation to the consented proposal, the locations of buildings remains more or less unchanged, and the footprints of Buildings A4 and B4/5 are the same as those approved under the RM permission (2015/2967).
- 8.7.24. The information provided in support of the application does not include assessment of pre-existing Woodberry Down Estate buildings, which although they are expected to be decanted and redeveloped in due course, may remain in place occupied for some time to come. However, given the separation distances involved and the likely coming forward of subsequent phases for redevelopment, it is not considered that any significant longstanding harm would result to occupiers of these premises.
- 8.7.25. Commercial premises surrounding the site are considered to retain adequate levels of light for their permitted purposes.
- 8.7.26. In terms of the microclimate resulting from the development at ground

level and amenity spaces above (including balconies), this is addressed in Chapter 9 of the Environmental Statement provided in support of the application, which includes a Wind Assessment undertaken by RWDI dated December 2018.

- 8.7.27. The report concluded that the proposed development would result in some minor adverse residual impacts, but that in large part, these could be satisfactorily mitigated by way of landscaping or screening, as set out in the report. It is recommended that this mitigation is secured by way of compliance condition and incorporation where appropriate into the materials and landscaping conditions, along with an updated wind assessment so that it is ascertained the landscaping/ screening has created an improved residential/ pedestrian environment.
- 8.7.28. Five balcony locations at the upper levels of Buildings A1, A2 and B4 would experience minor adverse (significant) residual effects, with these balcony locations being suitable for standing use during the summer season (rather than sitting use), one category windier than desired, but the report concludes that they remain tolerable as an external amenity space.
- 8.7.29. Wind conditions around the proposed development would therefore largely be acceptable for the intended uses. With the introduction of balustrades and landscaping mitigation measures (as recommended within the submitted documentation), wind conditions within most of the areas tested, including all those at ground level and within public and shared amenity spaces, would be acceptable for the intended pedestrian use. A condition has therefore been recommended that details of landscaping and balcony screening be submitted for the identified balconies. Whilst it is unfortunate that five balconies would not comply with the ideal conditions, shared amenity space would be available to the occupiers of the affected units, and in light of the scale and number of spaces affected, on balance, this is considered to be acceptable.
- 8.7.30. With regards to the impact in relation to overbearing appearance and increased sense of enclosure, it is the case that the proposed development will be of a greater height and massing than the existing buildings on site, however these increases would be offset by way of sensitive design including the stepping back (“shouldering”) of upper levels to relieve vertical facades, etc. and officers are of the view that in relation to the neighbouring residential uses the impact would be acceptable and not so significant as to warrant refusal on this ground.
- 8.7.31. In terms of concerns over noise and disturbance associated with the building works, limited weight can be afforded to the consideration of noise and disturbance from construction works given the otherwise acceptable nature of the proposal and temporary nature of the construction impact, and this would not justify the refusal of the

application. In addition, controls outside of the planning system exist to ensure that disturbance from construction work is minimised.

- 8.7.32. However, it is recognised that the application relates to a large site and substantial development and in order to safeguard residential amenity during the demolition and construction periods, conditions requiring submission of details of phasing of the development and requiring compliance with a Demolition and Construction Management and Logistics Plan and Demolition and Construction Environmental Management Plan, as appropriate, are considered to be reasonable, necessary and appropriate in the circumstances of this case given the scale of the development.
- 8.7.33. Non-residential uses falling within Use Classes A1, A2, A3, D1 and D2 are proposed at ground floor levels within Blocks A and B. These are limited to uses generally regarded as being “neighbourly”, and are located on frontages to Seven Sisters Road and Woodberry Grove, rather than along the frontages with a more residential character, which is considered to be an appropriate arrangement which will avoid potential conflict between domestic and commercial uses. Furthermore, these uses are restricted in terms of their hours of operation and use of outdoor space, whilst details of soundproofing are required by way of condition. In light of these matters, it is considered that there would be no detrimental impact on existing occupiers as a result of the introduction of the proposed non-residential uses.
- 8.7.34. For these reasons it is considered that, subject to appropriate conditions, the proposal would, on balance, have an acceptable impact on the residential amenity of neighbouring occupiers.
- 8.8. Sustainability and energy
- 8.8.1. Chapter 14 of the NPPF promotes the transition to a low carbon future including the use of renewable and low carbon energy. With regard to new development, paragraph 153 states that proposed developments should comply with local plan policies for decentralised energy supply and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.
- 8.8.2. Any energy assessment must clearly present both Hackney and London current plan targets. Current London Plan policy 5.2 clearly indicates a zero carbon target for domestic developments and sets out the requirement for major development proposals to include a detailed energy assessment to demonstrate how the targets for carbon dioxide emissions reduction outlined above are to be met within the framework of the energy hierarchy:
1. Be Lean: use less energy
 2. Be Clean: supply energy efficiently

3. Be Green: use renewable energy

- 8.8.3. London Plan policy 5.3 requires development proposals to demonstrate that sustainable design standards are integral to the proposal, including its construction and operation, and ensure that they are considered at the beginning of the design process. Policy 5.3 goes on to say that major development proposals should meet the minimum standards outlined in the Mayor's supplementary planning guidance and this should be clearly demonstrated within a design and access statement.
- 8.8.4. Decentralised energy, as well as being supported by the requirements of policy 5.2 to supply energy more efficiently, is also supported by policy 5.4A of the London Plan. This policy requires the forecasting of electricity and gas supply to take account of the opportunities and impacts of decentralised energy. Policy 5.5 of the London Plan also supports this, in that it states that "the Mayor expects 25% of the heat and power used in London to be generated through the use of localised decentralised energy systems by 2025". This support for decentralised energy is carried forward in the emerging London Plan.
- 8.8.5. London Plan policy 5.6 requires development proposals to evaluate the feasibility of Combined Heat and Power (CHP) system, and where a new CHP system is appropriate to also examine opportunities to extend the system beyond the site boundary. It also requires major development proposals to select energy systems in accordance with a specified hierarchy and where future network opportunities are identified, proposals should be designed to connect to these networks.
- 8.8.6. In the emerging London Plan CHP receives less support than alternatives such as clean heat and/or power from zero-emission sources, noting that "London will need to shift from its reliance on using natural gas as its main energy source to a more diverse range of low and zero-carbon sources, including renewable energy and secondary heat sources. Decentralised energy will become an increasingly important element of London's energy supply and will help London become more self-sufficient in relation to its energy needs."
- 8.8.7. London Plan policy 5.7 seeks an increase in the proportion of energy generated from renewable sources, and states that major development proposals should provide a reduction in expected carbon dioxide emission through the use of on-site renewable energy generation, where feasible. This policy objective, again, is carried forward in the emerging London Plan.
- 8.8.8. Core Strategy policies CS29 and CS30 set out mitigation and adaptation measures that development should employ to respond to a changing climate.

- 8.8.9. For the avoidance of doubt, energy assessments must demonstrate how the zero carbon target for residential developments will be met, with at least a 35% on-site reduction beyond Building Regulations Part L (2013) and proposals for making up the shortfall to achieve zero carbon, where required, which may include a financial contribution to the carbon offsetting scheme.
- 8.8.10. The emerging London Plan and Hackney LP33 will require new residential development to achieve 10% CO2 emission reductions over the baseline model at the 'be lean' stage alone. Although these plans are emerging rather than adopted, they represent a material consideration for planning decisions. Furthermore, Hackney declared a climate emergency in February 2019 and has set a corporate target aiming to achieve zero carbon emissions across the borough by 2040.

Building sustainability

- 8.8.11. An Energy Statement has been provided in support of the application. This document indicates that the proposal only targets 35% regulated carbon emission reductions beyond current Building Regulations approved document Part L1A, instead of zero carbon. Moreover, it only achieves an aggregated 0.4% carbon emission reductions over the baseline model with energy efficient measures alone (i.e. at the 'be lean' stage of the energy hierarchy) and 37% of units achieve either 0% or a negative reduction. The proposed development therefore falls below existing and future targets expected to be adopted soon.
- 8.8.12. The Energy Statement does not clearly reflect or recognise the target of zero carbon homes. Although it follows the GLA energy hierarchy from Policy 5.2 it only refers to targeting the minimum 35% carbon reductions requirements. Nor does it refer to the carbon offset payment to offset to 100% the regulated carbon emissions.
- 8.8.13. In terms of the detail of the document, it demonstrates that the development proposes only 0.4% improvement overall, and Appendix A states that more than 10% of the dwellings show negative "improvements" of between -6 and -10%. If dwellings that show a nil improvement are included in this, the percentage of dwellings that are "worse" than the baseline rises to 37%. It is understood that the development should be seen as a whole for the purpose of assessing carbon reduction, but the aggregate result is well below the policy target.
- 8.8.14. The outcomes are also worse than those expected to be achieved by the RM permission. Documentation assessed under the previous application indicated a higher level of achievement (including an aggregated betterment of 8.2% with energy efficient measures alone). It is noted that in additional information submitted in support of the current application, reference is made to differing standards being

applied to previous iterations of the energy assessment of the development. However, Building Regulations Part L 2013 and calculations adopted for the previous reserved matters application were the same as the current submission (SAP assessment Version 9.92). Also the example of U-values that are worse at this submission than at the previous submission is a clear indication that the performance of the dwellings could be further improved.

- 8.8.15. It is also worth reiterating that buildings in general should adopt more energy efficient measures if current, emerging and aspirational commitments to reduce CO2 emissions are to be achieved.
- 8.8.16. In terms of the non-residential floorspace, this should normally achieve an “excellent” BREEAM assessment rating, however in light of limited commercial areas within the proposed development and the difficulties associated with energy credits and build out as “shell only”, it is considered that a BREEAM assessment of “very good” (with a minimum target of 65% to be achieved) is considered acceptable in the circumstances of this case.
- 8.8.17. It is important to promote green roofs for climate change mitigation and resilience and it is valuable that these have been integrated into the development, however, the documentation makes clear that photovoltaic panels are excluded from the development. Given that the development fails to achieve the targets for carbon emission reduction set in the Development Plan, it is unclear why they have not been integrated into the design given the extent of the roof areas proposed given that living roofs and rooftop photovoltaic technology are not mutually exclusive (as has been demonstrated elsewhere within Hackney), and indeed, photovoltaic panels would benefit from such an arrangement in being back cooled with a green space. In light of this, a condition is suggested that requires the incorporation of solar photovoltaic panels into the development.
- 8.8.18. However, notwithstanding the issues raised in respect of the sustainability of the development in terms of its construction, on balance and subject to the proposed conditions, it is considered that the proposal is acceptable when weighed against its overall benefits.

Energy centre

- 8.8.19. The provision of an integrated decentralised energy system serving the entirety of the redeveloped Woodberry Down Estate has historically been a key objective of the project.
- 8.8.20. The revised Masterplan identified Phase 3 as being the location of the first of two primary energy centres serving the estate, largely due to its central location and also its position in respect of the rollout of the redevelopment of the wider estate. Accordingly, completed phases of the estate, and those currently under construction, including KSS1-5

and Phase 2, have individual plant rooms with intended connection to the Energy Centre built in. These interim energy systems are required by way of conditions attached to previous consents to be decommissioned following delivery of, and connection to, the primary energy centre to be located within Phase 3.

- 8.8.21. It is recognised that the wider energy strategy has been developed in accordance with the Masterplan Consent, with the objective that all phases of the Woodberry Down redevelopment will connect into the decentralised site-wide heat network, matters which are outside the scope of the Energy Statement supplied in support of the application and of the application itself. It is also understood that (separate of the current application) a Low Carbon Transition Plan is being evolved for the wider Woodberry Down Estate.
- 8.8.22. However, notwithstanding this, the energy centre forms part of the current submission which is a standalone application for full planning permission, and as such its design and functioning are required to be considered in full under the scope of the current application, in the context of the wider estate, including the aspirations of the revised Masterplan and intended connection to phases outside of the site boundary, in accordance with the objectives of London Plan policy 5.6.
- 8.8.23. The energy centre will comprise a 7.5MW gas fired CHP unit with 4 additional 539MW gas fired boilers, expected to function at a level of 44.9% and 92.4% efficiency respectively, and at no more than 70% and 10% of their maximum annual capacity respectively. No details of the operation or long term management or maintenance of the facility have been provided in support of the application.
- 8.8.24. The energy centre will be located within a double height space over basement and ground floor levels within Block A, which will allow for future potential expansion. It will be served by a flue extending upwards within Building A, terminating 3m above roof level.
- 8.8.25. Although CHP has been the historic technology of choice and considered to be acceptable under the scope of previous applications, CHP technology is no longer recognised as a preferred option but one of a variety of options that can be explored in energy generation for new developments. New technological evolutions and the decarbonisation of the grid are allowing other, more efficient, technologies to be considered in order to comply with commitments to reduce carbon emissions associated with development under consideration and safeguard local air quality. It is also noted that a need for diversification of energy sources away from reliance on natural gas is recognised in the emerging London Plan.
- 8.8.26. Therefore a revised assessment of the technology to be adopted for the energy centre should be undertaken, which shall address up to

date carbon emissions targets, and include an assessment of a variety of energy technologies in addition to CHP and demonstrate future proofing of the facility. This will be secured by way of condition. Regardless of this condition, a clause within the Legal Agreement will be required in order to secure any off set cash-in-lieu contribution to the Borough's Carbon Offset fund shortfall (or other off site offset mechanism) that may ultimately be required, which based on the information provided in the Energy Statement would currently represent a sum of £638,460.

8.8.27. In addition, conditions requiring the submission and implementation of details of the delivery and management of the energy centre and demonstrating attainment of acceptable performance, are also required in order to safeguard the intended sustainability and climate change mitigation outcomes. These will include reference to connection to pre-existing phases of redevelopment of Woodberry Down in order to secure delivery of the wider aspiration of a decentralised energy system across other phases of development, and also to ensure efficient functioning of the energy centre, as increased demand will result in increased efficiencies due to economies of scale.

8.8.28. Any deviation from the approved details will require consent, however a condition restricting outputs and an informative stating that the introduction of additional energy generating plant or increased levels of production are proposed to ensure that air quality impacts local to the development are safeguarded at acceptable levels.

8.9. Landscaping, open space, public realm and biodiversity

8.9.1. London Plan Policy 7.5 establishes design principles for public realm within new developments, encouraging public spaces that are secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context and incorporate the highest quality design, landscaping, planting, street furniture and surfaces. Alongside this, Policy 7.16 of the London Plan requires new developments to make a positive contribution to the protection, enhancement, creation and management of biodiversity wherever possible.

8.9.2. Hackney Core Strategy Policy CS2 and Development Management Local Plan policy DM35 require major developments to make a contribution towards biodiversity through the incorporation of soft landscaping and tree planting. Development Management Local Plan policy DM31 sets out the requirement to provide open space and green and brown roofs.

8.9.3. In respect of play space, Policy 3.6 of the London Plan states that all children and young people should have safe access to good quality, well-designed, secure and stimulating play and informal recreation provision, incorporating trees and greenery wherever possible. It goes

on to state that development proposals that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs.

- 8.9.4. Emerging LP33 policy LP50 states that any new development over 10 units requires 10sqm of playspace per child to be provided within the development, in alignment with the London Plan and Mayor of London's Shaping Neighbourhoods: Play and Informal Recreation SPG. A series of play spaces have been designed into the private communal and publicly accessible spaces, the size, location and design of which is based on the GLA's Neighbourhoods: Play and Informal Recreation SPG. A Playspace Strategy has been submitted with the application which sets a series of sized doorstep, local and neighbourhood play areas and sensory experiences. This indicates areas that will offer both equipped and informal space for play. 58% of the proposed play space provision, as shown on the submitted documentation, would be within publicly accessible open space.
- 8.9.5. The landscape design proposals have evolved from the principles established in the revised Masterplan and include a public park in the east of the site; a courtyard garden in the south west of the site adjacent to KSS3; two private podium gardens; internal streets landscaped with tree planting; a "pocket park" area adjacent to Seven Sisters Road between buildings A2 and B1; and the planting of pleached trees along the Seven Sisters Road frontage.
- 8.9.6. These will together provide more than 10,000sqm of landscaped amenity space, comprising two communal amenity spaces for occupiers of blocks A and B at first floor (podium) level totalling 2,458sqm; and publicly accessible space including a linear park in the east of the site comprising 6,621sqm of publicly accessible open space, a smaller landscaped area in the south west of the site located adjacent to existing buildings within KSS3, and a pocket park located between buildings A2 and B1 on Seven Sisters Road. In addition, two of the east-west internal streets will be delivered as green living streets, suitable for use predominantly by pedestrians and cyclists which will function as continuations of the proposed park. Each residential unit is provided with private amenity space either by way of a terrace or a balcony, and units with ground floor access will have front gardens.
- 8.9.7. The private courtyards will provide communal open space, hard and soft landscaping and children's doorstep (0-5 years) and neighbourhood (0-11 years) play space. The linear public park will accommodate doorstep, local and neighbourhood play space and equipment for children of all ages and opportunities for informal recreation for adults. The level of provision is generally in accordance with London Plan requirements.

- 8.9.8. The main public open space is the park which forms a continuous public landscaped area running north-south from Seven Sisters Road to the New River. The park is formed of three meandering lawned spaces with surrounding paths that allow north-south and east-west permeability. The southernmost of these spaces will not be delivered until the cessation of use and landscaping of the Newton Close access, details of which (including delivery) will be secured by way of condition.
- 8.9.9. The lawned spaces and margins of the park will be robustly landscaped and will include the planting of seven larger feature trees and the retention of two mature existing trees, as well as the introduction of swales which will form part of the sustainable drainage strategy for the site and provide additional biodiversity value.
- 8.9.10. The park will also provide publicly accessible playspace for children of all ages and an outdoor gym, details of which will be required by way of condition in order to ensure that they are adequate to serve the development.
- 8.9.11. This new public open space will be ultimately adopted by the London Borough of Hackney, and as such its design has been worked up in consultation with the Council's Parks and Open Spaces Team, who raise no objection to the proposal, subject to conditions and involvement in future assessment of details.
- 8.9.12. The DRP raised an issue around lack of detail in the landscaping drawings, articulating a desire for the built design elements of the streetscene to clearly be 'of Hackney' by incorporating features which are distinctive to the borough and which give a sense of place. It is not clear from the landscaping drawings if this will be the case. As such, full details of all hard and soft landscaping, boundary treatments, lighting, and street furniture (including benches and drinking fountains) will be secured by way of condition.
- 8.9.13. The intended adoption of this public open space is the driver behind the omission of vehicular routes through the space and internal access roads being designed as green living streets (other than for emergency access), which will enhance the quality of the environment and ensure the safety of users. The vehicular link around the north west perimeter of the park will be for servicing and emergency vehicles only, however a design approach as to how this will be controlled going forward has not yet been established. Whilst this is considered acceptable in principle, these details will need to come forward by way of condition before the park is operational.
- 8.9.14. Notwithstanding this, there will be an interim stage (prior to development of Phase 5) which will require a vehicular route to Newton Close (to the east of the site) to be maintained; this will be required to be removed and made good through sensitive

landscaping (in line with the previous consents) firstly to maintain vehicle access to existing properties for until such a time as it is no longer needed and secondly ensure that the public park is delivered and adopted once this measure is no longer necessary. The intended landscaping will be secured by way of condition, whilst the closure of the interim vehicle route will be safeguarded by way of the Legal Agreement in light of reliance upon the coming forward of development outside of the application site boundary.

- 8.9.15. In addition to the public park, there will be a pocket park separating blocks A and B which will feature a specimen tree amongst other planting and a seating area, and a small courtyard garden in the south west of the site.
- 8.9.16. The podium gardens, whilst not publicly accessible, will be intensively planted with smaller decorative trees together with shrubs and smaller plants and lawned areas which will contribute to urban cooling and shading as well as enhancing biodiversity, and provide private amenity and play space for residents. In addition, all proposed buildings will have living roofs. Details of construction/structure and planting of the podium gardens and living roofs will be required by way of condition to ensure that they are fit for purpose and deliver the intended benefits.
- 8.9.17. It is noted that the DRP raised a number of concerns over the landscaping, and in particular the social divisions created by the podium landscaping which separates social/shared and private residents, and in particular, excludes ground floor residents. The built in segregation of private amenity space in this way is unwelcome, however the principle of communal courtyard gardens has previously been established in the evolution of the site history and informed the design process, thus in this case is considered to be acceptable.
- 8.9.18. In terms of accessibility in the public realm, where sections of the routes through public space require a gradient of 1:20 or steeper, design guidance on external ramps will apply. Routes will also have a suitable cross fall gradient no greater than 1:50 to meet guidance and ensure water is adequately drained.
- 8.9.19. Policy DM35 of the DMLP seeks to protect trees which are considered to have amenity value. The loss of trees can be permissible in exceptional circumstances and where there are overriding planning benefits. The policy goes on to state that it will seek adequate replacement planting within developments where trees are to be lost.
- 8.9.20. The general approach of any landscaping strategy should be to retain as many existing trees as possible and to provide a net increase in the number of trees across the site. Unfortunately, in this case, a significant number of mature trees in good health, some of which make a substantial contribution to the urban greening of the local

environment, particularly along the Seven Sisters Road, are to be lost as a result of the proposal.

- 8.9.21. Within the development, there is to be a substantial volume of new planting, including the provision of feature trees comprising Oak, Scots Pine, Swamp Cypress and Tulip Tree within the public park and in appropriate locations along the Seven Sisters Road frontage, to mitigate for amenity and biodiversity harm that will accrue from the loss of existing specimens. The additional planting includes the introduction of pleached Hornbeam along the entirety of the built frontage to Seven Sisters Road in order to soften this edge of the development and provide mitigation against air pollution and high temperatures along the highway.
- 8.9.22. The tree species groupings shown do not necessarily come from the same ecosystems and are not related which may create confusing combinations. However, the park is defined by native trees and the proposed planting could be further modified to reflect native ecosystems across the site and utilize a greater proportion of native species which are of enhanced benefit for local insects, birds and fungi, which would also reflect better the concept statement behind the planting scheme which specifies native species/species with wildlife value, and the details submitted in support of the relevant conditions should reflect this aspiration to ensure maximum benefit to local ecosystems in the delivery of the scheme.
- 8.9.23. The proposal has also been revised to include the retention of five trees (four located on highway land at the junction of Seven Sisters Road and Woodberry Grove and a Cherry located between Ashdale House and Burtonwood House, which will be located within the public park) in addition to the single specimen that was originally proposed to be retained (a London Plane also located between Ashdale House and Burtonwood House).
- 8.9.24. The protection measures identified in the Mayhew Consultancy Arboricultural Report (Tree Survey, Arboricultural Impact Assessment and Tree Protection Plan) dated November 2019 as necessary to enable the retention of these specimens will be required to be implemented by way of condition.
- 8.9.25. A mature London Plane is to be lost from the public highway on Woodberry Grove adjacent to the former Happy Man Public House, Various options to retain the tree have been explored during the course of the application, including omission of parts of Building A1, however it was concluded that the design harm and reduction in affordable housing that would result from the options investigated would outweigh the benefit of retaining the tree.
- 8.9.26. The loss of this specimen, which has a CAVAT value of approximately £175,000, represents substantial harm to biodiversity and the public

amenity of the local area and as such an equivalent sum will be secured by way of a Legal Agreement for replacement planting and maintenance of trees on the public highway local to the site in order to offset its loss and the subsequent harm caused to local amenity.

- 8.9.27. Whilst the loss of the tree would be regrettable it is considered that the suggested contribution, together with the other biodiversity and landscaping benefits referred to in this report, will be sufficient to ensure that biodiversity and public amenity impacts are adequately mitigated.
- 8.9.28. The development has considerable scope for incorporating significant biodiversity enhancements over and above the biodiverse planted landscaping proposed, which will provide a variety of habitats, and these are set out in Chapter 16 of the Environmental Statement (Ecology and Nature Conservation), which although based on pre-existing ecological information gathered in support of previous applications, also includes an additional bat survey and preliminary ecological appraisal, both undertaken by the London Wildlife Trust in mid-2018 and a hedgehog survey, also undertaken by the London Wildlife Trust in 2018. The additional enhancements include the provision of bat roosts, bird nesting features and insect hotels, and will be secured by way of a condition requiring the submission and implementation of landscape and environmental details and their management and maintenance.
- 8.9.29. The document also outlines the mitigation measures required during the demolition and construction period. Further detail, and implementation, of these measures will be secured by way of a Demolition and Construction Environmental Management Plan condition. The document also raises concern over the impact of lighting on biodiversity, and as such this will be controlled by way of the above condition (which will require details of temporary lighting to be submitted) and a separate condition requiring details of all external lighting.
- 8.10. Transportation
- 8.10.1. London Plan policy 6.13 requires an appropriate balance to be struck between promoting new development and preventing excessive car parking that can undermine sustainable modes of transport. In locations with high public transport accessibility, car free developments should be promoted, while still providing for disabled people. Adopted LBH Development Plan policies state that developments should make suitable provision for encouraging the use of public transport, walking and cycling and set out the expectation that most developments will be car free, particularly in areas of high PTAL rating and within controlled parking zones.
- 8.10.2. These aspirations are strengthened in emerging London Plan T6 (B)

which states that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport.

- 8.10.3. The site has a PTAL rating of between 4 and 6a (mainly within 6a) meaning that it has good to excellent access to public transport, and is located within close proximity to Manor House underground station, with a variety of bus routes running along Seven Sisters Road. The proposal is thereby required to be car free in accordance with adopted and emerging local and regional planning policy. The site is located in a Controlled Parking Zone G (Brownswood) where parking is restricted Mon-Fri 8.30am-6.30pm.
- 8.10.4. Seven Sisters Road, forming the northern boundary of the site, is a six lane carriageway part of the Transport for London Road Network, with other streets forming part of the Hackney Road Network. The application has been reviewed by both highway authorities.
- 8.10.5. A Transport Assessment (and addendum) has been submitted as part of the application.

Trip generation
- 8.10.6. Given the excellent public transport accessibility of the site and access to local amenities, the majority of anticipated trips are likely to be carried out via sustainable travel modes such as walking, cycling and public transport. Therefore trip generation is unlikely to have an unacceptable impact on the transport and highways network.
- 8.10.7. Deliveries, servicing, drop offs and refuse collection will predominantly occur on street and underneath the podium blocks, with restrictions on the use of some internal streets and the route within the park, which will enforce this hierarchy of movement within the development.
- 8.10.8. Due to the nature and size of the commercial units proposed and relatively low servicing trips anticipated, it is considered that in most cases the required servicing can be carried out at the kerbside where loading and unloading is permitted on Woodberry Grove and at the loading bay within the site between Blocks A and B. However, non-residential uses should also be encouraged to make use of the internal loading facilities, which will reduce the impact on the streetscape whilst reducing impact on other road users. The reduced maneuvering of large vehicles will reduce safety risks to the north and south cycling flows along Woodberry Grove.
- 8.10.9. Notwithstanding the above, a travel plan aims to promote sustainable travel choices (for example, cycling) as an alternative to single occupancy car journeys that may impact negatively on the environment, congestion and road safety. Given the presence of on site car parking, the scale of the development and mix of uses, a

condition requiring the submission and implementation of travel plans for residential and commercial/community uses is required to safeguard highway safety and the objective of ensuring sustainable transportation behaviours. The travel plan should establish a long-term management strategy with measurable targets and create a package of measures to encourage sustainable and active travel, including a regular review mechanism, and require all residential and commercial/community occupiers to 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 and car clubs, and restrictions on car parking and vehicle use within the development prior to occupation.

Car parking

- 8.10.10. The proposal, as amended, provides 35 off street car parking spaces in total, 18 of which are blue badge holder spaces, with no on street parking proposed. There will be no formal car parking bays within the proposed streetscape and all streets will be managed by no-parking 'yellow-line' restrictions.
- 8.10.11. The provision of on site car parking is contrary to Development Plan policy, however in the particular circumstances of this case there is a requirement, upheld within the previous consents and the PDA, to re-provide existing residents with car parking privileges with a car parking space on the grounds that returning residents have a reasonable expectation of a like-for-like arrangement in the regeneration decant process.
- 8.10.12. Although this is a stand alone application for full planning permission and is not required to meet this historic obligation, off street parking is proposed for all returning occupiers who had a parking permit in their previous home (35 spaces), and no parking spaces are proposed for private residents. 20% of all car parking spaces proposed will have electric vehicle charging points and there will be passive provision for all of the other spaces, in accordance with emerging London Plan policy T6 (Car parking) and London Plan policy 6.13 (Parking).
- 8.10.13. This has been assessed, and whilst non-policy compliant, is considered to be acceptable by both TfL and the London Borough of Hackney in the particular circumstances of this case, subject to limitations on car ownership (which extend to prohibition of application for on street car parking permits for all new residents of both affordable and market housing) being secured by way of a Legal Agreement, and within the car parking provision, details of blue badge parking and electric vehicle charging points being secured by way of condition.
- 8.10.14. In order to ensure that restrictions on resident car parking are observed (including measures for monitoring and enforcing the use of

the proposed car parking spaces), and prevent conflict between the use of pedestrian and cyclist users of the internal space (some proposed long term bicycle storage being accessed by way of the servicing and car parking areas) and motorised vehicles, a condition requiring the submission and implementation of a Car Parking Design and Management Plan is considered reasonable and necessary in the circumstances of this case. The Parking Design and Management Plan shall also identify scope for additional blue badge parking spaces, promote good practice in the use of car parking and identify electric vehicle charging facilities.

- 8.10.15. It is noted that concerns have been raised in respect of the “fairness” of providing some future occupiers with car parking, and not others, and it is also recognised that in doing so a departure from adopted and emerging Development Plan policy is required. However, the provision of car parking for existing occupiers holding car parking permits should be seen as being an exception to normal application of the relevant policies and does not of itself justify further relaxation of the local and regional policy requirements.

Bicycle parking and storage

- 8.10.16. Adopted and emerging local and regional Development Plan policies highlight the importance of making sufficient provisions to facilitate and encourage movements by sustainable transport means in new developments, and provision of adequate sheltered, secure and accessible bicycle parking for residents and visitors is deemed necessary to make this development acceptable in transportation terms.
- 8.10.17. The development proposes 1060 internal bicycle storage spaces together with 78 visitor parking spaces which will be provided within the streetscape. This level of provision has been assessed by both LBH and TfL to be appropriate for the proposed development.
- 8.10.18. The long-stay bicycle parking provision is proposed to be mainly located within secure stores located adjacent to the service cores in respect of the flatted accommodation, with access provided from each building’s lobby area with the exception of a small dedicated cycle store serving occupiers of the units at ground floor level within Block A, and two cycle stores within Block B which are accessed via an internal car park area. Bicycle parking for the units accessed from the street located within Blocks A4 and B4/B5 will be provided by secure stores located within the buildings. These arrangements are considered to be acceptable subject to further details of the management of the car parking area to ensure that conflict between users of the space is managed appropriately and conditions requiring the submission and implementation of details of bicycle parking.
- 8.10.19. There is some concern over the detail provided in the submitted

documentation, which is non-compliant with the London Cycling Design Standards in terms of access and usability. The submitted Transport Assessment states that all bicycle parking will be provided through hydraulically assisted easy lift two-tier cycle racks and that there will be space for 32 adapted bicycles within the bicycle stores. The use of two tier stands for new developments and for residential use is not generally considered to be acceptable, and as such further details, which should be compliant with the TfL London Cycling Design Standards, particularly (although not exclusively) in regard to spacing and height requirements, are required by way of condition to ensure adequate and timely provision and ongoing upkeep.

Streetscene

- 8.10.20. Adopted and emerging Development Plan policy seeks to ensure that all developments are well integrated into the surrounding public realm and existing transport networks.
- 8.10.21. The street hierarchy set within the previous consents has influenced the highway design of the current application. The proposed layout of small internal streets, some of which are designed as living streets, seeks to ensure that the development is permeable with an emphasis on pedestrian and bicycle use. This is welcomed. There is a requirement to maintain existing access to the properties to the east of the site via Devan Grove/Newnton Close, an interim proposal which will be closed off and the land converted to a living street and public open space, when no longer required, which will be secured by way of condition and Legal Agreement. This is considered to be an acceptable arrangement that will safeguard the needs of existing (off site) occupiers whilst securing delivery of an acceptable streetscene and public realm for the occupiers of the current application site and KSS3.
- 8.10.22. The design of the streets within the development has evolved since the previous consents, and a space between the two residential blocks to the north formerly proposed as a vehicular junction onto Seven Sisters Road is shown on the submitted plans as providing a pocket park which will eliminate the possibility of rat runs through the site. Similarly, a connecting road that, in previous iterations of the development, crossed the public park from east to west has also been removed from the proposal. This omission will enable the public park to be delivered and function as an uninterrupted safe and continuous space, albeit with a managed route for emergency vehicles around its northern edge. The perimeter route will utilise materials and details associated with pedestrian routes, which will be secured by way of condition to ensure continuity and legibility throughout the development. Further to this, the design, through delivery of the east/west streets within the development as green streets, will extend the park into the residential areas, enhancing the wider impact of the

green space linking the streetscape to the unique character of the reservoir edge.

8.10.23. The delivery of these green streets (including removal of the interim route to Newton Close) and landscaping elsewhere within the streetscape, including the introduction of adequate street planting and rain gardens, will be secured by way of condition, and the use of gates to restrict access will not be considered favourably.

8.10.24. Works will be required for the highway reconstruction necessary to the eastern section of Woodberry Grove from the junction of Seven Sisters Road to the new “West Internal Street”, and the cost of these works will be secured by way of a Legal Agreement.

Seven Sisters Road Improvement Scheme

8.10.25. Seven Sisters Road represents a significant barrier between the north and south parts of the wider Woodberry Down Estate, being formed of six lanes of traffic.

8.10.26. The payment of a financial contribution towards public realm and highway improvement works that would reduce the impact of Seven Sisters Road in light of the increased density of occupation resulting from the regeneration of Woodberry Down has been successfully agreed and secured through previous consents. In some of these cases the description of development explicitly refers to the narrowing of the carriageway and related public realm improvements, which of itself indicates the importance of this element in delivering a successful regeneration of the wider Woodberry Down Estate.

8.10.27. The scope of the Seven Sisters Road Improvement Scheme is intended to include a reduction in width, improved bus services, reduced pollution, increased greening of the highway environment, enhanced scope for active modes of travel, and opportunities for pause in an attractive urban setting.

8.10.28. The works are considered necessary to reduce the impact of the highway as a physical and psychological barrier between the north and south parts of the Woodberry Down Estate, a severance which will increase dislocation across the development in the absence of significant reconfiguration, including narrowing and greening, with the increased numbers and density of housing which has been, and is expected to be, delivered over a development implementation period of several decades.

8.10.29. The works would also allow easier, safer and more pleasant passage across Seven Sisters Road, and therefore movement between homes throughout Woodberry Down and schools, which are mainly located in the north of the estate, and retail and community facilities, including the Redmond Community Centre, which are predominantly located in

the south of the estate, as well as facilitating improved accessibility to bus services. This will bring about a better sense of social cohesion across the estate and improve public and highway safety.

- 8.10.30. Furthermore, the improvements are required in order to deliver the long term aspiration of providing landscaped links between the north and south of the estate in the form of linear parks that have, in the case of Spring Park and Riverside Gardens, in part been delivered and which demonstrate the advantages that such a design approach provides for the quality of life within Woodberry Down.
- 8.10.31. Delivery of the Seven Sisters Road Improvement Scheme would also provide additional habitat and biodiversity linkages for birds, bats and other fauna between the Woodberry Wetlands and the New River waterway, thus improving the ambience of the area and uplifting biodiversity values across the entirety of the revised Masterplan site, with attendant benefits for the mental and emotional wellbeing of residents and visitors.
- 8.10.32. The value of the Seven Sisters Road Contribution set out in the Legal Agreement dated 21 August 2014 attached to the revised Masterplan (2013/3223) for delivery of the scheme is approximately £7.5 million, and the public realm and highway improvement works to Seven Sisters Road which this sum is intended to deliver are being actively explored on an ongoing basis by a steering group comprising representatives of LBH, TfL and Berkeley Homes. This steering group was set up as a requirement of the existing Legal Agreement attached to the revised Masterplan to deliver the scheme, commencement of the Phase 3 development being the historic agreed trigger for payment of the contribution and delivery of the scheme in previous legal agreements.
- 8.10.33. However, due to the removal of the Phase 3 development from the scope of the wider Masterplan, the commencement of which would be the trigger for delivery, a separate legal agreement attached to the current application is required to supersede the previous iteration and ensure delivery of the improvements.
- 8.10.34. For this reason, to prevent the loss of the mitigation, the payment of the financial contribution and associated requirements such as delivery through a steering group, will be carried forward in the new Legal Agreement that will be required pursuant to the current application (subject to indexation).
- 8.10.35. It is recognised that the current application is a standalone application for full planning permission which sits outside of the revised Masterplan, or indeed, any future iteration of the Masterplan, and furthermore, that the scale and character of the development on the papers does not, in and of itself, justify works on the scale of the

Seven Sisters Road Improvement Scheme, or financial contributions thereto.

- 8.10.36. Nonetheless, it is clear that the wider delivery and planning impacts of the redevelopment of Woodberry Down, which has been in part already delivered, is unacceptable without securing the planned works to the Seven Sisters Road, and this is reflected in the history of the planning permissions and prior Legal Agreements associated with the project.
- 8.10.37. In light of this situation, and the historic use of commencement of the development of Phase 3 as the trigger for delivery of the funding for these improvements, it is considered, in the exceptional circumstances of this case, that securing this contribution under the scope of the current application is necessary to satisfactorily mitigate the impact of development delivered on earlier phases of development within Woodberry Down, on the land subject to the Phase 3 application, and anticipated to be delivered elsewhere within the boundary of the Woodberry Down Estate in future phases of development, and that it is therefore reasonable for the contribution to be sought by way of a Legal Agreement attached to the current application. This approach is supported by TfL and the London Borough of Hackney, and is agreed by the applicant.

Other

- 8.10.38. Although a car-free development is sought (other than for limited provision for existing occupiers and blue badge users), it is recognised that there may be some need for occasional vehicle use. To encourage occupants to travel by sustainable modes, a contribution towards the introduction of an Electric Vehicle Car Club (EVCC) local to the development, and a car club contribution towards membership or credit for the benefit of the first occupiers of each residential unit, shall be secured by way of a Legal Agreement. This will discourage the use of private vehicles on occasions when the use of a vehicle cannot be avoided. Whilst TfL's concern in respect of a car club contribution to occupiers is noted, it is considered to be reasonable and necessary in this case.
- 8.10.39. There is concern over management of the logistics and highway impact of both the demolition and construction phases of the development, and its ongoing functioning with respect to deliveries, servicing and waste/recyclables services. Accordingly, appropriate conditions are proposed.
- 8.10.40. Financial contributions towards monitoring costs will be secured by way of Legal Agreement.
- 8.10.41. TfL London Underground have raised concern over the potential for direct and indirect disruption to Piccadilly Line infrastructure running

below Seven Sisters Road from ground works, and as such a condition requiring details of piling and foundations is proposed.

8.10.42. For these reasons it is concluded that, subject to conditions and Legal Agreements, the proposal would have an acceptable impact on the highway and other transportation networks.

8.11. Other material planning considerations and matters raised in representations

Waste

8.11.1. The proposal has been assessed by the Council's Waste Management Team, and whilst the quantum of waste storage proposed is potentially adequate, concerns have been raised in respect of the management of storage of waste, and in particular, the shared nature of the waste storage of commercial and community uses, although it is recognised that some flexibility in provision for Block A is required by virtue of the nature of the planning permission sought in respect to non-residential uses.

8.11.2. It is also noted that management of waste has been raised in neighbour consultation responses.

8.11.3. As such, a condition requiring full details and implementation of a waste management strategy is proposed, which should respond in detail to concerns over management, storage and collection of waste and ensure that adequate provision is made for future users and to prevent harm to amenity.

Contaminated Land

8.11.4. Contaminated land details have previously been sought by way of conditions attached to the revised Masterplan under the scope of 2013/3223 at the request of both the Environment Agency and the Council's Environmental Protection Team. These conditions have not previously been discharged in respect of Phase 3.

8.11.5. Although the Environment Agency has not commented on the current application, the Council's Environmental Protection Team (Land) have confirmed that conditions requiring the investigation, remediation, implementation and reporting of contaminated land should be imposed on any consent granted under the scope of the current application in light of the scale and nature of the proposal and the degree of disturbance to potentially contaminated land that will result from implementation of any consent. These are considered to be reasonable and necessary to safeguard human health and environmental quality.

Potable, Surface and Foul Water Infrastructure

8.11.6. Although it has previously been confirmed that there is capacity within

the foul water system to accommodate the proposal, Thames Water have raised concerns in respect of surface and potable water, as well as the proximity of the development site to strategic water mains. Accordingly, conditions and informatives have been requested which are considered to be appropriate and necessary in the circumstances of this case, although the applicant is strongly advised to contact Thames Water directly prior to submission of relevant details in order to discuss the implications of the development on existing and proposed water infrastructure.

- 8.11.7. Concern has also been raised in respect of potential impacts on subsurface infrastructure and details of piling requested. Such details are considered to be reasonable and necessary to prevent disruption to water supplies, maintain human health and safeguard environmental quality.

Air Quality

- 8.11.8. The whole of Hackney is in an area of poor air quality. The Council's Environmental Protection (Air) Team have reviewed the application and raised concerns over the demolition and construction process and specifically management of dust and details of vehicle movements; these matters will be controlled by way of a condition requiring the submission and implementation of a Demolition and Construction Management and Logistics Plan and Demolition and Construction Environmental Management Plan, as appropriate.
- 8.11.9. The use of low emissions off road mobile machinery will also be secured by way of a compliance condition in the interests of safeguarding air quality local to the development site.
- 8.11.10. There are also concerns over the inclusion of Use Class A3 within the flexible commercial uses due to their need for extraction and ventilation systems which have not been accounted for in the design of the development. However, the installation of any flue would require the benefit of separate planning permission.
- 8.11.11. The Council's Environmental Protection (Air Quality) Team have assessed Chapter 13 (Air Quality) and appendices thereto and Energy Statement submitted in support of the application, and confirmed that, subject to compliance with the mitigation set out in Chapter 13 (Air Quality) of the Environmental Statement and submitted Air Quality Assessment (or higher equivalent standards) and details of operation of the energy centre there is no objection to the energy centre or the associated flue.

Drainage

- 8.11.12. The Council's Floods and SuDS Team have reviewed the relevant sections of the Environmental Statement and the Burohappold

Engineering Woodberry Down Phase 3 Flood Risk Assessment, and in general accept the findings of the documentation. However, the submitted drainage details are considered to be insufficient and over-reliant on grey SuDS infrastructure, and as such further details are required by way of condition, as are details of the proposed changes to the topography of the site, which will influence surface water drainage.

- 8.11.13. These findings are noted, and suitable conditions are recommended.

Metropolitan Police Service

- 8.11.14. A request has been made for the provision of a dedicated ward office within the development. This would serve the wider Woodberry Down Estate and provide a focal point for community and emergency services and office and rest facilities for the Police Service. This provision, which can potentially be delivered through the scheme as proposed, has been agreed with the applicant in principle, and as such is to be secured by way of the Legal Agreement.

- 8.11.15. A Secured By Design condition is suggested, and conditions relating to architectural detailing and landscaping have been drafted to incorporate the comments of the MPS.

Off site parks and open spaces

- 8.11.16. Notwithstanding the provision within the development of a new park and other forms of public realm open space, the Council's Parks and Open Spaces Team have identified additional pressures on existing facilities such as the Woodberry Wetland, which will result from the development.

- 8.11.17. As such, a contribution towards the improvement and maintenance of existing parks and open spaces is to be secured by way of a Legal Agreement.

Public art

- 8.11.18. The proposal includes the provision of a large area of public open space, and it is considered appropriate and necessary that a public art strategy for the site is secured by way of condition.

- 8.11.19. It is noted that an application to remove a similar condition attached to a previous consent was successful, however this was on the basis that it was unnecessary given that this matter was already covered by an estate wide public art strategy.

- 8.11.20. However, given that the current submission is a standalone application for full planning permission, which effectively removes the phase from the scope of the previous condition, it is considered that a public art strategy specific to Phase 3 is now necessary, particularly in

light of the inclusion of the public park within the scope of the development, which is a logical location for public art pieces within the scheme and the wider estate.

Other

- 8.11.21. It is noted that concerns have been raised by third parties in respect of transparency in the decision making process, the relationship between the Council and the applicant (Berkeley Homes).
- 8.11.22. It is recognised that the applicant (Berkeley Homes) is working in partnership with the London Borough of Hackney Housing Regeneration Team, however the application has been fully assessed by the Local Planning Authority in the context of the relevant legislation and statutory and local procedural requirements, independent of the Council's Housing Regeneration Team.
- 8.11.23. The matter of the expiry of pre-existing consents is a matter for the applicant, however it is not uncommon for planning permissions to expire and require resubmission for various reasons both in and out of an applicant's control. There is nothing to suggest that this has happened in this case for disingenuous reasons.

8.12. Community Infrastructure Levy (CIL) and Legal Agreement

- 8.12.1. The proposal is liable for a Community Infrastructure Levy (CIL) as it involves new build floor space of over 100m². The application is liable under both the London Mayoral CIL and Hackney CIL Charging Schedules. The proposal involves 40,778m² of total net additional floor space.
- 8.12.2. The London Mayoral CIL2 Charging Schedule sets a rate of £60 per square metre (or part thereof) of floor space for developments located within Band 2. Based on the total net additional floor space of 40,778m², the development is liable for a CIL of £2,446,680 under the London Mayoral CIL (2) Charging Schedule. This is subject to indexation.
- 8.12.3. Woodberry Down is within Zone D of the Hackney CIL Charging Schedule, and as such has a CIL charge of £0 per square metre (or part thereof) for all uses.

Legal Agreement for planning & other obligations

- 8.12.4. Contributions towards social (and other) infrastructure to mitigate the impact of development are normally secured by way of CIL payment, however as set out above, the Woodberry Down Estate area is zero rated in the London Borough of Hackney CIL Charging Schedule, and as a result site specific financial contributions towards infrastructure such as transport will be secured by way of S106 legal agreement, as set out elsewhere in this report. It is noted that some infrastructure,

including the provision of enhanced replacement educational facilities and a dedicated community centre have already been provided within earlier phases of the estate redevelopment, and therefore contributions in lieu of these matters are not sought under the scope of the current application.

- 8.12.5. Those relevant to the current application site will be carried forward (subject to indexation and revision as appropriate) from the Legal Agreement associated with the revised Masterplan planning permission (2013/3223), also incorporating subsequent Deeds of Variation, with the exception of matters that have already been discharged.
- 8.12.6. Items that shall be secured by way of the Legal Agreement include the following:
 - 8.12.6.1. Affordable housing provision and mix, including GLA compliant appropriate review mechanism; and
 - 8.12.6.2. Securing a car free development (in respect of market occupiers and “new” affordable housing occupiers) and a car capped development in respect of “existing” affordable housing occupiers (with a falling away of car parking privileges over time); and
 - 8.12.6.3. Conversion of access to Newton Close from vehicular traffic to green living street; and
 - 8.12.6.4. Construction of internal streets to London Borough of Hackney specification prior to adoption; and
 - 8.12.6.5. Provision of Metropolitan Police Service dedicated ward office; and
 - 8.12.6.6. Payment of contribution towards electric vehicle car club (and associated on street electric vehicle charging points); and
 - 8.12.6.7. Payment of CAVAT value as compensation for harm to public amenity through loss of “Happy Man” street tree; and
 - 8.12.6.8. Payment of the costs of any works associated with the development required to public highways, including Seven Sisters Road and Woodberry Grove, whether within the control of TfL or LBH; and
 - 8.12.6.9. Payment of contribution to the Seven Sisters Road improvement scheme; and
 - 8.12.6.10. Payment of contribution towards improvement and maintenance of public open space local to the development; and

- 8.12.6.11. Payment of contribution to the LBH Carbon Offset fund; and
 - 8.12.6.12. Participation in the LBH Ways into Work Scheme; and
 - 8.12.6.13. Participation in the Considerate Constructors Scheme; and
 - 8.12.6.14. Payment of legal and monitoring fees.
- 8.12.7. The Planning Sub-Committee will be advised of further details of the matters to be included in the Legal Agreement by way of addendum report prior to the meeting.

Local Finance Considerations

- 8.12.8. In respect of local finance considerations other than CIL and financial obligations secured by way of Legal Agreement to mitigate the impact of the proposed development, whilst the proposed development would be rateable for Council Tax and Business Rates purposes, and the benefit of the additional units and commercial floorspace is not negligible in the context of the overall totals, this does not represent a material consideration of any substantial weight in the consideration of the application, which should be determined in accordance with the relevant Development Plan policies and any other material considerations.

9. **CONCLUSION**

- 9.1. The Local Planning Authority has considered the application in accordance with the provisions of the National Planning Policy Framework and the adopted Development Plan.
- 9.2. The proposal would allow for the replacement of existing, ageing, sub-standard housing within a recognised estate regeneration site with a residential led redevelopment delivering high quality affordable and market housing.
- 9.3. The proposal would result in some harm to the residential amenity of the occupiers of some neighbouring properties, indirect detrimental impacts on the setting of the Stoke Newington Reservoirs, Filter Beds and New River Conservation Area, and the loss of a number of mature trees with substantial amenity value, however on balance, this harm, which would in part be mitigated by way of conditions and contributions secured under a Legal Agreement, would be outweighed by the wider benefits of the scheme in terms of delivery of high quality housing and public open space including a public park.
- 9.4. The proposal would have an acceptable impact in respect of all other material planning considerations as outlined above, subject to the recommended conditions and Legal Agreement provisions.

10. **RECOMMENDATIONS**

10.1. **Recommendation A**

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

10.1.1 Time limit

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).

10.1.2 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 in the interests of good planning.

10.1.3 Phasing of works

Prior to the commencement of the development hereby permitted, details of the order in which the blocks/buildings and public realm and open spaces will be commenced (the phasing of the development) shall have been submitted to, and approved in writing by, the Local Planning Authority.

The development shall only be carried out in full accordance with the approved phasing details.

REASON: To ensure that the delivery of the development is consistent with the principles of good master planning and in the interests of safeguarding residential amenity.

10.1.4 Archaeology

No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation which has been submitted to, and approved in writing by, the Local Planning Authority.

The development shall only be carried out in full accordance with the approved Written Scheme of Investigation.

The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation, and provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

No demolition or development shall take place until a stage 1 archaeological written scheme of investigation (WSI) has been submitted to, and approved in writing by, the Local Planning Authority.

The development shall be carried out in full accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to, and approved in writing by, the Local Planning Authority.

For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

(i) The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; and

(ii) Where appropriate, details of a programme for delivering related positive public benefits; and

(iii) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material.

REASON: In the interest of securing and appropriately recording archaeological remains and the heritage interest of the site.

10.1.5 Contaminated land investigation

Prior to the commencement of each phase of development (as defined by the details approved under the scope of condition 3 above) details and results of a soil contamination survey of the site and details of remedial measures proposed to treat/eradicate any contamination found shall be submitted to, and approved in writing by, the Local Planning Authority.

The survey shall be carried out by a suitably qualified person or body to be agreed by the Council.

The development shall not take place otherwise than in accordance with the details so approved.

REASON: To protect the end user(s) of the development, any adjacent land user(s) and the environment from contamination.

10.1.6 Contaminated land remediation

Prior to the commencement of each phase of development (as defined by the details approved under the scope of condition 3 above) a detailed

remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment shall be submitted to, and approved in writing by, the Local Planning Authority.

The scheme(s) must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options, and proposal of the preferred option(s), and a timetable of works and site management procedures.

The scheme(s) shall demonstrate that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

REASON: To protect the end user(s) of the development, any adjacent land user(s) and the environment from contamination.

10.1.7 Contaminated Land Implementation

The approved remediation scheme(s) shall be implemented in accordance with the approved timetable of works. Within 6 months of the completion of measures identified in the approved remediation scheme, a validation report (that demonstrates the effectiveness of the remediation carried out) must be submitted to the Local Planning Authority.

REASON: To protect the end user(s) of the development, any adjacent land user(s) and the environment from contamination.

10.1.8 Reporting Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 7 days to the Local Planning Authority and once the Local Planning Authority has identified the part of the site affected by the unexpected contamination development must be halted on that part of the site and an assessment must be undertaken in accordance with the requirements of the site investigation, and where remediation is necessary a remediation scheme, together with a timetable for its implementation, must be submitted to, and approved in writing by, the Local Planning Authority in accordance with the requirements of the approved remediation scheme.

The measures in the approved remediation scheme must then be implemented in accordance with the approved timetable. Following completion of measures identified in the approved remediation scheme a validation report must be submitted to, and approved in writing by, the Local Planning Authority, in accordance with the implementation of the remediation scheme.

REASON: To protect the end user(s) of the development, any adjacent land user(s) and the environment from contamination.

10.1.9 Demolition and Construction Management and Logistics Plan

Prior to the commencement of each phase of development (as defined by the details approved under the scope of condition 3 above), a Demolition and Construction Management and Logistics Plan (DCMLP) shall be submitted to, and approved in writing by, the Local Planning Authority.

The DCMLP(s) shall include, inter alia, the following details:

- (i) Hours of works; and
- (ii) A programme of works; and
- (iii) Measures for traffic management including delivery and collection hours (which should avoid anti-social and peak hours), size and frequency of HGV arrivals and departures, prevention of idling by construction vehicles, construction traffic access and routing arrangements, and any footway or highway closures;
- (iv) Loading and unloading of plant and materials; and
- (v) How materials will be managed efficiently and disposed of legally, and the re-use and recycling of materials maximised; and
- (vi) Storage of plant and materials; and
- (vii) Boundary hoardings behind any visibility zones; and
- (viii) Contact arrangements between residents and contractors.

All demolition and construction works associated with the development hereby permitted shall thereafter take place in full accordance with the approved DCMLP(s).

REASON: In order to ensure that the development does not prejudice the amenity of adjoining occupiers and in the interests of highway safety.

10.1.10 Demolition and Construction Environmental Management Plan

Prior to the commencement of each phase of development (as defined by the details approved under the scope of condition 3 above), a Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to, and approved in writing by, the Local Planning Authority.

The DCEMP(s) shall include, inter alia, the following details:

- (i) Procedures to minimise impact on biodiversity and human health, including full details of the measures set out in Sections 13.8, 15.6, 15.7, 16.6, 16.8, and tables 15.11, 15.12, 15.13 and 16.8, and elsewhere in Chapters 15 and 16 and appendices thereto of Chapters 15 (Water Resources, Drainage and Flood Risk) and 16 (Ecology and Nature Conservation) of the Environmental Impact Assessment including the

Executive Summary and section 4 (Potential Impacts and Recommendations) of the Preliminary Ecological Appraisal Report and section 5 (Recommendations) of the Bat Survey (including details of construction, numbers of locations of bat and bird boxes to be incorporated into the development); and

(ii) Measures and targets for noise and vibration minimisation, mitigation and monitoring which shall include details of the measures set out in Sections 12.3, 12.4 and 12.6 and Table 12.21 of Chapter 12 (Noise and Vibration) and appendices thereto of the Environmental Impact Assessment including the Executive Summary; and

(iii) Specification of temporary lighting, which shall be designed to minimise impact on biodiversity; and

(iv) A dust management plan which shall include measures to minimise the emission of dust and dust suppression measures, including full details of the measures set out in Sections 13.8 and table 13.21 and appendices thereto of Chapter 13 (Air Quality) of the Environmental Impact Assessment including the Executive Summary; and

(v) Supervision by appropriately qualified specialist ecologists.

All demolition and construction works associated with the development hereby permitted shall thereafter take place in full accordance with the approved DCEMP(s).

REASON: To safeguard the residential amenity of occupiers of neighbouring properties, prevent harm to biodiversity, enhance the character and ecology of the development and provide undisturbed refuges for wildlife.

10.1.11 Pre-demolition recording

Prior to demolition of each building on the site, a photographic record of the existing internal and external condition and detail of the buildings and landscaped areas to be demolished shall be submitted to, and approved in writing by, the Local Planning Authority.

The record(s) will thereafter be deposited with the Hackney Archive.

REASON: In the interests of recording of the historic development of the site.

10.1.12 Stone Doorcase to the former Robin Redmond Centre, 440 Seven Sisters Road

Prior to the demolition of the former Robin Redmond Centre, the stone door surround to the main corner entrance shall be removed and stored for reuse as part of the landscaping proposals for this application.

A Doorcase Preservation Method Statement (DPMS) shall be submitted to, and approved by, the Local Planning Authority in writing, before the relevant

part of the works are commenced.

The DPMS shall include, inter alia, details of:

- (i) How the doorcase is to be removed, in such a way as to make its future re-erection possible; and
- (ii) Where the doorcase is to be stored and the name of the individual responsible for its storage; and
- (iii) Where in the new development on site it is to be located; and
- (iv) How it is to be re-erected.

The demolition of the former Robin Redmond Centre shall not be carried out otherwise than in accordance with the details thus approved.

REASON: To ensure that this feature of heritage interest is preserved and re-erected in the new scheme to provide a memory of a key public building in the old Woodberry Down estate.

10.1.13 Piling

No demolition, removal or construction of foundations, basement and ground floor structures shall take place until a Piling and Foundation Method Statement (PFMS) has been submitted to, and approved in writing by, the Local Planning Authority in consultation with TfL and Thames Water.

The PFMS shall include, inter alia, the following details:

- (i) The location, depth and type of piling to be undertaken and the methodology by which all piling works (temporary and permanent) will be carried out; and
- (ii) A programme for all piling works (temporary and permanent), which should reflect the approved phasing plan; and
- (iii) Details of all foundations; and
- (iv) Measures to prevent and minimise the potential for damage to subsurface transportation, water and sewerage infrastructure including as a result of ground movement and mitigation of noise and vibration on London Underground infrastructure; and
- (v) Details of monitoring and recording of impacts on underground infrastructure.

All piling works associated with the development hereby permitted shall thereafter take place in full accordance with the approved PMS.

REASON: In the interests of safeguarding the structural integrity and ongoing functioning of underground transportation, water and sewerage

infrastructure.

10.1.14 Materials/architectural details to be approved

Prior to the commencement of above ground level development of each phase of development (as defined by the details approved under the scope of condition 3 above), full design details and materials of the facade treatment proposed shall be submitted to, and approved in writing by, the Local Planning Authority.

The details submitted shall include, inter alia, but are not limited to:

(i) Samples (including sample boards) and specifications of all external materials (including obscure and clear glazing, screening, spandrels and cladding) and full details of junctions/interfaces between different material types; and

(ii) A physical full scale mock-up of a typical facade arrangement for the building relevant to each block (the extent of which shall be agreed with the Local Planning Authority); and

(iii) Annotated plans at a scale of 1:10 or 1:20 of the details of the typical ground floor facade treatment including residential entrance(s), shop front(s), Seven Sisters Road frontage of energy centre, vehicular accesses to Blocks A and B, and openings to refuse and bicycle storage; and

(iv) Details of all window, door, balcony, surround, soffit, canopy, reveal, glazing and corner detailing types (including details of where used in the development, detailed drawings at a scale of 1:5, 1:10 or 1:20 as appropriate, frames and glazing bars, product literature and samples); and

(v) Details of screening and/or enclosure of roof top plant, including drawings to a scale of 1:20 or 1:50 as appropriate; and

(vi) Details of expansion joint positioning; and

(vii) Details, including samples and annotated plans at a scale of 1:10 or 1:20, of each balcony type and wind screening of balconies; and

(viii) Details of the layout of each lobby type which shall show details of storage of mail and deliveries and natural lighting and ventilation, including annotated plans at a scale of 1:20 or 1:50; and

(viii) Permanent facade cleaning equipment.

The development shall not be carried out otherwise than in full accordance with the details thus approved.

REASON: To ensure that the finished appearance of the development is acceptable and functions well, protect local amenity and prevent opportunities for anti-social behaviour.

10.1.15 Soil stacks

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

REASON: To ensure a satisfactory appearance to the development and a high quality of design.

10.1.16 Satellite antenna

No satellite antenna, apparatus or plant of any sort (including structures or plant in connection with the use of telecommunication systems or any electronic communications apparatus) shall be erected on the site or roof of any buildings hereby permitted unless or until details of their size and location have previously been submitted to, and approved in writing by, the Local Planning Authority.

REASON: To ensure a satisfactory standard of external appearance and to protect local amenity.

10.1.17 Landscape and public realm environmental scheme

Within 6 months of the commencement of above ground works hereby permitted, details showing the hard and soft landscaping scheme (the Landscaping and Public Realm Scheme [the LPRS]) for the development shall be submitted to, and approved in writing by, the Local Planning Authority.

The LPRS shall be based on the approved drawing numbers 1519/029 rev H (tree planting plan) and 1519/030 rev B (Landscape Masterplan with Enhancements) and include, inter alia, the following details:

(i) Full specification of all planting including trees, shrubs, sub-shrubs, bedding and lawns (common and Latin names, size and pot height; density or number, stock type, tree girth and method of growth e.g. container or open ground) and extent for all public and shared landscaped areas, including planting for biodiversity and habitat creation, pleached trees to the entirety of the northern boundary of the site other than where access is required, defensible planting to private garden areas and landscape screening to mitigate wind impacts on balconies, and omitting multi-stemmed umbrella planting on corners and other locations where long sight lines are desirable; and

(ii) Section drawings to a scale of 1:5, 1:10 or 1:20 (as appropriate) showing details of all tree and planting pit, permanent planter types, and the construction of the podium garden areas which should provide a minimum of 800mm substrate for planting areas (deeper for trees); and

(iii) Specification of surrounds and/or protection for street trees within the

development; and

(iv) Details of all surface treatments (which shall all be of permeable construction or otherwise allow water percolation to the ground) including location, materiality, colour and finish, and specifications including suppliers or manufacturers details; and

(v) Incorporation of the stone door surround of the former Robin Redmond Community Centre into the landscaping of the public park area in the east of the site; and

(vi) Rain gardens on internal streets; and

(vii) A detailed interim and final landscaping plan for the removal and making good of the temporary vehicle access to Newton Close and the incorporation of the land into the public park, including timescales for delivery; and

(viii) Details of the delivery of living streets within the development, including vehicle barriers or an alternative vehicle control mechanism to restrict the use of the vehicular link around the north west perimeter of the park to access for emergency and refuse/recyclables collection, which shall not include the use of gates, along with the exploration of the provision of pedestrian counters; and

(ix) A strategy for accommodating Legible London Signage within the site; and

(x) All internal and site boundary treatment types and locations; and

(xi) Design of all street furniture types and locations; and

(xi) Any play equipment to be provided (including the specifications, manufacturer and British or European Standards of that equipment).

All planting, seeding or turfing shall be implemented in the first planting season following first occupation of the relevant phase, as defined by the approved phasing plan, with the exception of the final landscaping plan for the temporary vehicle access to Newton Close which shall be implemented in accordance with the details approved in respect of (vii) above.

Any plants or trees that die or are removed, damaged or diseased within a period of ten years from the substantial completion of the development shall be replaced to the satisfaction of the Local Planning Authority in the next planting season with others of a similar size and species.

All hard landscaping shall be carried out in full prior to occupation of the relevant phase of the development, as defined by the details approved under the scope of condition 3 above, with the exception of the final landscaping plan for the temporary vehicle access to Newton Close which shall be implemented in accordance with the details approved in respect of (vii)

above.

The development shall not be carried out otherwise than in full accordance with the details thus approved.

REASON: To ensure that the external appearance of the site is acceptable, provides acceptable formal and informal leisure facilities for all ages, and protects and enhances biodiversity.

10.1.18 Landscape and Public Realm Environment Management and Maintenance Scheme

The development hereby permitted shall not be occupied unless and until a Landscape and Public Realm Management and Maintenance Scheme (LPRMMS) including full details setting out how the hard and soft landscaped areas identified in the Landscaping and Public Realm Scheme (approved pursuant to condition 17 above) are to be maintained and managed, have been submitted to and approved in writing by the Local Planning Authority.

The LPRMMS shall include, inter alia, the following details:

- (i) the proposed quantum of area; location; specification;
- (ii) long term design objectives;
- (iii) A long term management plan which should include responsibilities and maintenance schedules for all landscaped areas and public realm including pleaching, weeding and mowing, irrigation and rain gardens, and vehicular access to the park; and,

The approved LPRMMS shall be implemented in full prior to occupation of the relevant part of the development, fully implemented for the life of the development, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To protect, enhance and maintain the landscape features and character of the area.

10.1.19 Public access

The public areas of open space as shown on the approved LPRS shall remain accessible to the public at all times unless otherwise agreed in writing by the Local Planning Authority. In circumstances where occupiers of properties within the development hereby permitted are detrimentally impacted by anti-social behaviour details of proposed hours for limited public access (including a plan highlighting the extent of the limitation and details of any gating, which should be kept locked open during hours of opening) shall be submitted to, and approved in writing by, the Local Planning Authority prior to any such restrictions coming into operation.

REASON: To ensure adequate permeability of the site and maintain an

adequate pedestrian and cycling environment.

10.1.20 Landscaping accessibility

All communal and public landscaping provided as part of the development hereby permitted, shall be fully accessible and useable by disabled people, including wheelchair and scooter users, people with sight impairment and people with prams or pushchairs.

REASON: To ensure that the site is accessible and usable for all.

10.1.21 Traffic speed

The new roads hereby approved will have a speed restriction of 20mph.

REASON: In the interest of highway/ pedestrian safety.

10.1.22 Public art

Prior to the occupation of the development hereby permitted, a Public Art Strategy shall be submitted to, and approved in writing by, the Local Planning Authority, for the integration of art into the public realm, setting out processes for engaging artists and the community in the selection and procurement of a art work in strategic locations within the public realm of the site.

The approved Public Art Strategy shall be implemented in full within 1 year of first occupation of the development.

REASON: To enhance the public realm, legibility and the appearance of the development.

10.1.23 Living roofs

Prior to the commencement of above ground level development of each phase of development (as defined by the details approved under the scope of condition 3 above), details of the construction, planting regime, irrigation, and long term maintenance of bio-diverse, substrate-based extensive living roof (of variable depth of less than 80mm to 150mm, not including depth of vegetative mat), including sections at a scale of 1:20, of the living roof areas shown on the approved plans shall be submitted to, and approved in writing by, the Local Planning Authority.

Such details as approved shall be implemented prior to first occupation of the relevant phase of development and shall thereafter be retained and maintained.

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.

10.1.24 Tree Protection

The development shall be undertaken in full accordance with the recommendations of the Mayhew Consultancy Arboricultural Report (Tree Survey, Arboricultural Impact Assessment and Tree Protection Plan) dated November 2019, and specifically the proposed measures of protection, undertaken in accordance with BS 5837 (2012) 'Trees in Relation to Design, Demolition and Construction-Recommendations', for the trees identified to be retained in Appendix B.

The barriers and/or ground protection shall be erected before any equipment, machinery or materials are brought onto the site and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. The sitting of barriers/ground protection shall not be altered, nor ground levels changed, nor excavations made within these areas without the written consent of the Local Planning Authority. In the event of any tree(s) dying, being removed or becoming seriously damaged or diseased within 5 years from the completion of the development, it shall be replaced within the next planting season with another of similar size and species unless the Local Planning Authority gives written consent to any variation.

REASON: To safeguard existing trees on and neighbouring the site to be retained and ensure a satisfactory setting and external appearance to the development.

10.1.25 External lighting

Prior to occupation of each phase of development (as defined by the details approved under the scope of condition 3 above), details of an external lighting strategy for streets, public realm and all other external areas shall be submitted to, and approved in writing by, the Local Planning Authority.

The external lighting strategy, which shall be based on the recommendations set out in Chapter 16 (Ecology and Nature Conservation) and appendices thereto of the Environmental Statement and Secured by Design principles, shall include, inter alia, the following details:

(i) Number and location of proposed luminaires, luminaire light distribution type, lamp type, lamp wattage and spectral distribution; stand type and mounting height, orientation/direction, beam angle (which should be as low as possible), projected light distribution maps of each lamp including light spillage on to any other features such as buildings, watercourses and trees, and details of any hoods or cowls, and type of control gear and lighting regime (timing and duration of illumination); and

(ii) A strategy for the long-term ownership, management and long-term maintenance of the external lighting for the lifetime of the development.

The approved external lighting strategy shall be implemented in full prior to occupation of the relevant phase of development, and maintained as such for the lifetime of the development, unless otherwise agreed in writing by the

Local Planning Authority.

REASON: To enhance the character and ecology of the development, to provide undisturbed refuges for wildlife, safeguard public safety and in the interests of prevention of crime and anti-social behaviour.

10.1.26 SuDS

Prior to commencement of the development hereby permitted (other than works of demolition) full particulars of a Sustainable Urban Drainage System (SuDS) shall be submitted to, and approved in writing by, the Local Planning Authority.

The SuDS shall be based on the details set out in Chapter 15 (Water Resources, Drainage and Flood Risk) of the Environmental Impact Assessment including the Executive Summary and the Burohappold Engineering Woodberry Down Phase 3 Flood Risk Assessment ref 0041665 rev 04 dated 16/05/2019, and shall include, inter alia, the following details:

- (i) A full detailed specification, including appropriate calculations, construction details and drainage layout, of a site specific SuDS that achieves greenfield runoff rates in surface water run-off rates in respect of the new build elements compared to the existing run-off rates, which shall include green and blue roofs, rainwater harvesting, filter strips/drains, bio-retention systems, rain gardens, swales, underground attenuation systems and the flow control system and reduced reliance upon the use of underground attenuation tanks; and
- (ii) A site specific strategy for the ownership, management and long-term maintenance for the lifetime of the development for all elements of the surface water drainage system proposed on the site; and
- (iii) Details of run-off to local waterways.

The development shall not be carried out otherwise than in accordance with the details thus approved, which shall be implemented in full in respect of each phase of development (as defined by the details approved under the scope of condition 3 above) prior to the first occupation of the relevant phase of development, and maintained as such for the lifetime of the development.

REASON: To address climate change and ensure that the development will provide a sustainable drainage system.

10.1.27 FRA - additional details (land level changes)

Prior to commencement of the development hereby permitted (other than works of demolition) full details of the proposed land levels of the site (including drainage low points along the carriageways) and ground floor finished floor levels, which shall comply with the recommendations of section 6.4 of the Burohappold Engineering Woodberry Down Phase 3 Flood Risk Assessment ref 0041665 rev 4 dated 16/05/2019, shall be submitted to, and

approved in writing by, the Local Planning Authority

.The development shall not be carried out otherwise than in accordance with the details thus approved, which shall be implemented in full prior to the first occupation of the relevant phase of development, and maintained as such for the lifetime of the development.

REASON: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site.

10.1.28 Travel Plan

Prior to occupation of the residential and non-residential accommodation of each phase of development (as defined by the details approved under the scope of condition 3 above), a Travel Plan (TP) shall be submitted to, and approved in writing by, the Local Planning Authority.

The TP(s) shall:

- (i) Detail measures to encourage sustainable and active travel including the provision of local travel information and restrictions on car parking and vehicle use within the development to occupiers; and
- (ii) Establish a long-term management strategy with measurable targets and outcomes; and
- (iii) Include details of implementation, monitoring and regular review mechanisms; and
- (iv) Set out the measures to enforce the TP for the relevant block and/or building.

The approved TP shall be implemented in full prior to occupation of the phase of development, fully implemented for the life of the development, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To promote sustainable transport and in the interests of highway safety.

10.1.29 Parking Design and Management Plan

Prior to the occupation of each phase of development (as defined by the details approved under the scope of condition 3 above), details of the Parking Design and Management Plan (DSMP) for that Block shall be submitted to, and approved in writing by, the Local Planning Authority.

The PDMP(s) shall:

- (i) Demonstrate safe design of the agreed number of off street car parking spaces and access for pedestrians and cyclists and minimisation of conflict between user groups; and

- (ii) Appropriate provision of blue badge parking and electric vehicle charging points; and
- (iii) Include details of how additional blue badge car parking could be provided in the future; and
- (iv) Permanent mechanisms for prevention of non-car parking areas to be used for that purpose; and
- (v) Ensure that use of car parking for the relevant block is actively controlled through measures set out in the DSMP(s); and
- (vi) Set out the measures to enforce the car parking arrangements for the relevant block.

The approved PDMP(s) shall be implemented in full prior to occupation of the phase of development, fully implemented for the life of the development, unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of highway safety and the amenity of neighbouring occupiers.

10.1.30 Private bicycle storage

Prior to the occupation of each phase of development (as defined by the details approved under the scope of condition 3 above), full details of secure, accessible, on site bicycle storage for that Block or Building including location, layout, stand type and spacing, shall be submitted to, and approved in writing by, the Local Planning Authority.

Such details as approved shall be implemented prior to the first occupation of the relevant phase of development and shall thereafter be retained and maintained.

REASON: To ensure that adequate provision of bicycle spaces is made within the development in the interests of discouraging car use, relieving congestion in surrounding streets, safeguarding highway safety and improving highway conditions in general.

10.1.31 Commercial/community bicycle storage - ancillary accommodation

Prior to the occupation of the commercial/community floorspace of Blocks A and B, full details of internal lockable space and associated facilities such as showers to be used in association with the commercial/community floorspace shall be submitted to, and approved in writing by, the Local Planning Authority.

Such details as approved shall be implemented prior to the first occupation of the commercial/community floorspace of the relevant Block and shall thereafter be retained and maintained.

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

10.1.32 Public bicycle parking

Prior to the first occupation of phase of development (as defined by the details approved under the scope of condition 3 above), details of 78 visitor bicycle parking spaces including location, layout, stand type and spacing, shall be submitted to, and approved in writing by, the Local Planning Authority.

Such details as approved shall be implemented prior to the first occupation of the phase of development and shall thereafter be retained and maintained.

REASON: To ensure that adequate provision for the parking of bicycles is made for future users and visitors of the development in the interest of relieving congestion in surrounding streets, safeguarding highway safety and improving highway conditions in general.

10.1.33 Disabled parking bays

The off street disabled parking bays shall be used by disabled residents only and will remain available for that use in perpetuity for the lifetime of the development.

REASON: To ensure that the site is accessible and usable for all future occupiers.

10.1.34 Delivery and Servicing Management Plan

Prior to the occupation of each phase of development (as defined by the details approved under the scope of condition 3 above), details of the Delivery and Servicing Management Plan (DSMP) for both residential and commercial/community uses within that Block or Building shall be submitted to, and approved in writing by, the Local Planning Authority.

The DSMP(s) shall:

- (i) Seek to rationalise the number of delivery and servicing with the aim of reducing traffic impacts for the relevant block; and
- (ii) Include, inter alia, details of the location and management of servicing areas; location, number and timings of deliveries and collections (which should avoid anti-social hours); the types of delivery and collection vehicles; and
- (iii) Ensure that delivery space and time for the relevant block is actively controlled through measures set out in the DSMP; and

(iv) Set out the measures to enforce the servicing arrangements for the relevant block.

The approved DSMP(s) shall be fully implemented for the life of the development, unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of highway safety and the amenity of neighbouring occupiers.

10.1.35 Refuse/Recyclables Management Plan

Prior to the occupation of each phase of development (as defined by the details approved under the scope of condition 3 above), details of the refuse/recyclables management plan (RRMP) for both residential and commercial/community uses within that phase of development shall be submitted to, and approved in writing by, the Local Planning Authority.

The RRMP(s) shall include, inter alia, (a) details of the location and management of storage areas, details of the refuse and recyclables containers, quantum of storage provided, location, number and timings of deliveries and collections, and details of how the refuse/recyclables containers will be moved from the storage areas to collection points, and (b) set out the measures to enforce the servicing arrangements for the relevant phase of development.

The approved RRMP(s) shall be fully implemented for the life of the development and all refuse/recycling shall be managed in accordance with the approved RRMP(s), unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of highway safety and the amenity of neighbouring occupiers and to safeguard public health through the reduction of pollution and likelihood of vermin infestation.

10.1.36 Energy Centre 1

Prior to installation of the heating equipment associated with the energy centre, a full new energy strategy and air quality report shall be submitted to, and approved in writing by, the Local Planning Authority.

The submitted details shall demonstrate that the proposed detailed design will, as a minimum, achieve the reduction in carbon emissions and the air quality standards as set out in the original planning permissions relating to “Phase 3”.

The development shall be carried out in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

REASON: In the interest of addressing climate change and to protect local air quality and contribute towards the maintenance or to prevent further

exceedances of National Air Quality Objectives.

10.1.37 Energy Centre 2

Prior to the commencement of the use of the energy centre, full details of the combined heat and power unit and boilers installed in the energy centre and the details of any emissions mitigation equipment installed, shall be submitted to, and approved in writing by, the Local Planning Authority.

The combined heat and power units and boilers unit installed in the energy centre shall meet, or improve upon, the emissions standards and technical details associated with air quality set out in the Environmental Statement and Air Quality Impact Assessment or any details approved under the scope of condition 36 above.

The development shall be carried out in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

REASON: In the interest of addressing climate change and to protect local air quality and contribute towards the maintenance or to prevent further exceedances of National Air Quality Objectives.

10.1.38 Energy centre 3

Prior to the occupation of the 200th home, full details, including drawings and technical specifications confirming the design, capacity, delivery and long term operation, management and maintenance of the energy centre shall be submitted to, and approved in writing by, the Local Planning Authority.

The submitted details shall include, inter alia, full details of the locations of connection points and heat exchangers to connect the energy centre to the proposed site wide District Heating Network and completed and under construction properties within Kick Starter Sites 1, 2, 3, 4 and 5 and Phase 2, and shall include 8m clear height and mezzanine level for ancillary equipment.

The approved details shall be fully implemented for the life of the development, unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interest of addressing climate change and to protect local air quality and contribute towards the maintenance or to prevent further exceedances of National Air Quality Objectives.

10.1.39 Energy centre 4

Prior to the occupation of the 400th home, the following details shall be submitted to, and approved in writing by, the Local Planning Authority:

- i) confirmation that the Phase 3 Energy Centre is installed, commissioned and operational in its entirety;

ii) details including drawings showing the as built routing and sizing of the District Heat Network that connects the KSS1, KSS3 and Phase 4 sites to the Phase 3 Energy Centre which shall be sufficient to allow expansion and connection to future phases of development.

iii) confirmation that the temporary plant rooms in Kick Starter Sites 1, 2, 3, 4 and 5 and Phase 2 have been decommissioned and connection of these elements of the Woodberry Down Development to the District Heat Network has been undertaken.

REASON: In the interest of addressing climate change and to protect local air quality and contribute towards the maintenance or to prevent further exceedances of National Air Quality Objectives.

10.1.40 Energy centre 5

Within 3 months of the commencement of the use of the Phase 3 Energy Centre the applicant shall submit in writing details of tests undertaken on the installed systems to demonstrate that the emissions standards set out in the Air Quality Impact Assessment or any details approved under the scope of condition 37 above have been met, to the Local Planning Authority.

The systems shall be maintained thereafter in such a way as to ensure that these standards continue to be met for the life of the development.

REASON: In the interest of addressing climate change and to protect local air quality and contribute towards the maintenance or to prevent further exceedances of National Air Quality Objectives.

10.1.41 Solar Photovoltaic Panels

Prior to the first occupation of each phase of the development (as defined by the details approved under the scope of condition 3 above), full details of solar photovoltaic panels on each building, to be installed in conjunction with biodiverse roofs, shall be submitted to, and approved in writing by, the Local Planning Authority.

The approved equipment shall be installed in full accordance with the approved details prior to the first occupation of the relevant phase of the development and shall be retained in working order thereafter.

REASON: To ensure that the development is adequately sustainable.

10.1.42 Air permeability testing

Prior to final occupation of the occupation of the development, certification confirming that the development has achieved an FEE of 32.34 kWh/m²/yr and an average Air Permeability of 4 m³/h/m² at 50Pa shall be submitted to, and approved in writing, by, the Local Planning Authority.

The development shall be carried out in full accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

REASON: In the interest of addressing climate change and to protect local air quality and contribute towards the maintenance or to prevent further exceedances of National Air Quality Objectives.

10.1.43 NSC - Non Road Mobile Machinery

Only Non Road Mobile Machinery which complies with 'chapter 7 of the Cleaner Construction Machinery for London: A Low Emission Zone for Non-Road Mobile Machinery' will be present on or used at the development site during the demolition and construction process. All NRMM must be entered on the Non Road Mobile Machinery online register at <https://nrmm.london/user-nrmm/register> before being operated. Where Non-Road Mobile Machinery, which does not comply with 'chapter 7 of the Cleaner Construction Machinery for London: A Low Emission Zone for Non-Road Mobile Machinery', is present on site all development work will stop until it has been removed from site.

REASON: To protect air quality and people's health by ensuring that the production of air pollutants, such as nitrogen dioxide and particulate matter, are kept to a minimum during the course of building works and during the lifetime of the development. To contribute towards the maintenance or to prevent further exceedances of National Air Quality Objectives.

10.1.44 Fixed plant

The total noise levels from any fixed plant at the site shall at all times be 10dB(A) below the background noise level when measured at any nearby residential window in accordance with BS4142:1997.

REASON: To ensure that the occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance from plant and machinery.

10.1.45 Microclimate

Notwithstanding the Pedestrian Level Wind Microclimate Assessment produced by RWDI dated December 2018 (appendices to Chapter 9 of the Environmental Statement), any submission to the Local Planning Authority pursuant to conditions 14 and 17 above shall be accompanied by an updated Wind Survey demonstrating how a) appropriate mitigation measures within the podium gardens and at ground floor level have been incorporated into the landscaping proposals and architectural detailing and b) the balconies located within the development have appropriate screening/planting to enable a comfortable sitting environment.

The details shall be approved in writing by the Local Planning Authority and remain in perpetuity.

Reason: To ensure that the mitigation measures identified in the submitted wind study are taken forward in the interest of the pedestrian environment and quality of private amenity spaces.

10.1.46 Hours of use - A1 and A2

The retail (Use Class A1) and professional (Use Class A2) uses hereby permitted shall only be open to the public between (08:00) hours and (20:00) hours Monday to Saturday and (09:00 to 16:00) on Sundays and Bank and other Public Holidays.

REASON: To ensure that the use is operated in a satisfactory manner and does not unduly disturb neighbouring occupiers or prejudice local amenity generally.

10.1.47 Hours of use - A3, D1 and D2

Any restaurant/cafe (Use Class A3) or community (Use Class D1 and D2) uses hereby permitted shall only be open to the public between 07:00 hours and 23:00 hours on any day.

REASON: To ensure that the use is operated in a satisfactory manner and does not unduly disturb neighbouring occupiers or prejudice local amenity generally.

10.1.48 Hours of use - A3, D1 and D2 outdoor seating

Any outdoor seating serving restaurant/cafe uses (Use Class A3) or community (Use Class D1 and D2) uses hereby permitted, shall not be used for patron seating or congregation between 21:30 and 10:00 on any day.

REASON: To ensure that the use is operated in a satisfactory manner and does not unduly disturb neighbouring occupiers or prejudice local amenity generally.

10.1.49 Operational Management Plan

Prior to occupation of the units in commercial/community use hereby permitted, a detailed Operational Management Plan (OMP) shall be submitted to, and approved in writing by, the Local Planning Authority.

The OMP(s) shall include, inter alia, (a) details of measures to mitigate any noise and disturbance arising from the commercial and community uses hereby approved, and (b) set out the measures to enforce the OMP for the relevant Block.

The operation of the approved uses shall only be carried out in accordance with the details thus approved, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that occupiers of neighbouring premises do not suffer a

loss of amenity by reason of general disturbance.

10.1.50 Mechanical and passive ventilation - commercial/community

Prior to the occupation of Blocks A and B, full details of the routing of mechanical ventilation and the passive provision of associated ducting for all commercial units shall be provided to and approved by the Local Planning Authority.

The approved details shall be installed and commissioned prior to occupation of Blocks A and B and shall be permanently maintained in proper working order thereafter.

REASON: To protect the amenity of future occupiers and the occupiers of neighbouring properties.

10.1.51 Mechanical ventilation - Use Class A3

Prior to commencement within the development for any purposes falling within Use Class A3 full details of any mechanical ventilation, extraction, condensing or other plant associated with the use of each such unit shall be submitted to, and approved by, the Local Planning Authority.

Such details are to include full details including manufacturers' specifications of all filtration, deodorising systems, noise, odour and vibration output and control, termination points and maintenance schedule. The total noise level from externally fixed plants shall be 10 dB(A) below the background measured LA90 level at the nearest noise sensitive premises at any time. The method of assessment shall be carried out in accordance with BS4142:1997 'Rating industrial noise affecting mixed residential and industrial areas'. A test shall be carried out prior to the discharge of this condition to show the above criterion required shall be met and the results submitted to the Local Planning Authority.

The approved details shall be installed and commissioned prior to commencement of the A3 use(s) and shall thereafter be retained and maintained in proper working order for the lifetime of the use(s).

REASON: To protect the amenity of future occupiers and the occupiers of neighbouring properties.

10.1.52 BREEAM

The non-residential units within the development as designed, specified and built shall achieve a BREEAM rating of "very good" (with a minimum target of 65% to be achieved).

REASON: In the interests of the promotion of sustainable forms of development and construction and addressing climate change.

10.1.53 Sound insulation 1

Prior to commencement of above ground works on Blocks A and B, details of a sound insulation scheme, including impact sound insulation, to be implemented between the residential accommodation and any non-residential uses (including car park areas) shall be submitted to, and approved in writing by, the Local Planning Authority.

The sound insulation scheme may include such measures as acoustic ceilings, wall liners and lobbied entrance doors, independent wall linings, boxing in concrete columns.

The approved details, which should achieve a minimum level of insulation of R_w 55dB, and higher if music is to be played in the unit at levels above 75 dB LAeq or with particularly high levels of bass content, shall be installed prior to occupation of Blocks A and B and shall be permanently retained and maintained thereafter.

REASON: To provide an appropriate standard of accommodation and protect the amenity of future occupiers and the occupiers of neighbouring properties.

10.1.54 Sound insulation 2

Prior to commencement of above ground works on the relevant phase of development (as defined by the details approved under the scope of condition 3 above), details of the proposed sound insulation scheme between top floor accommodation and roof plant locations, including internal noise standards to be achieved and plant noise, shall be submitted to, and approved in writing by, the Local Planning Authority.

The approved details shall be installed prior to occupation of the relevant phase of development and shall be permanently retained and maintained thereafter.

REASON: To provide an appropriate standard of accommodation and protect the amenity of future occupiers and the occupiers of neighbouring properties.

10.1.55 Window Energy Efficiency

The g-value of all windows and glazed doors must be equal to or less than 0.40.

REASON: In the interests of sustainable development

10.1.56 Accessible Dwellings

The dwellings identified on drawing numbers DPA-103 rev 01, DPA-104 rev 01, DPA-105 rev 01, DPA-106 rev 01, DPA-107 rev 01, DPA-108 rev 01, DPA-109 rev 01, DPA-110 rev 01, DPA-117 rev 01, DPA-118 rev 01, DPA-119 rev 01, DPA-120 rev 01, DPA-121 rev 01, DPA-122 rev 01, DPA-123 rev 01 and DPA-124 rev 01 shall be constructed and fitted out in compliance with Building Regulations Requirement Part M4(3) (or any

subsequent replacement) prior to first occupation and shall be retained as such thereafter.

The remaining dwellings shall be constructed and fitted out in compliance with and to a minimum of Building Regulations Requirement Part M4(2) standard (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.

10.1.57 Accessibility - level floors

Level access shall be provided to all residential flats and the ground floor uses hereby approved before the relevant part of the development is first occupied.

REASON: To ensure the development is fully accessible.

10.1.58 Secured by Design

(1) Prior to carrying out above grade works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve full Secured by Design Accreditation.

The development shall only be carried out in accordance with the approved details and thereafter shall be fully retained and maintained as such for the lifetime of the development.

(2) The development shall achieve a Certificate of Compliance to the relevant Secured by Design Guide or alternatively achieve Crime Prevention Standards to the satisfaction of the Metropolitan Police and the Local Planning Authority.

Details of these shall be provided in writing to the Local Planning Authority and therefore built in accordance with.

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

10.1.59 Privacy Measures

The openings to the north west elevation of the units located at all levels in the north corner of Building A3 and all openings to the west elevation of Building A4 shall be obscure glazed and non-opening below a height of 1.8m above finished floor level.

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

REASON: In the interests of preventing mutual overlooking of residential units within the development and thereby securing an adequately high quality of accommodation for future occupiers.

10.1.60 Water 1

The development hereby approved shall not be occupied until confirmation has been provided that either:-

all water network upgrades required to accommodate the additional flows from the development have been completed; or

a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied.

Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

REASON: Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents.

10.1.61 Water 2

The development hereby approved shall not be occupied until confirmation has been provided that either:-

all water network upgrades required to accommodate the additional flows from the development have been completed; or

a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied.

Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

REASON: Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents.

10.1.62 Water 3

The development hereby approved shall not be occupied until confirmation has been provided that either:-

all water network upgrades required to accommodate the additional flows from the development have been completed; or

a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied.

Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

REASON: The development may lead to no/low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

10.1.63 Water 4

No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset/align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water.

Any construction must be undertaken in accordance with the terms of the approved information.

REASON: The proposed works will be in close proximity to underground strategic water main, utility infrastructure and have the potential to impact on local underground water utility infrastructure.

10.2 Recommendation B

That the above recommendations be subject to the applicant, the landowners and their mortgagees enter into a legal agreement in order to secure the following matters to the satisfaction to the satisfaction of Head of Planning and Director of Legal and Governance Services:

Affordable housing provision and mix, including GLA compliant appropriate review mechanism; and

Securing a car free development (in respect of market occupiers and “new” affordable housing occupiers) and a car capped development in respect of “existing” affordable housing occupiers (with a falling away of car parking privileges over time); and

Conversion of access to Newton Close from vehicular traffic to green living street; and

Provision of Metropolitan Police Service dedicated ward office; and

Payment of contributions towards electric vehicle car club (and associated on street electric vehicle charging points); and

Payment of CAVAT value as compensation for harm to public amenity

through loss of “Happy Man” street tree; and

Payment of the costs of any works associated with the development required to public highways, including Seven Sisters Road and Woodberry Grove, whether within the control of TfL or LBH; and

Construction of internal streets to London Borough of Hackney specification prior to adoption; and

Payment of contribution to the Seven Sisters Road improvement scheme; and

Payment of contribution towards improvement and maintenance of public open space local to the development; and

Payment of contribution to the LBH Carbon Offset fund; and

Participation in the LBH Hackney Works Scheme; and

Participation in the Considerate Constructors Scheme; and

Payment of monitoring fees.

Architect, Design and Heritage

“To use all reasonable endeavours to ensure that the Architect continues to be employed as the project architect through the whole of the Construction Phase and until completion of the Development;

The Owner shall not submit any drawings relating to details of the design of the Development that are required to be submitted pursuant to conditions of the Planning Permission unless such drawings have been prepared or overseen by the Architect. In the event that changes to the Architect or Heritage Consultant become necessary due to circumstances beyond the control of the Owner, the Owner shall immediately notify the Council of this fact and the Owner shall be at liberty to appoint another architect for the purpose of the completion of the Development.”

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 Legal Agreement.

10.2. 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 heads of terms and/or recommended conditions 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).

11. **INFORMATIVES**

11.1. Building Control

11.2. Hours of Building Works

11.3. Naming and Numbering

11.4. CIL Informative

11.5. S106 Informative

11.6. NPPF

11.7. 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 the mains (within 3m) checks will be required to ensure that the development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the service in any other way.

The proposed development is located within 15m of Thames Water's underground assets, as such the development could cause the assets to fail if appropriate measures are not taken.

11.8. Written schemes of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.

11.9. The Demolition and Construction Management and Logistics Plans (DCMLP) should be drafted in accordance with TfL's CLP guidance on Construction Logistics Plans which can be accessed at <http://content.tfl.gov.uk/construction-logistics-plan-guidance.pdf>.

11.10. Adoption of internal highways within the development, including restricted access streets, will be conditional on technical approval of the final design which should be constructed to the LBH adoptable highways standard of:

- Full depth carriageway construction with DBM surface course; and
- 600x600 fibre reinforced artificial stone paving laid on sand; and cement bed and granular sub-base with 1:40 crossfall; and
- 150x300 granite kerb with 120mm-140mm kerb face.

11.11. The proposed bicycle storage and parking facilities should be designed in accordance with TfL's best practice guidance which is contained within TfL's

London Cycle Design Standards chapter 8
<http://content.tfl.gov.uk/lcds-chapter8-cycleparking.pdf>.

11.12. The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation and construction methods.

11.13. Please read the Thames Water guide 'working near our assets' to ensure your workings will be 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>.

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>.

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>

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.

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 Water's pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Should you require further information please contact Thames Water. Email: 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.

11.14. Reference shall be had to Guidance on the Control of Odour & Noise from

Commercial Kitchen Exhaust Systems published by DEFRA (www.defra.gov.uk/environment/noise/research/kitchenexhaust/index.htm).

- 11.15. The applicant should seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) for further guidance on the SBD requirements for this site. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or during office hours by telephone on 0208 217 3813.
- 11.16. The integration of automatic sprinkler systems are highly recommended throughout the development hereby permitted in the interests of fire safety.
- 11.17. "Landscaping" means the treatment of land (other than buildings) being the site or part of the site in respect of which this planning permission is granted, for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes screening by fences, walls or other means, planting of trees, hedges, shrubs or grass, formation of banks, terraces or other earth works, laying out of gardens or courts, and other amenity features. Please note that an alternative model of drinking fountain will be required as the model shown in submitted documentation is not the new standard type being used across London, which is more robust whereas the type shown is non-standard and will as a result be harder to maintain.
- 11.18. Please note that any expansion or intensification of the use of the energy centre hereby provided will require the benefit of consent regardless of whether additional associated plant and equipment is fully internal to the development by virtue of that fact that any such expansion or intensification would represent a deviation from details approved under condition.

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

Aled Richards – Director, Public Realm

	BACKGROUND PAPERS	NAME/DESIGNATION AND TELEPHONE EXTENSION OF ORIGINAL COPY	LOCATION CONTACT OFFICER
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1	London Plan 2016, Hackney Core Strategy 2010, Hackney Development Management Local Plan (DMLP) 2015, Site Allocation Local Plan (2016) National Planning Policy Framework	Catherine Slade Principal Planner Growth Team - Woodberry Down 020 8356 8056	2 Hillman Street, London E8 1FB
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