



Planning Sub-Committee – 07/10/2020

ADDRESS: Thoresby House, 1 Thoresby Street, Hackney, London N1 7TQ	
WARD: Hoxton West Ward	REPORT AUTHOR: Steve Fraser-Lim
APPLICATION NUMBER: 2020/0765	VALID DATE: 06/03/20
DRAWING NUMBERS: A00; A10; A11; A12; A13; A14; A15; A20; A25; A26; A27; A28; A50; 2012_A90 revA; 2012_A100 RevA; 2012_A101; 2012_A102; 2012_A103; A104; 2012_A111 RevA; 2012_A120; 2012_A150; 2012_A200; 2012_A210; 2012_A510; 2012_A550; 2012_A555; PD-IR-SD-100 <u>Supporting Documents:</u> Air Quality Assessment by eb7 dated 17/12/2019; Arboricultural Impact Assessment by Ligna Consultancy dated 03/09/2019 (ref: P1424-AIA01 V1); Nocturnal Bat Survey by MK Ecology V002 dated 29/01/2020; Design and Access Statement by DMFK dated 17/02/20; Daylight and Sunlight Report by Waldrams dated 03/02/2020 (ref: 1687); Preliminary Ecological Appraisal by MK Ecology V002 dated 29/01/2020; Energy Assessment by Silcock Dawson & Partners Version 3.0; Fire Statement by H+H Fire dated 16/07/2020 (ref: HHF_UK02463_LTR_001_01); Flood Risk Assessment and SUDS Strategy Report by Hayne Tillet Steel dated Feb 2020 (rev: 01); Heritage Statement by Turley Heritage dated Jan 2020 (ref: THEH3017); Environmental Noise Assessment by Bureau Veritas Rev Jan 2020 (ref: 4818515); Operational Management Plan by Arcadia University dated 24/07/2020; Planning Statement by CMA Planning dated Feb2020; Transport Assessment by Transport Planning Practice dated Feb 2020; Transport Assessment Addendum by Transport Planning Practice dated July 2020; Townscape Visual Impact Assessment by Peter Stewart Consultancy dated Feb 2020; Wind Microclimate Desk Based Assessment by RWDI dated 10/02/2020 (ref: #1804601)	
APPLICANT: Arcadia University	AGENT: Adam Williams CMA Planning 113 The Timberyard Drysdale Street London N1 6ND
PROPOSAL: Demolition of existing building and erection of a new 12 storey building for use as	

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student housing (sui generis) including cycle parking, refuse storage and landscaping

POST SUBMISSION REVISIONS:

The following revisions were provided during the course of the assessment and re-consultation took place from 10/08/20 to 27/08/20:

- Transport Assessment addendum
- Updated basement and ground floor plans
- Updated Energy Statement
- Fire Risk Statement
- Updated Operational Management Plan
- Urban Greening Factor details

RECOMMENDATION SUMMARY:

Grant conditional planning permission subject to completion of a Legal Agreement.

NOTE TO MEMBERS: This application is referred to members as it is a major application.

ANALYSIS INFORMATION

ZONING DESIGNATION: (Yes) (No)

CPZ	Zone A	
Conservation Area	-	No
Listed Building (Statutory)	-	No
Listed Building (Local)	-	No
Priority Office / Industrial Area (POA / PIA)	-	No
Central Activities Zone	Yes	-

LAND USE DETAILS:	Use Class	Use Description	Floorspace
Existing	Sui generis	Student accommodation	1,021sqm
Proposed	Sui generis	Student accommodation	3,297sqm

STUDENT ACCOMMODATIO	Bedroom Type	Number

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N DETAILS:		Rooms	Beds	Total
Existing	Dormitory bedrooms (mix of single & double)	30	33	30 rooms, 33 residents
Proposed	Dormitory bedrooms (2 students)	60	120	73 rooms, 140 residents
	Dormitory DDA 'buddy rooms' (2 people)	7	14	
	Single student bedroom (DDA)	1	1	
	Studio rooms (for Life assistants)	5	5	

PARKING DETAILS:	Parking Spaces (General)	Parking Spaces (Disabled)	Bicycle storage
Existing	0	0	0
Proposed	0	0	66 (52 long stay, 14 visitor)

1. SITE CONTEXT

- 1.1 The site is located north of City Road, on the east side of Thoresby Street, close to the junction with City Road to the south, which marks the boundary with the London Borough of Islington. The existing building dates from circa 1906 and formed part of the London Chest Hospital which used to occupy the surrounding area. Currently the building is in use as student accommodation in connection with Arcadia University.
- 1.2 Surrounding uses include the 4-6 storey social housing blocks of the Buxton Court Estate to the north and south, with the estate's open amenity space adjoining Thoresby House immediately to the east. A petrol filling station is located to the west on the opposite side of the road. Tall buildings ranging between 20 and 40 stories in height are located on City Road
- 1.2 The wider surrounding area is mixed and urban in character. The site is within the Central Activity Zone. Large scale mixed office and residential development has taken place to the north adjacent to the Wenlock Basin and also to the west, around City Road and the City Road Basin, including tall buildings ranging in height from 20-40 stories. In addition large scale development with some tall buildings of 20-30 stories in scale have taken place along City Road, to the south east. This includes a mix of uses including residential, retail, offices and hotels.

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2. CONSERVATION IMPLICATIONS

- 2.1 The site is not listed and does not lie within a conservation area. The existing building has been identified as a non-designated heritage asset. This is due to its origins as purpose built nurses' accommodation for the London Chest Hospital, erected in 1906. Following extensive Second World War bomb damage and subsequent redevelopment, the majority of the London Chest Hospital was demolished and replaced by residential development. The building has some minor local historic value as the last remaining element of this locally important institution.
- 2.2 The nearest conservation areas in proximity to the site comprise the Regents Canal Conservation Area around 80m to the North. The Moorfields Conservation Area (within the L.B Islington) is situated on the opposite side of City Road approximately 50m to the south. The nearest statutory (Grade II) listed buildings are no.16 Wharf Road approximately 125m to the north west, and 1-5 Shepherdess Walk approximately 130m to the north east.

3. RELEVANT HISTORY

- 3.1 Planning permission granted in January 1998 for installation of security grilles over (Ref: SOUTH/795/97/FP)

4. CONSULTATIONS

- 4.1 The initial statutory consultation period for the application started on 06/03/2020 and ended on 06/04/2020. The included neighbour letters sent to 169 neighbouring properties and both site and press notices. Following submission of revised / additional information a second reconsultation was undertaken, with consultation letters sent to neighbouring properties. The reconsultation started on 10/08/2020 and ending on 27/08/2020.
- 4.2 50 Objection responses have been received to both the original and second consultation periods. In addition a petition from the Wenlock Barn Tenant Management Organisation (TMO) with 33 signatures has also been submitted. Concerns are:

Amenity impacts

- The development will lead to loss of privacy, overshadowing and overlooking.
- It will block light and views and overlook the bedrooms and living rooms of Micawber Court.
- It will reduce the sunlight to the gardens on Windsor Terrace.
- The resulting use will cause noise, disturbance and nuisance.
- The proposal contravenes DM2 and DM3 because the wind report underestimates average wind speeds on City Road. Wind at street level needs to be assessed by the Council as it impacts on cyclists and pedestrian safety.
- The overshadowing of the community garden and back gardens is a concern as there are elderly residents and those with mobility issues in the area who rely on this space for access to green space and natural light, and the community already struggles with adequate access to open space and natural light so any loss is

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unacceptable. This is not considered to be inclusive to elderly and vulnerable people.

- Development along City Road in recent years has caused noise, pollution and disruption
- The walkway/road outside of 1-18 Buxton Court and the grass area at the front of the block will not be available for residents
- Impact on trees and children's play area
- Proposals will impact on water pressure in the surrounding area
- The proposals will result in significant disturbance from noise and pollution during the construction phase

Design and heritage

- 12 storeys is too high and is out of proportion with the surrounding buildings on this side of City Road and Thoresby Street. It will dwarf surrounding buildings.
- The 12 storey building should not be described as 'mid rise'. It is high rise so the premise of the application is flawed.
- Comparison against other tall buildings in City Road is flawed as they are some distance from the site.
- The proposal contradicts policy FS08 of the Future Shoreditch AAP which shows that the prevailing height in this area is 6 storeys and the proposal does not fulfil the criteria for a 'tall building' as set out in the AAP.
- The existing building forms part of the history and character of the area and the proposed new building is unsympathetic.
- Clarification that the Royal Chest Hospital and the London Chest Hospital are distinct institutions. Thoresby House formed part of the Royal Chest Hospital, used as a Nurses' Home, and it merits protection as it is an example of a 'little studied' building as described by the 1998 Royal Commission on Historical Monuments and no other examples of such accommodation survive in Hackney or Islington. Thoresby House also has fragments of architectural interest which should be retained.
- The applicant has not provided evidence to demonstrate that it is not possible to develop within the existing historic fabric of the building.

Principle of student accommodation

- Question raised around the community benefit of this sort of accommodation
- Concern raised around the principle of building short-stay student accommodation when there is a much greater need for housing and affordable housing
- Students will cause noise into the night which will negatively affect quality of life
- It would be preferable to build student accommodation serving multiple universities, e.g. University of London
- There is an abundance of student housing in the area including some owned by City University, which the students could utilise.

Transport

- No parking is incorporated within the development

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- Inadequacy of parking/loading/turning. Highway safety/traffic generation/road access

4.6 The above objections, plus all material planning considerations are addressed in the relevant sections of the report. It should also be noted that the applicant carried out their own community engagement exercise including sending letters and flyers to local residents in December 2018 and November 2019 as well as an exhibition at the Provost Community Hall and a presentation to the Hackney Society in December 2019. Details are provided in the applicants Statement of Community Involvement.

Statutory Consultees:

Historic England

4.7 We do not consider that it is necessary for this application to be notified to Historic England under the relevant statutory provisions.

Secure by Design

4.8 No in principle objections. A condition and informative is recommended. Specific comments, to be addressed by condition, relate to standard items including access control, entrance gates, external doors, the entrance lobby, compartmentation, door/window Specifications, brickwork detail, fire corridor, postal strategy, refuse and cycle access, cycle store, perimeter boundary and communal spaces, emergency services access, balconies/climbing aids, CCTV, lighting, roof and flat roof access, fire routes and security.

Officer note: the revised cycle store entrance now includes a single door set rather than the originally proposed double door set which is preferable from a SBD point of view. The other points raised will be addressed by condition.

Thames Water

Waste Comments

4.9 With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

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

4.11 We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. An informative will be attached in this regard.

4.12 There may be public sewers crossing or close to the development. If you discover a sewer, 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

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we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

- 4.13 The proposed development is located within 15 metres of a strategic sewer. Thames Water requests a piling condition is attached to any planning permission.

Water Comments

- 4.14 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.
- 4.15 On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application.

Greater London Authority (GLA)

- 4.16 Policies of the London Plan and the Mayor's intend to publish London Plan policies on the CAZ, student housing, urban design, heritage, energy, urban greening and transport are relevant to this application. The following strategic planning issues should be addressed to ensure compliance with the London Plan and the Mayor's intend to publish London Plan.
- 4.17 Principle of development: The proposed intensification of the site within the CAZ for increased student accommodation and communal amenity space is supported. The applicant is required to enter into a nominations agreement with the Higher Education Provider.
- 4.18 Affordable student housing: The development does not provide affordable student housing. Given the nature of the University and the purpose of the proposed accommodation in this case, this is accepted provided that the accommodation is only occupied by students of this particular institution. The Council should ensure that in the event that the site changes hands with a conventional student accommodation operator, the development would provide 35% of the rooms as affordable student housing, which should be secured within the S106 agreement.
- 4.19 Urban design / Heritage: The design, layout, height and massing of the scheme is acceptable. A fire strategy is required. The loss of the non-designated heritage asset is outweighed by the identified public benefit and the conservation of its historic significance. The provision of community space for use by the local community should be secured. The scheme is considered to preserve the significance of the surrounding Conservation Areas and listed buildings. Provision of 10% of accommodation as wheelchair accessible should be appropriately secured.
- 4.20 Climate change: Further information has been requested on the energy strategy, and urban greening.
- 4.21 Transport: The applicant should investigate the provision of pedestrian and cycling movements and increase the public realm offering. The applicant must resolve issues in respect to disabled vehicle parking and cycle parking. The Council must secure as part of any future planning permission a construction logistics plan, a travel plan and a delivery and servicing plan.

Transport for London

Healthy Streets and public realm

- 4.22 The Transport Assessment (TA) submitted is broadly in line with TfL's updated guidance. Concerns were raised initially that the TA did not include an Active Travel Zone (ATZ) assessment. An ATZ has been submitted as part of the Transport Addendum. Whilst the methodology of the assessment is acceptable in principle, TfL is not satisfied with the areas for improvement column in table 5.2 and 5.3. This column should provide suggested improvements in line with the guide to Healthy Streets indicators.
- 4.23 The principle of better enclosing the site is appreciated, however the development proposal would prohibit east-west pedestrian and cycle movements that currently take place to the north and south of Thoresby House. The applicant should investigate if these pedestrian and cycle movements can be accommodated as part of the redevelopment proposals and should not restrict access to public spaces compared to the sites current layout in line with policy GG3 (Creating a healthy city) of the new London Plan.
- 4.24 The boundary treatment to Thoresby Street is attractive but creates a fenced off private space. TfL would be supportive of the boundary increasing public realm space with trees, planting and seating in line with policies D7 (Public Realm) and T2 (Healthy Streets) of the new London Plan.

Cycling and cycle parking

- 4.19 The revised proposals now include a total of 52 long stay cycle spaces and 14 short stay spaces in the public realm. As set out in table 10.2 of the new London Plan for student accommodation 0.75 long stay spaces per bedroom should be provided. On this basis the level proposed does not comply with the minimum cycle parking standards set out in the new London Plan and TfL therefore requests a minimum of 105 long stay cycle parking spaces provided to comply with policy T5 (Cycling).
- 4.20 Paragraph 5.196 of the Planning Statement states the provision of only 44 long stay cycle parking spaces is acceptable as study abroad programme students typically stay in London for one semester only, do not transport bicycles from the United States nor purchase bicycles whilst here and are unfamiliar with UK roads. Whilst TfL recognises the barriers to cycling for international students, disregarding cycling so that only walking and public transport are promoted as the main modes for students is unacceptable and does not comply with policy T1 (Strategic approach to transport). New developments should help remove barriers to cycling and create an environment in which people choose to cycle as set out in Policy T5 (Cycling) paragraph A of the new London Plan. TfL therefore requests that barriers to cycling should be addressed and reflected in the actions and targets proposed as part of the Travel Plan (TP). Funding for the implementation and monitoring of the TP should be secured as part of the S106 agreement.
- 4.21 All cycle parking should comply with TfL's London Cycling Design Standards (LCDS) as set in Policy T5 paragraph 5 of the new London Plan. It is noted that the revised proposals increase the size of the cycle store. However, the long stay parking proposed does not comply with LCDS guidance, with no space for adapted / larger cycles, no Sheffield cycle stands and this should be amended prior to Stage 2 and determination by the council.

Public Transport Impact

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- 4.22 The proposed development will generate an estimated 6 two-way trips in the AM peak and 34 two-way trips in the PM peak. Given the low level of additional demand TfL is satisfied that this will not have an unacceptable impact on London's public transport network.

Parking, servicing and Vision Zero

- 4.23 The proposed development is car free which is welcomed in line with policy T6 (Car parking) of the new London Plan and supports Vision Zero; the Mayor's goal to eliminate all deaths and serious injury from London's Transport Network by 2041. No disabled parking is proposed on site with provision designated to nearby bays. Policy T6.1 (Residential parking) of the new London Plan requires at least one designated disabled parking bay for 3% of dwellings, however in this instance TfL is willing to adopt a flexible approach. As suggested in paragraph 4.5.4 of the TA, TfL would strongly support a dedicated disabled bay being provided on street through the conversion of an existing bay and the applicant should demonstrate and ensure that these bays are easily accessible from the application site. The applicant should enter into a Section 278 agreement with the Council for the conversion proposed and this should be agreed prior to Stage 2 and determination by the Council.

- 4.24 Servicing is proposed to take place on-street from Thoresby Street as existing. TfL has no objection in principle to the servicing arrangement proposed. An outline Delivery and Servicing Plan (DSP) has not been submitted with the application however TfL would support measures to encourage delivery and servicing trips to be undertaken by cargo-bikes rather than delivery vehicles in line with policy T7 (Deliveries, servicing and construction) of the new London Plan. This should be encouraged and actively facilitated within a full DSP, secured via condition.

Construction

- 4.25 An outline Construction Management Plan has been submitted. A full Construction Logistics Plan (CLP), produced in accordance with TfL best practice guidance, should be secured by condition and discharged in consultation with TfL prior to construction commencing.

Other Council Departments

Transport

- 4.26 No objection subject to a Travel Plan, Electric Vehicle Charge Point (EVCP), Delivery and Service Plan, Construction and Demolition Plan and S278 highways contributions.

Drainage

- 4.27 The site is shown to have a 'high' risk of surface water flooding according to GOV.UK 'Long Term Flood Risk' (<https://flood-warning-information.service.gov.uk/long-term-flood-risk>) and an increased potential for elevated groundwater based on the Hackney Surface Water Management Plan Fig. 10 (<https://hackney.gov.uk/flooding-drainage>). The proposal includes the demolition of existing building and erection of a new 12 storey building for use as student housing (sui generis). We have assessed the 'Flood Risk Assessment & SuDS Strategy Report' by Heyne Tillett Steel. With regard to surface water flood risk it is stated that "There are some areas within the site at high risk of surface water flooding, however this is likely to be caused by local low points and poorly designed or maintained drainage systems"; however it is not clear from the report how this will be mitigated as no existing and proposed levels or further details

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are provided. Conditions are recommended.

Air quality

- 4.28 The Council's Air Pollution Officer questioned why 2017 data was used in the AQA rather than 2018 data. The agent explained that 2017 data had been used to ensure it was consistent with the DEFRA NOx/NO2 calculator which requires the use of 2017 background data, so all weather and emissions data are also utilised from 2017 to create the baseline emissions model.
- 4.29 The Council's Air Pollution Officer questioned the proposed mitigation strategy, stating that it is not in line with the relevant IAQM guidance (e.g. change in design should also be proposed and not just mechanical ventilation). The report has been updated with reference to IAQM guidance.

Environmental Protection (Noise)

- 4.30 The report confirms that the proposed scheme of soundproofing insulation which is inclusive of the worst affected west and south facades will (with the windows closed) achieve the internal noise design criteria for new residential units (BS 8233:2014). As such it is accepted from the noise modelling predictions in the report that the rating sound level for the proposed mechanical units will satisfy Hackney's Plant noise criteria.

Pollution Control Officer - Land, Air, Water (land contamination)

- 4.31 The Phase 1 documents encompass a standard format desk study and site reconnaissance undertaken in accordance with published guidelines and which is considered acceptable. It presents sufficient evidence and information on the historical and current use of both the site itself and adjoining land to present a qualitative risk assessment of potential contamination and to the extent that no further documentary research or assessment would be required. I agree with the report's conclusions that a Phase 2 intrusive site investigation should be undertaken, that is a quantitative assessment to determine the nature and extent of contamination within the site.
- 4.32 Further details in the form of a preliminary site investigation scheme should be submitted to the local authority for approval prior to any work being undertaken. This should include: 1) details of the proposed sampling regime and analysis taking into consideration any future changes to the site (for example site levels); 2) A plan of the site annotated with all of the identified potential sources of contamination, the proposed investigation positions and any zones with different investigation requirements. Different averaging areas should be clearly identified; and 3) Sufficient coverage to investigate each aspect of the conceptual model for the site must be clearly demonstrated.

Sustainability Officer

Energy assessment

- 4.33 The proposed development is student's accommodation. While the type of building has been identified as Sui Generis, it has a clear residential use, with mid-term permanent occupation. While the submission is non-domestic for the energy assessment (i.e. using BRUKL for part L compliance) an effort should be made to achieve high carbon emission reductions and high levels of occupants comfort.

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- 4.34 In line with LP33 and London Plan policies, non-domestic applications will be required to be zero carbon with a minimum 35% reductions in carbon emissions beyond part L baseline. Non-domestic developments must achieve 15% reductions with energy efficient measures alone (be lean stage of the energy hierarchy). As such this development should aim as much as possible the highest carbon emission reductions.
- 4.35 The energy assessment should clearly indicate the heat system hierarchy (as in the GLA energy assessment guidance) is thoroughly addressed. Firstly, looking at opportunities to connect to a nearby network, as the location is in a Heat Network priority area. The Hackney Decentralised Energy Master Plan for the Shoreditch North Cluster shows that the site is close to the proposed extension of the heat network to the Windsor Terrace Estate. If not currently feasible the development should plan for future connectivity to a Decentralised Energy Network (DEN). The second approach should look at a centralised energy system, and although this is planned for Domestic Hot Water (DHW) with heat pumps and thermal storage, it is not addressing the possibility to also provide heating.
- 4.36 Passive solutions proposed to mitigate overheating such as thermal mass, lower g-values (but still high visible transmittance factors), shading (as a result of the form of the building and blinds) insulation of distribution pipes, are welcome and should be secured by condition.
- 4.37 It is welcome that the site is to accommodate a 6.5kWp array with a predicted annual energy generation is 6,970kWh. The reduced roof space should also include a biodiverse green roof, as recommended in the ecology report. Both can be complementary. This is also strongly encouraged as an opportunity to mitigate climate change and improve the green infrastructure in both current and emerging Hackney (e.g. biodiversity net gain) and London (e.g. urban greening factor) plans.

Sustainability assessment

- 4.38 The non-domestic development targets BREEAM excellent and satisfies the sustainability requirements. A condition will request confirmation that the development achieves the post-construction target. The development is considered to be air quality neutral with respect to building related emissions. Transport associated emissions are also below the benchmarks. So it is considered that the development will not cause a significant impact on local air quality. Suggested mitigation measures presented in the air quality report, required during construction and operation should be followed, to minimise the impact in an area with high levels of pollutants and dust. Recommendations listed in the ecology report should be implemented to improve the green infrastructure and protection of the ecosystems habitat.
- 4.39 A condition should be required to secure monitoring of the performance of the energy system post-construction, to ensure the expected design performance is achieved. This is to be submitted on an annual basis for at least a period of five years after occupation, as suggested in GLA guidance.

Waste Officer

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- 4.40 Raised concerns initially with regard to the size of the bin store; details of recycling; the generalised nature of the operational management plan. The revised information has addressed these concerns.

Local Groups

Hackney Society

- 4.41 We object to the principle of redevelopment. The existing building is the last remnant of The Royal Chest Hospital, and is to be regarded as an undesignated heritage asset. It is amongst the last heritage assets in the immediate area with the Wenlock Arms, 14-16 Wharf Rd, 1-8 Micawber St, etc being increasingly hemmed in by later developments. Substantial harm arises from its total loss and we are not convinced that the proposed student accommodation with its relatively poor amenity, justifies this harm. The ground and first floor elements of the development are poor, and functional in appearance and their negative contribution to the streetscape is exacerbated by the peripatetic nature of those who will use it most.

Hackney Swifts

- 4.42 This development is close to areas where swifts (on the RSPB amber list due to rapidly declining numbers) are currently nesting and will potentially nest, so we request that a significant number of integrated swift nestbox bricks, reflecting the large scale of this development, are installed near roof level, which would provide an aesthetically acceptable and zero maintenance way to provide a long-term resource to protect this species and enhance the local biodiversity, in line with Hackney Council's guidance on this issue (Biodiversity Action Plan). Integrated boxes for bats, which are also priority species found in this area e.g. by the Regent's Canal SINC, and biodiverse roof, would be welcome to ensure a further gain for biodiversity in accordance with NPPF 2019. An ecologist would identify the best location in the development, or alternatively manufacturer's instructions may be followed.

Shoreditch Conservation Area Advisory Committee (CAAC)

- 4.43 The SCAAC strongly objects to the demolition of this heritage building, a rare survival in the area, the loss of which would cause irreparable harm. Further, the proposed building is completely generic, lacks any architectural merit and its disproportionate massing overpowers the streetscape.

5 **POLICIES**

5.1 **Local Plan 33**

LP1 Design Quality and Local Character
LP2 Development and Amenity
LP4 Non Designated Heritage Assets
LP9 Health and Wellbeing
LP12 Housing Supply
LP13 Affordable Housing
LP20 Student Housing
LP41 Liveable Neighbourhoods
LP42 Walking and Cycling
LP43 Transport and Development
LP44 Public Transport and Infrastructure
LP45 Parking and Car Free Development
LP48 New Open Space

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LP51 Tree Management and Landscaping
LP54 Overheating
LP55 Mitigating Climate Change
LP56 Decentralised Energy Networks (DEN)
LP57 Waste
LP58 Improving the Environment - Pollution

5.3 London Plan (2016)

3.3 – Increasing Housing Supply
3.4 – Optimising Housing Potential
3.5 – Quality and Design of Housing Developments
3.6 – Children’s and Young People’s Play and Recreational Facilities
3.8 – Housing Choice
3.9 - Mixed and balanced communities
3.12 – Negotiating affordable housing on individual private residential and mixed use schemes
4.2 - Offices
4.3 - Mixed use developments and offices
5.1 – Climate Change Mitigation
5.2 – Minimising Carbon Dioxide Emissions
5.3 – Sustainable Design and Construction
5.9 - Overheating and cooling
5.10 - Urban greening
5.11 - Green roofs and development site environs
5.12 - Flood risk management
5.13 - Sustainable drainage
6.3 – Assessing Effects of Development on Transport Capacity
6.9 – Cycling
6.13 – Parking
7.1 – Lifetime Neighbourhoods
7.2 – An Inclusive Environment
7.3 - Designing out crime
7.4 – Local Character
7.5 – Public Realm
7.6 – Architecture
8.2 – Planning Obligations
8.3 – Community Infrastructure Levy

5.4 SPD/SPG/Other

Hackney Planning Contributions SPD
Hackney Sustainable Design and Construction SPD
GLA Housing SPG
GLA Affordable Housing and Viability SPG

5.5 National Planning Policies

National Planning Policy Framework 2019
Planning Practice Guidance

5.6 Legislation

Town and Country Planning Act 1990 (as amended)

5.7 Emerging Planning Policy

- 5.7.1 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 08 October 2019. This contained a series of recommendations on amendments to the Plan, some of which the Mayor chose to accept and some which he chose to reject. The reasons for his rejections accompany the London Plan "Intend to Publish" version was sent to the Secretary of State (SoS) on the 9th December 2019. Subsequently, on the 13th March the SoS raised significant concerns with Intend to Publish London Plan. The Mayor of London responded to the SoS on 24th April to commence discussions regarding the SoS's directions. The adoption of the new Plan is not imminent.
- 5.7.2 The NPPF sets out that decision takers may also give weight to relevant policies in emerging plans according to their stage in preparation, the extent of unresolved objections and degree of consistency with the NPPF. The emerging London plan is a material planning consideration and carries some weight in decision making at this stage.

6. COMMENT

6.1 Background

- 6.1.1 The site is in a prominent location on the east side of Thoresby Street, close to the junction of City Road and Thoresby Street a short distance to the south. City Road marks the boundary with the London Borough of Islington. The site is 0.37 hectares in size and is currently occupied by Thoresby House. The existing use of the site is for student accommodation. The building was purchased in 1997 by Arcadia University to house international students undertaking study abroad programmes.
- 6.1.2 The 4 storey brick building dates from circa 1906 and has been identified by the Council as a non-designated heritage asset. Historically, Thoresby House formed part of the London Chest Hospital complex with the building originally being used as purpose built nurses accommodation until the mid 1950s, and is the sole remaining building of the hospital complex. Given the building's significance as a non-designated heritage asset, careful consideration has been given to the heritage implications of the loss of the building. In the first instance, Arcadia University explored options for altering and extending the existing building to increase the number of student rooms and improve the quality of accommodation, however constraints relating to access, circulation and layout meant this was not feasible. A pre-application process took place with the Council between 2016 and 2019 during which time the proposals for the site were altered and refined.
- 6.1.3 The proposal seeks to demolish the existing building and to redevelop the site to provide new student accommodation in a 12 storey block over basement. The existing building accommodates 33 students in single and double rooms with communal bathrooms, lounges and kitchens. The new building would comprise 68 dormitories, 4 studio units, communal lounge and amenity space, a roof terrace, teaching space, and cycle parking. The number of students would increase to a maximum of 140.

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- 6.1.4 The main entrance is located on Thoresby Street providing access directly to the ground floor reception space and communal lounge as well as ancillary uses such as a security office. The entrance is set back from the street behind double height collonades, which provides a wide public realm. The basement level is home to a laundry room for students, a cycle store and refuse store, as well as plant equipment. The first floor provides additional communal space in the form of teaching space, breakout space and lounge. The teaching space will be available for community use and is accessible by a separate set of stairs. The staircase is visible on the south elevation of the building behind the double height ground to first floor windows.
- 6.1.5 Student dormitories are located from the second to the tenth floor. The standard arrangement is for twin rooms as this is the preference amongst American students. There is a shared kitchen space allocated to every four rooms (generally eight students per kitchen). There are some alternative room styles available on the second floor including five studio rooms for single use which have their own kitchens. There is one dedicated accessible room for an individual on the third floor, and the fourth to tenth floor each provide an accessible 'buddy room' which can be occupied by 2 students but is larger than the standard dormitories.
- 6.1.6 There is further communal space including a lounge, kitchen and accessible roof terrace on the eleventh floor. A green roof is provided as well as improved landscaping and public realm at the ground floor.

6.2 Land use

Student accommodation

- 6.2.1 The site currently provides student accommodation for students of Arcadia University who are studying abroad. Arcadia University is a not for profit education provider registered in the USA providing courses which promote studying abroad. The provision of student accommodation by Arcadia University on this site is well established as Arcadia has owned Thoresby House and provided student accommodation here since 1997. The proposal is to replace the existing student accommodation with a new, larger and purpose built student accommodation block in order to optimise the use of the site.
- 6.2.2 The site is located within the Central Activities Zone (CAZ). London Plan (2016) policies 2.10 and 2.11 and the CAZ SPG outline the strategic uses that are supported and encouraged within the CAZ including newer economic sectors such as tech, digital, media and creative industries as well as established uses including in education and other sectors. These uses are to be supported whilst recognising the importance of local activities including housing. The principle of providing student accommodation in order to support the education sector within the CAZ is therefore supported in strategic policy terms.
- 6.2.3 London Plan (2016) policy 3.8 Housing Choice and the intend to publish version of the London Plan Policy H15 Purpose-built student accommodation (Part A) seek to ensure that local and strategic need for purpose-built student accommodation is addressed, without compromising the capacity for conventional homes, provided that: at the neighbourhood level, the development contributes to a mixed and inclusive neighbourhood; the use of the accommodation is secured for students; the accommodation is secured through a nomination agreement for occupation by

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students of one or more higher education provider; the maximum level of accommodation is secured as affordable student accommodation as defined through the London Plan and associated guidance; and the accommodation provides adequate functional living space and layout.

- 6.2.4 In respect of student housing need, the proposed development is a replacement of an existing student accommodation facility to meet the needs of Arcadia University. The proposed development would not result in change of use of the site, and would result in increased accommodation of a higher quality which makes more efficient use of the land. In this respect, the proposed land use is supported in principle. The use of the site for students of Arcadia University, an accredited higher education provider, will be secured through the S106 agreement.
- 6.2.5 In addition, Policy H15 (Part B) encourages student accommodation to be located in areas well-connected to local services. The site is located within the CAZ, has a PTAL of 6a and is located within a short walking distance of two underground stations and a wide range of local shops, services and facilities. As such, the proposed development meets the requirements of this part of the policy.
- 6.2.6 LP33 policy LP20 states that proposals for new student accommodation will be permitted provided various criteria are met. First, it must be demonstrated that the site is not suitable for the development of conventional self contained residential units, as also outlined in policy LP12 part D. This site is currently in use as student accommodation and the proposal does not involve any change of use, rather to replace the existing student accommodation with a new student accommodation block, so this part of the policy is not considered to be relevant on this occasion.
- 6.2.7 Second, it must be demonstrated that the accommodation is needed and secured for students from academic institutions based in Hackney or within London. As noted above, the accommodation is being developed specifically to meet the needs of Arcadia University. The students will be studying at City University during their time in London.
- 6.2.8 Third, the proposal must not result in the loss of conventional housing, which it does not. Fourth, the site should be highly accessible by public transport and provides good access to local shops, services and facilities. The site has a PTAL rating of 6a, representing a highly accessible location and there are local shops and other facilities along City Road and Old Street and across Hoxton and Shoreditch.
- 6.2.9 Fifth, the development must not lead to an over-concentration of such uses which may be detrimental to local amenity, or the balance of uses within the area affecting the character and function of an area. There is other student accommodation in the vicinity including Ashwell House 90m to the east and iQ student accommodation, Urbanest Hoxton, Scape Shoreditch, all of which are between 500m and 1km to the east. Outside of Hackney, there is further student accommodation to the south and west of Thoresby House within Islington. The area could therefore be described to have a concentration of student accommodation however this is a necessary provision for students attending London Universities and is therefore not considered an over-concentration. The accommodation at Thoresby House will be fully occupied by students from Arcadia University and will therefore not contribute to any over-concentration in the sense of an oversupply of general student accommodation. In terms of amenity impacts, it is recognised that the accommodation will increase the number of students on the site by four times, however an Operational Management

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Plan (discussed below) has been submitted in order to manage any potential amenity impacts on the residents in the immediate vicinity. The wider character of the area is very mixed, comprising a range of commercial and recreational activities and student accommodation is compatible with this existing mix of uses. Also, the site already provides student accommodation so there will be no new impacts upon the character and function of the area.

- 6.2.10 Sixth, 10% of rooms must be wheelchair accessible or easily adaptable. This is achieved as eight rooms are wheelchair accessible (of a total 73). There is lift access to all floors.
- 6.2.11 Seventh and eighth, the policy requires a minimum of 50% of student rooms to be affordable for students, subject to viability. The rent for affordable student rooms should be set at a maximum of 55% of the maximum income that a new full-time student studying in London and living away from home could receive from the Government's maintenance loan for living costs for that academic year. In this case, the students are American, studying abroad generally for one semester, and will not be receiving maintenance loans from the Government. It has therefore been concluded that this element of the policy cannot be applied to this scheme. This is discussed in greater detail below.
- 6.2.12 Part B of policy LP20 requires details of the management of the student accommodation, setting out how the impact of the development on local amenity will be minimised. Whilst student accommodation has been operating on this site for over 20 years, the proposal will increase the total number of students on the site from 33 to a maximum of 140. The increased height of the building and the increased number of students living on the site mean that additional amenity impacts on local residents need to be considered, particularly those living in Buxton Court. An Operational Management Plan has been submitted setting out that the facility will be managed by Arcadia itself who will encourage the students to consider local residents' amenity and states that antisocial behaviour will not be tolerated. In terms of the design and layout of the building, the main entrance faces Thoresby Street (as per the current arrangement), so residents of Buxton court will not be disturbed by students coming and going. The rooftop terrace will be accessible by a timed key system with access not permitted after 11pm, an external perimeter wall extending to 2.42m will prevent overlooking, and amplified music will not be permitted. Access for servicing is via the service road to the north as per the existing arrangement and servicing will take place as necessary between 8am and 6pm Monday to Friday. These arrangements are considered to adequately mitigate amenity impacts of the development in terms of its use (other amenity impacts resulting from the design of the building are considered in section 6.5 below).
- 6.2.13 Overall, the proposed development is acceptable in land use terms.

Affordable student accommodation

- 6.2.14 The existing London Plan (2016) policy 3.8 does not require provision of affordable student accommodation but seeks to ensure that strategic and local needs are met. LP33 Policy LP20 part A.vii and viii require provision of 50% affordable student accommodation at 55% of a student's maximum expected income. Policy H15 of the intend to publish version of the London Plan states that the maximum level of accommodation should be secured as affordable student accommodation, and in order to follow the fast track route (i.e. no viability assessment is required) at least 35% of the rooms should be affordable. The affordable student bedrooms should be

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allocated by the higher education provider that operates the accommodation, or has the nomination right to it, to students it considers most in need of the accommodation.

6.2.15 The proposal does not offer any affordable student accommodation. The particular circumstances of this scheme, which is for the redevelopment of the site to provide student accommodation solely for use by American students of Arcadia University who would live in the accommodation for a semester at a time (generally 4 months), rather than being available to students from Hackney or London, is such that the provision of affordable accommodation is not considered to be suitable or necessary. The cost of the overseas accommodation is included within the students' University fees. As long as the accommodation is operated by Arcadia University, the provision of affordable student accommodation would not provide any planning benefit to Hackney, since there would be no Hackney residents or students who would benefit from this.

6.2.16 However, if there is any change of ownership of the site in the future and it becomes used for the provision of conventional student accommodation, then it will be necessary for the new accommodation provider to provide affordable student accommodation in line with LP33 policy LP20 and New London Plan policy H15. This will be secured by legal agreement. This approach has been agreed by the applicant and is supported by the GLA.

Community use

6.2.17 A community / teaching space of 67.7sqm is located on the first floor. This is available for use by non-residents and is accessible via a separate set of stairs. This is welcomed as a public benefit of the scheme. It will be secured by legal agreement.

6.3 Design and conservation

6.3.1 The design principles of chapter seven in the London Plan and chapter three of the intend to publish London Plan outline that all developments should achieve a high standard of design which responds to local character, enhances the public realm and provides architecture of the highest quality. In particular, Policy 7.5 of the London Plan and Policies D1 & D2 of the intend to publish London Plan require architecture to make a positive contribution to a coherent public realm, streetscape and wider cityscape, incorporating the highest quality materials and design appropriate to the surrounding context. LP33 Policy LP1 states that all new development must be of the highest architectural and urban design quality. Development must respond to local character and context having regard to the boroughwide Characterisation Study, and be compatible with the existing townscape and local views.

6.3.2 It should be noted here that the design of the proposed building has evolved over time through various pre-application meetings. The first pre-application meeting proposed a 20 storey building on the site. The Council did not support the principle of a tall building of this height on this site given the small size of the site and because it would not relate well to the surrounding buildings or the pattern of development in the surrounding area. There is no direct frontage onto City Road so a tower was considered unsuitable. Following this advice, the proposals have evolved to the current lower scale 12 storey scheme, developed following further discussion with the Council and the Design Review Panel.

Form, height and massing

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- 6.3.3 The proposed new building is 12 storeys in height. LP33 policy LP1 (part C) states that all new taller buildings must respect the setting of the borough's local character and historic townscapes and landscapes including those in adjoining boroughs. Taller buildings will only be permitted where they: i. have a legible and coherent role in the immediate and wider context; ii. relate and respond to its context: the base of the building must enhance the existing streetscape, and the top of a tall building must enhance the skyline; be of exceptional design quality both in materiality and form and not lead to unacceptable overshadowing of public spaces; iii. make a positive contribution to the quality of the public realm; iv. preserve or enhance the borough's heritage assets, their significance, and their settings; and v. not constrain development potential on adjoining sites including sites within adjoining boroughs.
- 6.3.4 The wider context is mixed in character and the site is in close proximity to, although not immediately facing City Road. There are distinct clusters of tall buildings approximately 30-40 stories in height along City Road, marking Old Street roundabout and the junction of City Road and East Road, as well as around the southern end of City Road Basin within the London Borough of Islington. This particular site is located within a 'valley' between these tall building clusters, where buildings are generally 6-8 storeys in scale with the exception of limited taller elements rising to approximately 20 stories marking important routes and junctions.
- 6.3.5 The Hackney Characterisation Study (2018) sets out that tall buildings must be considered within their local context. The proposed 12 storey building is considered to negotiate well between the height of buildings on City Road to the east and west and the horizontal blocks of Buxton Court in immediate proximity to the site. The increased height offers what is considered to be an elegant building which positively contributes to the townscape and is of an appropriate height within the wider context of the locale. The raised roof parapet is designed to conceal services and is set back from the brickwork balustrade at terrace level.
- 6.3.6 It is also clear that the existing building has an awkward relationship with the surrounding Buxton Court Estate as the building has only one frontage onto Thoresby Street and leaves exposed flank and rear elevations facing City Road and the Buxton Court Estate. The proposed new building will improve this relationship.
- 6.3.7 The GLA are supportive of the height and massing and the principle of tall buildings in this location, stating that the quality of the architecture is high and the proposed scale and massing responds positively to the context of buildings on City Road and the horizontal blocks of Buxton Court. The Hackney Design Review Panel (DRP) (August 2019) did not raise any concerns specifically with regard to the height, concluding as follows:

"The Panel generally understands the design principles underpinning the proposals. However the Panel feels that in order to justify a ten/eleven storey block on this constrained site, its architecture should be refined and be more expressive on some key areas, like the southern prominent elevation, the ground floor elevation and the top part of the building. The Panel perceives a certain tension between the internal layout and the elevations of the scheme, which should be addressed at the next stage. The hierarchy of the designed elevations should be further investigated and the scheme rigor relaxed to create more expressive variations on facade".

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- 6.3.8 The applicant has addressed the comments of the DRP through design development, significantly refining the design. It was not considered necessary for the proposal to go before the design panel a second time. The 12 storey height is considered to be acceptable in principle as the quality of accommodation, the architecture and the public realm space have all improved as a result of discussion.
- 6.3.9 The proposed building occupies a slightly larger footprint than the existing. The north western corner aligns with the existing garages behind and the rest of the western side of the building is set back from the street to provide a wider footpath along Thoresby Street which is welcomed. The prominent south western corner of the site will be highlighted and activated by introducing a double height colonnade in this corner location as this is the direction from which most people will approach via City Road. This also helps to create a sense of visual permeability.
- 6.3.10 A generous amount of public realm is provided at ground floor level, with the proposed building set further back from the site boundary than existing, and accommodating a colonnade area, adjacent to the footway. This is a positive contribution given the constraints of the site. This also offers relief to the existing narrow pavement.

Layout

- 6.3.11 In terms of the layout of the building itself, there is a clear and logical organisation of uses within the building. The entrance is from Thoresby Street. Ancillary uses such as cycle storage, bin stores, laundry and plant are located in the basement; communal lounges and teaching space is located on the ground and first floor; and student accommodation from the second to tenth floors. The studio rooms for the Life Assistants are clustered on the second floor. There is further communal space and a roof terrace on the eleventh floor.
- 6.3.12 The proposed layout of the typical floors is sensible. The organisation of the plan, in order to take advantage of the southern corner of the site, and locating the shared kitchen/dining space on this corner is considered to be a positive design development. This means the corner is activated and takes advantage of the double aspect condition with views to the south and west. It is acknowledged that the same corner condition cannot be repeated to the north, due to contextual constraints and the potential impacts to neighbouring buildings and their residents.
- 6.3.13 The location, layout and architectural expression of the staircase linking the ground and mezzanine floor has been developed since the pre-application stage, and the vertical connection between these key social spaces is now celebrated, which is welcomed. The roof terrace is consolidated through the extension of the parapet, which will shield visual clutter at roof level. This element is considered to be acceptable.
- 6.3.14 Internally, the building will offer a good standard of accommodation and is acceptable in design terms. The GLA are also supportive of the general layout of the building.

Architecture and Materials

- 6.3.15 The proposed architectural language and materiality is generally supported. The increased depth created in the facade through the detailing of stepped columns, directed to the prominent corner, is a welcome design development and appropriately

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references both the history of the existing building on the existing site, whilst responding to the immediate context. It is considered that the double height ground and mezzanine floors, with associated colonnade, sufficiently delineates the bottom of the building from the middle and is of a high quality.

- 6.3.16 It is considered that the use of brick as the material at the base of the expressed columns in order to further refine the material palette and ensure the building feels grounded to the site is appropriate. The darker banding expressed on the elevations is considered to be acceptable as it ties the proposal into the architectural language of its neighbours in Buxton Court, yet distinguishes it as a piece of contemporary architecture. Overall the level of detailed design development is to be commended and the proposal has been refined significantly since it was seen by the Design Review Panel.
- 6.3.17 The GLA consider that the proposed materials and detailing of the building respond positively to the surrounding area. The proposed external facing materials will be conditioned.

Conservation and Heritage Assets

- 6.3.18 The site is not located within a Conservation Area, nor is it a listed building however the existing building was identified as a Non Designated Heritage Asset at the pre-application stage. LP33 Policy LP4 states that development proposals affecting non-designated heritage assets should conserve or enhance and reveal the significance of the assets and their settings. A Heritage Statement has been submitted as part of the application.
- 6.3.19 The building is a former nurses' home which dates from circa 1906. It was built for the Royal Chest Hospital, which had been founded in 1814. It went under various names and moved site a number of times, but occupied the site to the south and east from 1850. The 1850 buildings of the Royal Chest were demolished and rebuilt in 1862, with an extension in 1876 and 1886. The nurses' home was attached to and enclosed by the hospital to the south and east and attached to terraced housing to the north. The Royal Chest was badly bombed in 1941 and closed and demolished in 1954, the site of the hospital being used for the Buxton Court Estate (social housing named after the hospital's founder).
- 6.3.20 The building is on a square castle plan (a large square with corners extruded as squares to the north west and south west, forming recesses in three of four elevations). The building is of three main floors, with a mansard roof and a basement. The main material is yellow stock brick (laid in English bond) with red bricks dressings (pilasters, quoins, voussoirs and window arches). The street (west) elevation to Thoresby Street is in four bays; the three bays to the south having one window per bay and the northern bays marked by a curved bay to the principal floors with three lights. The curved bay is topped by a semi-circular gable with Portland stone dressings. The second bay has the main entrance, up three steps with timber doors inset in a red brick round headed arch, beneath a stucco porch in the form of a semicircle flanked by flats, supported on brackets. At street level, this elevation features light wells, original railings and a side gate surviving from the Royal Chest with part of the wall from that building (in Gault brick and crudely truncated). The south elevation is plainer but features an unusual chimney with brick stepping and two timber doors above the ground and first floors. The purpose of these unusual features is unclear: perhaps for ventilation or perhaps for removal of laundry. The

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south elevation also features a flight of steps down from the gate to a cobbled area formerly part of the Royal Chest Hospital complex. The north elevation features render where formerly attached to terraced houses to the north and a light well with white glazed brick. The east elevation has less interest and the steel fire escape, although of some age, appears not to be original.

- 6.3.21 The interior was inspected on 22nd September 2017. The main internal feature of interest is the full height staircase which is square in layout, around a central void. The structure of the staircase is supported on four corner newel posts which ascend the height of the building, in the form of tapered Doric pilasters in an unusual classical/Arts and Crafts manner. The handrails are also unusual: featuring two rails at differing heights. Bannisters are plain square sections. The hardwood joinery of the staircase is original and high quality, although generally plain.
- 6.3.22 The other item of interest is in the rear yard and is the foundation stone of the Royal Chest Hospital 1876 extension which reads: “This foundation stone was laid by Her Royal Highness the Princess Louise (Marchioness of Lorne) on Wednesday the 19th day of July 1876.” Princess Louise was one of Queen Victoria’s daughters and, as well as being an accomplished artist and sculptor, was particularly interested in social welfare, health and poverty causes.
- 6.3.23 The building is felt to have the following types of significance: (i) The building has historical value as the last remaining element of the Royal Chest Hospital, particularly since it includes two fragments of that building. The Royal Chest Hospital (1814-1954) was a large and important local institution. Various elements were opened by members of the Royal family. The number of Chest hospitals in London generally and East London in particular is testament to the now-forgotten extent of both environmental pollution (smog) and chest diseases (particularly tuberculosis) and this building forms a small part of that picture. More locally, the building forms part of a network of nearby hospitals (St Luke’s, St Matthews, Moorfields and the City of London Lying-In Hospital) which form almost a disparate hospital district in the City Road and Old Street areas. The building has historical value as an intact example of a late Victorian purpose-built nurses’ home. This building type is no longer constructed and examples are becoming rarer, with earlier examples such as this particularly uncommon.
- 6.3.24 (ii) The building has aesthetic value as a well-built and well-designed Edwardian building in a muted Queen Anne style, with some decorative elements (the porch to the main door) and other elements referencing the lost hospital (the flanged corner towers are typical of Victorian hospital design). The building is generally well-preserved externally: the UPVC windows are unfortunate but appear to replicate the original glazing pattern; the mansard roof form appears original although the detail of the mansards appears modern. Additional interest is provided internally by the dramatic staircase.
- 6.3.25 (iii) The building has communal value as part of the Royal Chest Hospital. Prior to the launch of the NHS in 1948, hospitals were local charities who survived on charitable giving. This involved both the patronage of national celebrities (such as the Royal family) and intensive and persistent local fundraising through events such as carnivals, parades, raffles, concerts etc. The hospital was therefore both integral to and “owned” by the local community. This building may have been the result of such efforts.

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- 6.3.26 The existing building was identified as a Non Designated Heritage Asset using the Council's published criteria for locally listed buildings. Non Designated Heritage Assets are defined in NPPF Annex 2: as *"Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing)."*
- 6.3.27 National Planning Policy Framework Paragraph 197 states that *"The effect of an application on the significance of a non-designated heritage asset should be taken into account 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."*
- 6.3.28 In this case the harm to the asset is absolute, since the building will be wholly demolished. However, the Council's view is that, in terms of the NPPF Para 197 test, the harm in this case is outweighed by the wider planning benefits of the scheme including the provision of a well designed, larger block of student accommodation and high quality architecture.
- 6.3.29 The application includes an element of mitigation, since the building will be recorded to Historic England Level 2 standard prior to demolition (see conditions). A condition is also required to secure and clarify proposals for the retention of the three elements identified in the Design and Access Statement at page 31 (the foundation stone from 1886, a memorial stone from 1997 and a surviving hospital gate) and to secure provision of a historical interpretive panel to ensure that the history of the Royal Chest Hospital is not forgotten.
- 6.3.30 The proposed building is within the wider settings of several Conservation Areas and a number of nationally and locally listed buildings. These are more fully explored in the submitted Design and Access Statement, Heritage Statement and the TVIA. The Council has considered the potential impacts to the settings of these heritage assets and is satisfied that any harm to the contribution made to the significance of these assets by the proposals is negligible given the locations, sight lines and distances involved. The Council has therefore given special regard to the settings of listed buildings and Conservation Areas in terms of the requirements of Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Design and conservation conclusions

- 6.3.31 The loss of the non-designated heritage asset is deemed to be acceptable given the high quality design and architecture of the new building and the mitigation measures in place to preserve the building's history. The proposal has been significantly refined and developed over the course of the pre-application process. The building has responded adequately to the points raised as part of officer and DRP feedback. The scale, form and massing of the proposal are considered to be acceptable and the quality of accommodation has improved, as well as the proposal offering more space within the public realm. The proposal is considered to be acceptable in townscape terms, positively mediating between the scale of towers on City Road and the scale of the nearby Buxton Court. Although located on a tightly constrained site, the proposal maximises the site's potential, whilst offering an active and good quality ground floor condition where the building meets the street.

6.4 Quality of accommodation

Student Accommodation

6.4.1 There are no specific design or space standards for student bedrooms. In this scheme the vast majority of rooms are twin rooms, as this is the preference amongst American students. In terms of unit size, each of the twin dormitory rooms is 18.2sqm in size, which provides adequate space for 2 single beds, an ensuite bathroom, storage space and a desk. The single studio rooms for the Life Assistants are 17.4sqm in size, which provides adequate space for an ensuite and small kitchenette, as well as storage space, a desk and seating area. These spaces are functional and considered to provide a decent standard of accommodation. Each floor has two large kitchen and dining spaces of between 16.5sqm and 20sqm, generally to be shared between 4 rooms (8 students). The corridors of the dormitory floors (second to tenth) receive natural light either from the north or the south.

6.4.2 In terms of aspect, 37% of rooms (27 rooms in total) benefit from dual aspect; these are the three corner dormitories on each floor which each have one wide and one narrow window. The remaining 63% of rooms (46 rooms in total) are single aspect. The dormitories will be used predominantly for sleeping and private study so this is considered to be acceptable, and is compensated with ample communal space for students which is of a decent quality.

Amenity space

6.4.3 Communal lounge and breakout spaces are provided at ground, first and eleventh floor totalling 251sqm. The ground and first floor communal spaces are well lit with double height windows. The roof space comprises both an indoor lounge / kitchen and an external terrace. The wind report indicates that the wind climate on the roof terrace will be suitable. These communal amenity spaces have improved throughout the pre-application and DRP process and are now considered to be of a good standard.

Internal Sunlight/Daylight

6.4.4 A daylight and sunlight assessment has been submitted to assess the internal daylight and sunlight levels within the new student accommodation. Average Daylight Factor (ADF) is the principle assessment for daylight in new build accommodation. According to BRE guidance kitchens should receive 2% ADF, living rooms 1.5% ADF and bedrooms 1% ADF. The analysis shows that all rooms meet the guidelines, meaning that the habitable spaces will be well lit throughout the year, providing a suitable standard of accommodation for students and reducing the need for supplementary electric lighting.

Disabled rooms/accessibility

6.4.5 London Plan Policy 7.2 policy D5 of the intend to publish London Plan and the Accessible London SPG seek to achieve the highest standards of accessible and inclusive design. At least 10% of new build dwellings must meet Building Regulation requirement M4(3) 'wheelchair user dwellings' (designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users); and all other new build dwellings must meet Building Regulation requirement M4(2) 'accessible and

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adaptable dwellings'. The scheme provides one dedicated wheelchair accessible room and a further 7 accessible 'buddy rooms' (8 of a total 73). These will be secured by condition. All rooms are accessible by lift.

Fire Safety

6.4.6 In line with London Plan policy D12 a Fire Safety Statement has been submitted. The Statement indicates that fire safety has been considered in the design of the building from the outset so that it will achieve compliance with the necessary building regulations. The design of the building includes a non-combustible facade, fire compartmentation on each level and a sprinkler system on each level. Means of escape has been considered in detail as well as access for fire service personnel, which includes a firefighting shaft and a firefighting lift. A full fire strategy will be required by condition.

6.5 Impact on amenity of adjoining occupiers

Daylight and sunlight

6.5.1 London Plan policy 7.4 states that development should have regard to the form, character and function of an area and the scale, mass and orientation of surrounding buildings. A daylight and sunlight assessment prepared by Waldrams has been submitted to assess the impacts of the proposal on the daylight and sunlight received by neighbouring buildings.

6.5.2 With regards to daylight, the Vertical Sky Component (VSC) method has been used to measure the amount of skylight reaching windows of neighbouring properties, and the No Sky Line (NSL) test has also been used to measure the area of the room which can receive a direct view of the sky. BRE guidelines state that impacts upon daylight of an existing building will be noticeable if the VSC measured at the centre of an existing main window is less than 27% and less than 0.8 times its former value. % reductions in VSC of 30% or more can be considered to result in significant noticeable impacts, whereas reductions in daylight marginally above the 20% threshold will be more minor. For NSL, Guidelines state that if the area within a room receiving direct skylight is reduced by more than 0.8 following the construction of a new development, the impact will be noticeable to the occupants.

6.5.3 With regards to sunlight, the Annual Probable Sunlight Hours (APSH) method has been used to assess the amount of sunlight available within a room. BRE guidelines is for rooms to receive 25% of Annual Probable Sunlight Hours (APSH) in total, including 5% in winter

6.5.4 It should be noted that BRE guidance is applied with regard to the site context. Sunlight and daylight target criteria as found in the BRE guidance have been developed with lower density suburban situations in mind. In denser inner urban contexts, sunlight and daylight levels may struggle to meet the target criteria in both existing and proposed situations. so the target criteria cannot always be required for dwellings in denser inner urban locations as a matter of course.

6.5.5 Daylight and sunlight impacts to various properties were tested:

- 1-18 Buxton Court: A 4 storey block of flats to the south of the site. There will be some daylight and sunlight impacts on this block, discussed below.

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- 19-42 Buxton Court: A 6 storey block of flats immediately to the north east of the site. There will be some daylight and sunlight impacts on this block, discussed below.
- 43-56 Buxton Court: A 4 storey block of flats to the north of the site facing Thoresby Street. There will be no noticeable daylight impacts on windows.
- 57-80 Buxton Court: A 6 storey block of flats to the north of the site facing Micawber Street. There will be minor daylight and sunlight impacts on this property, discussed below.
- 1-12 Micawber Court: A 4 storey block of flats to the south east of the site facing Windsor Terrace. There will be no noticeable daylight impacts on windows.
- 13-28 Micawber Court: A 4 storey block of flats to the east of the site facing Windsor Terrace. There will be two very minor exceedances of NSL for two windows.
- 250 City Road: A 42 storey building within Islington partly comprising residential units. There will be no noticeable daylight impacts on windows.

6.5.6 Daylight impacts on those properties which do not meet BRE guidelines, including 1-18 Buxton Court, 19-42 Buxton Court, 57-80 Buxton Court, and 13-28 Micawber Court are discussed in detail below. All relevant windows in all properties tested meet the APSH guidance for sunlight so this is not discussed further.

1-18 Buxton Court

6.5.7 32 windows were tested and 14 windows were found to experience noticeable reductions in daylight, i.e. would receive a daylight reduction of more than 20% compared to their existing situation when assessed for VSC. It is considered that impacts to nine of these windows would be significant, with a significant reduction in VSC (with the other five being less significant). Those windows which will receive a noticeable loss of daylight include bedroom windows on the third floor which face north towards the site which will see their proportion of VSC falling from above the 27% target to below. In addition, three north facing bedroom windows on the first floor facing the site will see their proportion of VSC falling from above 27% to below but two will retain over 70% of their former VSC which is only slightly beyond the BRE guideline of 80%. It is acknowledged in BRE guidelines that bedrooms can be considered as less important than living rooms for daylight. Also, each of these flats have their main living rooms and other bedrooms (which will be unaffected) facing south towards City Road, and so on balance, these daylight impacts are considered to be acceptable.

6.5.8 In addition, the column of four kitchen windows on the far west of the north elevation of the building from ground to third floor will experience significant reductions in VSC reductions, These four kitchen windows will also experience a significant reduction in NSL. The largest reductions are at ground floor level, becoming progressively smaller at higher levels. It is acknowledged in guidance that kitchens often rely on artificial light for food preparation. In addition, as above, these flats have their main living rooms and bedrooms facing south, away from the site, and these rooms will be unaffected. It is therefore considered that the impacts on these kitchens is acceptable.

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19-42 Buxton Court

6.5.9 72 windows were tested and seven windows were found to experience noticeable reductions in VSC. Four of these windows would receive a more significant reduction in daylight. These are the four south facing living room windows facing towards the site. Each of these living rooms has two other windows facing west which are impacted to a lesser degree. The living rooms on the second and third floors retain 83% and 81% of their VSC overall when the three windows of the room are considered as a whole, and the fourth and fifth floor living rooms retain 79% and 77% of their VSC when the three windows are considered as a whole, which is only marginally below the 80% guideline. All windows pass the BRE test for NSL. Overall daylight impacts on this property is considered to be acceptable.

57-80 Buxton Court

6.5.10 48 windows were tested and three will experience noticeable daylight impacts. One is a north facing living/dining room window on the ground floor which will experience noticeable but minor reductions in VSC and NSL. The loss of VSC is 23% (against a guideline of 20%) and the loss of NSL is 25% (against a guideline of 20%). In this room the existing levels of daylight are compromised by overhanging balconies above, so the change is likely to be relatively unnoticeable since existing light levels are low. It will still be possible to view the sky 74.45% of the room. In addition, there is one north facing bedroom window on the first floor which will experience minor noticeable reductions in VSC. Again this window has an overhanging balcony above and experiences low levels of light as existing. A further living/dining room on the ground floor will also experience a noticeable but minor reduction in VSC. These impacts are considered to be minor and are acceptable.

13-28 Micawber Court

6.5.11 56 windows were tested for daylight impacts. No noticeable reduction of VSC is identified, but two bedroom windows facing the site, one on the first floor and one on the third floor, will see a 32% and 24% reduction in NSL respectively. Impacts to these two bedrooms are to be negligible and considered to be acceptable.

Summary of daylight / sunlight impacts

6.5.12 Impacts on daylight have been identified on some north facing bedroom and kitchen windows of 1-18 Buxton Court, however the main living rooms and bedrooms of these units face south away from the site, so on balance daylight impacts on this block are not considered to be unreasonable. Impacts on daylight have also been identified on the south facing living room windows of 19-42 Buxton Court, however each of these corner rooms have secondary windows facing west and when taken as a whole, the amount of daylight retained in each living room will be remain adequate or only slightly beyond what is considered to be noticeable. Impacts on other properties in the vicinity are negligible or zero. Overall, the daylight and sunlight impacts are considered to be acceptable.

Overshadowing of outdoor amenity spaces

6.5.13 Impacts of the proposed development on overshadowing / sunlight reaching the gardens of Buxton Court have been assessed. BRE guidelines recommend that at least half of a garden or amenity area should receive at least 2 hours of sunlight on

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March 21st, or the area which receives 2 hours of direct sunlight should not be reduced to less than 0.8 times its former value. The results show that the two large communal amenity spaces (located on either side of 19-42 Buxton Court) will both remain fully within BRE guidelines for sunlight. In the area to the south of 19-42 Buxton Court, 92% of the space which currently receives over 2 hours of direct sunlight on 21st March will be retained (376.5sqm sunlit) and a minor increase in sunlight on 21st June (627.19sqm). In the area to the north 82% of the space which currently receives over 2 hours of direct sunlight on 21st March will be retained (296.64sqm) and there will be no change to its sunlit area on 21st June (553.6sqm). The children's playground is in the southern area and the amount of sunlight reaching this space will be largely unchanged by the proposal.

6.5.14 18 private gardens of the ground floor flats of the three Buxton Court blocks have also been tested. 16 of these remain compliant with BRE guidelines for sunlight availability. The affected gardens are two of the west facing gardens of 43-56 Buxton Court. It should be noted that all of these gardens currently experience low levels of sunlight due to overshadowing from their own property and from Thoresby House and 19-42 Buxton Court. The two affected gardens are identified as A1 and A5 in the daylight and sunlight report. A1 is the southernmost garden in the row, closest to Thoresby House, and on 21st March it currently receives 2 hours of sunlight to 35% of its garden and this will be reduced to zero, and on 21st June it will retain sunlight to 7% of its garden. Garden A5 is the fifth garden in this row and on 21st March it currently receives 2 hours of sunlight to 34% of its garden and this will be reduced to 7% however on 21st June it is unaffected, retaining 2 hours of sunlight to 73% of the garden.

6.5.15 Overall, the impacts of the development on sunlight levels to outdoor amenity spaces is considered to be acceptable.

Outlook, Privacy and Overlooking

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

6.5.17 The closest facing residential units are of 1-18 Buxton Court and 19-42 Buxton Court. There will be windows facing the western side of the north elevation of 1-18 Buxton Court, from a distance of around 13m, which is considered to be acceptable and no different from the current arrangement. The balconies on the south elevation of 19-42 Buxton Court are around 10m away and there will be windows on the north and the east elevation of the proposed new building (where currently there are none) which will face towards the balconies, however from a distance of 10m this is not considered to be a concern in terms of impacts on privacy, given the oblique angle at which the windows of the proposed development face this building.

6.5.18 A 2.4m tall fence with climbing planting on both sides will be erected on the eastern boundary of the site between the new building and the children's playground which will address overlooking impacts towards the playground.

Wind

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6.5.19 A wind microclimate assessment has been submitted. This report establishes that, given the height difference between the existing and proposed development, wind levels at ground level are expected to increase, however the increase is not dramatic and the ground area remains suitable for sitting, standing and strolling use even during the windiest season (which are the activities which require the least windy environments according to the Lawson Criteria). The proposed development is not expected to affect the wind microclimate within the Buxton Court estate, including within the children's playground and the communal and private gardens. As such wind impacts resulting from the development are not considered to raise any concern.

6.6 Transport

Surrounding Highways & Transport Network and Accessibility of the Site

6.6.1 The Public Transport Accessibility Level (PTAL) rating of the site is 6a. The site has easy access to 11 bus routes within 550m and Old Street underground station is 650m from the site served by the London Underground Northern Line and National Rail Great Northern services. The main pedestrian access to the existing building is from Thoresby Street. There is no vehicle access or car parking associated with the site. Thoresby Street and other nearby streets have been labelled as "quieter roads" that have been recommended by other cyclists. In addition, a network of cycle routes (Quietways) are accessible in close proximity to the site and Cycle Superhighway 1 is approximately 900m east. The nearest Cycle Hire docking station is located on Windsor Terrace approximately 170m east.

6.6.2 Students attend classes in the University's Centre at Holborn located approximately 2.5km from the site or at the City University located at Northampton Square, Clerkenwell approximately 700m from the site. Given the excellent public transport accessibility of the site, easy access to local amenities, and short distance to Universities, the majority of the anticipated trips are likely to be carried out via sustainable travel modes such as walking, cycling and public transport, therefore trip generation is not likely to have a material impact on the transport and highways network.

Car Parking

6.6.3 The proposed development is car free which is welcomed in line with LP33 policy LP45 and policy T6 (Car parking) of the intend to publish London Plan. Given the proposed use of the site and the short term nature of the stays, it is not considered necessary or feasible to provide a blue badge space on the public highway.

6.6.4 An Electric Vehicle Charge Point (EVCP) is recommended for the existing car club bay on Thoresby Street. The cost of this is £10,000. This provides a facility to occupants of Thoresby House to use a vehicle in circumstances where it is deemed necessary.

Cycle Parking

6.6.5 A secure cycle store providing 52 spaces as well as a DDA shower and WC will be provided internally at basement level. This level of cycle parking is below Hackney

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and GLA cycle parking standards and this element of the scheme has been subject to much discussion. The Council's Sustainable Transport SPD cycle parking standards for student accommodation require 2 cycle spaces per 3 bed spaces plus 1 space per 10 beds for visitors. Based on these standards 93 cycle parking spaces for students and 14 cycle parking spaces for visitors would be required. The 52 long stay spaces proposed is 50% of the provision that would be required for the number of beds according to Hackney's standards.

- 6.6.6 The reason for the underprovision is that the international students will travel to the UK by plane and will not be bringing bicycles with them. They are generally unlikely to purchase bicycles when they arrive given that they generally stay for just one semester. Whilst it is acknowledged that normally university students have high rates of cycling, the unique circumstances of this particular scheme for Arcadia University mean that if a policy compliant number of cycle parking spaces were provided, they would most likely be unused.
- 6.6.7 The Council initially raised concerns that the cycle provision would be insufficient should the operator change and the building were to serve UK students. However, if this were to happen, the most likely scenario would be that each room would become a one person studio room to suit the UK student housing market, which would reduce the number of bed spaces to 72, meaning that 52 long stay bicycle spaces would be policy compliant. The level of cycle parking proposed is therefore considered to be the most sensible solution.
- 6.6.8 In order to offset the shortfall in cycle parking spaces for the current proposal, a financial contribution of £30K will be sought from the applicant for provision of sustainable travel in the vicinity. This would contribute towards cycle parking improvements in the vicinity, encouraging the use of cycling amongst the students through, for example, the provision of hire bikes or loans to purchase bikes, adult cycle training, a dockless cycle scheme as well as wider public realm improvements such as pavement and cycle path widening in order to encourage cycling and walking and sustainable travel more generally. These contributions towards sustainable transport are considered necessary to make the development acceptable in planning terms.
- 6.6.9 The design of the cycle store will be agreed by condition in order to address the comments of TfL and seek compliance with TfL's London Cycling Design Standards.
- 6.6.10 TfL requested that barriers to cycling are addressed and reflected in the actions and targets proposed as part of the Travel Plan (TP). The Council supports this and considers that it is the applicant's responsibility to encourage cycling as a main mode of transport. The Travel Plan will be required through the S106 agreement. It must be provided to the council before the development is occupied and monitored once occupied.

Highway Works and public realm

- 6.6.11 In accordance with LP33 policy LP43 all developments are expected to integrate into the public realm and/or provide contributions to urban realm improvements in the vicinity of the site. The applicant is required to reconstruct the footway fronting the site and provide three new trees. This will be secured through a S278 agreement at a cost of £25,124.28.

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6.6.12 In addition, S106 public realm contributions of £50,000 are sought for improvement of the green spaces within the vicinity of the site. The semi-circular area to the south east of the site which is enclosed by Windsor Terrace and fronting City Road would be the main beneficiary. This contribution will be secured by legal agreement.

Service vehicles including deliveries

6.6.13 Servicing and refuse collection is proposed to take place on-street from Thoresby Street as existing. The proposed development is expected to attract up to 5 servicing visits a day with fewer vehicles expected on most days as refuse collection and building maintenance would not take place daily. The Council requested further information in this regard as the parking surveys indicate that the parking bays in the street are well used, therefore service vehicles may not be able to use them. The Transport Assessment addendum confirms that there is sufficient spare capacity within the on-street parking bays on a weekday to accommodate the low servicing numbers. Whilst there are times when the bays are shown to be full this is at the weekend only where servicing would be at its lowest. In addition, vehicles would be able to reverse into the service road which runs along the site's northern edge. Whilst this road belongs to Buxton Court, Thoresby House has access rights to the service road so it can be used for the purposes of access to the building. Details are acceptable to both the Council and TfL and a full Delivery and Servicing Plan will be secured by condition.

Coach Parking

6.6.14 It is estimated that coach movements to the site are likely to occur 3 times a year to transfer students from the airport to the proposed student accommodation. In order to accommodate these coach movements, pay and display bays in the vicinity of the site will have to be temporarily suspended. Any parking suspension would only be for a short time and would be planned in advance. Details are acceptable.

Impact of Development Generated Trips

6.6.15 The transport addendum provides a cumulative impact assessment, at the request of the Council's Highways team, to assess the impact of this development alongside other proposed developments in the area that are likely to have an impact on the existing transport facilities. The assessment has considered six local developments and the transport generation associated with each of these developments to consider the impacts on the pedestrian network, cycle network, bus services, underground and train services and road traffic. Cumulative impacts are acceptable.

Construction Logistics Plan

6.6.16 Given the nature of the proposed development, a Construction Management Plan is required and will be conditioned and a fee of £8,750 for CLP/CLOCS monitoring will be secured through a S106 agreement. This will help to mitigate the negative impact on the surrounding highway network.

6.7 Trees, Landscaping and Biodiversity

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- 6.7.1 London Plan Policy 5.10 states proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening and increase biodiversity and London Plan policy 5.11 states that major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls. Emerging London Plan policy G5 states that major development proposals should include urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage and requires major applications to calculate an Urban Greening Factor.

Trees

- 6.7.2 LP33 policy LP51 states that development proposals must retain trees of amenity value and must incorporate high quality landscaping. An arboricultural Impact Assessment has been submitted. There are two small, unremarkable category C trees at the rear (east) of the site which will be removed. Four replacement Silver Birch trees will be provided on the south side of the site, alongside other landscaping improvements. This approach is considered to be acceptable and consistent with policy LP51.

Landscape

- 6.7.3 In line with emerging London Plan policy G5 and LP33 policy LP48, the applicant has provided an Urban Greening Factor calculation demonstrating that the scheme will achieve an Urban Greening Factor of 0.49, which is compliant with the target of 0.4. Urban greening will be achieved on the site by planting 4 new trees, groundcover planting and a green wall on the fencing around the south and eastern perimeters of the building, and a green roof of 86.2sqm on the roof alongside solar panels. Greening has been integrated into the development and the site is considered to have optimised the provision of formal landscaping despite the limited space. Details of the planting will be sought by condition.

Biodiversity

- 6.7.4 LP33 policy LP47 states that development should protect and where possible enhance biodiversity and lead to a net gain. An ecological appraisal has been submitted setting out that there may be birds nesting within the vegetation on the site but that the site has low bat roosting potential. The nocturnal bat survey confirms an absence of roosting bats within the building. The reports recommend that that bird and bat boxes should be provided on site post-development, native planting schemes should be used where feasible as well as a biodiverse green roof. These will be secured by condition.

6.8 Sustainability

- 6.8.1 LP33 policy LP55 Mitigating Climate Change, London Plan policy 5.2 and emerging London Plan policies SI2, SI3 and SI4 require all new developments to mitigate the impact of climate change through design which minimises exposure to the effects, and technologies which maximise sustainability. Policy LP55 states that all non-residential developments must achieve the BREEAM 'Excellent' rating (or an equivalent rating under any other system which may replace it) and where possible achieve the maximum number of water credits, and must be built to be zero-carbon. Where it can be robustly demonstrated that it is not possible to reduce CO2

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emissions on-site by the specified levels, carbon off-setting payments will be required and secured via legal agreement.

6.8.2 The Energy Assessment has been subject to scrutiny and has been updated accordingly and is now considered to be acceptable. The proposed energy strategy includes energy efficiency measures, including a range of passive design features and demand reduction measures such as good fabric insulation, high quality glazing, improved air tightness, high efficiency balanced whole house heat recovery units, and low energy lighting throughout. In addition, a site heat network will be provided and the heat pumps will be the main heat source for the building. Space will also be allocated for a future heat substation and connection points for a future district heating system. Finally, renewable technologies in the form of photovoltaic panels will be provided on the roof.

6.8.3 These measures would achieve a 69% reduction in CO₂ emissions. The shortfall to zero carbon is currently estimated as £99,750. This assumes 35 tonnes of CO₂ per annum at a cost of £95 per tonne and for a period of 30 years, to be secured via a S106 agreement. The development is also projected to achieve a BREEAM Excellent rating.

6.9 Waste

6.9.1 The basement bin store provides adequate storage capacity for waste, recycling and food waste. Bedrooms, kitchen and common areas will be provided with bins for recyclable, non-recyclable and food waste as appropriate. Details are provided in the updated Operational Management Plan. Waste collections will be undertaken by a private waste contractor and the final details of the collection arrangements (including frequency of collections) will be provided in a Delivery and Servicing Management Plan, to be secured via condition.

6.10 Community Infrastructure Levy (CIL)

6.10.1 The proposal is liable for a Community Infrastructure Levy (CIL) as it involves new build floor space of over 100m² as well as one or more new dwellings. The application is liable under both the London Mayoral CIL and Hackney CIL Charging Schedules. The proposal involves student accommodation totalling 3,297sqm (GIA). The existing building on the site has a GIA of 1,020.7sqm.

6.10.2 The London Mayoral CIL Charging Schedule 2 (MCIL2) sets a rate of £60 per sqm of floorspace for all developments in Hackney. Based on the total net additional floor space of 2,276.3sqm the development is liable for a CIL of £136,578 under the London Mayoral CIL Charging Schedule.

6.10.3 The Hackney CIL Charging Schedule has a boroughwide rate of £373 per square metre of floor space for student housing. Based on the total net additional floor space of 2,276.3sqm the development is liable for a CIL of £849,059.90 under the Hackney CIL Charging Schedule.

7 CONCLUSION

7.1 The proposal complies with pertinent policies of the Hackney Local Plan 2033 (LP33), the London Plan (2016) and the emerging new London Plan. The granting of full

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planning permission is recommended subject to conditions and the completion of a legal agreement.

8 RECOMMENDATIONS

Recommendation A

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

Time limit / development in accordance with approved plans

8.1.1 SCB0 – Development in accordance with plans

The development hereby permitted shall only be carried out and completed strictly in accordance with the submitted plans hereby approved and any subsequent approval of details.

REASON: To ensure that the development hereby permitted is carried out in full accordance with the plans hereby approved.

8.1.2 SCB1 - Commencement within three years

The development hereby permitted must be begun not later than 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.

Pre-commencement (any part of the development):

8.1.3 Recording of removed historic fabric prior to demolition

Prior to demolition or stripping out, the existing building shall be subject to a full photographic and textual recording of the standard indicated in the Historic England guidance document Understanding Historic Buildings: A Guide to Good Recording Practice (Historic England, May 2016). The recording should be at Level 2 as described in Paragraph 5.3 and the record disseminated and published as described in Paragraphs 6.2 and 6.3 of that document. The completed record shall be submitted to and approved by the Local Planning Authority, in writing, prior to the occupation of the development and shall then be submitted to the Greater London Historic Environment Record and Hackney Archives.

REASON: In order that a record is made of the Non Designated Heritage Asset prior to its demolition, to partially mitigate the harm caused by the demolition.

8.1.4 Retained historic features and interpretation

Notwithstanding the hereby approved drawings and documents, prior to the commencement of the development, a Historic Features Retention and Interpretation Report shall be submitted to and approved in writing by the Local Planning Authority. This relates to the existing historic iron gate and overthrow, the 1886 foundation stone and the 1997 memorial stone detailed on page 31 of the Design and Access Statement. The Report shall detail how these items are to be removed, where they will be stored, where they will be relocated in the development and the location of the historical interpretive panel to be provided. The development shall be carried out in accordance with the approved Report and the historic features and interpretation shall be retained in perpetuity.

REASON: To ensure the retention of significant elements of the Non Designated Heritage Asset and the future understanding of the history of the lost building.

8.1.5 Contaminated land (pre-development)

Development will not commence until physical site investigation work has been undertaken and fully reported on; with a plan being produced all to the satisfaction of and approved in writing by the Planning Authority. Where physical site investigation work has not been agreed at a pre-application stage further physical investigation work must be agreed with the contaminated land officer before being undertaken. Moreover, development will not commence until all pre-development remedial actions, set out within the remedial action plan, are complete and a corresponding pre-development remediation report has been produced to the satisfaction of and approved in writing by the Planning Authority. Work shall be completed and reported by a competent person/company in line with current best practice guidance, including the Council's contaminated land planning guidance. The Planning Authority and Contaminated Land Officer must receive verbal and written notification at least five days before investigation and remediation works commence. Subject to written approval by the Planning Authority, this condition may be varied, or discharged in agreed phases.

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

8.1.6 Demolition and Construction Management Plan

No development shall take place until a detailed Demolition and Construction Management Plan covering the matters set out below has been submitted to and approved in writing by the Local Planning Authority. The development shall only be implemented in accordance with the details and measures approved as part of the demolition and construction management plan, which shall be maintained throughout the entire construction period.

- A demolition and construction method statement covering all phases of the development to include details of noise control measures and measures to preserve air quality (including a risk assessment of the demolition and construction phase);
- The operation of the site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties shall only be carried out between the hours of 08:00 – 18:00 Mondays-Fridays, 08:00-13:00 Saturdays and at no time on Sundays or Bank Holidays unless otherwise agreed in writing by the Local Planning Authority;
- The best practical means available in accordance with British Standard Code of Practice BS5228-1:2009 shall be employed at all times to minimise the emission of noise and vibration from the site;
- A demolition and construction waste management plan setting out how resources will be managed and waste controlled at all stages during a construction project, including, but not limited to, details of dust mitigation measures during site clearance and construction works (including any works of demolition of existing buildings or breaking out or crushing of concrete), the location of any mobile plant machinery, details of measures to be employed to mitigate against noise and vibration arising out of the construction process demonstrating best practical means
- Details of the location where deliveries will be undertaken; the size and number of lorries expected to access the site daily; the access arrangements (including turning provision if applicable); construction traffic routing and trip generation and effects on the highway network; details of parking suspensions (if required) and the duration of construction
- A dust management plan to include details of how dust from construction activity will be controlled / mitigated / suppressed following best practice guidance. This should include monitoring of particulate matter at the application site boundary in the direction of sensitive receptors following the SPG Mayor of London Control of Dust and Emissions Guidance. Upon demand a monthly monitoring report should be sent to the council for review.

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REASON: In the interests of public safety and amenity and to ensure noise and air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the course of building works.

Prior to commencement (relevant part):

8.1.7 Detailed elevation drawings

Prior to the commencement of above ground works for the development, detailed elevation and sections at 1:20 scale shall be submitted to and approved in writing by the Local Planning Authority. The submitted information shall include the following details [TBC] set out below. The development shall not be carried out other than in accordance with the details as approved, unless otherwise agreed in writing with the Local Planning Authority.

REASON: To ensure that the external appearance of the development is satisfactory.

8.1.8 Details of materials / Mock up panel

Prior to the commencement of above ground works for the development full details and samples of all external materials including any window frames, doors, cladding panels, brick work, and/or balconies / balustrades shall be assembled on site in the form of a mock up panel / bay detail or other form as agreed with officers for approval in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the details as approved, unless otherwise agreed in writing with the Local Planning Authority.

REASON: To ensure that the external appearance of the development is satisfactory.

8.1.9 Piling method statement

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure and piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure.

8.1.10 Plant Design and specification 1

Notwithstanding the details shown on the plans and documents hereby approved, full particulars of the following shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development (excluding demolition). The development shall not be carried out otherwise than in accordance with the details thus approved.

- (a) A study and justification of the energy strategy according to the system/heat hierarchy as indicated in the GLA guidance for energy assessments; correspondence and viability assessing the opportunity to connect to nearby district heating networks, to act as an energy centre to satisfy the development's demand; a whole life cycle cost (LCC) analysis comparing the viability of a communal versus individual systems.
- (b) any energy system to be adopted shall be future proofed to have the potential to connect to nearby district heating networks.

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- (c) where applicable, full specification for the heating, cooling and hot water system, plant room layout and sizing, provision of thermal stores, estimated monthly detail profiles and assumptions used in the energy modelling and specification

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

8.1.11 Plant Design and specification 2

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

- (a) certificates from the installer of the plant systems confirming details of the Seasonal Coefficient of Performance (SCoP) and Seasonal Energy Efficiency ratio (SEER);
- (b) confirmation that the centralised energy system has been designed to connect into a wider District Heat Network if one becomes available in the future;
- (c) where applicable, full details of location of the condenser units from the VRF systems (or any other fixed plant adopted) and noise solutions to mitigate impact for nearby sensitive receptors;
- (d) information that refrigerants used in plant and DWH equipment have a Low or Zero Global Warming Potential (GWP) and Zero Ozone Depleting Potential (ODP);
- (e) commitment to monitor the performance of the energy system post-construction, to ensure the expected performance approved is achieved. This shall be monitored on an annual basis for a period of 5 years and submitted for approval. If the performance is significantly different from the original predicted, mitigating solutions shall be proposed.

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

8.1.12 Fire Strategy

A full Fire Strategy shall be submitted prior to commencement of the development (excluding demolition) demonstrating in detail how the measures in the Fire Statement prepared by H+H Fire dated 16/07/20 will be implemented into the design of the building.

REASON: To ensure that the development incorporates the necessary fire safety measures in accordance with the intend to publish London Plan Policy D12.

8.1.13 Flood resilience

A scheme for the provision and implementation of flood resilient and resistant construction details and measures for the site and in the basement against surface water and groundwater flood risk shall be submitted to and agreed, in writing with the LPA in consultation with the LLFA prior to the construction of the measures. The scheme shall be carried out in its entirety before the site is occupied and; constructed and completed in accordance with the approved plans in line with BS 8102:2009 code of practice for "protection of below ground structures against water from the ground" and BS 8582:2013 code of practice for "surface water management for development sites".

REASON: To mitigate surface run off and flood risk

8.1.14 Sustainable Drainage

Prior to commencement of the relevant part of the development the applicant shall submit, and have approved in writing by the Local Planning Authority, construction details (including

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cross-sections), full specifications, a drainage layout and a site-specific management and maintenance plan for following. The approved details shall be installed prior to first occupation of the development:

- (a) Green/blue roof with a substrate depth of between 80 and 150mm, not including the vegetative mat.
- (b) Below ground attenuation system
- (c) Flow control system
- (d) Surface water from the site shall be managed according to the proposal referred to in the Flood Risk Assessment & SuDS Strategy Report (Ref: 2123, 02/2020) unless agreed otherwise

REASON: To ensure sustainable drainage and mitigate flood risk

8.1.15 Secured by design

Prior to carrying out above grade works for the development, 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 'Secured by Design' Accreditation. The development shall only be carried out in accordance with the approved details.

REASON: In order to reduce opportunities for crime, and to safeguard the security of future occupiers and users of the development.

Prior to occupation:

8.1.16 Bird and Bat Box Provision

Details of Bird and Bat Box provision, including swift bricks, shall be submitted to and approved in writing by the local planning authority, prior to the first occupation of the development hereby approved. The approved details shall have been fully implemented prior to first occupation of the development.

REASON: To provide potential habitat for local wildlife.

8.1.17 Landscaping

Prior to first occupation of the development, a detailed hard and soft landscaping scheme illustrated on detailed drawings, shall be submitted to and approved in writing by the Local Planning Authority. Details shall include:

- Trees and other planting including the green fencing, including location, species, type of stock, numbers of trees/plants, details of tree pits and areas to be seeded or turfed.
- A detailed drawing, full specifications and a detailed maintenance plan of the biodiverse roof as shown on the approved drawings with a minimum substrate depth of 80mm, not including the vegetative mat.
- Confirmation that an Urban Greening Factor score of at least 0.49 will be achieved

All landscaping shall be carried out within a period of twelve months from the date on which the development of the site commences or shall be carried out in the first planting (and seeding) season following completion of the development, and shall be maintained to the satisfaction of the Local Planning Authority for a period of ten years, such maintenance to include the replacement of any plants that die, or are severely damaged, seriously diseased, or removed.

REASON: To enhance the character, appearance and ecology of the development, to contribute to green infrastructure, to promote sustainable urban drainage and to enhance the performance and efficiency of the proposed building.

8.1.18 Cycle Parking

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Prior to first occupation, details of the secure bicycle storage facilities for 66 bicycles (52 long stay plus 14 visitor cycles) including layout, stand type and spacing, shall be submitted to and approved in writing by the Local Planning Authority. Such details as are approved shall be implemented prior to the occupation of the development and shall thereafter be retained, unless otherwise agreed in writing with the Local Planning Authority.

REASON: To ensure that adequate provision for the safe and secure storage of bicycles is made for occupants and visitors.

8.1.19 Contaminated land (pre-occupation)

Before occupation/use of the development a post-development verification report will be produced to the satisfaction of and approved in writing by the Local Planning Authority. The verification report must fully set out any restrictions on the future use of a development and demonstrate that arrangements have been made to inform future site users of the restrictions. Work shall be completed and a report produced by a competent person/company in line with current best practice guidance, including the Council's contaminated land planning guidance. The Contaminated Land Officer must receive verbal and written notification at least five days before development and remedial works commence. Subject to written approval by the Planning Authority, this condition may be varied, or discharged in agreed phases. Any additional, or unforeseen contamination encountered during the course of development shall be immediately notified to the Local Planning Authority and Contaminated Land Officer. All development shall cease in the affected area. Any additional or unforeseen contamination shall be dealt with as agreed with the Contaminated Land Officer. Where development has ceased in the affected area, it shall recommence upon written notification of the Local Planning Authority or Contaminated Land Officer.

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

8.1.20 Air Permeability Testing

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

REASON: To ensure the development meets the sustainability requirements of the Local and London Plans

8.1.21 Windows

The windows of the development must have a maximum g-value of 0.4 and should follow recommendations to be openable where appropriate. This information shall be submitted and approved in writing by the local planning authority, prior to occupation of the development.

REASON: To mitigate the risk of overheating with passive strategies avoiding reliance on active cooling systems.

8.1.22 PV system

Prior to occupation of the development hereby approved, a certification by an accredited PV installer confirming that an array with an overall capacity of at least 6.42 kWp has been installed on the roof of the development and a predicted annual energy generation of 7,837kWh can be expected, otherwise other alternative proposals for reducing the carbon emissions including an offset carbon payment, shall be submitted to and approved in writing



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by the Local Planning Authority.

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

8.1.23 Secured by Design

Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use and thereafter all features are to be permanently retained.

REASON: To ensure community safety

8.1.24 Air Quality Monitoring

All measures included within the approved air quality assessment shall be fully implemented. No occupation will take place until a report demonstrating that each measure is fully implemented has been provided to the satisfaction of and approved in writing by the Planning Authority. This should include details of building emissions considering the type of energy system which will be used in the development and show that the specified energy system will meet standards set out in the air quality neutral planning support document. Air quality monitoring should be undertaken in line with the methodology set out in Local Air Quality Management (LAQM) Technical Guidance (TG.16) to determine if any mitigation measures are required.

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 lifetime of the development. To contribute towards the maintenance or to prevent further exceedances of National Air Quality Objectives.

8.1.25 Delivery and Servicing Plan

Prior to the occupation of the development a Delivery and Servicing Plan shall be submitted to and approved by the Local Planning Authority setting out:

- (a) Frequency of deliveries per day/week
- (b) Size of vehicles
- (c) How vehicles would be accommodated on the public highway

Thereafter deliveries and servicing shall be carried out in accordance with the approved plan.

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

8.1.26 Waste and recycling facilities

Prior to the first occupation of the development hereby approved, waste and recycling facilities shall be provided in accordance with the details contained within the approved drawings.

REASON: To ensure adequate provision is made for the storage of refuse and recycling in the interests of amenity.

8.1.27 Drainage strategy verification

Prior to occupation of the development, evidence (including as-built drawings, photographs, post construction surveys) and a final completion statement signed off by an appropriate, qualified, indemnified engineer shall be submitted showing that the drainage system has been constructed as per the approved designs and in accordance with best practice. The



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hereby approved drainage measures shall be retained and maintained thereafter.

REASON: To ensure sustainable drainage and to mitigate flood risk

Post-occupation:

8.1.28 BREEAM Assessment

Within 12 weeks of occupation of the development hereby approved, a BREEAM post-construction assessment (or any assessment scheme that may replace it) confirming an 'Excellent' rating (or another scheme target of equivalent or better environmental performance) has been achieved shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure the development meets the sustainability requirements of the Local and London Plans

8.1.29 Secure by design accreditation

Within three months of the first occupation of any part of the development, a 'Secured by Design' accreditation shall be obtained for that relevant part of the development.

REASON: In order to reduce opportunities for crime, and to safeguard the security of future occupiers and users of the development.

Compliance conditions:

8.1.30 No new pipes and plumbing

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

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

8.1.31 Noise from plant and equipment

The rated sound level from the set of mechanical plant and any ancillary equipment shall not increase the existing background sound level (LA90 15mins) when measured (LAeq15mins) at the nearest residential or noise sensitive premises. The plant shall thereafter be installed and maintained in accordance with the approved details for the duration of its use.

REASON: To ensure that occupiers do not suffer a loss of amenity by reason of noise from the mechanical plant.

8.1.32 Building Regs M4

A minimum of eight student rooms within the development hereby approved shall be completed in compliance with Building Regulations Optional Requirement Part M4 (3) 'wheelchair user dwellings' (or any subsequent replacement) prior to first occupation and shall be retained as such thereafter. The remaining dwellings should also be built and maintained to a minimum of M4 (2) standard 'accessible and adaptable dwellings'.

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

8.1.33 Community space

The teaching space will remain available for community use during designated times in perpetuity.



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REASON: To ensure community benefits

8.1.34 Installation of plant and machinery

No plant or machinery shall be installed on the external surfaces of the building without the submission to and agreement by the local planning authority.

REASON: In order to safeguard the appearance of building and the amenity of future and surrounding occupiers.

8.1.35 Operational Management Plan

The development shall be operated at all times in accordance with the Operational Management Plan approved as part of this application.

REASON: To safeguard the amenity of the surrounding area.

Recommendation B

8.2 That the above recommendation 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 the Council:

1. The owner shall be required to enter into agreement under Section 278 of the Highways Act to pay the Council to undertake public realm improvements including the reconstruction of the footway fronting the site and the installation of 3 new trees. The estimated cost of works is £25,124.28.
2. The development will be provided as student accommodation solely for Arcadia University in perpetuity.
3. If the accredited education provider changes then 50% of student rooms will be provided at affordable rent levels set at 55% of the maximum income that full time students would receive from the Government's maintenance loan for living costs for that academic year
4. The community teaching space will remain accessible to the community during designated times in perpetuity.
5. Employment and Training contribution to support training, employment and local procurement during construction of £14,836.50
6. Apprenticeships – apprentices (residents of Hackney) in the various building trades such as brick laying, carpentry, electrical, plumbing and plastering and the new methods of construction. At least one full framework apprentice is to be employed per £2 million of construction contract value.
7. Commitment to the Council's local labour and construction initiatives including Employment & Skills Plan.
8. Considerate Constructors Scheme – the applicant to carry out all works in keeping with the National Considerate Constructors Scheme.
9. Adoption and compliance with Travel Plan and Travel Plan Monitoring fee of £5000.

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10. Public realm contribution of £50,000 for improvement of green spaces within the vicinity of the site including the semi-circular area to the south east of the site enclosed by Windsor Terrace and fronting City Road
11. Contribution of £30,000 towards Sustainable Travel initiatives in the vicinity including cycle parking improvements and schemes such as hire bikes or loans to purchase bikes, adult cycle training, dockless cycle scheme.
12. Provision of an Electric Vehicle Charge Point in the existing car club bay on Thoresby Street at a cost of £10,000.
13. Car Free - Residential and business occupiers to be ineligible to apply for residents parking permits for the local Controlled Parking Zone (CPZ) (with the exception of disabled residents).
14. Construction Logistics Plan / Construction Logistics and Community Safety (CLOCS) monitoring fee of £8,750
15. Carbon Offset Contribution of £99,750
16. 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.
17. S106 Monitoring costs payable prior to completion of the Legal Agreement.

Recommendation C

8.3 That the Sub-Committee grants delegated authority to the Director of Public Realm and Head of Planning (or in their absence either the Growth Team Manager or DM & Enforcement Manager) to make any minor alterations, additions or deletions to the recommended conditions or legal agreement 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).

9 INFORMATIVES

- SI.1 Building Control
- SI.2 Work Affecting Public Highway
- SI.3 Sanitary, Ventilation and Drainage Arrangements
- SI.6 Control of Pollution (Clean Air, Noise, etc.)
- SI.7 Hours of Building Works
- SI.25 Disabled Person's Provisions
- SI.27 Fire Precautions Act
- SI.28 Refuse Storage and Disposal Arrangements
- SI.34 Landscaping
- SI.45 The Construction (Design & Management) Regulations 1994
- SI.48 Soundproofing

NSI - Should the Local Planning Authority be minded to approve the planning application,



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

NSI - Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

NSI - The applicant must seek the continual advice of the Metropolitan Police Service Designing out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.nw@met.police.uk or 0208 733 3465.

Signed..... Date.....
Aled Richards – Director, Public Realm

	BACKGROUND PAPERS	NAME/DESIGNATION AND TELEPHONE EXTENSION OF ORIGINAL COPY	LOCATION CONTACT OFFICER
1.		Steve Fraser-Lim Planning Officer (Major applications) 020 8356 8093	2 Hillman Street, London E8 1FB