

ADDRESS: 10 - 13 Urban Hive, Theydon Road, Hackney, London, E5 9BQ	
WARD: Lea Bridge	REPORT AUTHOR: Rob Brew
APPLICATION NUMBER: 2020/4116	VALID DATE: 24/12/2020
<p>DRAWING NUMBERS: 334.PA.01, 334.PA.02, 334.PA.03, 334.PA.04, 334.PA.05 B, 334.PA.06 E, 334.PA.07 E, 334.PA.08 D, 334.PA.09 C, 334.PA.10 C, 334.PA.11 C, 334.PA.12 C, 334.PA.13 E, 334.PA.14 E, 334.PA.15 E, 334.PA.16 E, 334.PA.17 F, 334.PA.18 E, 334.PA.19 E, 334.PA.20 E, 334.PA.30, 334.PA.S01 and un-numbered drawing showing ground floor indicative space plan</p> <p>Air Quality Assessment dated November 2019 by XC02, Daylight and Sunlight Report dated 9th October 2019 by Lumina, Daylight and Sunlight Report Addendum dated 4th June 2021 by Lumina, Daylight and Sunlight Letter dated 31/01/2023 by Lumina, Delivery and Servicing Plan dated November 2019 by Caneparo Associates, Design & Access Statement dated January 2022 by Fourth_Space, Design and Access Addendum 4 (cycle parking) dated March 2022, Design & Access Statement Addendum 5 (response to DRP) dated July 2022 by Fourth_Space, Design & Access Statement Appendix 1 by Fourth_Space, Energy Statement v05 dated March 2023 by XC02, Financial Viability Assessment dated January 2023 by Redloft, Flood Risk Assessment and SUDS Strategy dated November 2019 by XC02, GLA CO2 Reporting Spreadsheet, Phase 1 Risk Assessment dated June 2017 by Site Analytical Services, Planning Statement dated February 2023 by CMA Planning, Roof Landscape Concept dated June 2021 by Exterior Architecture, Sustainability Statement dated November 2019 by XC02, Transport Addendum Note dated July 2021 by Caneparo Associates, Transport Statement dated November 2019 by Caneparo Associates, Travel</p>	

Plan Commercial (draft) dated November 2019 by Caneparo Associates, Travel Plan Residential (draft) dated November 2019 by Caneparo Associates	
AGENT: Tim Gaskell (CMA Planning)	APPLICANT: Katie Attwood (Pleasant Hill Properties)
PROPOSAL: Demolition of existing building and erection of a part 1, part 2, part 5, and part 6 storey building to accommodate Use Class E employment floorspace at ground and first floor levels and 48 residential dwellings at second to fifth floor levels, with associated external rear deck access, communal amenity terrace, landscaping, bicycle parking and waste / recycling storage facilities.	
POST SUBMISSION REVISIONS: <ul style="list-style-type: none"> ● Revisions to the proposal include: <ul style="list-style-type: none"> ○ Changes to the detailed design of the building ○ Provision of affordable housing <p>A 14 day reconsultation has been undertaken in respect of the amended and additional information.</p>	
RECOMMENDATION SUMMARY: Grant planning permission subject to conditions and completion of a Legal Agreement.	

REASON FOR REFERRAL TO PLANNING SUB-COMMITTEE	
Major application	YES
Substantial level of objections received (11 neighbour objections)	YES
Other (in accordance with the Planning Sub-Committee Terms of Reference)	

ANALYSIS INFORMATION

ZONING DESIGNATION:	(Yes)	(No)
CPZ	Zone U (Upper Clapton)	
Conservation Area		No

Listed Building (Statutory)		No
Listed Building (Local)		No
Priority Industrial Area	Yes - Theydon Road	

LAND USE:	Use Class	Use Description	No. units	Floorspace (m ²)
Existing	E(g), B2, B8	E(g) offices, research and development of products or processes and industrial processes which can be carried out in a residential area without detriment to its amenity, B2 general industrial, B8 storage and distribution	N/A	1,334m ²
Proposed	E(g)	Offices, Research and development of products or processes and Industrial processes which can be carried out in a residential area without detriment to its amenity	N/A	1,943m ²
	C3	Dwellinghouses, including single households of not more than 6 residents where care is provided	48	3,291m ²

Existing and proposed housing size and tenure mix				
EXISTING	1 bed	2 bed	3 bed	TOTAL
		0	0	0
PROPOSED	1 bed	2 bed	3 bed	TOTAL
	2	8	0	10 (21%)
Market	7	24	7	38 (79%)
TOTAL	9	32	7	48

PARKING DETAILS:	Parking Spaces (General)	Parking Spaces (Disabled)	Bicycle storage
Existing	2	0	0
Proposed	0	8 on street	114 residents spaces, 39 commercial

CASE OFFICER'S REPORT

1.0 Site Context

1.1 The site is located in the east of the borough and comprises a rectangular plot of land located to the east of Theydon Road, an unclassified public highway.



Figure 1 Existing Building on Site

1.2 The site accommodates a rectangular building, with projecting wings at the north and south ends, dating from the late twentieth century which is located within the centre and east of the site. The building has a mono-pitched form, sloping from the highest point of the roof along the west elevation to the eaves in the east of the site. The building is two storeys in height, with some parts of the buildings arranged with two storeys and some parts as double height spaces, as shown in Figure 1. The western part of the site is laid to hard surfacing and is used for parking and servicing associated with the use of the building, and open storage.

1.3 The west and north boundaries of the site follow Theydon Road and Woodmill Road respectively, whilst to the south of the site is a public open space largely made up of hard landscaping. To the rear of the site, outside of the designated priority industrial area, is Bellevalia Court, a part four storey, part five storey block of flats. Car parking, waste and bicycle storage and a children's

playground associated with the block are arranged along the boundary of the site, as shown in Figure 2.



Figure 2 Existing Site Context

- 1.4 The existing building is currently in employment use, including activities falling within Use Classes E(g) (offices, research and development and light industrial processes), B2 (general industrial uses), and B8 (storage and distribution). Vehicular and pedestrian access to the site is gained along the site frontage to Theydon Road. The site is largely level with some landscaping along the north and south boundaries of the site and within the site frontage, which includes a number of mature, albeit small, trees.
- 1.5 The site is located within the Theydon Road Priority Industrial Area (TRPIA), the eastern boundary of which runs along the rear site boundary. Within the TRPIA, employment, and specifically industrial, uses are prioritised, in line with Development Plan policy. However, there are a mix of uses within the designated areas, which includes residential uses delivered as part of recent mixed use developments, as summarised below together with the current proposal.

Address	Hunts Wharf Leaside Rd	Harvest Hse Leaside Rd	Leaside Rd car park	Urban Hive Theydon Rd
ref	2017/4985	2018/2802	2019/1670	2020/4116
date	03/07/19	19/06/20	21/04/22	
employment	1,128m2	1,073m2	969m2	1,943m2

affordable	10%	14%	100%	10%
housing units	32	27	22	48
affordable	25%	22%	0%	21%

1.6 In addition to its designation as falling within the TRPIA, the site is also within the Lea Valley Archaeological Priority Area. It has no other Development Plan designations.

1.7 The Public Transport Accessibility Level (PTAL) of the site is 2 on a scale where 0 is worst and 6b excellent. It is a 12 minute walk from the nearest overground rail station (Clapton), the 393 bus (Upper Clapton Road to Chalk Farm Road) serves Theydon Road and there are 4 other bus routes on Upper Clapton Road.

2.0 Conservation Implications

2.1 There are no statutory or locally listed buildings on the site, however the De Havilland Studios building to the south west of the site, on the opposite side of Theydon Road, is locally listed.

2.2 The site is not within or nearby a conservation area.

3.0 History

3.1 2009/0127 - Erection of 2.4m high metal railing fencing with associated pedestrian access gates and sliding gates across existing vehicle crossovers and enlargement of existing Refuse store area to provide Air Conditioning Plant Approved 09/04/2009

3.2 2008/0573 - Installation of mezzanine floor creating 500 sqm of additional floor space to be used as office accommodation ancillary to the existing use at the site, together with external alterations. Approved 23/05/2008

4.0 Consultation

4.1 Date first Statutory Consultation Period Started: 20/01/2021

4.2 Date last Statutory Consultation Period Ends: 21/02/2023

4.3 Site Notices: Yes

4.4 Press Advert: Yes

4.5 Following receipt of amended information, a further consultation has been undertaken in order to give third parties the opportunity to view the revisions to the proposal and amended and additional supporting information. This expired on 21/02/2023.

4.5 Neighbours

4.5.1 Letters of consultation were sent to 202 neighbouring owners/occupiers and 11 objections had been received. These raise the following planning matters:

- Impact on provision of employment floorspace in a designated PIA and quality of proposed employment floorspace (including lack of parking for employees);
- Design - including height, scale, massing, building line and relationship to neighbouring buildings and the existing roofscape, and provision for waste storage;
- Impact on the setting of a locally listed building (De Havilland Studios);
- Sustainability - including loss of the existing building (embodied carbon), failure to achieve a net zero carbon development, maximisation of SPV and rainwater harvesting;
- Impact on residential amenity - light, outlook, privacy, noise and general disturbance, and specifically in relation to lockdown and increased working from home practices;
- Transportation - including increased pressure for on street parking and impact on highway safety and amenity as a result of increased traffic volume and movements;
- Impact upon existing social infrastructure and utilities (including broadband);
- Long term management of the development and relationship to Bellevalia Court (including access, littering, use of “communal electricity supply” and impact on service charges to the neighbouring block);
- Lack of engagement with local residents on behalf of the applicant;
- Inaccuracies in the submitted documentation - specifically in relation to the Daylight and Sunlight Report and PTAL rating

4.5.2 These concerns are considered in this report.

4.5.3 The impact of the proposal on the existing boundary between the site and Bellevalia Court was also raised. This is largely a civil matter between adjoining landowners and would be covered under the Party Wall Act, however there are potential planning implications in relation to the security of the development, which is assessed below.

4.5.4 In addition, the non-planning matters of impacts on private views and value of property were also raised.

4.6 Statutory, External and Local Group Consultees

4.6.1 Historic England: did not wish to comment.

4.6.2 Historic England (Archaeology): raise no objection subject to the imposition of conditions requiring a stage 1, and if necessary a stage 2, written scheme of investigation, and an informative relating to how these should be prepared.

4.6.3 Hackney Society: raise no objection but “*suggest planners carefully interrogate the proposed unit mix and layout to satisfy themselves they are acceptable*”.

4.6.4 Thames Water: raise no objection subject to attachment of informatives to decision.

4.7 Council Departments

4.7.1 Environmental Protection - Air: no comments received.

4.7.2 Environmental Protection - Land: no comments received.

4.7.3 Environmental Protection - Noise: raise no objection subject to a plant noise condition.

4.7.4 Streetscene - Drainage: Object to original scheme on the grounds that the water discharge rate of 5l/s is excessive and can be improved by using a better system. This is an issue that can be adequately addressed by condition.

4.7.5 Streetscene - Transportation: raise no objection subject to conditions requiring the submission, approval and implementation of travel plans and a legal agreement securing financial contributions towards monitoring and works to the public highway necessary to bring the site access into an acceptable condition.

4.7.6 Waste: raise no objection to the waste strategy subject to conditions.

5.0 POLICIES**5.1 Hackney Local Plan 2033 (2020)**

- PP1 Public realm
- LP1 Design quality and local character
- LP2 Development and amenity
- LP4 Non-designated heritage assets
- LP6 Archaeology
- LP8 Social and community infrastructure
- LP9 Health and wellbeing
- LP11 Utilities and digital connectivity infrastructure
- LP12 Meeting housing needs and locations for new homes
- LP13 Affordable housing
- LP14 Dwelling size mix
- LP17 Housing design
- LP26 Employment land and floorspace
- LP27 Protecting and promoting office land and floorspace in the borough
- LP28 Protecting and promoting industrial land and floorspace in the borough
- LP29 Affordable workspace and low cost employment floorspace
- LP31 Local jobs, skills and training
- LP41 Liveable neighbourhoods
- LP42 Walking and cycling
- LP43 Transport and development
- LP44 Public transport and infrastructure
- LP45 Parking and car free development
- LP46 Protection and enhancement of green infrastructure
- LP47 Biodiversity and sites of importance of nature conservation

- LP48 New open space
- LP51 Tree management and landscaping
- LP53 Water and flooding
- LP54 Overheating and adapting to climate change
- LP55 Mitigating climate change
- LP56 Decentralised energy networks (DEN)
- LP57 Waste
- LP58 Improving the Environment - Pollution

5.2 London Plan (2021)

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG3 Creating a healthy city
- GG4 Delivering the homes Londoners need
- GG5 Growing a good economy
- GG6 Increasing efficiency and resilience
- SD1 Opportunity areas
- SD10 Strategic and local regeneration
- D1 London's form, character and capacity for growth
- D2 Infrastructure requirements for sustainable densities
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D8 Public realm
- D11 Safety, security and resilience to emergency
- D12 Fire safety
- D13 Agent of change
- D14 Noise
- H1 Increasing housing supply
- H2 Small sites
- H4 Delivering affordable housing
- H6 Affordable housing tenure
- H7 Monitoring of affordable housing
- H10 Housing size mix
- S4 Play and informal recreation
- E1 Offices
- E2 Providing suitable business space
- E3 Affordable workspace
- E4 Land for industry, logistics and services to support London's economy
- E6 Locally significant industrial sites
- E7 industrial intensification, co-location and substitution
- E8 Sector growth opportunities and clusters
- E11 Skills and opportunities for all
- HC1 Heritage conservation and growth
- G1 Green infrastructure
- G4 Open space

- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- SI 1 Improving air quality
- SI 2 Minimising greenhouse gas emissions
- SI 3 Energy infrastructure
- SI 4 Managing heat risk
- SI 5 Water infrastructure
- SI 6 Digital connectivity infrastructure
- SI 7 Reducing waste and supporting the circular economy
- SI 12 Flood risk management
- SI 13 Sustainable drainage
- T1 Strategic approach to transport
- T2 Healthy Streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T6.2 Office parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning
- DF1 Delivery of the Plan and Planning Obligations
- M1 Monitoring

5.3 SPDs/SPGs/LPGs

- London Borough of Hackney Planning Contributions SPD
- London Borough of Hackney Child Friendly Places SPD
- London Borough of Hackney Public Realm Strategy SPD
- London Borough of Hackney Sustainable Design and Construction SPD
- Mayor of London Accessible London: Achieving an Inclusive Environment SPG
- Mayor of London Affordable Housing and Viability SPG
- Mayor of London Air Quality Neutral LPG
- Mayor of London Air Quality Positive LPG
- Mayor of London All London Green Grid SPG
- Mayor of London 'Be Seen' Energy Monitoring Guidance LPG
- Mayor of London Character and Context SPG
- Mayor of London Circular Economy Statement LPG
- Mayor of London Control of Dust and Emissions During Construction and Demolition SPG
- Mayor of London Energy Planning Guidance
- Mayor of London Housing SPG
- Mayor of London Industry and Logistics SPG
- Mayor of London Planning for Equality and Diversity in London SPG
- Mayor of London Play and Informal Recreation SPG
- Mayor of London Social Infrastructure SPG
- Mayor of London Sustainable Transport, Walking and Cycling LPG
- Mayor of London Urban Greening Factor SPG

Mayor of London Use of Planning Obligations in the Funding of Crossrail and the Mayoral CIL SPG

Mayor of London Whole Life-cycle Carbon Assessments LPG

5.4 National Planning Policies/Guidance

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)

5.5 Legislation

Town and Country Planning Act 1990 (as amended)

6.0 COMMENT

- 6.0.1 The application seeks planning permission for the demolition of the existing building and the erection of a part 1, part 2, part 5, and part 6 storey building to accommodate Use Class E employment floorspace at ground and first floor levels and 48 residential dwellings, with associated external rear deck access, communal amenity terrace, landscaping, bicycle parking and waste / recycling storage.
- 6.0.2 The proposed development would have an increased height and massing in comparison to the building currently on site, and would also bring the building line forward in relation to the public highway. The proposed building would accommodate 1,943m² commercial space falling within Use Class E employment floorspace at ground and first floor levels, with 48 residential units at upper floor levels above. The residential accommodation would comprise 9 x 1 bed, 32 x 2 bed and 7 x 3 bed homes of which 10 (2 x 1 bed and 8 x 2 bed) would be secured as shared ownership (intermediate housing), with the remainder being available as market housing.
- 6.0.3 The proposed building would present a six storey elevation to the north, south and west (Theydon Road) elevations, with a larger floor to ceiling height at ground floor level to accommodate industrial uses. Above first floor level the building would have a “U-shaped” footprint, with the rear (east elevation) addressing Bellevalia Court being two storey along the boundary with the neighbouring property, with the exception of the north and south “wings” of the building, which would be five storeys rising to six storeys in the north, and six storeys (set back) in the south. This allows the provision of a communal garden at second floor level (see figures 3 and 4 below). The ground floor of each building would provide servicing and communal space for both the commercial and residential accommodation.



Figure 3 East (rear) Elevation.

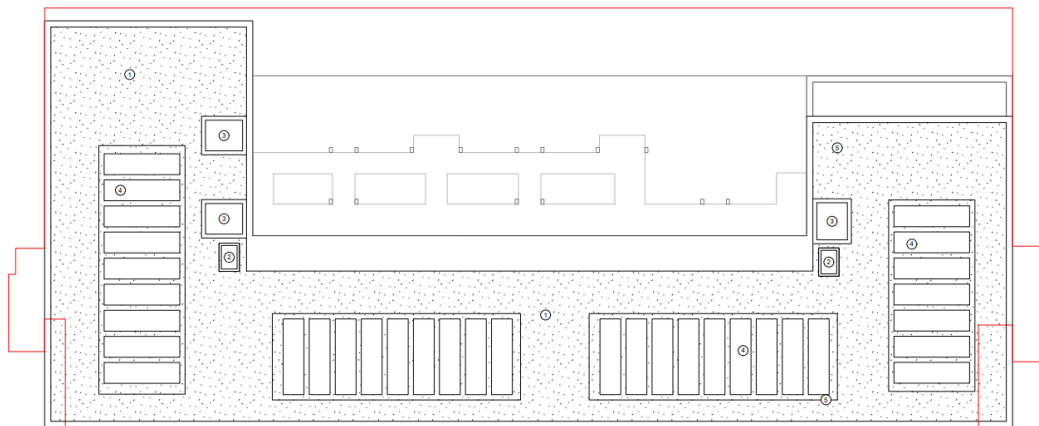


Figure 4 Roof Plan

- 6.0.4 The residential accommodation would be served by two stair cores, one with two lifts and the other with one lift, in addition to a stairwell. Each staircore would serve 3 flats per floor directly, and provide access to the remainder of the properties (six flats per floor) via an external deck access arrangement to the rear. A communal landscaped seating area would be provided at rear second floor level.
- 6.0.5 The main considerations relevant to this application are:
- 6.1 Principle of the development of the site and land use (including provision of commercial accommodation and affordable and market housing, and housing tenure and size mix);
 - 6.2 Design of the proposed development including impact on heritage assets and quality of accommodation;
 - 6.3 Impact on residential amenity;
 - 6.4 Transport and servicing;
 - 6.5 Other planning matters;
 - 6.6 Consideration of consultee responses;
 - 6.7 Community Infrastructure Levy (CIL) and planning contributions.

6.0.6 Each of these considerations is discussed in turn below.

6.1 Principle of the development of the site and land use (including provision of commercial accommodation, affordable and market housing, and housing tenure and size mix)

6.1.1 The proposal site is a brownfield site located within the Theydon Road PIA which currently provides 1,334m² of currently occupied commercial floorspace falling within Use Class E(g) (office and light industry), B2 (general industry) and B8 (storage and distribution). The proposal would result in the loss of the existing commercial floorspace and its replacement with alternative Use Class E(g) floorspace, and the introduction of residential accommodation.

6.1.2 Hackney LP33 policies LP26 (Employment land and floorspace) and LP28 (Protecting and promoting industrial land and floorspace in the borough) apply in the case of redevelopment of industrial land and within PIAs. These require developments to maximise delivery of employment floorspace whilst incorporating other priority uses such as affordable housing, subject to agent of change principles.

6.1.3 The proposed development would deliver 1,943m² commercial floorspace, of which 10% would be affordable workspace at a rental rate of no more than 60% of the local market rent in accordance with LP33 policy LP29 (Affordable workspace and low cost employment floorspace). There would be a net increase of 609m² in commercial space over the existing provision. The layout of the space would allow industrial uses at ground floor level with offices above to provide a physical “buffer” between potentially less neighbourly industrial activities and the residential accommodation proposed. The proposed commercial floorspace is considered to be of high quality and flexible, in line with LP33 policies LP27 (Protecting and promoting office land and floorspace in the borough) and LP28 (Protecting and promoting industrial land and floorspace in the borough).

6.1.4 The quantum of employment floorspace proposed is considered to represent the maximum that can be economically delivered. A Financial Viability Assessment (FVA) has been provided in support of the application, which explains that the residential accommodation is necessary for the development to be viable. Whilst there is disagreement between the LPA and the applicant in relation to the detail of the FVA in respect of some of the costs and inputs into the FVA, the need for residential accommodation to facilitate the delivery of improved employment floorspace is agreed. The proposed quantum of employment floorspace represents an overall uplift on the site, affordable workspace would be included and accommodation suitable for industrial operations, and is considered to be policy compliant.

6.1.5 Conditions are proposed to ensure that the building is constructed to prevent noise transmission from commercial to residential space, thereby addressing with the agent of change principle, and the design of the building, which will lend itself to office activities at first floor level, will also mitigate impact on the occupiers of these properties.

- 6.1.6 The proposed residential accommodation would comprise the mix set out in the following table:

	1 bed	2 bed	3 bed	Total
Market Sale	7	24	7	38
Shared Ownership	2	8	-	10
Total	9	32	7	48

- 6.1.7 The proposed housing mix is not in full compliance with either the tenure or size split set out in LP33 policies LP13 (Affordable housing) and LP14 (Housing size mix). In respect of housing tenure, the FVA provided in support of the application indicates that the proposal cannot bear the cost of any affordable housing, however as set out above, the LPA and applicant are in disagreement over some of the inputs and values used in the FVA. In order to resolve this disagreement, the applicant and LPA have negotiated the provision of 10 flats as shared ownership. Given the limited degree of divergence between the LPA and FVA, the location of the site within a PIA which in policy terms prioritises employment floorspace over provision of affordable housing, and a site layout which does not lend itself to the delivery of social rent accommodation in this development, this is considered to be an acceptable balance of uses, which will address the Council's planning priorities. It is worth pointing out that, notwithstanding the limited weight given to the FVA submitted in support of the application by the LPA, the FVA (which has been independently assessed by a viability consultant) indicates that the development is not viable, and therefore the delivery of 10 shared ownership dwellings is considered to represent the optimum yield of affordable housing on this site at the current time, whilst still maximising provision of employment floorspace. The affordable housing would be secured by way of a legal agreement, together with FVA review mechanisms to secure a higher proportion of shared ownership if possible at the early and late stage review points.
- 6.1.8 In terms of unit size mix, neither the market nor the shared ownership accommodation is fully compliant with the Council's evidenced housing mix need, as set out in LP33 policy LP14 (Housing size mix). It should be noted that these are strategic targets and heed must be given to other planning considerations such as viability, affordability and site characteristics. In the case of the shared ownership, it is widely recognised that affordability of housing with three or more beds is not within the reach of the target occupiers. As such, a mix of smaller units is more likely to be successful in meeting demand for this tenure type. In relation to the market housing, the proposed mix is 18.5% one beds, 63% two beds, and 18.5% three beds. Whilst this does not fully comply with the evidenced housing need (which is for more 2 bed than 1 bed and 33% 3 or more beds), and notwithstanding the lack of weight placed on the FVA for the reasons set out above in paragraph 6.1.4 above, the recognised additional viability burden placed on the scheme by way of the delivery of 10 shared ownership units (an outcome considered to be desirable in terms of delivering priority uses in general in accordance with LP33 policy LP26) is

such that in the circumstances of this case, the proposed housing mix is considered to be acceptable.

6.1.9 For these reasons, the proposal, in respect of the principle of the development of the site for the proposed land uses (including provision of affordable housing), and housing tenure and size mix, is considered to be acceptable.

6.2 Design of the proposed development including impact on heritage assets and quality of accommodation

6.2.1 London Plan policy D3 states that development should have regard to the form, character and function of an area, through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions. In this case, the proposal would result in the demolition of the existing building on the site and the erection of a part 1, part 2, part 5, and part 6 storey building.

6.2.2 There is no objection to the loss of the existing building, which is of limited architectural or historic merit and is not built to modern standards of sustainability, notwithstanding the fact that its form is responsive to the needs of employment occupiers in relation to floor to ceiling heights, large scale openings, etc.

6.2.3 The proposed building would have a greater height and massing than the existing building, and would also sit further forward of the current building line, however these changes are not unacceptable in principle.

6.2.4 The building, which would present as being six storey in public views from Theydon Road, Woodmill Road and the public square to the south of the site, would have a contemporary appearance, with the ground and first floor levels (providing employment floorspace) visually differentiated from the upper (residential) levels in terms of their fenestration, floor to ceiling heights, and the presence of a two storey colonnade on the main (west) elevation. The materiality of the building (brown and white multistock brickwork with powder coated window and door units) would be consistent across the building, with the exception of the residential doors, which would be timber to differentiate them from the entrance points to the commercial uses (see figure 5 below). This approach is considered to be appropriate and to represent good design, however a condition requiring the submission and approval of proposed materials and architectural detailing (including windows, doors and louvres) is proposed to ensure delivery of a high quality development.



Figure 5 West elevation (frontage to Theydon Road)

- 6.2.5 Although the proposed building would have a greater height and massing than the existing building and the neighbouring buildings, this height is not out of keeping with the wider streetscape, which includes other six storey buildings on Woodmill Road, Leaside Road and Broadview Place, and the proposal does not comprise a “taller building” as defined in Development Plan policy. In respect of the building line, it is recognised that the proposed building would sit further forward than the existing building, however the established building line to the east of Theydon Road has previously been breached by the building to the south of the site, and the presence of the intervening public open space between these two sites provides a sense of space within the public realm environment.
- 6.2.6 Although the building would be predominantly six storey in height, the upper residential floors (second floor level and higher) would have a “U” shaped footprint, with the central portion of the building pulling away from the rear (east) boundary with Bellevalia Court. In addition to providing space between the proposed and existing buildings, this also allows the provision of a communal amenity space at second floor level. The form also allows the introduction of rear deck access which in addition to allowing maximisation of dual aspect units (and the attendant benefits in relation to cross ventilation and alternative aspects and outlooks for occupiers), also provides articulation to the rear elevation, disruption of views between properties within the proposed building and Bellevalia Court, and private, secure bicycle storage in close proximity to individual units.
- 6.2.7 In terms of layouts, due to the deck access described above, most of the properties would be dual aspect (83%), whilst of the eight single aspect units (all of which are 1 beds), four would have views over the public open space to the south of the site. All units would achieve the Nationally Described Space Standards, and would be provided with policy compliant private amenity space in addition having access to the communal space at second floor level. In addition, 10% of the units are to be constructed to the accessibility standards in Part M4(3) of the Building Regulations and the remainder to Part M4(2).
- 6.2.8 There is a locally listed building, De Havilland Studios, to the south west of the site. It is considered that the impact of the proposal on the significance of the non-designated heritage asset would be limited and outweighed by the benefits of

delivery of new high quality employment floorspace and housing, including affordable housing.

- 6.2.9 The proposed development is considered to be acceptable in respect of its design, including impact on heritage assets and quality of accommodation.

6.3 Impact on residential amenity

6.3.1 Daylight, Sunlight and Overshadowing Assessment

The main impact of concern is that of the proposed building on the rear windows to Bellevalia Court as there are a large number of existing residential windows facing the proposed development and they are the closest existing residential windows to the proposed development. The majority of those windows would have a noticeable loss of daylight. There are 44 bedrooms in Bellevalia Court that rely on daylight that would be infringed to a certain degree by the proposed development. The majority of those would retain reasonable levels of daylight despite suffering a noticeable loss. There are 4 bedrooms, 2 at ground floor level and 2 at first floor level, where the loss is considered to indicate a loss of amenity to occupiers that would be harmful. Those windows would also suffer a similar loss of daylight if a 'mirror image' development were to take place (ie if a mirror image of Bellevalia Court were to be constructed on the site, a scenario set out in the sunlight/daylight guidance as being a useful guide when existing windows are located relatively close to the boundary, as is the case here).

- 6.3.2 It is noted that the living/kitchen/dining rooms in Bellevalia Court, which are the rooms where a loss of light would be most harmful in amenity terms, have windows on more than one elevation and receive light from different directions which reduces the impact of the proposed development. They are not considered to suffer from significant harm. The more significant loss of light to 4 bedroom windows is regrettable but the loss of light to bedrooms results in less amenity harm than to living/kitchen/dining rooms. Whilst it would be preferable for no windows in Bellevalia Court to suffer a significant loss of light the extent of harm is limited and considered to be outweighed by the benefits of the scheme.

- 6.3.3 The proposed development would lead to a marginal loss of sunlight to the existing playspace at the rear of Bellevalia Court but the loss would not have a significant impact. The proposed amenity space at rear second floor level would have adequate access to sunlight to provide a pleasant space that can support vegetation. The proposed flats also have adequate access to natural light to provide a good standard of amenity.

6.3.4 Other amenity impacts

The proposed building would lead to a loss of outlook to many of the bedroom windows at the rear of Bellevalia Court but not to a degree that is considered to lead to a significant loss of privacy for the occupiers. As the residential floors are set back to accommodate the second floor amenity space the residential windows facing Bellevalia Court are 14m from the site boundary and the windows to Bellevalia Court are a further 6-20m away, which is sufficient distance to preserve visual privacy. However, the communal amenity area at rear second floor level will be closer to

Bellevalia Court and a privacy screen is necessary, the details of which are to be reserved by condition. No plant or equipment is shown on the proposed roof plan but it is likely that some will be necessary in the future and so a protective noise condition is recommended. Subject to those conditions the proposal is not considered to result in any significant harm to residential amenity, excepting the impact on natural light set out above which is considered to be acceptable in the circumstances.

6.4 Transport and Servicing

- 6.4.1 Relevant Hackney Local Plan 2033 and London Plan policies require proposals to encourage active travel and sustainable transport, whilst reducing reliance on private motor vehicles. Specifically, there is a general assumption that new development will be car free, except for blue badge provision, unless exempted by the relevant policies.
- 6.4.2 The proposed development is car-free, which is to be secured as part of the legal agreement. Eight on-street blue badge parking spaces are proposed immediately in front of the building which is sufficient for both the residential and commercial elements of the scheme. An on-street loading bay is proposed which should be sufficient though a detailed servicing and delivery plan is required that should be reserved by condition. Similarly the details of a travel plan should be secured by condition together with a travel plan monitoring fee to be required by legal agreement.
- 6.4.3 The existing carriageway and footway on Theydon Road in front of the site are in a fairly poor condition and it is necessary to renew them, and a financial contribution of £156,969 to cover the cost will be required as part of the legal agreement.
- 6.4.4 A secure cycle parking provision of 114 residential spaces (62 sheffield stand spaces, 34 two tier spaces, 5 cargo bike spaces and 13 visitor spaces) and 39 commercial spaces (34 sheffield stand spaces, 2 mobility/trailer bike spaces and 3 visitor spaces) are proposed at rear ground floor level. Commercial cycle welfare facilities (lockers and showers) are included in the main commercial entrance.

6.5 Other planning matters

Trees and Biodiversity

- 6.5.1 Policy G7 (Biodiversity and access to nature) and G7 (Trees and woodland), along with Local Plan 2033 policies LP47 (Biodiversity and sites of importance of nature conservation) and LP51 (Tree management and landscaping) stress the importance of trees and biodiversity.
- 6.5.2 On the footway to the north of the site there are 5 small trees located in a shrub planting bed. The existing and proposed building lines are in very similar locations on this part of the site and so there is no reason why those trees can't be retained and a condition is proposed to reserve details of tree protection. There is one small tree located on the site in the centre of the existing open parking and servicing area

off Theydon Road. This tree cannot be retained as the proposed building line is further forward of the existing building line but it has a low amenity value and its removal is considered to be acceptable. It should be noted that none of the existing trees are protected by preservation order or within a conservation area and so could be removed without the need for planning consent.

- 6.5.3 As a result of the extensive green roof proposed and the communal amenity area the scheme would achieve an Urban Greening Factor of 0.44 which exceeds the minimum score of 0.4 required by policy. The site is fairly close to the River Lea and so it would be a good location to include bird and bat boxes as a biodiversity enhancement measures, and a condition to reserve those details is recommended. The existing site as a modern commercial building that remains in use has no existing ecological value.

Energy and Sustainability

- 6.5.4 At this point in time the applicant is unable to produce a full embodied carbon assessment, and so such an assessment should be reserved by condition. The information submitted by the applicant demonstrates that it is feasible to achieve the necessary standard of building insulation to meet 'fabric first' principles but a condition is necessary to ensure the design details and materials to be used are sufficient to achieve adequate insulation, and a condition is recommended to reserve those details. No details have been submitted of connections to be provided to allow connection to any future district heat network that may be provided in the area, and so this should also be reserved by condition.
- 6.5.5 The energy strategy proposes the use of air source heat pumps and highly efficient gas boilers. In this instance it is considered that a reliance on air source heat pumps alone would result in large plant being placed on the roof which, due to the relatively low height of the building and the surrounding topography, would be visually prominent. In the circumstances it is considered that the energy strategy is acceptable subject to a condition reserving the specification details of the plant to be used to ensure the proportion of energy delivered by the air source heat pumps is maximised and that the gas boilers are highly efficient. Photovoltaic panels are to be provided at roof level in conjunction with a biodiverse green roof. This is acceptable in principle and a condition is recommended to ensure the specification and output of the panels is adequate, and that consideration is given to the provision of a battery array for storage purposes. The applicant has agreed to submit the relevant information to the GLA in relation to their 'be seen' energy performance monitoring programme, and this should be secured by condition.
- 6.5.6 The applicant has committed to achieving 6 of the 8 BREEAM credits available for water efficiency, which is the most that can be achieved without rainwater/greywater reuse within the building, which would bring a high cost for a scheme of this scale. This is acceptable in principle though it is recommended that a condition is attached to ensure those water credits are achieved, and to require the use of rainwater for irrigation purposes for the second floor amenity space. In more general terms the development will not be able to achieve BREEAM 'excellent' as the site has limited access to public transport and no existing ecological value. This is considered to be

acceptable provided the other available BREEAM credits are maximised, which is to be reserved by condition.

- 6.5.7 The development would achieve 45% CO2 reductions in excess of the GLA policy LP21 requirement of 35%, but the development would not achieve a net-zero standard and so a carbon offsetting payment of £100,035 is required. In terms of overheating the applicant has demonstrated that the development would be acceptable in terms of the assessment for DSY1 (design summer year) but not for DSY2 and DSY3, and this assessment should be reserved by condition.
- 6.5.8 In conclusion the sustainability principles included in the proposed development are considered to be acceptable, but further details are required of the sustainability measures to be included to ensure that the proposed sustainability benefits are delivered.

Other issues

- 6.5.9 Flood risk: The proposed building does not include a basement and despite its location quite close to the River Lea it does not represent a high flood risk. The drainage system proposed is very simple which means that the water run-off rates are high, and this is a concern. It is suggested that the details of the drainage system are changed to reduce run-off rates to below 5l/s, which should be straightforward to do. A condition to reserve details of the drainage system is recommended.
- 6.5.10 Contaminated land: It is possible that there is some ground contamination, though fairly unlikely given the nature of the uses that the site has been put to and the given that the existing building is quite recent. However, it would be prudent to require a contaminated land assessment to be submitted prior to development taking place.
- 6.5.11 Air quality: The nature of the proposed uses and the energy strategy for the proposed building mean that the proposal is unlikely to have detrimental impact in terms of air quality, but a detailed assessment should be reserved to ensure that air quality benefits are achieved.
- 6.5.12 Refuse and recycling strategy: Two residential and one commercial stores are provided with access available direct from Theydon Road. The size and location of these stores is considered to be acceptable, and a condition is required to ensure that they are provided. A site wide waste and recycling strategy is also reserved to help encourage waste reduction and increased recycling.
- 6.5.13 Social infrastructure: The NHS is seeking a capital contribution of £167,525 towards health infrastructure in the area. In the planning obligations SPD the normal threshold for seeking such contributions is 50 new homes. The proposal is for 48 new homes and so is very close to the threshold, and it is considered reasonable to seek the contribution requested. At the time of writing this has not been discussed with the applicant as the request came recently.

6.5.14 Other issues raised by neighbours: There is no reason why the proposed development should have any material impact on existing broadband facilities, or local electricity supply (note that an LEB substation is included in the scheme), or on the service charges to neighbouring occupiers. The proposed development is not likely to lead to increased instances of littering or blocking of accesses, and there is no evidence to show the submitted information in relation to sunlight/daylight or PTAL ratings is inaccurate. Finally, the residents complain of a lack of engagement with the applicant. Whilst we encourage developers to liaise with their neighbours there is no requirement for them to do so.

6.6 Planning contributions and Community Infrastructure Levy (CIL)

6.6.1 The proposal is liable for a Community Infrastructure Levy (CIL) as it involves new build floor space of over 100m². The application is liable under both the London Mayoral CIL and Hackney CIL Charging Schedules. The affordable housing floorspace is eligible for CIL relief but is not included in the calculations below.

6.6.2 The Mayoral CIL rate is £60/m², and so the liability is 5,234 x £60 = £314,040.

6.6.3 Hackney CIL rates for this location are £25/m² for residential and £0 for employment, and so the liability is 3,291 x £25 = £82,275.

7.0 CONCLUSION

7.1 The priority use for this location is commercial, particularly industrial, and the proposed scheme would deliver an increase in commercial space including double height ground floor space suitable for modern industrial uses. The scheme also includes residential space that is well designed around a communal amenity area at rear second floor level. The scheme provides 10% affordable workspace and 21% affordable housing which compares well with other recent mixed use developments in the area. The proposed building is taller than the existing building and would lead to a harmful loss of light to 4 bedrooms in the neighbouring Bellevalia Court. For reasons set out in the report the level of this harm is limited and outweighed by the benefits of the scheme. Subject to numerous conditions and planning obligations the proposed development is considered to be acceptable and is recommended for approval.

8.0 RECOMMENDATIONS

8.1 Recommendation A

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

8.1.1 - Commencement within three years

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

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

8.1.2 - Development in accordance with plans

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

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

8.1.3 - Archaeology

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

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

B. Where appropriate, details of a programme for delivering related positive public benefits.

C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason - To ensure any archaeological remains that may be on site are adequately protected.

8.1.4 - Plant Noise

The noise level from all plant and machinery included in the approved development shall at all times remain 5dB(A) below background levels when measured at any nearby residential window or other sensitive receptor.

REASON: To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance and other excess noise.

8.1.5 - Contaminated Land Assessment & Remediation

Development will not commence until desk study and site reconnaissance research and any physical site investigation work has been undertaken and fully reported on; with a plan being produced all to the satisfaction of and approved in writing by the Local Planning Authority. Where physical site investigation work has not been agreed at a pre-application stage further physical investigation work must be agreed in writing by the Local Planning Authority 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 Local Planning Authority. Work shall be completed and reporting produced by a competent person/company in line with current best practice guidance, including the Council's contaminated land planning guidance. The Local Planning Authority must receive verbal and written notification at least five days before investigation and remediation works commence. Subject to written approval by the Local Planning Authority, this condition may be varied, or discharged in agreed phases.

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

8.1.6 - Contaminated Land Verification

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 reporting 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 written notification at least five days before development and remedial works commence. Subject to written approval by the Local 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 and all development shall cease in the affected area. Any additional or unforeseen contamination shall be dealt with as agreed with the Local Planning Authority, where development has ceased in the affected area, it shall recommence upon written notification of the Local Planning Authority.

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

8.1.7 - Drainage

Details of a drainage system for the proposed building shall be submitted to and approved by the local planning authority prior to the commencement of works of construction. The system shall achieve run-off rates of below 5 litres per second and shall include attenuation tanks if necessary. The approved drainage system shall be implemented in full and permanently maintained.

Reason: To ensure the development does not contribute to local flooding.

8.1.8 - Air Quality Assessment

An air quality assessment shall be submitted to and approved by the local planning authority before works of construction are commenced and any measures identified in the approved assessment shall be provided and permanently maintained.

Reason: To ensure the development does not contribute to a reduction in air quality.

8.1.9 - Travel Plan

A Travel Plan including measures for the promotion of the use of sustainable forms of transport shall be submitted to and approved by the local planning authority prior to the occupation of the approved development and the measures identified in the approved Travel Plan shall be provided and permanently maintained.

Reason: To ensure the development promoted sustainable forms of transport.

8.1.10 - Deliveries and Servicing Plan

A Deliveries and Servicing Plan outlining how deliveries and servicing will take place for the commercial and residential space in the approved development shall be submitted to and approved by the local planning authority prior to the occupation of the development and the measures set out in the approved plan shall be provided and permanently maintained.

Reason: To ensure that deliveries and servicing to the development do not contribute to local highway congestion and are carried out in a sustainable manner.

8.1.11 - Waste and Recycling Strategy

A Waste and Recycling Strategy shall be submitted to and approved by the local planning authority prior to the occupation of the approved development and the measures set out in the approved Strategy shall be implemented and permanently maintained.

Reason: To ensure waste is handled in an appropriate manner.

8.1.12 - Refuse and Recycling Stores

The refuse and recycling stores shown on the drawings hereby approved shall be provided prior to the first occupation of the approved development and shall be permanently maintained thereafter.

Reason: To ensure adequate provision of refuse and recycling facilities.

8.1.13 - Sound Insulation

Adequate sound insulation shall be provided between the residential and non-residential accommodation to ensure that commercial operations are not audible within the residential accommodation.

Reason: To ensure a satisfactory standard of amenity for the residential occupiers of the development.

8.1.14 - Facing Materials and Architectural Details

Details of external facing materials, including samples where appropriate, and detailed architectural details shall be submitted to and approved by the local planning authority prior to the commencement of the relevant part of the development, and the development shall be completed in accordance with the approved details. The details to be submitted shall include, but not be limited to: brick samples; details of windows and doors; parapet details; rear deck access and balustrades; balconies; soffit to front colonnade.

Reason: To ensure the appearance of the approved building is satisfactory.

8.1.15 - Green roof and landscaping

Details of the biodiverse green roof and landscaping to the communal amenity area at rear second floor level shall be submitted to and approved by the local planning authority prior to the commencement of the relevant part of the works and the development shall be completed in accordance with the approved details.

Reason: To ensure an adequate standard of biodiversity and to ensure an adequate standard of development.

8.1.16 - Privacy Screen

Details of a privacy screen for the rear second floor communal amenity area shall be submitted to and approved by the local planning authority and the approved screen shall be provided prior to first occupation of the residential accommodation and shall be permanently retained thereafter.

Reason: To ensure the visual privacy of adjoining occupiers is adequately protected.

8.1.17 - Secured by Design Accreditation

Prior to the occupation of the approved development proof that the development has received secured by design accreditation shall be submitted to and approved by the local planning authority. The measures included in the secured by design submission shall be provided on site prior to occupation and permanently maintained thereafter.

Reason: To ensure a good standard of community safety.

8.1.18 - Tree Protection

The trees to the North of the site between the building and the footway shall be retained, and details of tree protection measures shall be submitted to and approved by the local planning authority prior to the commencement of the development, and the approved measures shall be implemented in full.

Reason: The existing trees make a positive contribution to local amenity and their retention is considered to be desirable.

8.1.19 - Biodiversity Enhancement Measures

Details of biodiversity enhancement measures for the proposed building, including but not limited to the provision of bird and bat boxes, shall be submitted to and

approved by the local planning authority and implemented prior to the completion of the development and permanently retained thereafter.

Reason: To ensure the development enhances local biodiversity.

8.1.20 - Cycle Parking Facilities

The cycle parking facilities shown on the approved drawings shall be provided prior to first occupation of the approved development and shall be permanently maintained thereafter.

Reason: To ensure an adequate cycle parking provision and to promote a sustainable form of transport.

8.1.21 - Commercial use

The use of the commercial premises hereby approved shall fall within the Use Class E(g) [offices, research and development, light industry] of the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 only and for no other use.

Reason: To ensure the commercial premises are used for employment purposes and not for the other uses within Use Class E, in accordance with adopted employment policies.

8.1.22 - Sustainability measures

Additional information is reserved in relation to the following matters, and the full wording of suitable conditions will be provided in an addendum to this report:

embodied carbon assessment;

'fabric first' insulation details;

future district heat network connections;

specification of air source heat pumps and highly efficient gas boilers;

specification of photovoltaic panels including consideration of provision of battery;

provision of relevant information to the GLA to meet the 'be seen' requirements;

details of how maximum reasonable number of BREEAM credits can be achieved, including 6 of the available water credits, if BREEAM 'excellent' score cannot be achieved;

overheating assessment.

8.2 Recommendation B

8.2.1 That the above recommendation to grant planning permission is subject to completion of a legal agreement which secures the following matters to the satisfaction of the Head of Planning and the Director of Legal and Governance Services.

8.2.2 Travel Plan Monitoring fee

8.2.3 Highway Works Contribution of £156,969 for the replacement of the carriageway and footway on Theydon Road outside the site.

8.2.4 Affordable Workspace provision of 10% of the commercial space to be let at no more than 60% of market rent.

8.2.5 Affordable Housing provision of 10 shared ownership homes (2 x 1 bed, 8 x 2 bed).

8.2.6 Local Employment and Training contribution

8.2.7 Car-free housing

8.2.8 Early and late stage viability review

8.2.9 Carbon offsetting contribution of £100, 035

8.2.10 Health care provision contribution of £167,565

8.2.11 Monitoring fee

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 and 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).

9.0 INFORMATIVES

A reason for approval is required quoting all the Local Plan and London Plan policies listed at sections 5 of this report. In addition the following informatives should be added:

SI.2 Work Affecting Public Highway

SI.3 Sanitary, Ventilation and Drainage Arrangements

SI.6 Control of Pollution (Clean Air, Noise, etc.)

SI.27 Fire Precautions Act

SI.28 Refuse Storage and Disposal Arrangements

SI.45 The Construction (Design & Management) Regulations 1994

NSI Construction activities audible at the facade of the nearest noise sensitive premises shall only be carried out between the specified hours: Monday to Friday 08:00-18:00 hours; Saturdays 08:00-13:00 hours; at no time on Sundays and Public Holidays unless otherwise agreed in prior consent to the Local Authority under the provisions of Section 61 of the Control of Pollution Act 1974.

NSI In aiming to satisfy the secured by design condition the applicant should seek the advice of the Police Designing Out Crime Officers (DOCOs). The services of the

Police DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

NSI Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

NSI There are water mains crossing or close to the development. Thames Water do not permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes>.

NSI The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read Thames Water publication 'Working Near Our Assets' to ensure any workings are in line with the necessary processes that need to be followed if there will be working above or near our pipes or other structures <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes> . Should you require further information please contact Thames Water at developer.services@thameswater.co.uk.

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

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

ALED RICHARDS

Strategic Director Sustainability and Public Realm

NO.	BACKGROUND PAPERS	NAME/DESIGNATION AND TELEPHONE EXTENSION OF ORIGINAL COPY	LOCATION CONTACT OFFICER
1.	Application documents and LBH policies/guidance referred to in this report	Robert Brew x8110	HSC Hillman Street, London E8 1FB

	<p>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>All documents that are material to the preparation of this report are referenced in the report</p>		
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