

ADDRESS: Alcock, Barcham and Richard Fox Houses, London, N4 2TB	
WARD: Brownswood	REPORT AUTHOR: Gerard Livett
APPLICATION NUMBER: 2020/2610	VALID DATE: 03/06/2020
DRAWING NUMBERS: PL-001; PL-005; PL-013; PL-031; PL-032; PL-050; PL-099; PL-100; PL-103; PL-104; PL-201; PL-301; PL-302; PL-401; PL-402; PL-501; Design and Access Statement; Planning Statement; Heritage Statement; Sustainability Statement; Energy Assessment; Transport Statement	
APPLICANT: Property Network Ltd C/O Agent	AGENT: Sphere 25 Kings House 101-135 Kings Road Brentwood CM14 4DR
PROPOSAL: Erection of single-storey upward extension on existing building to provide six new residential dwellings, associated refuse/recycling and cycle storage facilities.	
POST SUBMISSION REVISIONS: Details drawing PL-501 received 23/10/2020 (This drawing provided greater clarity regarding details and was not subject to further consultation as it was a higher scale drawing. Notwithstanding this, the drawing was included in the suite for the second round of consultation)	
RECOMMENDATION SUMMARY: Grant planning permission, subject to conditions and completion of a legal agreement	
NOTE TO MEMBERS: This application is referred to members due to the level of public interest received	

ANALYSIS INFORMATION

ZONING DESIGNATION:	(Yes)	(No)
CPZ	Yes – Zone G	
Conservation Area	Yes – Brownswood	
Statutory Listed Building		X
Locally Listed Building		X
Priority Office Area (POA)		X
City Fringe Opportunity Area		X
Central Activities Zone		X

LAND USE DETAILS:	Use Class	Use Description	Floorspace
Existing	C3	Residential	600 (Site Area)
Proposed	C3	Residential	590 (GEA)

RESIDENTIAL USE DETAILS:	Residential Type	No of Bedrooms per Unit				
		1	2	3	4	5+
Existing	Not Specified	0	0	0	0	0
Proposed		5	1	0	0	0
Totals	(Total = 0)					

PARKING DETAILS:	Parking Spaces (General)	Parking Spaces (Disabled)	Bicycle storage
Existing	12	0	0
Proposed	12	0	14

1. SITE CONTEXT

- 1.1. The site is a four-storey 1930's purpose built "H" shaped block of flats on the western side of Green Lanes, the southern side of Queens Drive and the northern side of Riversdale Road. The block comprises Alcock House and Richard Fox House fronting Queens Drive and Barcham House fronting Riversdale Road. The building is faced with red brick with white stone detailing and Crittal style fenestration and is set within landscaped grounds to the east with tarmac and 13 garages to the west, vehicular entrances are

located off both Riversdale Road and Queens Drive.

- 1.2. Green Lanes is served by two bus routes, and the site is relatively close to other bus routes on Stoke Newington Church Street and Lordship Park / Brownswood Road. The nearest rail stations are Manor House (London Underground) and Canonbury (Overground). The site has a Public Transport Accessibility Level of 3, which is moderate.
- 1.3. The site is within the Brownswood Conservation Area. Clissold Park, on the opposite side of Queens Drive, is in the Clissold Park Conservation Area and is a Registered Park and Garden.

2. **CONSERVATION IMPLICATIONS**

- 2.1. The site is within the Brownswood Conservation Area and the setting of the Clissold Park Conservation Area.

3. **RELEVANT HISTORY**

- 3.1. 30/08/2011 - An appeal for non-determination was DISMISSED for, 'Erection of an additional storey to provide 5 x self-contained flats comprising 3 x 1 bed 1 x 2 bed and 1 x 3 bed units; Erection of bin stores and cycle stores at ground floor level; ancillary works.' (2010/0813) The appeal was dismissed on design terms as the proposed steel and glass external materials would be at odds with the character of the building and the area and the setting of the nearby designated heritage assets, and on the impact of the cycle and bin stores on the amenities of some ground floor residents.
- 3.2. 30/10/2012 - Planning permission was GRANTED for, 'Erection of an additional floor at roof level to provide 4 additional residential units (1 x 1 bed, 1 x 2 bed, 2 x 3 bed); erection of an external bin and cycle store.' (2012/1628)
- 3.3. 16/10/2015 - Planning permission was GRANTED for, 'Erection of an additional floor at roof level to provide 4 additional residential units (1 x 1 bed, 1 x 2 bed, 2 x 3 bed); erection of an external bin and cycle store. (Variation of condition 1 (Approved Drawings) of planning permission ref. 2012/1628, dated 30/10/2012. Amendment to relocate proposed waste and cycles stores and retain the garages on site.)' (2015/0156)

- 3.4. 27/10/2015 - A planning application was APPROVED for, 'Details pursuant to conditions 3 (External materials), 5 (soundproofing) and 6 (green roof) of planning permission 2015/0156 dated 16/10/2015. (2015/3324)

- 3.5. 23/04/2020 - A planning application was REFUSED for, 'Erection of single-storey rooftop extension to provide six self-contained residential units with associated refuse and cycle storage.' (2020/0718) (Reason for refusal: The proposal, by reason of inappropriate bulk, prominence, detailing and external materials would be detrimental to the character and appearance of the host building and the visual amenity of the Brownswood Conservation Area.)

4. **CONSULTATIONS**

- 4.1. Date Statutory Consultation Period Started: 18/06/2020
- 4.2. Date Statutory Consultation Period Ended: 13/07/2020
- 4.3. Date second Statutory Consultation Period Started: 14/12/2020
- 4.4. Date second Statutory Consultation Period Ended: 14/01/2021
- 4.5. Site Notice: Yes.
- 4.6. Press Advert: Yes
- 4.7. Consultation letters were sent to 72 neighbouring occupiers. 13 letters of objection have been received raising the following grounds:
 - Inappropriate bulk, scale, mass
 - Overlooking
 - Gazebo is out of character
 - Terraces not necessary due to proximity of Clissold Park
 - Not in line with Brownswood CAAMS
 - External materials of poor quality
 - Roof is hollow clay pot and may not be capable of supporting the weight
 - Cycle hangars would obscure ground floor flats
 - Proposal would have a detrimental impact on biodiversity
 - Area is overcrowded
 - Insufficient parking spaces
 - Insufficient bicycle spaces
 - Cycle store would make parking in garages difficult

The above objections, plus all material planning considerations are addressed in the relevant sections of the report.

Statutory Consultees

4.8. Historic England

We have no comment to make on the application

4.9. London Borough of Islington

No response received

Other Council Departments

4.10. *Network and Transportation*

No Objection: The proposal will provide 6 new residential units.

The proposed development would be car free. A CPZ exclusion for the site is recommended.

The proposed cycle parking provision meets LBH cycle parking standards.

Delivery, servicing and refuse collection would be carried out from the street.

Given the size of the development it is expected that the impact of the proposal on the transport network will be minor.

A Construction logistics plan is required to mitigate the negative impact on the surrounding highway network. This should be in line with TfL CLP guidance: <http://content.tfl.gov.uk/construction-logistics-plan-guidance.pdf>

4.11. *Waste Management*

No response received

4.12. *Pollution (Land)*

No response received

Local Groups

4.13. Stoke Newington Conservation Area Advisory Committee (CAAC)

The reason for refusal of the previous scheme is not substantially addressed. The mass is largely the same with some minor recesses and tinkering with materials. Ultimately the application has again failed to show the additional mass is not detrimental to both the host building and its important contribution to the character and setting of the Brownswood and Clissold Conservation Areas as outlined on p19 of the Brownswood Conservation Area Appraisal and Management Plan. Any future application must also

address construction management and construction detail as, on the face of it, this substantial mass may be impossible or extraordinarily difficult to add to the existing structure without significant risk to its integrity. NB this is a pre-1947 structure so will not benefit from new PD rights for upward extension.

4.14. Hackney Society

Our issue with this project at present is that the design of the additional floor at roof level remains, as with all the previous design iterations, not of an acceptable detailed quality. Alcock, Barcham & Richard Fox House, although not in the best condition at present, is a decent piece of urban architecture with robust and consistent brick detailing giving an austere character with a rationale to the facades and a horizontal styling reminiscent of art deco. We are looking therefore for a recognition and understanding of the qualities of the host building in the design of the new addition, in particular the horizontal banding which could be reflected in a projected eaves detail that gives a lid to the roof. The choice of terracotta as the cladding material is, in our view, misjudged due to its heavy, earthbound character similar to the brick of the lower floors. The mix of window types between contemporary and copies of the existing appears inconsistent and a decision should be made to go one way or the other. The design would be better expressed as a lightweight attic level with a strong horizontal emphasis with careful attention paid to the junction between the new construction and the expressed brick stair towers so they remain prominent in the massing.

4.15. Hackney Swifts

We seek a biodiverse green roof and bird and bat boxes

5. **POLICIES**

5.1. **Hackney Local Plan 2033 (Adopted 22/07/2020)**

- 5.1.1. PP1 (Public Realm)
- 5.1.2. LP1 (Design Quality and Local Character)
- 5.1.3. LP2 (Development and Amenity)
- 5.1.4. LP3 (Designated Heritage Assets)
- 5.1.5. LP12 (Meeting Housing Needs and Locations for New Homes)
- 5.1.6. LP13 (Affordable Housing)
- 5.1.7. LP14 (Dwelling Size Mix)
- 5.1.8. LP17 Housing Design)
- 5.1.9. LP42 (Walking and Cycling)
- 5.1.10. LP43 (Transport and Development)
- 5.1.11. LP44 (Public Transport and Infrastructure)
- 5.1.12. LP45 (Parking and Car Free Development)
- 5.1.13. LP46 (Protection and Enhancement of Green Infrastructure)
- 5.1.14. LP47 (Biodiversity and Sites of Importance for Nature Conservation)

- 5.1.15. LP54 (Overheating and Adapting to Climate Change)
- 5.1.16. LP55 (Mitigating Climate Change)
- 5.1.17. LP58 (Improving the Environment - Pollution)

5.2. London Plan

- 5.2.1. 3.3 (Increasing housing supply)
- 5.2.2. 3.5 (Quality and design of housing developments)
- 5.2.3. 3.8 (Housing choice)
- 5.2.4. 5.2 (Minimising carbon dioxide emissions)
- 5.2.5. 5.3 (Sustainable design and construction)
- 5.2.6. 5.13 (Sustainable drainage)
- 5.2.7. 6.1 (Strategic Approach)
- 5.2.8. 6.3 (Assessing effects of development on transport capacity)
- 5.2.9. 6.9 (Cycling)
- 5.2.10. 6.10 (Walking)
- 5.2.11. 6.13 (Parking)
- 5.2.12. 7.2 (An inclusive environment)
- 5.2.13. 7.3 (Designing out crime)
- 5.2.14. 7.4 (Local Character)
- 5.2.15. 7.5 (Public realm)
- 5.2.16. 7.6 (Architecture)
- 5.2.17. 7.8 (Heritage Assets and Archaeology)
- 5.2.18. 7.14 (Improving air quality)
- 5.2.19. 7.19 (Biodiversity and access to nature)

5.3. SPD/SPG/Other

- 5.3.1. SPG: Housing
- 5.3.2. SPD: Planning Contributions
- 5.3.3. SPD: Sustainable Design and Construction
- 5.3.4. Brownswood Conservation Area Appraisal and Management Strategy (2019)
- 5.3.5. Community Infrastructure Levy Charging Schedule
- 5.3.6. Mayor of London's Community Infrastructure Levy Charging Schedule 2

5.4. National Planning Policies

- 5.4.1. National Planning Policy Framework
- 5.4.2. Planning Practice Guidance

5.5. Emerging Planning Policy

- 5.5.1. The GLA is producing a new London Plan, which was subject to Examination in Public between January 2019 and May 2019. The Inspectors' Panel report was published on 08 October 2019. This contained a series of recommendations on amendments to the Plan, some of which the Mayor

chose to accept and some which he chose to reject. The reasons for his rejections accompany the London Plan “Intend to Publish” version was sent to the Secretary of State (SoS) on the 9th December 2019. Subsequently, on 13 March 2020 the SoS raised significant concerns with Intend to Publish London Plan. The Mayor of London responded to the SoS on 24th April with practicable amendments to SoS’s directions. There have since been ongoing communications between the two parties with increasing agreement on the amendments. Following receipt of Mayor’s letter of 9th December 2020 regarding his intent to publish, the SoS has agreed to consider the Intention to Publish version of the Plan with Mayor’s proposed amendments addressing the original Directions and two new additional Directions.

- 5.5.2. The NPPF sets out that decision takers may also give weight to relevant policies in emerging plans according to their stage in preparation, the extent of unresolved objections and degree of consistency with the NPPF. The Intend to Publish London Plan is a material planning consideration but carries limited weight in decision making at this stage.

6. **COMMENT**

6.1. **Background**

- 6.1.1. Planning permission for upward development at this site has previously been granted. The applicants claim that the most recently approved scheme has been commenced, through the digging of a trench. Notwithstanding this, officers are of the view that the previous permission has not been fully implemented.

6.2. **Development Proposal**

- 6.2.1. The application proposes the following:
- 6.2.2. The erection of a single-storey upward extension to the host buildings to provide six self-contained residential units serviced from two of the existing cores.
- 6.2.3. The extension would have the appearance of a pavilion-like structure, and would be set in by 1.2m on the ‘outer’ edges of the buildings and 1.5m on the inner edges.
- 6.2.4. The unit at the northeast corner, above Alcock House, would have a 8.3m deep terrace with a pergola.
- 6.2.5. The applicants have indicated that the extension would have dark brown-grey ceramic tile cladding, with white aluminium windows and black steel balustrade.
- 6.2.6. The existing chimneys would be extended with reclaimed bricks.

- 6.2.7. The provision of a refuse store at the rear of the site, with two cycle hangars and landscaping.

6.3. Land use

- 6.3.1. The principle of extending these buildings to provide additional dwellings has been established through previous grants of planning permission.
- 6.3.2. Although the development plan has been revised since the previous applications, the plan supports the provision of new residential units in sustainable locations such as this.
- 6.3.3. Since previous applications were determined, the site has been included in the Brownswood Conservation Area, but this designation does not preclude development and the heritage impacts of the proposal are assessed in a later section of this report.
- 6.3.4. The proposed land use is considered acceptable.

6.4. Design and Heritage

- 6.4.1. The host buildings are described in the Brownswood Conservation Area Appraisal and Management Plan (CAAMP), on page 19, as:
- 6.4.2. The property varies between 3 and 4 stories in height and constructed of fletton bricks. It dates from the late 1920s. It has a large projecting central stair core with identical wings either side linked by balconies. There is a distinctive central canopy leading to the internal lobby. Architectural details are simple, involving brick pilasters, painted bands, and simple cornice. Windows are crittall casements, all of which are capped with flat projecting lintels.
- 6.4.3. The building is also noted, on page 14, of the CAAMP, as making a positive contribution to the conservation area. The building occupies a relatively prominent location, near the brow of a hill and at the apex of the junctions of two roads (Riversdale Road and Queens Drive) with Green Lanes and the site is clearly visible from Clissold Park on the opposite side of Green Lanes. Clissold Park is within the Clissold Park Conservation Area and any proposal at this site would have an impact on the setting of that conservation area and the Registered Park and Garden.
- 6.4.4. The CAAMP also notes that:
 - 'All new development should respect the established layout, siting, height, scale and massing of buildings within the Conservation Area, it should be of a high design quality, that is

sympathetic and responds to the area's special character. New development should preserve or enhance the special character of the Conservation Area. Materials should be carefully chosen to complement the Conservation Area's existing palette of materials (see Section 5.3).'

- 6.4.5. The proposed bulk, scale and mass of the extension is considered appropriate to the scale of the host buildings below, and it would be read as a later subservient addition to the structure that is set in from the outer edges of the building, while also continuing the architectural features of the building, such as brick detailing and chimneys.
- 6.4.6. Representations have been received noting that the development would represent an inappropriate addition to the host building by reason of its bulk, scale and mass. The additional bulk of the gazebo on the northern 'wing' is also objected to.
- 6.4.7. These concerns are noted, but officers are of the opinion that the scale, bulk and mass are appropriate for this building. The design element of the gazebo will be addressed in a later section of this report.
- 6.4.8. A previous pre-application raised concerns over the use of fibre cement cladding and the previous (refused) application for brick-slips was refused.
- 6.4.9. Officers note that the use of a ceramic tile system has the potential to be acceptable and further details have been supplied as to the proposed size of each individual tile and an elevational drawing at 1:20 giving further details on the proposed layout (Drawing PL-501). These details indicate that the materials would have a neutral impact on the character and appearance of this part of the conservation area.
- 6.4.10. The proposed green roof is a positive contribution to the biodiversity of the scheme.
- 6.4.11. The design of the cycle parking store is utilitarian and in keeping with the form of cycle hangar used in the public streets in LB Hackney. A more substantial brick-built structure could have been more appropriate for a conservation area. However, a more substantial cycle store would have additional impacts on the operation of the garages and it is noted that the submitted detail picks up on the standard Hackney street cycle parking, and, given the impacts to the operation of the garages noted above, the design of the cycle store is acceptable in this case.
- 6.4.12. The proposal is therefore considered to meet the statutory tests within Section 72 of the Planning (Listed Buildings and Conservation Areas)

Act 1990, and to comply with policies 7.4 (Local Character), 7.6 (Architecture) and 7.8 (Heritage assets and archaeology) of the London Plan and policies LP1 (Design Quality and Local Character) and LP3 (Designated Heritage Assets) of the Hackney Local Plan insofar as given the acceptable design of the proposal, it would preserve or enhance the character and appearance of the Brownswood Conservation Area.

- 6.4.13. In addition to this, officers are of the view that the provision of additional housing is a significant public benefit that would have outweighed any harm that would result to the character and appearance of the Brownswood Conservation Area.
- 6.4.14. In terms of external materials, these are still at an indicative stage, with standing seam cladding and powder-coated windows and doors. Officers are of the view that details of external materials and other matters, including windows, doors and reveals should be required by way of an appropriate condition.
- 6.4.15. The proposals are therefore considered to meet the statutory tests within Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

6.5. Provision of housing

- 6.5.1. The housing policies of the development plan support the provision of additional dwellings to help meet the identified demand for housing in the borough.
- 6.5.2. The proposed dwelling mix, of 5 x one-bed and 1 x two-bed units, is not in compliance with policy LP14 (Dwelling Size Mix) of the Local Plan, which seeks the provision of one third of units to be suitable for families and to have at least three bedrooms in all development proposals.
- 6.5.3. However, with this proposal, which consists of six flats accessed from two cores which do not have lifts, would result in an awkward and impractical layout of some units if one or two family-sized units were proposed. Given these site-specific circumstances, the lack of provision of family-sized units is considered to be acceptable in this case.
- 6.5.4. Each of the units has more than one aspect, with good outlook and levels of daylight, and each meets, or exceeds, the relevant standards in the Nationally Described Space Standards. As such, it is considered that the proposal complies with policy 3.5 (Quality and design of new housing development) of the London Plan, together with the associated guidance in the Housing Supplementary Planning

Document, and policy LP17 (Housing Design) of the Hackney Local Plan.

- 6.5.5. Policy 3.8 (Housing choice) of the London Plan requires all new housing development to meet, as a minimum, Part M4(2) (Accessible and Adaptable Dwellings) of the Building Regulations. However, as noted above, the existing building does not have lifts, and the supporting text to policy 3.8 does allow for exceptions to this requirement where lift access cannot be provided. In this case, a requirement for the new dwellings to meet Part M4(2) is not sought.

6.6. Provision of Affordable Housing

- 6.6.1. Policy LP13 (Affordable Housing) requires new development to maximise opportunities to supply genuinely affordable housing. For sites that provide between 1 and 9 new units, the policy also requires the provision of affordable housing either on site, or to provide payments in lieu for the provision of affordable housing elsewhere in the borough.
- 6.6.2. The associated Supplementary Planning Document: S106 Planning Contributions notes that where a viability assessment is not provided, the local planning authority will seek a sum of £50,000 for each new unit provided on site as a contribution to the provision of off-site affordable housing.
- 6.6.3. With this proposal no viability assessment has been provided and the applicants have agreed to make a payment of £300,000 towards affordable housing. A Head of Terms to the associated Legal Agreement to secure this contribution is therefore recommended.

6.7. Impact on amenity of adjoining occupiers

- 6.7.1. Representations have been received from neighbouring occupiers in relation to amenity concerns. These include loss of light to neighbouring properties, particularly from the new cycle store, and overlooking of neighbouring properties from the high level flats and terraces.
- 6.7.2. With regards to the loss of light to ground floor properties from the cycle store, this is a relatively low structure that would be less than 1.4m high when closed. The applicants have produced a drawing (PL-402) which indicates that the cycle store would have a minimal and acceptable impact on the outlook from ground floor windows. Although no daylight and sunlight assessment has been made, measurements taken from drawing PL-402 indicate that the height and distance of the cycle store from ground floor windows would be at an angle of less than 10 degrees from the horizontal measured from

the bottom of those windows. This degree of interruption would not have a significant impact on daylight to those windows and is acceptable.

- 6.7.3. In terms of overlooking, with staggered blocks such as these, there is the potential for some mutual intervisibility between habitable windows, although the impact of this is not that significant. The location of the additional units on the roof of the building would not significantly change this position.
- 6.7.4. There is also the potential for the overlooking of neighbouring occupiers from the roof terraces, and this would be most significant from the larger terrace on the north-east part of the site. This impact could be mitigated through the use of suitable screening, and a suitable condition is recommended.
- 6.7.5. Representations have also been received noting that the proposal would result in increased noise and disturbance at the site. While it is noted that the proposal would result in more residents at the site, any increased activity would be residential in nature and located within a residential area and would not be so significant as to represent unacceptable harm.
- 6.7.6. Further representations have been received relating to noise and disturbance from construction activity. Hours of noisy construction activity are dealt with by environmental health legislation and the relatively short-term impact to neighbouring amenity that this can rarely constitute sufficient grounds for refusal.

6.8. Transport and Waste

- 6.8.1. Both Green Lanes and Queens Drive form part of the Hackney Road Network. Queens Drive, at the section next to the site can only be accessed from Green Lanes, with a barrier slightly to the north to prevent through traffic. Riversdale Road forms part of the Islington Road Network.
- 6.8.2. Representations have been received noting that the proposal would result in increased parking stress in the area. This is noted, but none of the existing garages at the site would be affected. In order to reduce parking stress in the area, it is recommended that the proposal be a car free development, with future occupiers being eligible for parking permits on the surrounding highway network. A suitable Head of Terms for the Legal Agreement is recommended.
- 6.8.3. The scheme includes the provision of 14 cycle parking spaces, of which 12 would be in secure cycle hangars and two in the form of a Sheffield Stand for visitors. This level of provision is appropriate for

the size of the development. Representations have been received noting that insufficient cycle parking would be provided. However, the level of provision is in line with the Hackney Cycle Parking Standards for the new flats. The provision of cycle parking for the existing flats would be a matter between the leaseholders and freeholder and is outside the scope of this assessment.

- 6.8.4. Given the nature and location of the site, the highway authority has requested a demolition, construction management and logistics plan to be secured by way of a suitable condition. It is noted that the Council's Network and Transportation Department have noted that this could be secured by way of a legal agreement, together with a monitoring fee. Officers consider that given the scale of the development it would not be necessary to secure a monitoring fee. The relevant plans will be secured via condition.
- 6.8.5. The refuse storage arrangements are suitable for the development proposed. The store would be a brick-built structure with a timber door that would be 2,2m high, 2,9m wide and 1.7m deep located to the north of the cycle store. The refuse store is sufficient to contain two 660 litre Eurobins (one for material for reuse and recycling and one for residual waste) and one 140 litre bin for food waste.

6.9. Other Matters

- 6.9.1. *Sustainability*
- 6.9.2. The applicants have submitted an Energy Assessment which concludes that the development would achieve a saving of 19% over the requirements of Part L of the Building Regulations, which is in line with policy LP55 (Mitigating Climate Change) as amplified by the Sustainable Design and Construction SPD. This would incorporate thermal fabric to exceed current Building Regulations minimum standards, and the use of solar photovoltaic panels.
- 6.9.3. In addition to this, the applicants have stated that the proposal would minimise the use of water by incorporating saving measures such as water efficient fittings and appliances, in line with policy 5.3 (Sustainable Design and Construction) of the London Plan.
- 6.9.4. In terms of overheating, the applicants have stated that the design approach includes passive design measures to reduce energy demand. Windows and natural daylight have been provided to ensure appropriate daylighting levels throughout the development and reduce the lighting demand. This approach is supported by policy LP54 (Overheating and Adapting to Climate Change) of the Local Plan.
- 6.9.5. *Biodiversity*

- 6.9.6. A representation has been received noting that the proposal is suitable for biodiversity enhancements, and a suitable condition regarding swift boxes is recommended.
- 6.9.7. *Air Quality*
- 6.9.8. The whole of Hackney is in an area of poor air quality and a condition regarding low emissions space and water heating is recommended.
- 6.9.9. The information submitted with the demolition, construction management and logistics plan must include details of low emissions off road mobile machinery.
- 6.9.10. *Green Roofs*
- 6.9.11. The proposal includes green roofs, and a suitable condition regarding full details of these is recommended.
- 6.9.12. *Other consultation responses*
- 6.9.13. *Roof is made of hollow pots and is not capable of supporting the additional weight*
- 6.9.14. This is not a material planning consideration, although the structural integrity of the building envelope is a matter for Building Regulations.

6.10. Community Infrastructure Levy (CIL)

- 6.10.1. The proposal is liable for a Community Infrastructure Levy (CIL) as it involves new dwellings. The application is liable under both the London Mayoral CIL and Hackney CIL Charging Schedules. The proposal involves 336 m² of total net additional floor space.
- 6.10.2. The London Mayoral CIL Charging Schedule sets a rate of £80 per square metre of floor space developments outside the Central Activities Zone. Based on the total net additional floor space of 336m², the development is liable for a CIL of £26,880 under the London Mayoral CIL Charging Schedule.
- 6.10.3. The Hackney CIL Charging Schedule is separated into zones in respect of residential development. The site falls within charging Zone C, and the charging rate for residential floorspace is £55 per square metre, resulting in a liability of £18,480.
- 6.10.4. These rates are subject to indexation

- 6.11. In respect of local finance considerations other than CIL, whilst the proposed development would be rateable for Council Tax Purposes, the benefit the additional floorspace is negligible in the context of the overall totals, and this does not represent a material consideration of any substantial weight in the consideration of the application, which should be determined in accordance with the relevant Development Plan policies and any other material considerations.

7. **CONCLUSION**

- 7.1. The proposed development is considered to be an acceptable form of development which would provide additional residential accommodation. The design is considered to be appropriate for a building of this type and would thereby preserve the character and appearance of the Brownswood Conservation Area.
- 7.2. The development is considered to have an acceptable impact on neighbouring residents.
- 7.3. With regard to the transport impact, the proposal would have an acceptable impact on the surrounding highway network and in relation to other material planning considerations as outlined above.
- 7.4. In light of the above it is considered this would be an acceptable form of development that accord with the objectives and policies within the Development Plan.

8. **RECOMMENDATIONS**

8.1. **Recommendation A**

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

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.

8.1.3. **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.

8.1.4. SCM2 - Materials to be approved

Full details, including physical samples, of all the materials to be used on the external surfaces of the building, including, but not limited to new bricks, concrete and window and door frames and obscure glazing, shall be submitted to and approved by the Local Planning Authority, in writing, before any work proceeds beyond superstructure level. The development shall not be carried out otherwise than in accordance with the details thus approved.

REASON: To safeguard the visual amenity of the building and the conservation areas.

8.1.5. SCM7 - Details to be approved

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

- a) Details of fenestration, windows and doors at 1:10
- b) Details of balcony screening

REASON: To ensure that the external appearance of the building is satisfactory and does not detract from the character and visual amenity of the conservation areas, and to protect the amenity of neighbouring occupiers.

8.1.6. Green / Brown Roof

Notwithstanding what is shown on the approved plans, full details of bio-diverse green / brown roofs, to include a detailed maintenance plan, shall be submitted to and approved by the Local Planning Authority, in writing, before development proceeds beyond superstructure level. The development shall not be carried out otherwise than in accordance with the details thus approved and shall be fully implemented before the premises are first occupied, and retained thereafter.

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

8.1.7. NSC - Biodiversity Enhancements

The development hereby permitted shall not be occupied until at least two swiftbricks have been installed in accordance with the manufacturer's specifications and retained thereafter.

REASON: To enhance biodiversity at the site.

8.1.8. NSC - Demolition, Construction Methodology and Logistics Plan

A Demolition, Construction Construction Management and Logistics Plan (CLP) specifying hours of working, construction traffic routing, measures to prevent dust pollution and contact arrangements between residents and contractors shall be submitted and agreed by the Local Planning Authority Prior to the commencement of the development.

The construction logistics plan shall also include the following details:

- (a) loading and unloading of plant and materials;
- (b) storage of plant and materials;
- (c) programme of works (including measures for traffic management);
- (d) provision of boundary hoarding behind any visibility zones;
- (e) wheel cleaning provision on site, if required;
- (f) measures to minimise the emission of dust

The demolition and construction shall thereafter take place in full accordance with the measures identified within the approved CLP.

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

8.1.9. NSC - Air quality

All non-Combined Heat and Power (CHP) space and hot water fossil fuel (or equivalent hydrocarbon based fuel) boilers installed as part of the development hereby approved shall achieve dry NO_x emission levels equivalent to or less than 40 mg/kWh.

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 as a result of the development and to contribute towards the maintenance or to prevent further exceedances of National Air Quality Objectives.

8.1.10. NSC - Non Road Mobile Machinery

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

REASON: To protect air quality and people's health by ensuring that the

production of air pollutants, such as nitrogen dioxide and particulate matter, are kept to a minimum during the course of building works and during the lifetime of the development. To contribute towards the maintenance or to prevent further exceedances of National Air Quality Objectives.

8.1.11. SCH10

The cycle parking hereby approved shall be made available before the units are first occupied and thereafter retained.

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

8.1.12. SCS5

Except on day(s) of collection, all refuse and waste shall be stored in sealed containers in the refuse area shown on the plans hereby approved.

REASON: To ensure refuse is not left in the street, in the interests of visual amenity and to reduce the likelihood of infestation.

8.1.13. SCM9

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

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

8.2. Recommendation B

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

- Payment of the sum of £300,000 towards the provision of affordable housing
- Car Free Development
- Commitment to the Considerate Contractor Code of Practice
- Contribution towards monitoring of the planning obligations
- 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 prior to completion

8.3. Recommendation C

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

9. **INFORMATIVES**

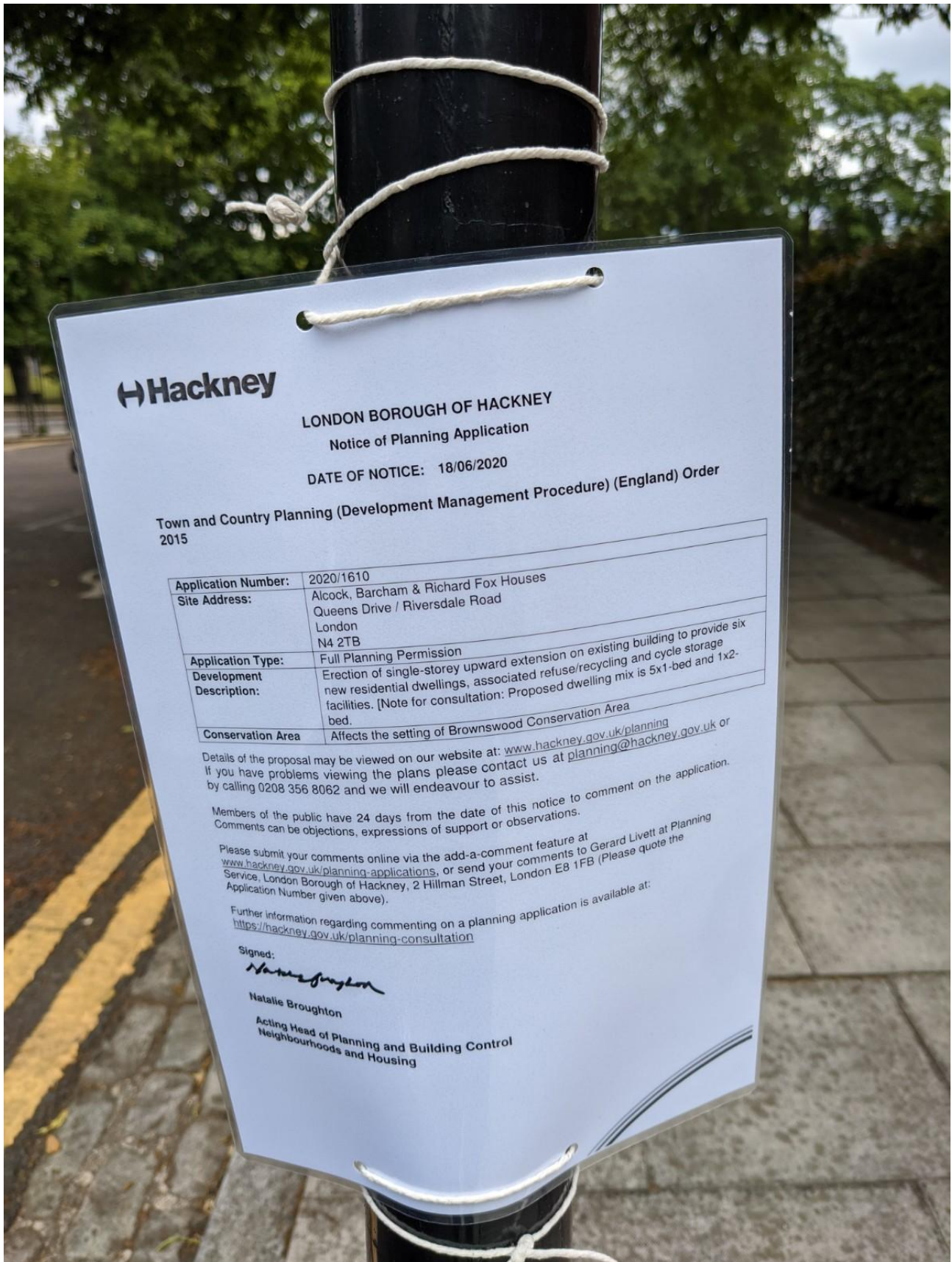
- 9.1. SI.1 Building Control
- 9.2. SI.7 Hours of Building Works
- 9.3. SI.24 Naming and Numbering
- 9.4. CIL Informative
- 9.5. S106 Informative
- 9.6. NPPF Informative

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

Aled Richards – Director, Public Realm

	SUBMISSION DOCUMENTS, POLICY/GUIDANCE/ BACKGROUND PAPERS	NAME/DESIGNATION AND TELEPHONE EXTENSION OF ORIGINAL COPY	LOCATION CONTACT OFFICER
1	<p>Application documents and LBH policies/guidance referred to in this report are available for inspection on the Council's website</p> <p>Policy/guidance from other authorities/bodies referred to in this report are available for inspection on the website of the relevant authorities/bodies</p> <p>Other background papers referred to in this report are available for inspection upon request to the officer named in this section.</p>	<p>Gerard Livett Senior Planner - Development Management Team 020 8356 8398</p>	<p>2 Hillman Street, London E8 1FB</p>

	<p>All documents that are material to the preparation of this report are referenced in the report</p>		
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LONDON BOROUGH OF HACKNEY
Notice of Planning Application

DATE OF NOTICE: 18/06/2020

Town and Country Planning (Development Management Procedure) (England) Order 2015

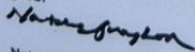
Application Number:	2020/1610
Site Address:	Alcock, Barcham & Richard Fox Houses Queens Drive / Riversdale Road London N4 2TB
Application Type:	Full Planning Permission
Development Description:	Erection of single-storey upward extension on existing building to provide six new residential dwellings, associated refuse/recycling and cycle storage facilities. [Note for consultation: Proposed dwelling mix is 5x1-bed and 1x2-bed.
Conservation Area	Affects the setting of Brownswood Conservation Area

Details of the proposal may be viewed on our website at: www.hackney.gov.uk/planning
If you have problems viewing the plans please contact us at planning@hackney.gov.uk or by calling 0208 356 8062 and we will endeavour to assist.

Members of the public have 24 days from the date of this notice to comment on the application.
Comments can be objections, expressions of support or observations.

Please submit your comments online via the add-a-comment feature at www.hackney.gov.uk/planning-applications, or send your comments to Gerard Livett at Planning Service, London Borough of Hackney, 2 Hillman Street, London E8 1FB (Please quote the Application Number given above).

Further information regarding commenting on a planning application is available at: <https://hackney.gov.uk/planning-consultation>

Signed:


Natalie Broughton
Acting Head of Planning and Building Control
Neighbourhoods and Housing

