

ADDRESS: Development House, 56-64 Leonard Street, LONDON, EC2A 4L	
WARD: Hoxton East and Shoreditch	REPORT AUTHOR: Nick Bovaird
APPLICATION NUMBERS: 2022/1680	VALID DATE: 21 July 2022
<p>DRAWING NUMBERS:</p> <p>16130_(00)_P001 P01 Location Plan, 16130_(01)_P010 P01, (01)_P099 P01, (01)_P100 P01, (01)_P101 P01, (01)_P102 P01, (01)_P103 P01, (01)_P104 P01, (01)_P105 P01, (01)_P106 P01, (01)_P107 P01, (01)_P109 P01, (01)_P201 P01, (01)_P211 P01, (01)_P212 P01, (01)_P213 P01, (01)_P214 P01, (01)_P301 P01, (01)_P302 P01</p> <p>16130_(00)_P010 P01, (00)_P098 P01, (00)_P099 P01, (00)_P100 P03, (00)_P101 P01, (00)_P102 P01, (00)_P105 P02, (00)_P106 P02, (00)_P107 P02, (00)_P108 P02, (00)_P109 P02, (00)_P110 P02, (00)_P201 P01, (00)_P211 P02, (00)_P212 P01, (00)_P213 P01, (00)_P214 P01, (00)_P301 P01, (00)_P302 P01, (00)_P303 P01, (00)_P304 P01, (00)_P401 P01, (00)_P402 P01, (00)_P403 P01</p> <p>16130_(12)_P099 P01, (12)_P100 P01, (12)_P101 P01, (12)_P102 P01, (12)_P103 P01, (12)_P104 P01, (12)_P105 P01, (12)_P106 P01, (12)_P107 P01, (12)_P120 P01, (12)_P211 P01, (12)_P212 P01, (12)_P213 P01, (12)_P214 P01, (12)_P301 P01, (12)_P302 P01</p> <p>16130_(SK)_022, 2245-EXA-ZZ-ZZ-DR-L-00201 Rev P04, 2245-EXA-ZZ-ZZ-DR-L-00102 Rev P04, 2245-EXA-ZZ-ZZ-DR-L-00101 Rev P04, 2245-EXA-ZZ-ZZ-DR-L-00701 Rev P02, Proposed Plantroom Layout SK)_001, Proposed PV Layout (SK)_017,</p> <p>Planning Statement, Design & Access Statement by Allford Hall Monaghan Morris, Townscape, Visual Impact and Heritage Assessment by The Townscape</p>	

Consultancy, TVIHA Addendum Note dated 27 October 2022 by The Townscape Consultancy,

Affordable workspace area requirements 4 April 2023 by Allford Hall Monaghan Morris,

Daylight & Sunlight by GIA, Daylight & Sunlight Overshadowing Impact Assessments 22 June 2022 by GIA, Daylight and Sunlight Addendum 09 February 2023 by GIA Chartered Surveyors, Wind Microclimate Assessment Report 15 June 2022 by GIA Chartered Surveyors,

Construction Logistics and Traffic Management Plan v4 20 April 2023 by Avison Young, Framework Delivery & Servicing Management Plan by Motion, Framework Travel Plan by Motion, Transport Statement by Motion, Response to TfL/LBH Comments dated 22 November 2022 by Motion, Response to TfL/LBH Comments dated 8 February 2023 by Motion

Flood Risk Assessment April 2023 by Waterman Infrastructure & Environment Limited, Drainage Management Plan Nov 2022 by Waterman Infrastructure & Environment Limited, Review of Surface Water Flood Risk Technical Note WIE19107-100-TN-5-1-2 dated 23 November 2022 by Waterman Infrastructure & Environment Limited,

Operational Waste Management Summary Report January 2023 by Waterman Infrastructure & Environment Limited, Circular Economy Statement January 2023 by Waterman Infrastructure & Environment Limited, Property Sustainability Services Sustainability Statement June 2022 by Waterman Infrastructure & Environment Limited, BREEAM 2018 Pre-Assessment Planning Report WBS-ZZ-ZZ-RP-SU-10003 P02 by Waterman Infrastructure & Environment Limited, Energy Strategy Report WBS-ZZ-ZZ-RP-SU-10001 P04 June 2022 by Waterman Infrastructure & Environment Limited, Whole Life Carbon Assessment by Waterman Infrastructure & Environment Limited, Technical Specifications QAHV Monobloc Air Source Heat Pump, Technical

<p>Specifications City Multi VRF and Hybrid VRF, Technical Specifications PUZ-HWM140VHA(-BS) Ecodan R32 Monobloc Air Source Heat Pump, Waterman “response-to-comment-no_-8_a”, Development House - GREEN ASHP As designed BRUKL Output Document,</p> <p>Preliminary Ecological Appraisal Report (PEAR) for Planning June 2022 by Waterman Infrastructure & Environment Limited, Biodiversity Net Gain Assessment June 2022 by Waterman Infrastructure & Environment Limited, Urban Greening Factor 15 March 2023 by Exterior Architecture</p> <p>Marketing Statement by Avison Young, Statement of Community Involvement June 2022, Archaeological Desk-based Assessment MK104/17 by CFA Archaeology Ltd,</p> <p>Air Quality Assessment November 2022 by Waterman Infrastructure & Environment Limited, Preliminary Risk Assessment June 2022 by Waterman Infrastructure & Environment Limited, Acoustic Planning Report June 2022 by Waterman Infrastructure & Environment Limited,</p> <p>Fire Statement Rev 02 dated 19 October 2022 by Marshall Fire, Development House Single Stair Technical Note by Marshall Fire</p>	
<p>APPLICANT: Melvale Holdings Ltd (c/o Agent)</p>	<p>AGENT: James McDonnell Avison Young 65 Gresham Street London EC2V 7NQ</p>
<p>PROPOSAL: Demolition of existing office building and construction of a new ten storey office building (Use Class E(g)(i)) with flexible retail (Use Class E(a)) and restaurant (Use Class E(b)) at ground floor, terraces and other associated works.</p>	
<p>POST SUBMISSION REVISIONS:</p> <ul style="list-style-type: none"> ● Removal of Green Walls and amended Urban Greening Factor document ● Submission of suite of Energy and Sustainability documents ● Submission of Transport note ● Submission of TVHIA addendum ● Submission of amended Drainage documents 	

<ul style="list-style-type: none"> • Submission of revised Fire Statement • Submission of amended Air Quality assessment.
<p>RECOMMENDATION SUMMARY:</p> <p>Grant planning permission subject to conditions and completion of a legal agreement in relation to S106 of the Town and Country Planning Act 1990 (as amended).</p>

REASON FOR REFERRAL TO PLANNING SUB-COMMITTEE:	
Major application	Yes
Substantial level of objections received	No
Other (in accordance with the Planning Sub-Committee Terms of Reference)	

ANALYSIS INFORMATION

ZONING DESIGNATION: (Yes) (No)

CPZ	Yes	
Conservation Area		No (Adjacent to South Shoreditch CA in Hackney and Bunhill Fields and Finsbury Square CA in Islington)
Listed Building (Statutory)		No
Listed Building (Local)		No
Priority Employment Area	Yes (South Shoreditch Priority Office Area)	

PARKING DETAILS:	Parking Spaces (General)	Parking Spaces (Disabled)	Bicycle storage
Existing	0	0	0
Proposed	0	0	212 Long Stay 31 Visitor

LAND USE DETAILS:	Use Class	Use Description	Floorspace Sqm
Existing	E(g)	Office	3847
Proposed (GIA)	E(g) E(a,b)	Office Retail	8047 199

CASE OFFICER'S REPORT

1. SITE CONTEXT

- 1.1 The site is located within Leonard Circus in Shoreditch, at the corner of where Paul Street and Leonard Street meet. The site is currently occupied by a post war 7 storey (plus basement) office building, named Development House, which is currently vacant but which was previously occupied by a range of occupiers including Small and Medium Enterprises (SMEs). The site measures 0.11 ha.
- 1.2 The site has a street frontage to Leonard Circus to the north-east, Leonard Street to the north and Kiffen Street (private gated road) to the west. To the east, the building is set back behind a basement garden for most of the Paul Street frontage south of Leonard Circus, with a modern railing along the back of the footway. Leonard's Circus was redesigned in 2014, with seating and street trees, changing what was previously a traffic dominated junction into a shared space.
- 1.3 *Surrounding Area*
- 1.4 The site lies within a mixed context with residential, retail and commercial properties surrounding. Adjacent to the south, is 49-51 Paul Street, which is in an advanced stage of construction to become the 10 storey hotel approved under 2018/2104. To the north of the site lies Telephone House, an existing 7 storey building which is identified for redevelopment. To the north east of the site is 64 Paul Street which has planning permission for the change of use of the ground floor from office to retail and erection of a single storey extension. To the east of the site is a 5 storey building with retail/ café uses at ground floor level and residential units above. To the north east of the site (62 Paul Street) is a new 5 storey development which provides a mixed use building comprising office, retail and residential. To the west of the site, across from Kiffen Street, is a vacant plot which is in use as a car park. Further west is a 4 storey commercial building.
- 1.5 The site is located in a highly accessible central London location close to the City of London with a PTAL of 6b. There are numerous bus routes, with Liverpool Street, Shoreditch High Street and Old Street Underground Station and Liverpool Street mainline station in the immediate locality. The site is within a CPZ B (South), which has restrictions in place Monday to Friday from 08:30 to 18:30 and on Saturday 08:30 to 13:30.
- 1.6 The site is identified as being located within the Central Activities Zone and City Fringe Opportunity Area within the London Plan, and within the Priority Office Area in the London Borough of Hackney Local Plan.

2 CONSERVATION IMPLICATIONS

- 2.1 The site is adjacent to the South Shoreditch Conservation Area to the east, which includes all buildings on the eastern side of Paul Street and stretches east and north of Paul Street (excluding Telephone House). To the west, within the boundary of the London Borough of

Islington, is the Bunhill Fields and Finsbury Square Conservation Area and includes buildings on Tabernacle Street and the north side of Leonard Street. There are a number of Listed Buildings and Locally Listed buildings in the area, the nearest is the Grade II Listed - St Michael's Church School, Leonard Street. Nearby Grade I listed buildings include St Michael and All Angels Church, 100m to the east and Wesley's Chapel, 200m to the west.

2.2 The site is within an Area of Archaeological Priority.

3 HISTORY

- 3.1 Non-material amendment (ref:2020/0694) to planning permission 2017/4694 dated 28/03/2019 for "Demolition of existing office building (B1) and construction of new ten storey office building(B1) with flexible retail use (A1/A3) at ground floor, terraces and other associated works" The effect of the changes would include an extended footprint at 7th floor; enlarged north facing terrace at 5th floor level; enlarged basement (level -02); internal rearrangement to include an increase of office floorspace and reduction of cycle parking floorspace at lower ground floor level, amendments to ground floor, repositioned affordable workspace, repositioned lifts and stair core; increased area for living roof; escape door and stair added to blank elevation onto neighbouring site (49-51 Paul Street) at each level above 1st floor.
- 3.2 Planning application granted in August March 2019 (ref: 2017/4694) for the demolition of existing office building (Development House) and construction of new ten storey office building (B1) with flexible retail use (A1/A3) at ground floor, terraces and other associated works. [Re-consultation for 14 days to account for (1) additional set-back to the Leonard Street north elevation upper level setback façade (levels 05-08) by approximately 2.5m; (2) additional set back to the taller element of the Kiffen Street Western façade (levels 05-08) by approximately 550mm; and (3) an increase in the area of office provision in the lower ground level by moving plant down to the basement level].
- 3.3 Planning application granted in August 2007 (ref: 2007/1175) for the retention of existing building at 56- 64 Leonard Street (Development House); including internal alterations; erection of a new part 3, part 4, and part 7 storey mixed-use building (plus basement) along Paul Street and Kiffen Street to provide; 57sqm of Class A1/A3 accommodation; 3698sqm of Class B1 accommodation; and 9 residential units (6 x 2 bed, 2 x 3 bed, and 1 x 4 bed); 2 off street disabled car parking space and 90 cycle parking spaces.
- 3.4 Planning application granted in May 2011 (ref: 2010/2009) for extension to extant planning permission 2007/1175 for part 3, part 4 and part 7 storey mixed use building.
- 3.5 There is no enforcement or appeal history.

4 CONSULTATIONS

- 4.1 Date Statutory Consultation Period started: 9 June 2022.
- 4.2 Date Statutory Consultation Period ended: 3 July 2022.

4.3 Site Notice: Yes.

4.4 Press Advert: Yes.

4.5 Neighbours

4.5.1 Letters were sent to 257 neighbouring occupiers (in Hackney) for the full planning application. One letter of objection has been received to date (22 April 2023).

4.5.2 The objection was made on the following grounds:

- Development House used to house telecommunications equipment that has now been moved to a neighbouring property, which is less tall and less suitable. A condition should be added to any permission, requiring that the telecommunications equipment is moved back to Development House.

Officer's Response: It is not reasonable to impose a condition on this application that relates to issues that are not within the applicants' control. The choice of whether to house telecommunication equipment on a building is made by the operators, not the applicant, even if the site owners have a say on whether they agree to the installation.

4.6 Statutory Consultees

4.6.1 Greater London Authority:

The applicants have shown a high level of engagement with the process since the Stage 1 letter was sent. It is understood that additional Fire Strategy information will be provided in advance of the committee meeting, following a meeting of 19 April with the applicants. There is no objection to the scheme being presented to committee and it will be further reviewed by the GLA at Stage 2 of the process.

4.6.2 Transport for London (TfL):

No objection at Stage 1, following clarifications and amendments from the applicant's team.

4.6.3 London Borough of Islington:

The proposed views are acceptable to assess the impact of the scheme to Wesley's Chapel.

Having reviewed the TVIA addendum, we have concerns on the impact the bulk and massing of the scheme has to the setting of Wesley's Chapel. Figure 4 shows that the massing would be visible to the flank of the chapel's roof, eroding the clear sky component. The legibility of the building's architectural proportions and framing of its setting is an important part of its significance. We would advise this part to be stepped back so as to retain clear sky component around that part.

Any materials should also not be dominant and be a background to the Chapel for views where there is a modest view, such as Figure 2. Having said that, such visibility would be nullified should the massing be reconsidered to address Figure 4, which is our main advice

and concern.

The Construction Logistics and Traffic Management Plan submitted by the applicant notes that Islington roads are proposed as construction routes. Should planning permission be granted by the LB Hackney for the proposed development and should adjacent footways and highways (within Islington) be damaged during demolition and construction, appropriate reinstatement will need to be funded by the developer.

4.6.4 Historic England GLAAS:

No objection, subject to Archaeological Conditions. The site lies in a Tier II Archaeological Priority Area for the Shoreditch area and has a good potential for medieval and post-medieval material. An archaeological desk based assessment has been submitted with the application which highlights this potential. The DBA unfortunately includes very little detail on the impacts of the proposed development or any figures showing what is proposed for the site. However, an archaeological evaluation at the site directly to the south, which was located at the same level as the proposed basement extension, identified truncated gravel and concrete in the three trenches. It is likely therefore that the archaeological potential of the site has been reduced by the construction of the current development. Therefore pre-determination evaluation is not necessary. Some potential for deeper cut features does remain on the site, particularly as the geotechnical investigations suggest that there is some survival of brickearth, beneath made ground.

We advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and practical constraints are such that we consider a two-stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

Officer's Note: The proposed condition and informative have been recommended below.

4.6.5 Thames Water:

No objection, subject to a condition in respect of a piling method statement and informatives in relation to water pressure and Groundwater Risk Management Permits.

4.7 Local Groups/Consultees

4.7.1 Metropolitan Police (Secured by Design Officer):

No objection in principle, subject to a standard condition and informative, requiring secure by design accreditation.

Officer's Note: The proposed condition and informative have been recommended below.

4.7.2 Hackney Society:

Since the last planning application, more massing has been built up in the area and there is a general tendency to upload all sites to the maximum volume. This is made more poignant with all further applications in the vicinity. The current massing diagram seems the reverse of what is expected for the facades surrounding Leonard Circus. The proposed facades

facing the circus create a sheer cliff to the maximum height of 9 to 10 stories for this project. It would be preferable to arrive at a V shape diagram opening up to the top from the centre of the square. The top floors should be stepping back from the square allowing an openness of the square as you look up. The project seems to do the reverse and have the roofs stepping down the further they are removed from the square which is an important public place in the area.

4.7.3 London Fire Brigade:
No objection.

4.8 Council Departments

4.8.1 Transportation: A CPZ exclusion to restrict parking permits being issued is recommended for all users of the proposed site (except those with a blue badge). This should be done in the shape of a condition, secured via a legal agreement. One Blue Badge parking bay must be provided as part of the application and a Parking Design and Management Plan should be submitted prior to occupation and approved by the Council indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design. We object to the level of two tiered cycle stands but note the high proposed quantum of spaces. As such, we require a condition to provide policy compliant cycle parking plan with a better balance between the proposed quantum and the accessibility of the spaces to be provided. A full Travel Plan will be required to be produced and implemented on occupation of the development. Conditions are also required in relation to a Construction Management and Logistics Plan and a Delivery/Service Plan.

4.8.2 Streetscene: The estimated cost of the s278 agreement for Highways works is £235,300.60.

4.8.3 Pollution Land:
The site is located within a site of potential concern. As such, we recommend attaching pre and post development contaminated land conditions to the application, which will require a detailed phased contaminated land risk assessment to be undertaken.
Officer's Note: Conditions relating to the pre and post-commencement phases have been recommended below.

4.8.4 Pollution Air:
No objection. A condition should be recommended to require an air quality assessment in line with the IAQM Guidance on land-use planning and development control: Planning for air quality 2017 v1.2. This is to assess the potential impacts the assessment has on air quality within the locale both during the construction and operational phases. The assessment also needs to determine site suitability of the end use of the development in relation to local air quality.
Officer's Note: The proposed condition has been recommended below.

4.8.5 Waste:
No objection following further submission from the applicants. The swept path analysis provided is based on a smaller refuse vehicle than the ones operated by the Council, but as

its a commercial-only development the occupiers would be able to arrange collections with smaller vehicles.

4.8.6 Drainage:

Following clarifications by the applicant, we note that the lower basement level will be within the existing groundwater level. As such, we recommend a condition requiring a basement impact assessment (including intrusive investigation/trial pit and groundwater level monitoring where necessary) demonstrating that the double basements will not increase the potential for groundwater flooding to itself or to the surrounding area during and post-construction. We also recommend our standard drainage specification condition.

5.0 POLICIES

5.1 Hackney Local Plan 2033 (2020)

- PP1 Public Realm
- PP8 Shoreditch and Hoxton
- LP1 Design Quality and Local Character
- LP2 Development and Amenity
- LP3 Designated Heritage Assets
- LP4 Non Designated Heritage Assets
- LP8 Social and Community Infrastructure
- LP9 Health and Wellbeing
- LP10 Arts, culture and Entertainment Facilities
- LP11 Utilities and Digital Connectivity Infrastructure
- LP26 New Employment Floorspace
- LP27 Protecting and Promoting Office Floorspace in the Borough
- LP29 Affordable Workspace and Low Cost Employment Floorspace
- LP31 Local Jobs, Skills and Training
- LP36 Shops Outside of Designated Centres
- LP37 Small and Independent Shops
- LP38 Evening and Night Time Economy
- 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
- LP49 Green Chains and Green Corridors
- LP51 Tree Management and Landscaping
- LP52 Waterways, Canals and Residential Moorings
- LP53 Water and Flooding
- LP54 Overheating

- 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
- SD4 The Central Activities Zone (CAZ)
- SD5 Offices, other strategic functions and residential development in the CAZ
- 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
- D8 Public realm
- D9 Tall buildings
- D11 Safety, security and resilience to emergency
- D12 Fire safety
- D14 Noise
- E1 Offices
- E2 Providing suitable business space
- E8 Sector growth opportunities and clusters
- E9 Retail, markets and hot food takeaways
- E11 Skills and opportunities for all
- HC1 Heritage conservation and growth
- 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 4 Managing heat risk
- 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
- T6.2 Office Parking
- T6.3 Retail parking
- T6.5 Non-residential disabled persons parking

- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning
- DF1 Delivery of the Plan and Planning Obligations
- M1 Monitoring

5.3 **Supplementary Planning Guidance / Documents (SPG):**

Mayor of London Sustainable Design and Construction SPG
London Borough of Hackney Sustainable Transport SPD
London Borough of Hackney Planning Contributions SPD
Draft Hackney Future Shoreditch AAP
South Shoreditch Conservation Area Appraisal

5.4 **National Planning Policies**

National Planning Policy Framework (NPPF)
National Planning Policy Guidance (PPG)
National Technical Housing Standards

5.5 **Legislation**

Town and Country Planning Act 1990 (as amended)
Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990

6.0 **COMMENT**

6.1 **Background**

- 6.1.1 The applicant proposes to demolish the existing building on site and erect a new 10 storey building containing 7917 sqm of office (E(g)) floorspace and 199 sqm of flexible retail (Class E) floorspace on the ground floor. The proposal will incorporate 10% affordable workspace on the lower ground and ground floor.
- 6.1.2 The application is, in most respects, a resubmission of the approved (no longer extant) application under 2017/4694, as amended by the approved non material amendments under 2020/0694. The main changes from the approved development are:
- A larger cycle store at lower ground floor;
 - More Affordable Workspace at ground (rather than lower ground) floor level.
- 6.1.3 The proposal benefits from 4 entrances on the ground floor, one from Leonard Street to the north and one from Leonard Circus to the North East and 2 to the rear, on Kiffen Street. Amenity roof terraces have been proposed at fifth floor level on the northern, eastern and western elevations. Further, set back, terraces are provided on the western and eastern terraces on the eastern and western elevations at seventh and eighth floors, with a larger terrace on the top of the proposed building.

6.1.4 212 cycle parking spaces are proposed in the basement area, along with shower and changing facilities. This is an increase on the 160 approved under 2017/4694. The proposed cycle parking will be accessible via lifts from the ground floor. Short stay visitor parking will be provided in the public realm in the vicinity of the site.

6.1.5 No vehicular parking is proposed. A loading bay will be provided on Kiffen Street, in place of two existing private car parking spaces, to serve the development. This will be located close to the proposed refuse storage facility.

6.1.6 The proposal raises the following planning considerations:

- Principle of Development
- Quality of Accommodation
- Conservation and Design
- Impact to Amenity
- Transportation
- Sustainability
- Waste Storage and Collection
- Biodiversity/ Landscaping
- Fire Strategy
- Consultee Responses
- Community Infrastructure Levy

6.2 Principle of Development

6.2.1 Land Use

6.2.2 A proposal with active retail frontage onto Leonard Circus but otherwise in office use is in line with the expectations of the City Fringe location, the London Plan and the Hackney Local Plan 2033 (LP33) policies for this Priority Office Area (POA) Location.

6.2.3 Employment Training and Affordable Workspace

6.2.4 Local Plan policy LP29 requires that at least 10% (offset by the amount of low cost employment floorspace provided) of the new employment floorspace (gross) should be affordable at no more than 40% of the locality's market rent in perpetuity, subject to viability. The existing building is vacant and there is no existing low cost workspace (secondary or tertiary in nature) on site.

6.2.5 The submission proposes a policy compliant level of Affordable Workspace, being 10% of the 8047m² proposed as office floorspace. This 804m² of Affordable workspace would be provided at 40% of local market rents in perpetuity and this is recommended within the Heads of Terms in the proposed legal agreement.

6.2.6 In addition to affordable workspace provision, Ways into Work s106 contributions of £44,163.00 towards Construction and Demolition and £196,376.40 towards End Use have been secured which will provide employment support to residents, through job brokerage, work placements, local labour programmes, supply chain management and programmes

aimed at assisting SMEs.

- 6.2.7 The proposed development provides significant public benefits in respect of employment enabling and generation, and is consequently deemed to accord with Local Plan Policy LP29 and the Hackney Planning Contributions SPD.

6.3 Standard of Accommodation:

6.3.1 Office Floorspace and Layout

- 6.3.2 In accordance with Local Plan Policy LP27, the Council requires the provision of well designed, high quality buildings and floorspace that is flexible / adaptable to accommodate a range of unit sizes and types with good natural light, suitable for sub-division and configuration for new uses and activities, including for occupation by small or independent commercial enterprises. The design and layout of the proposed floorspace is of a high quality, is flexible and meets the needs of likely end users, with an appropriate floor to ceiling height and admission of natural light. It is considered acceptable.

6.3.3 Retail and Event Floorspace

- 6.3.4 The proposed ground floor retail floorspace is adaptable to the needs of future tenants and is acceptable.

6.3.5 External Amenity Areas

- 6.3.6 Local Plan Policy 48 requires 4m² of amenity space per employee. The proposed terraces together provide 508m² but it is recognised that this is a tight site which is unable to provide the full amount of amenity space required by the policy. As such, the overall shortfall of 2000m² of amenity space should be mitigated by a payment in lieu to be put towards the provision of new or improved space in the immediate surroundings of £229,520. This requirement has been contained within the overall figure for Public Realm improvements, as per the discussion at paragraph 6.6.31 below, which has been added as a clause in the legal agreement.

6.3.7 Conclusion

- 6.3.8 The proposed development is deemed to provide a high standard of accommodation for future occupiers, in line with the aforementioned local and regional planning policies.

6.4 Urban Design, Conservation and Heritage Impacts

- 6.4.1 Policies D1-D4 of The London Plan 2021 require architecture to make a positive contribution to a coherent public realm, streetscape and wider cityscape, incorporating the highest quality materials and design appropriate to the surrounding context. LP33 Policy LP1 states that all new development must be of the highest architectural and urban design quality. Development must respond to local character and context having regard to the boroughwide Characterisation Study, and be compatible with the existing townscape and

local views.

- 6.4.2 Policy HC1 of The London Plan 2021 requires development proposals affecting heritage assets, and their settings, to conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. LP33 Policies LP3 Designated heritage assets, LP4 Non designated heritage assets, LP5 Strategic and local views and LP6 Archaeology require the Council to conserve designated and non-designated heritage assets (including their settings), protect the London View Management Framework (LVMF) and identified local views and make appropriate arrangements for archaeology.
- 6.4.3 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the local planning authority when considering development that affects a listed building or its setting to have “special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.” NPPF Paragraph 202 states that, where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.
- 6.4.4 *Demolition*
- 6.4.5 Prior to Development House, the site was occupied by a 1950s warehouse style building occupied by Blades East & Blades Ltd Printers. The current 1970s building is fairly typical of the era and of no particular architectural merit. It is particularly poor in the way its fragmented massing fails to address the Leonard Circus quadrant and the architectural style is at odds with the adjacent conservation area, which comprises many Victorian buildings that were formerly associated with the Shoreditch Furniture trade. Redevelopment of the site therefore provides an opportunity to address the Circus more appropriately and provide a building that is more complementary to the warehouse typology of the local area. As at the time of the last application, there are therefore no objections to the building's demolition. A planning condition has been recommended for the bronze sculpture on the southern side of the building to be re-provided in the current scheme.
- 6.4.6 *Scale, Height, Form & Massing*
- 6.4.7 The western side of Leonard Circus was the target of wartime bombing and subsequent post-war redevelopment. Since the 1950s there has been a change in scale between the buildings in the conservation area to the east and the buildings on the western side of the quadrant. The existing Development House clearly sets a precedent for a building that is taller than the buildings to the east.
- 6.4.8 In the same month of the approval of 2017/4694 permission, approval was also granted for a ten storey hotel on the adjacent site to the south, 49-51 Paul Street. Following that approval, a non material amendment was approved under 2020/0694, which allowed the seventh floor of the approved building on this site to be extended further towards 49-51 Paul Street, in a similar manner to the floor below.
- 6.4.9 The massing of the proposed scheme is in line with the approval under 2017/4694, as amended by 2020/0694. It comprises two shoulder elements on Paul Street and Leonard

Street with a datum height of 5 storeys. On the Paul Street elevation, the lower block is approximately 2.5 metres taller than the building immediately to the east in the South Shoreditch Conservation Area and the height broadly ties in with buildings to the south of the site. On the corner facing Leonard Circus, the building rises to 9 storeys with a well setback pavilion level that will generally not be visible in local ground level views.

- 6.4.10 The part 9 storey taller element, in comparison to Telephone House, is not considered to have significant adverse townscape impacts. The way the building addresses the Circus is a considerable improvement on the existing fragmented appearance of the existing building. The height on the corner is mitigated by the wide open space of Leonard Circus and the cutbacks on both Paul Street and Leonard Street also reduce the overall bulk of the building, creating a slimmer profile to the taller element when viewed directly from Leonard Circus. Overall the massing strategy is considered to be acceptable for this City Fringe location.
- 6.4.11 *Architecture, Elevations & Materiality*
- 6.4.12 The proposed building has a modern warehouse typology that references the many Victorian warehouse buildings within the local area. The building has a strong, robust aesthetic with vertical proportions and a generous two storey plinth level with glazed, active frontages. Horizontal white precast concrete bands demarcate the ground and first floor and also the shoulder height of the lower wing blocks. The building is faced with a variety of glazed bricks, which reference other older buildings within the local area. The concept is for a contemporary plinth level in header bond green glazed and darker coloured bricks, gradually lightening upwards through the elevation with buff coloured brickwork interspersed with the green glazed bricks. This variety of bricks and bonds gives the building a richness of quality that draws on the special character of Shoreditch. Since submission, the applicants have made amendments to the elevations by reducing the number of horizontal bands as well as the number of brick and bond types. This has created a more subtle fading to the brickwork colours from the bottom to the top, which is considered to be an improvement. The windows are in dark grey aluminium and include deep reveals and spandrel panels, which further articulate the facades. At the roof level, elongated windows project slightly above the parapet to create a castellated crown that provides additional visual interest. The architectural approach is considered to be of high quality and successfully interprets the warehouse typology in a contemporary manner, which is considered to be an appropriate response for this site.
- 6.4.13 *Impact on Heritage Assets*
- 6.4.14 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities in considering whether to grant planning permission for development which affects a listed building or its setting to “have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”.
- 6.4.15 Chapter 12 of the NPPF states that local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. It also encourages LPAs to take account of a non-designated heritage asset in determining the application. In weighing applications that affect directly or indirectly non

designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

6.4.16 Whilst not within any conservation areas, the site is located close to three conservation areas and a number of Listed Buildings. Given this location any proposal should be of the highest architectural quality and should preserve or enhance the character and appearance of the conservation area. The applicant has submitted a Townscape and Visual Impact Assessment (TVIA) to accompany the application which has been assessed by Historic England and GLA as well as the Council. Neither Historic England or the GLA have raised any concerns in relation to impacts on the historic environment. The impact on the historic environment is assessed below.

6.4.17 *Impact on the setting/ significance of South Shoreditch Conservation Area*

6.4.18 The South Shoreditch Conservation Area is a designated heritage asset located immediately east of the site and was first designated in 1991. The area comprises many warehouses and ancillary buildings associated with the Victorian Furniture Trade, including a number of 'Buildings of Townscape Merit' on the north-east quadrant of Leonard Circus, south along Paul Street and east along Leonard Street. Paragraph 199 of the National Planning Policy Framework (NPPF), requires Local Planning Authorities to consider the impact of new development on the setting of designated heritage assets, including conservation areas. In this case, the proposed building, by virtue of the scale and height of the part 9, part 10 storey element is considered to have a harmful effect on the setting of the conservation area, which is predominantly up to five storeys. The most harmful impact is identified in View 1 of the applicant's Townscape & Visual Impact Assessment (TVIA). However, this harm is considered to be 'less than substantial' as the scale of harm is not high, particularly following the development of the adjacent 49-51 Paul Street site, and will cause no harm to the significance of the SSCA. The planning authority needs to weigh this harm against the public benefits of the proposal (NPPF paragraph 202) which may include the restoration of the historic quadrant form and employment space generated from this scheme in the City Fringe.

6.4.19 *Impact on the setting of the Bunhill Fields Conservation Area*

6.4.20 Bunhill Fields Conservation Area is a designated heritage asset located approximately 50 metres west of the site within the London Borough of Islington. The conservation area was first designated in 1987 and contains a number of important historic sites including the Bunhill Fields burial ground and the Victorian Wesley's Chapel. The same assessment under paragraph 199 of the NPPF is required for this heritage asset. However, in this case, given the separation distance from the taller corner element, the cutback on the Leonard Street elevation and the scheme's high design quality, there are not considered to be any adverse impacts.

6.4.21 London Borough of Islington have objected to the scheme on the basis that:
"We have concerns on the impact the bulk and massing of the scheme has to the setting of Wesley's Chapel. Figure 4 [of the TVIA addendum] shows that the massing would be visible to the flank of the chapel's roof, eroding the clear sky component. The legibility of the building's architectural proportions and framing of its

setting is an important part of its significance. We would advise this part to be stepped back so as to retain the clear sky component around that part.”

6.4.22 In relation to this objection we note that the application does not increase the massing from that which was previously approved. Wesley’s Chapel is 200m from the application site and the view shown in Figure 4 of the TVIA addendum is at a further considerable distance from the Chapel (160m) because closer views would show no portion of the proposed building. The proposal appears only on the corner of the view, to the side of the Chapel and, in addition, it would actually be shielded from view throughout the year by the many trees in between. As such, the harm to the setting of Chapel is considered to be neutral and is acceptably balanced against the public benefits of the scheme.

6.4.23 *Setting of Listed Buildings*

6.4.24 *Impact on the setting of the Former Church of St Michael and All Angels*

6.4.25 The former Church of St Michael and All Angels is a Grade I listed building (designated heritage asset) dating from 1865. The former church is located approximately 50 metres east of the site and the top of the proposed Development House will be partly visible from the gardens to the south of the church (View 5 of the applicant’s TVIA). This is considered to cause less than substantial harm to the building’s setting. In this case, this harm is considered to be outweighed by the wider public benefits of the scheme.

6.4.26 *Impact on St Michael’s Clergy Building*

6.4.27 The former St Michael’s Clergy Building is a Grade II listed building (designated heritage asset) located approximately 30 metres east of the site. Some harm has been identified in view 6 of the applicant’s TVIA. However, this harm is considered to be outweighed by the wider public benefits of the scheme.

6.4.28 Urban Design, Conservation and Heritage Impacts Conclusions

6.4.29 In line with the previous approval under 2017/4694, whilst the height of the building is taller than the surrounding buildings and some impact on the townscape is identified, these are considered not to be significantly adverse. The scale of the impacts are mitigated by the lower wing blocks of the proposal tying in well with surrounding building heights. The cutbacks to the Paul Street and Leonard Street elevations reduce the perceived bulk and create a slimmer profile to the taller block when viewed directly from Leonard Circus. The modern warehouse typology, robust, vertical proportions and richness in detail of the proposed glazed brick façade is considered to successfully reference the local area in a contemporary manner and capture the Shoreditch character.

6.4.30 Whilst there is some harm identified from the height of the taller element on the setting of the South Shoreditch Conservation Area, this harm is considered to be ‘less than substantial’ and the planning authority should assess if it is outweighed by the public benefits (NPPF 202) brought about through the regeneration and job creation of this City Fringe development and the quality of the architecture. The high design quality of the replacement scheme, enhancement of the rundown site and securing of a long term viable

use for the site are considered to meet this test and the proposals are considered to enhance the character and appearance of the conservation area.

- 6.4.31 Conditions have been recommended in relation to detailed section drawings (scaled 1:20) of typical windows and balustrades, along with all external materials to be submitted. Furthermore, a condition has been recommended to ensure that the existing sculpture is relocated within the site.
- 6.4.32 Subject to the recommended details, it is considered that the proposal would achieve an acceptable standard of design that would enhance the townscape and the setting of neighbouring conservation areas and thereby achieve the design aspirations of local and regional policy. Less than substantial harm is caused to the listed buildings and this is considered to be balanced acceptably against the public benefit of its reuse and restoration, in line with Section 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

6.5 Impact to Amenity

- 6.5.1 London Plan policy D3 states that development should have regard to the form, character and function of an area and the scale, mass and orientation of surrounding buildings. Local plan policy LP2 states that all new development must be appropriate to its location and should be designed to ensure there are no significant adverse impacts on the amenity of occupiers and neighbours.
- 6.5.2 The scale and massing of the proposal are particularly similar to the scheme approved under 2017/4694 when considered on their impact to neighbours. The extension at seventh floor level under 2020/0694, which meets the adjoining site at 49-51 Paul Street, is relatively small and is set back from the Paul Street frontage. Despite these points, the amenity impacts of the proposal are considered in full below.
- 6.5.3 *Daylight impacts.*
- 6.5.4 With regards to daylight, the Vertical Sky Component (VSC) method has been used to measure the amount of skylight reaching windows of neighbouring properties. BRE guidelines in their “Site Layout Planning for Daylight and Sunlight” document of 2022 state that impacts upon daylight of an existing building will be noticeable if the VSC measured at the centre of an existing main window is less than 27% and less than 0.8 times its former value. % reductions in VSC of 30% or more can be considered to result in significant noticeable impacts, whereas reductions in daylight marginally above the 20% threshold will be more minor.
- 6.5.5 VSC is the most suitable method of assessment to understand the degree of change to windows of neighbouring properties resulting from the development, where room layouts cannot be fully confirmed. The daylight sunlight assessment also refers to two further methods of assessment. The No Sky Line (NSL) method involves plotting the NSL in affected rooms (when layout of affected properties is known), to understand the proportion of the room, where views of the sky would be visible.

- 6.5.6 It should be noted that BRE guidance is applied with regard to the site context. Factors such as the layout and orientation of adjacent buildings, and the amount of existing development upon an application site can all have significant impacts upon the daylight sunlight assessment. As such in dense inner urban locations, it may not be possible to achieve BRE target criteria if development is to take place at a similar scale as others in the surrounding area.
- 6.5.7 The submitted daylight/sunlight report states that the following properties were analysed in terms of the impact on daylight/ sunlight:
1. Victoria House
 2. Chamberlain House
 3. 54 Victoria Chambers
 4. 56 Victoria Chambers
 5. 58 Victoria Chambers
 6. 6-15 Mark Street
 7. 62 Paul Street
 8. 17- 18 Clere Street
 9. 20 Clere Street
- 6.5.8 The report states that out of the 10 properties mentioned above that were assessed for impacts on daylight and sunlight, 7 demonstrated full compliance to VSC and NSL as they met or exceeded the recommended levels cited in the BRE guidelines.
- 6.5.9 The three remaining properties are considered in detail below.
- 6.5.10 *62 Paul Street*
- 6.5.11 62 Paul Street is located to the east of the development and forms a mixed use residential scheme. The daylight report shows that out of the 64 windows, 48 demonstrate full compliance to the VSC. Of the 16 windows that fail the VSC test, two experience changes to VSC levels between 30-40% and 14 experience changes in excess of 40%. Six windows at floors 1, 2 and 3, serving three units and six rooms would have their daylight reduced below the mid-teens.
- 6.5.12 In terms of assessment using NSL methodology, 20 out of 24 rooms demonstrate compliance with the criteria. The 4 rooms that are significantly impacted are facing bedrooms on floors 1 to 4, in properties that are otherwise not significantly impacted. On balance, these losses are considered to be acceptable for the reasons set out in paragraph 6.6.19 of the report.
- 6.5.13 *54 Victoria Chambers*
- 6.5.14 54 Victoria Chambers is located to the south east of Development House. The VSC impact of the proposal would not be significant, with no more than a 7.3% reduction to any window.
- 6.5.15 In respect of NSL, one room shows an impact of 25.8% but this equates to only 0.9m of floor area and is considered to be acceptable.
- 6.5.16 *60 Victoria Chambers*

- 6.5.17 60 Victoria Chambers is located to the south east of Development House. Assumptions have been made on the floorplans for this development with 24 windows being relevant for assessment. The daylight report shows BRE compliance for VSC to 11 of the windows, with the remaining 13 falling short of BRE guidelines, experiencing daylight loss of between 20.6%-28.9%. Of these, 7 see their VSC reduced to below the mid-teens.
- 6.5.18 In terms of assessment using NSL methodology, of 16 rooms, four are significantly affected in terms of percentage loss from existing to proposed. In each case the remaining area within each room with a view of the sky is considered to be in line with the surrounding urban grain and no more than 4m of that floor area is lost to any such room. On balance, these losses are considered to be acceptable for the reasons set out in paragraph 6.6.19 of the report.
- 6.5.19 In conclusion, whilst the daylight/ sunlight report does indicate there would be detrimental impacts on residential amenity in terms of loss of daylight to windows of 62 Paul Street, 54 and 60 Victoria Chambers, this does not show any significant worsening from the scheme that was previously approved. The site is located within a city centre location where lower levels of light are to be expected, and the resulting light levels are similar to other residential flats nearby. On balance it is considered by officers that it is not the case that the magnitude of the impacts in relation to BRE guidelines and the harm caused by the loss of amenity, warrants a refusal of planning permission when assessed in relation to the quantity of properties affected, significant regeneration of the site, the design quality of the development and the other benefits set out in the committee report, including the positive redevelopment of this prominent and underused employment site.

6.5.20 *Sunlight impacts*

- 6.5.21 With regards to sunlight, the BRE guidelines provide that a window may be adversely affected if a point at the centre of the window receives for the whole year, less than 25% of the APSH including at least 5% of the APSH during the winter months and less than 0.8 times its former sunlight hours during either period, and if there is a reduction in total APSH which is greater than 4%.
- 6.5.22 The submitted assessment shows that there are no significant impacts to APSH at 9 of the 10 surrounding properties. At the remaining property, Victoria House, the impacts to Annual sunlight hours are not large, with good levels of sunlight remaining of no less than 41 hours at any affected window. The impacts to the Victoria House winter sunlight hours are considered acceptable, with no more than 2 hours of sun lost from any affected window.

Overshadowing

- 6.5.23 The applicant has submitted an overshadowing report as part of the application. The method for assessing hours in sun is the 'sun-on-ground indicator'. The assessment applies to both new and existing gardens / amenity areas, which are affected by new developments. Whilst there are no surrounding private gardens and amenity spaces identified, the report has been submitted to show the impact on Leonard Circus which could be classed as an amenity area. The 2022 BRE Guidelines suggest that the Spring Equinox

(21st March) is a suitable date for the assessment. Using specialist software, the path of the sun is tracked to determine where the sun would reach the ground and where it would not.

- 6.5.24 Section 3 of the BRE guidelines recommends that for an amenity area to appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least two hours of sunlight on 21 March. If as a result of new development an existing garden or amenity area does not meet the above, and the area which can receive two hours of sun on 21 March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable. If a detailed calculation cannot be carried out, it is recommended that the centre of the area should receive at least two hours of sunlight on 21 March.
- 6.5.25 This assessment concludes that with the proposed building in place, the area in Leonard Circus receiving direct sunlight for at least two hours on the equinox will be reduced from 90.6% to 50.6%. Whilst this represents a reduction of 40% from the existing value, the remaining sunlight at the spring equinox is shown to exceed the BRE's recommended target of 50%. As such, it is considered that Leonard Circus will remain adequately sunlit throughout the year and this aspect of the application should be considered acceptable.
- 6.5.26 *Impact on Neighbouring Solar Panels*
- 6.5.27 The latest edition of the BRE guidance requires that the impact of a proposed development on neighbouring photovoltaic (PV) panels is taken into consideration. In this location aerial photography identifies one neighbouring location with PV panels, 62 Paul Street. The submitted addendum to the Daylight/Sunlight report shows that the proposal would have no significant impact on the sunlight received by these panels and should be found acceptable in these terms.
- 6.5.28 *Overlooking/ Outlook / Sense of Enclosure*
- 6.5.29 The Council has no specific policy guidance on acceptable separation distances for outlook. This is due to the differing established grain and density of the borough, the potential to limit the variety of urban space and unnecessarily restrict density.
- 6.5.30 While there has been no correspondence in this regard for this application, to the previous application residents had raised concerns in relation to the loss of privacy, overlooking and impacts on outlook that the approved building would create. The site is currently occupied with an existing 7 storey building and therefore the impact on existing residents to the west and north is not considered to change in terms of overlooking. Whilst there is an increase in height, it is not considered that the additional built form to the top of the building would create any additional overlooking issues as the proposal would be the tallest in the area and the top, pavillion, storey would be set back.
- 6.5.31 The proposal results in additional built form to the south eastern part of the site bringing the building line to the front of Paul street and decreasing window separation distances from approximately 31m to 13.5m metres for the building adjacent at 62 Paul Street. Given a similar relationship already exists on the surrounding streets and the existing built form occupies the northern part of the site, in line with the previous approval, on balance the separation distances are considered acceptable.

6.5.32 In terms of outlook, following on from the discussion on daylight/sunlight, above, the impact of the increased massing of the site on neighbouring outlook and a sense of enclosure, is considered to be insufficiently large to require refusal of the application. Moreover, the existing building on site is run down, of poor quality with little distinction or active ground floor uses. The proposal will provide a significant improvement to the existing scenario, delivering a high quality, attractive building with an active ground floor.

6.5.33 *Hours of use*

6.5.34 In amenity terms, it is considered unnecessary to condition the opening hours of the office floors. However, in line with the previous permission, a condition is recommended to require that the flexible use of the ground floor unit shown as 'A1/A3' is only open to the public between (08:00) hours and (20:00) hours Monday to Saturday and (09:00 to 16:00) on Sundays.

6.5.35 Conclusion on Amenity Impacts

6.5.36 On balance, subject to the proposed condition, the proposal is not anticipated to detract significantly on the amenity of neighbouring occupiers and would thereby comply with the relevant local and regional policies in respect of neighbouring amenity.

6.6 Transportation

6.6.1 Site Context

6.6.2 The site is highly accessible by public transport (PTAL 6b). The application site fronts onto Leonard and Paul streets, both borough highways. Paul Street forms part of Cycle Superhighway 1 (CS1) while Leonard Street forms part of the Central London Cycling Grid. The site is primarily served by Old Street station 330m to the north-west, providing access to the Northern Line and National Rail services. Moorgate station, 800m south of the site, also provides access to Northern Line and National Rail services in addition to the Circle, Metropolitan and Hammersmith & City lines. Elizabeth Line services are also available from Moorgate station. Additionally, Shoreditch High Street Overground Station is located 700m to the east and provides rail services towards West Croydon, Crystal Palace, New Cross and Highbury and Islington.

6.6.3 The nearest section of the Transport for London Road Network (TLRN) is 250m east of the site at A5201, Great Eastern Road. The nearest section of the Strategic Road Network (SRN) is 250m to the west of the site at A501, City Road. The site is served by 13 bus services. The nearest bus stops are located within 200m of the site on Great Eastern Street and other services are available from City Road, 250m to the west. The site is within a CPZ B (South), which has restrictions in place Monday to Friday from 08:30 to 18:30 and on Saturday 08:30 to 13:30. The applicant has submitted a Transport Statement produced by motion and draft Travel Plan to accompany the application.

6.6.4 The site is to be car free and as such no vehicle access to the site will be provided. Pedestrian access will be provided from Paul Street at the north east of the site as well as Leonard Street to the north of the site. In addition, three service accesses will be provided

from Kiffen Street, one for the rear entrance, one for the refuse store and the other for the ground floor substation. These accesses will be located in close proximity to the on-street loading bay located on the western boundary of the site.

6.6.5 Traffic Impact / Trip Generation

6.6.6 The applicant has provided trip generation data as part of the Transport Statement (TS). Trip Generation data for the existing site and the application site has been generated by using the Trip Rate Information Computer System (TRICS). This provides comparable transport data from similar land uses to estimate a total number of trips.

6.6.7 The submitted trip generation assessment predicts that the site will see a significant increase in the quantum of the development and net increase of 182 additional two-way person trips in the morning peak hour and 179 additional two-way person trips in the evening peak hour. As such, the proposal could have a significant impact on the local transport network and public highway and mitigation measures are required to reduce the impact on the transport network and ensure that the great majority of trips are made by active and sustainable transport modes.

6.6.8 Following comments from TfL, the applicant has provided some further details in relation to the increase in net trips to the site. This includes modal share data that is taken from the census and indicates that the majority of trips are made by sustainable modes of walking, cycling and public transport.

6.6.9 For these reasons, Transport officers recommend a well managed travel plan and delivery and servicing plan to reduce motor vehicle use and dependency and promote sustainable transport uptake (see below).

6.6.10 Car Parking

6.6.11 The scheme is proposed to be car-free which is supported by the London Plan. LP33 policy LP45 requires that, to reduce car usage and promote active travel, all new developments in the borough must be car-free. The application does not provide for any car parking spaces, and as such this approach is considered appropriate. In order to ensure that no business occupiers apply for a business car parking permit, a S106 clause is proposed to prevent new business occupiers from applying for parking permits in the surrounding area.

6.6.12 The proposed Heads of Terms within the legal agreement require the provision of a Parking Design Statement within the Travel Plan, identifying 1 on-street disabled parking bay, to be located as close as possible to the entrance areas (under 50 metres) and to be provided prior to occupation of the development.

6.6.13 Cycle Parking

6.6.14 Hackney Policies LP41, LP42 and LP43 in LP33 highlight the importance of new developments making sufficient provisions to facilitate and encourage movements by sustainable transport means. Local Plan 2033 policy LP42 requires that cycle parking shall be secure, accessible, convenient, and weatherproof.

- 6.6.15 The TS notes that based on 10,442sqm GEA of office space that LB Hackney standards require 209 long stay cycle parking spaces. These are proposed at the lower ground floor level accessible by lift. Locker, shower and changing facilities will be provided.
- 6.6.16 The proposal is for the installation of 211 long stay cycle parking spaces. This is proposed as following:
- | | | |
|----------------------------------|------------|--------------|
| 1. Larger adapted cycle spaces: | 11 | (5%) |
| 2. Standard Sheffield spaces: | 11 | (5%) |
| 3. Two tier stands: | 167 | (80%) |
| 4. Folding bike spaces: | 22 | (10%) |
| 5. Total long stay cycle spaces: | 211 | |
- 6.6.17 The proposal therefore includes a very high proportion of two-tiered stands, a higher proportion than would generally be considered acceptable, and this has drawn objection from the Transport team. Two-tier cycle parking is notably less accessible than Sheffield stands.
- 6.6.18 However, the proposal is for a notably higher quantum of cycle spaces than was provided at the time of the previous approval, with a lot more space given over to the cycle store. The constraints of building a tall building on a relatively small site are also noted and the Highways team suggest that further revisions to the cycle parking proposals should come through the recommended condition for a cycle parking management plan. The proposed floorspace to be dedicated to cycle parking, showers and changing facilities at the basement floor is extensive. It is considered that the recommended condition will allow a better balance between the overall quantum of provision and the accessibility of the spaces to be found, prior to the occupation of the development.
- 6.6.19 Officers have not counted the 22 proposed folding bicycle lockers towards the overall quantum proposed. Their inclusion as part of the scheme, while welcomed, is considered to be additional to, rather than a replacement for, the long stay cycle parking provisions.
- 6.6.20 The proposal does not provide short stay cycle parking and, as at the time of the previous approval, a financial contribution of £36,288 has been agreed within the legal agreement, to provide 31 short stay visitor cycle parking spaces on the adjacent southeastern corner of Leonard Circus. This is considered acceptable.
- 6.6.21 Transport for London have identified a high level of usage of the existing Cycle Hire stands in the immediate vicinity and have required £55000 to mitigate the impact of the development. This has been agreed by the applicant and is recommended within the proposed legal agreement as one of the Heads of Terms.
- 6.6.22 Since the space available for cycle parking is considered acceptable for this mix of uses, and further details are recommended by way of condition and the Travel Plan within the proposed legal agreement, the proposal is considered acceptable with regard to cycle parking.
- 6.6.23 Travel Plan

- 6.6.24 A travel plan aims to promote sustainable travel choices (for example, cycling) as an alternative to single occupancy car journeys that may impact negatively on the environment, congestion and road safety. A Framework Travel Plan (FTP) has been submitted as part of the application. A full Travel Plan will be required to be produced and implemented on occupation of the development. This would be secured through the legal agreement, inclusive of a £5,000 contribution towards the monitoring of the Travel Plan.
- 6.6.25 Servicing
- 6.6.26 The Delivery and Servicing Management Plan submitted with the application estimates that the office space is likely to result in a total of 13 additional daily servicing trips. These are most likely to comprise deliveries of stationary, office supplies and couriers and therefore would most likely be undertaken by Transit type vans or smaller. The flexible retail/restaurant use is likely to require daily deliveries of fresh food and drink, equating to approximately 3-4 trips per day. It is considered that the majority of these trips would be undertaken by Transit type vans or similar. The estimated number of servicing and delivery trips would include refuse collection.
- 6.6.27 In terms of servicing and delivery, the existing loading bay on Paul Street will be removed and vehicles delivering to and servicing the site can utilise existing loading opportunities, primarily on the single yellow lines on Paul Street. Refuse vehicles will service the site from Kiffen Street, a private road operating along the western boundary of the site. A loading bay will also be created on Kiffen Street by the removal of two private car parking bays to facilitate servicing. TfL and Highways officers have assessed the details and are satisfied with the approach, however, TfL seeks assurances that Kiffen Street remains open at all times, given that it is a private road, and require details of the loading bay to be submitted. Conditions have therefore been recommended in relation to servicing bay details on Kiffen Street and a S106 Heads of Terms has been recommended to ensure Kiffen Street remains open in perpetuity. Furthermore, a Delivery and Servicing Management Plan has been recommended by way of condition and, owing to the importance of the Delivery and Servicing Plan in this location, a contribution of £1000 is sought to monitor the finalised DSP.
- 6.6.28 Urban Realm & S278
- 6.6.29 The NPPF Paragraph 110 highlights the importance of connections between people and places and the integration of new development into the built environment. In accordance with Local Plan policies PP1 (Public Realm), LP41 (Liveable Neighbourhoods), LP42 (Walking and Cycling), LP43 (Transport and Development) and LP44 (Public Transport and Infrastructure) all developments are expected to integrate the proposed development into the public realm and or provide contributions to urban realm improvements in the vicinity of the site.
- 6.6.30 In 2014, London Borough of Hackney redeveloped Leonard Circus, in line with a wide strategy of reimagining of public spaces and a shared-street-space policy in the borough, which includes the forthcoming improvements to Leonard Street for pedestrians and cyclists. Trees and public benches take centre stage in the new layouts. The new Leonard Circus has successfully been adopted by the residents and the people working in the area as the heart of the sub-district and it has generated new activities, socialising, street trading

and public events. The proposed development seeks to build upon the success of the new Leonard Circus and provide active frontages onto it and the surrounding streets.

- 6.6.31 The northern and eastern edges of the site will face directly onto Paul Street and Leonard Street. A financial contribution towards Highways Works of £235,300.60 has been agreed, which will enable works to the adjacent pavements and an extension of the stone surfacing of the Circus into Paul Street.
- 6.6.32 The Borough's Streetscene team has calculated the works required for the development to be integrated into the Public Realm and local transport network to be £350,000.00. These public realm improvements would be made directly adjacent to the site, on Leonard Street and Leonard Circus and are considered to represent, in line with the requirements of LP48ii, "the provision of new open space" and "the enhancement of existing public open space". As such, it is considered reasonable to include the Open Space payment of £229,520.00 (see paragraph 6.3.6, above) within the Public Realm figure, rather than as a separate and additional payment, since it would thereby serve the purpose intended by policy LP48.
- 6.6.33 With these payments, on completion, the site and surroundings will boast an improved public realm with a wide pavement area improving pedestrian accessibility and movement to and from the site. The improved pedestrian entrances will also allow increased activation of the ground floor and the contribution towards open space improvements will mitigate the impact of office workers leaving the site for breaks and provide amenity space for those workers. These arrangements are controlled by the proposed Heads of Terms and are considered acceptable.
- 6.6.34 Demolition and Construction Management
- 6.6.35 Given the nature of the proposed development, which is near to residential buildings and involves sensitive works to the listed building, a demolition and construction plan is recommended via condition to mitigate negative impact on neighbours and the surrounding highway network.
- 6.6.36 Vehicular Impacts during Construction/ Market Traders
- 6.6.37 The construction phase has the potential to result in noise, disturbance and worsened air quality. Furthermore, concerns have been raised in relation to the impact that construction will have on the Market Traders in Leonard Circus. The market is an important aspect of the convenience offer in the area as well as providing for employment and vitality, any development on the site should not prevent the Traders from conducting their day to day business. A Construction Logistics Plan, Demolition Construction Method Statement and Construction Environmental Management Plan have been recommended to ensure that any impacts on noise and emissions are mitigated along with details on how the Street Traders will continue to operate during the construction phase.
- 6.6.38 Conclusions
- 6.6.39 The proposal is considered acceptable, subject to the provision of conditions in relation to a Delivery and Servicing Plan, cycle parking spaces, a Construction Management Plan and

the Servicing Bay on Kiffen Street along with legal agreement Heads of Terms in relation to the removal of parking permits, a Travel Plan, two on-street blue badge spaces and the charge for the relevant highways works and TfL Cycle Hire Scheme.

6.7 Sustainability

- 6.7.1 The development must meet the requirements of policies LP54 (Overheating) and LP55 (Mitigating Climate Change) of Local Plan 2033, as well as the requirements of policies SI 2 (Minimising greenhouse gas emissions), SI 4 (Managing heat risk) and SI 7 (Reducing waste and supporting the circular economy) of the London Plan.
- 6.7.2 Hackney declared a Climate Emergency in 2019 and pledged to become net zero carbon by 2040. In the context of the built environment, this means that all new developments must be net zero carbon and that demonstrate that their climate change, energy and carbon considerations have been embedded in their design.
- 6.7.3 The scheme exceeds the minimum 35% reduction from the carbon baseline, in line with the GLA and Hackney energy policies. The shortfall from Net Zero is 55.1 tonnes per year. This requires a Carbon Offset payment of £157,035, to be secured through the proposed legal agreement.
- 6.7.4 The applicant has indicated their current design is still at Stage 2, which means that coordination with key consultants such as the M&E engineer and detailing of the fabric have not happened. Without further information, there would be a risk that the submission could be susceptible to change, making enforcement of the net zero standard more difficult. As such a number of conditions have been recommended to secure the key commitments and targets.
- 6.7.5 A BREEAM rating of Excellent and above 75% is required by condition. Another condition requires the production Energy Statement (showing minimum carbon savings of 15 % against Part L 2013 through fabric efficiency and minimum overall carbon savings of 51% at pre-commencement and post completion stage).
- 6.7.6 A condition requires pre-commencement and post-completion achievement of embodied carbon targets. A condition in respect of the Circular Economy requires achievement of target figures of recycled and reused materials throughout the development. A 'Fabric First' condition requires pre-commencement and post-completion details in respect of the space heating demand, U-values and G-Values, to show that the building will perform well in operation. The proposed air permeability condition requires that air permeability will not exceed the low rate of 2 m³/h.m² @50mPA promised within the submitted energy statement.
- 6.7.7 Two further conditions are recommended to confirm the design and efficacy of the proposed Heat Pumps for heat and active cooling. In respect of overheating, the proposed condition requires the applicant to show that the whole development passes the methodology for the current CIBSE modelled weather file (DSY1) and the potential for further retrofitted mitigation in event of warmer scenarios.

- 6.7.8 A condition for a Resource/Site Management Plan requires the development to show compliance with London Plan Policy S17, showing 95% reuse/recycling/recovery of construction and demolition waste, 95% beneficial use of excavation waste and 65% recycling of municipal waste.
- 6.7.9 Further post-planning submissions will be required in relation to the ability for future connection to a Decentralised Energy Network, the positioning and output of photovoltaic (PV) panels.
- 6.7.10 Detailed reporting and monitoring of the actual, as-built performance of the building is written into the proposed conditions and would require details to be sent to the GLA and, in some cases the LPA, to ensure that the performance of the building is as expected. If it is not, the conditions require an increased Carbon Offset payment to rectify the shortfall.
- 6.7.11 Subject to these conditions, The application is therefore considered to be acceptable on sustainability grounds, subject to the aforementioned conditions and legal agreement.

6.8 Waste Storage and Collection

- 6.8.1 A bin store would be provided with direct access from Kiffen Street. The bin store is intended to store up to 12x1100 litre bins, which would mean that daily collections of waste and recycling would generally be required. The submitted swept path analysis shows that large refuse vehicles could not service the site but, given the commercial only nature of the scheme, this could be arranged via a private collection service. As such, the proposal is considered to provide suitable waste and collection servicing arrangements.

6.9 Biodiversity

- 6.9.1 London Plan Policy G7 (Biodiversity and access to nature), along with Local Plan 2033 policy LP47 (Biodiversity and Sites of Importance of Nature Conservation) state proposals should contribute to urban greening and increase biodiversity. The existing site is given over to buildings and hard surface and a net gain in biodiversity is proposed, with biodiverse living roofs and climbing plants on the walls at roof level. A policy compliant Urban Greening Factor of 0.30 is achieved, with specific details of the biodiverse roofs and landscaping to be secured by condition. A further condition is recommended in relation to the inclusion of bird and bat boxes or bricks on the extension. The application form states that the proposal would not have any impact on neighbouring trees.
- 6.9.2 The development is therefore deemed to meet London Plan policy G7, Local Plan 2033 policy LP47 and the requirements of the NPPF.

6.10 Fire Strategy

- 6.10.1 The proposal has been reviewed by the Borough's Building Control team, who have commented that the top floor should be served by two staircases but who have not objected, on the basis that the applicant is intending to use a private Approved Inspector, rather than the Council's. They consider that the Building Control process is the proper time to consider the appropriateness of that arrangement. The applicants have responded in

respect of the single staircase at the top floor and the GLA have confirmed that they do not have a policy that mandates two staircases in commercial developments so they have no comment to make in this regard. As such, this aspect of the scheme is considered acceptable, on the understanding that it will be fully assessed under the Building Control process by an Approved Inspector.

6.10.2 The applicant has removed green walls from the scheme and proposed green trellises, which are considered acceptable in fire safety terms.

6.10.2 Following a meeting between the applicants and the Greater London Authority on 19 April, GLA officers have required additional information in advance of a decision. This additional information would be the declaration of compliance with D12, a clarification of which lift will be the dedicated evacuation lift, an outline management plan for the ongoing maintenance of these provisions and a timeframe for the periodic review and update of the evacuation strategy over the lifetime of the development. It is anticipated that these details will be provided to the satisfaction of GLA officers in advance of the committee date and this matter will be addressed within the addendum to this report.

6.10.3 As such, the fire safety of the development is considered acceptable, subject to the recommended condition for a detailed fire statement prior to the occupation of the development..

6.11 Community Infrastructure Levy (CIL)

6.11.1 The development would be liable for central Mayoral CIL 2 (£185 per sqm of office floorspace and £165 per sqm of retail) and Hackney City Fringe CIL (£50 per sqm of office floorspace and £65 per sqm of retail).

6.11.2 The submitted CIL form appears to be inaccurate, in that the evidence of the site visits and desktop study suggests that the existing floorspace does not appear to have been occupied in its lawful use over the last 36 months. It is noted that the applicant does not currently want to change the CIL form but it has still been possible to make the correct calculations, below.

6.11.3 Mayoral CIL 2 (Office): $9615\text{m}^2 \times £185 = £1,586,475.00$
Mayoral CIL 2 (Retail): $199\text{m}^2 \times £165 = £36,815.00$

6.11.4 Hackney CIL (Office): $9615\text{m}^2 \times £50 = £480,750.00$
Hackney CIL (Retail): $199\text{m}^2 \times £65 = £12,935.00$

6.11.5 This total of £2,116,975.00 is subject to indexation and may be revised at the point of implementation.

7. CONCLUSIONS

7.1 In line with the previous approval, the scheme is considered to represent a high quality development that delivers an uplift in employment whilst taking into account the character

and appearance of the surrounding area, the amenities of neighbouring occupiers and residents, and all other relevant considerations.

- 7.2 It is deemed to comply with pertinent policies in the Hackney Local Plan (2020), London Plan (2021) and NPPF for the reasons set out above. Accordingly, the granting of full planning permission is recommended, subject to conditions and the completion of a legal agreement.

8. RECOMMENDATIONS

Recommendation A

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

8.1.2 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.

8.1.3 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.

8.1.4 Non-Standard –Sculpture

Prior to the commencement of development, full details for the retention and reuse on site of the existing bronze sculpture, currently found on the southern elevation of the building shall be submitted and approved by the Local Planning Authority.

REASON: To ensure that the special character and local distinctiveness of the area is maintained.

8.1.5 SCM2 - Materials to be approved (building only)

Full details, including samples and an on-site mock up, of the materials to be used on the external surfaces of the building, including glazing, shall be submitted to and approved by the Local Planning Authority, in writing, before any work commences on site. The development shall not be carried out otherwise than in accordance with the details thus approved.

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

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

- a. Typical windows and door details at 1:20
- b. Balustrading details at 1:20

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

8.1.7 **SCM9 - No extraneous pipework**

No soil stacks, soil vent pipes, flues, ductwork or any other pipework shall be fixed to the (street) 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 area.

8.1.8 **SCI3 – No roof plant**

No roof plant (including all external enclosures, machinery and other installations) shall be placed upon or attached to the roof or other external surfaces of the building other than in the drawings hereby approved.

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

8.1.9 **Energy Statement**

Prior to the commencement of the development hereby approved, a revised Energy Statement shall be submitted to and approved by the Local Planning Authority, providing full details to demonstrate at least the following standards and key metrics have been met, as set out in the hereby approved Energy Statement (dated June 2022 prepared by Waterman):

- a) Minimum carbon savings of 15 % against Part L 2013 through fabric efficiency
- b) Minimum overall carbon savings of 51% against Part L 2013
- c) Provide equivalent % improvement calculations for a) and b) against Part L 2021 for approval by the Local Authority
- d) U-values: walls/cladding 1.1; walls/non cladding 0.2; floors 0.11; roof 0.11; windows and doors 1.1
- e) G-values for windows and doors 0.3
- f) Space Heating demand of 9.88 kWh/sqm/yr using a predictive modelling calculation methodology
- g) Provide Energy Use Intensity in kWh/sqm/yr using a predictive modelling calculation methodology
- h) Updated [GLA Carbon Emission Reporting Spreadsheet](#)

The development shall not be carried out otherwise than in accordance with the details thereby approved. Prior to the occupation of the development, a Final “as-built” Energy Statement shall be submitted and approved by the Local Planning Authority confirming the

following key metrics have been achieved or improved upon the pre-commencement figures:

- i) As-built Energy Use Intensity in kWh/sqm/yr using as-built modelling calculations
- j) As-built Space Heating demand in kWh/sqm/yr using as-built modelling calculations
- k) As-built U-values: walls/cladding; walls/non cladding; floors ; roof; windows and doors using 'through wall' calculations for each component and relevant datasheets
- l) As-built G-values for windows and doors using relevant datasheets
- m) Final GLA Carbon Emission Reporting Spreadsheet

Where compliance is not met, a remedial plan and associated cost plan must be prepared and submitted to the Local Authority for approval detailing the necessary measures to meet or improve upon the 'as designed' performance. Shortfalls may attract an additional financial contribution to the carbon offset fund.

The final as-built GLA carbon Emission Reporting spreadsheet should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the relevant GLA guidance

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

8.1.10 Embodied carbon

Prior to the commencement of the development hereby approved, a revised Whole Life Carbon Assessment shall be submitted to and approved by the Local Planning Authority, providing full details to demonstrate at least the following standards have been met , as set out in the Whole Life Carbon assessment hereby approved (dated June 2022 prepared by Waterman):

- a) Upfront embodied carbon (modules A1-A5) 401 kg CO₂e/sqm - excluding sequestration
- b) Life embodied carbon (modules A1-A5, B1-B5, C1-C4) 690 kg CO₂e/sqm - excluding sequestration
- c) Updated Greater London Authority - Whole Life-Cycle Carbon (WLC) Assessment template

The development shall not be carried out otherwise than in accordance with the details thus approved. Prior to the occupation of the development, a Final "as-built" Whole Life Carbon assessment based on the actual materials, products and systems used shall be submitted to and approved in writing by the Local Planning Authority confirming the following key metrics have been achieved or improved upon the pre-commencement figures:

- d) Upfront embodied carbon (modules A1-A5) - excluding sequestration
- e) Life embodied carbon (modules A1-A5, B1-B5, C1-C4) - excluding sequestration
- f) Final as built Greater London Authority - Whole Life-Cycle Carbon (WLC) Assessment template

In addition, the post-construction tab of the GLA's whole life carbon assessment template should be completed accurately and in its entirety in line with the GLA's Whole Life Carbon Assessment Guidance. The final as-built assessment should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance.

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

8.1.11 Circular Economy

Prior to the commencement of the development hereby approved, a revised Circular Economy statement shall be submitted to and approved by the Local Planning Authority, providing full details to demonstrate at least the following standards have been met, as set out in the hereby approved Circular Economy statement (dated June 2022, prepared by Waterman):

- a) Minimum recycled and reused content of 20% for all selected products and material of the whole development
- b) Minimum GGBS content of 60% for reinforced concrete pile caps, liner walls, floor slabs below ground, 70% for reinforced concrete secant piles and piling, 90% for unreinforced concrete secant piles
- c) Updated Greater London Authority - Circular Economy Statement template
- d) Updated supporting reports: Pre-Redevelopment Audit, Pre-Demolition Audit, Operational Waste Management Plan, Construction Waste Management Plan, Bill of Material, Cradle to Cradle certification

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

Prior to the occupation of the development, a Final "as-built" Circular Economy statement based on the actual materials, products and systems used shall be submitted to the GLA at ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance, and approved in writing by the Local Planning Authority confirming the following key metrics have been achieved or improved upon the pre-commencement figures:

- e) Minimum recycled and reused content for all selected products and material of the whole development
- f) Minimum GGBS content of for reinforced concrete pile caps, liner walls, floor slabs below ground, secant piles and piling, and for unreinforced concrete secant piles
- g) Final as-built Greater London Authority - Circular Economy Statement template
- h) Final as-built supporting reports: Pre-Redevelopment Audit, Pre-Demolition Audit, Operational Waste Management Plan, Construction Waste Management Plan, Bill of Material, Cradle to Cradle certification

In addition, the final as-built Circular economy statement should be submitted to the GLA at ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the relevant GLA guidance.

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

8.1.12 Air Permeability Testing

Prior to occupation of the development hereby approved, a full air permeability test report confirming all units have achieved an air permeability of 2 m³/h/m²@50pa as set out in the hereby approved Energy Statement (dated June 2022 prepared by Waterman) shall be submitted to and approved in writing by the Local Planning Authority.

REASON: In the interest of addressing climate change and securing sustainable and net zero development and construction.

8.1.13 Future-proofing connections/ District Heat Network

Prior to the commencement of the development hereby approved, a revised set of information demonstrating the ability for future connection to Decentralised Energy Network (DEN) shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include but not be limited to, drawings drafted at the appropriate scale and the full detailed specification of the following:

- a) Layout of energy centre/plant room
- b) Layout of obstacle free safeguarded route between heat exchanger and incoming DEN entry point
- c) Details of on-site heat exchanger/pipework connection to incoming DEN
- d) Details of on-site connection with pre-installed and capped with flange
- e) Details of pre-installed pipework connecting identified plant room/ heat exchanger to proposed heating system(s)

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

REASON: In the interest of addressing climate change and securing sustainable and net zero development and construction.

8.1.14 BREEAM

Prior to the commencement of the development hereby approved, the BREEAM Interim Design Certificate shall be submitted to and approved by the Local Planning Authority, providing full details to demonstrate at least the following standards have been met, as set out in the hereby approved Energy Statement (dated June 2022, prepared by Waterman) - targeted credits must be presented in a tracker comparing credits targeted at BREEAM Pre Assessment stage:

- a) Minimum BREEAM Rating of 75% targeting the following credits : Ene 01, Ene 02, Ene 03, Ene 05, Ene 06, Wat 01, Wat 02, Wat 03, Wat 04, Mat 01, Mat 02, Mat 03, Mat 04, Mat 05, Mat 06, Wst 01, Wst 02, Wst 03, Wst 04, Wst 05, Wst 06

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

Within 12 weeks of occupation of the development, the BREEAM Final Design Certificate shall be submitted to and approved by the Local Planning Authority, providing full details

confirming the final rating and credits have been achieved or improved upon the pre-commencement figures - achieved credits must be presented in a tracker comparing credits achieved at BREEAM Interim Certification stage.

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

8.1.15 PV Panels

Prior to the occupation of the development hereby approved, full details including installation certificates by MSC registered installer, the proposed annual electricity generation in kWh/yr and a plan drawing showing the panel array and total area (sqm) must be submitted to and approved by the Local Authority.

These will demonstrate that the development hereby approved has achieved or improved upon a capacity of 6 kWp, as set out in the Energy strategy hereby approved (dated June 2022 prepared by Waterman).

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

Where compliance is not met, a remedial plan and associated cost plan must be prepared and submitted to the Local Authority for approval detailing the necessary measures to meet or improve upon the 'as designed' performance. Shortfalls may attract an additional financial contribution to the carbon offset fund.

REASON: In the interest of addressing climate change and securing sustainable and net zero and net zero carbon development and construction.

8.1.16 Thermal Modelling/ Overheating

Prior to the commencement of development a dynamic overheating risk assessment shall be submitted to and approved by the Local Planning Authority, assessing all units and following the CIBSE TM52 (non residential) methodology.

All units must be assessed against weather files DSY1, DSY2 & DSY3 and results should demonstrate a 100% pass rate for all units shown under weather file DSY1. If 100% pass rate is not achieved under weather files DSY2 & 3, a retrofit plan must be submitted to and approved by the Local Authority detailing how further mitigation measures can be installed and who will be responsible for managing future overheating risk for 100% of units to pass under both weather files DSY2 and DSY3.

Where any additional remedial mitigation measures are required, the product specifications and details must be provided.

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

Prior to the occupation of the development, a final "as-built" overheating risk assessment shall be submitted and approved in writing by the Local Planning Authority, assessing all

units and following the CIBSE TM52 (non residential) & TM59 (residential) methodology, confirming % pass rates for each TM49 weather file have or improved upon pre-commencement figures following the prospective retrofit measures.

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

8.1.17 Air Source Heat Pumps - Heating

Prior to the commencement of the development, full details including the heating system specification and supporting drawings must be submitted to and approved by the Local Authority to demonstrate at least the following standards been achieved or improved upon as set out in the hereby approved Energy Statement (dated June 2022 prepared by Waterman):

- a) Heat pump Seasonal Coefficient of Performance of 4.5
- b) Details of location of the condenser units from the heating system (or any other fixed plant adopted) and noise solutions to mitigate impact for nearby sensitive receptors;
- c) Details of refrigerants that are required confirming a Low or Zero Global Warming Potential (GWP) and Zero Ozone Depleting Potential (ODP)

Prior to the occupation of the development, full details including as built heating system specification and supporting drawings and installation certificates by an MSC registered installer must be submitted to and approved in writing by the Local Planning Authority confirming the heating system has been achieved or improved upon the pre-commencement figures.

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

Where compliance is not met, a remedial plan and associated cost plan must be prepared and submitted to the Local Authority for approval detailing the necessary measures to meet the required level of performance. Shortfalls may attract an additional financial contribution to the carbon offset fund.

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

8.1.18 Air Source Heat Pumps - Active cooling

Prior to the commencement of the development, full details including heating system specification and supporting drawings must be submitted to and approved by the Local Authority to demonstrate at least the following standards been achieved or improved upon as set out in the hereby approved Energy Statement (dated June 2022 prepared by Waterman):

- a) System Seasonal Energy Efficiency Ratio of 4.5
- b) Details of location of the condenser units from the VRF systems (or any other fixed plant adopted) and noise solutions to mitigate impact for nearby sensitive receptors;

- c) Details of refrigerants that are required confirming a Low or Zero Global Warming Potential (GWP) and Zero Ozone Depleting Potential (ODP)

Prior to the occupation of the development, full details including as built cooling system specification and supporting drawings and installation certificates by an MSC registered installer must be submitted to and approved in writing by the Local Planning Authority confirming the cooling system has been achieved or improved upon the pre-commencement figures.

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

Where compliance is not met, a remedial plan and associated cost plan must be prepared and submitted to the Local Authority for approval detailing the necessary measures to meet the required level of performance. Shortfalls may attract an additional financial contribution to the carbon offset fund.

REASON: In the interest of addressing climate change and securing sustainable and net zero development and construction.

8.1.19 Resource / Site Waste Management Plan

Prior to the commencement of above ground works, a full Resource / Site Waste Management Plan shall be submitted to and approved by the Local Planning Authority to detail how waste will be dealt with on site and offsite and demonstrate compliance with London Plan Policy SI7, showing 95% reuse/recycling/recovery of construction and demolition waste, 95% beneficial use of excavation waste and 65% recycling of municipal waste. The development shall not be carried out otherwise than in accordance with the details thus approved.

REASON: In the interest of addressing climate change and securing sustainable and net zero development and construction.

8.1.20 Air Quality Assessment

Prior to the commencement of above ground works, a full Air Quality Impact Assessment in line with the IAQM Guidance on “land-use planning and development control: Planning for air quality 2017 v1.2” shall be submitted to and approved in writing by the Local Planning Authority. Where Air Quality Neutral benchmarks cannot be met the applicant must detail and install adequate mitigation measures.

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

8.1.21 CLS1.1 – Contaminated land (pre-development)

- A. Development except demolition to ground level shall not commence until physical site investigation work has been undertaken and fully reported on and a remedial action plan has been produced all to the satisfaction of and approved in writing by the Planning Authority. Where physical site investigation work has not been agreed at a pre-application stage further physical investigation work must be agreed with the contaminated land officer

before being undertaken.

- B. Development shall not commence until all pre-development remedial actions, set out within the remedial action plan, are complete and a corresponding pre-development verification report has been produced to the satisfaction of and approved in writing by the 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 Planning Authority and Contaminated Land Officer must receive verbal and written notification at least five days before investigation and remediation works commence.

REASON: To protect human health, water resources, property and the wider environment from harm and pollution resulting from land contamination.

8.1.22 CLS1.2 – Contaminated land (pre-occupation)

Prior to occupation/use of the development, a post-development verification report shall be produced to the satisfaction of and approved in writing by the 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 verbal and written notification at least five days before development and remedial works commence. Any additional, or unforeseen contamination encountered during the course of development shall be immediately notified to the Planning Authority and Contaminated Land Officer. All development shall cease in the affected area. Any additional or unforeseen contamination shall be dealt with as agreed with the Contaminated Land Officer. Where development has ceased in the affected area, it shall recommence upon written notification of the Planning Authority or Contaminated Land Officer.

REASON: To protect human health, water resources, property and the wider environment from harm and pollution resulting from land contamination.

8.1.23 Demolition and Construction Management Plan

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

- A. A demolition and construction method statement covering all phases of the development to include details of noise control measures and measures to preserve air quality (including a risk assessment of the demolition and construction phase);
- B. A demolition and construction waste management plan setting out how resources will be managed and waste controlled at all stages during a construction project, including, but not limited to, details of dust mitigation measures during site clearance and construction works (including any works of demolition of existing buildings or breaking out or crushing of concrete), the location of any mobile plant machinery, details of measures to be employed to mitigate against noise and vibration arising out of the construction process demonstrating best practical means
- C. Details of the location where deliveries will be undertaken; the size and number of

lorries expected to access the site daily; the access arrangements (including turning provision if applicable); construction traffic routing; details of parking suspensions (if required) and the duration of construction

- D. Compliance with NRMM regulations

REASON: To avoid hazard and obstruction being caused to users of the public highway and in the interest of public safety and amenity, and to protect air quality and public health.

8.1.24 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, human health and to contribute to National Air Quality Objectives.

8.1.25 Construction Environmental Management Plan (CEMP)

Prior to the commencement of development, a scheme making provision for construction method and management to control the adverse impacts of the development on the amenity of the public and nearby occupiers shall be submitted to and approved in writing by the Local Planning Authority in consultation with TfL (the Construction Management Statement). The Construction Management Statement shall include, but not be limited to, details of:

- A. Details of measures to protect the existing Street Traders on Leonard Circus;
- B. A detailed Traffic Management plan to outline how the developer will manage traffic, the pit lane and contraflow cycle lane at Leonard Street.
- C. Road Safety Analysis in respect of the adjacent Cycleway 1, road users and pedestrians;
- D. Parking of vehicles of site personnel and visitors;
- E. Sourcing of materials;
- F. Storage of plant and materials;
- G. Dust Management Plan to control dust emissions during demolition and construction to include details of automatic PM10 monitoring for the site.
- H. Location and height of cranes and scaffolding;
- I. Measures of minimising the impact of noise and, if appropriate, vibration arising from construction activities;
- J. Predicted noise and, if appropriate, vibration levels for construction using methodologies and at locations agreed with the Local Planning Authority;
- K. Scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the Local Planning Authority;
- L. Scheme for security fencing / hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- M. Details of disposal of waste arising from the construction programme, including final disposal points (the burning of waste on the site at any time is specifically

- precluded);
- N. Hours of operation;
- O. Smoke management controls;
- P. Odour controls;
- Q. Road cleaning and wheel washing facilities; and
- R. Any other matters relevant to this particular site.

The relevant phases of the development hereby permitted shall only be constructed in full accordance with the approved Construction Management Statement.

REASON: To safeguard the amenities of the area; in the interests of safety

8.1.26 Delivery and Servicing Management Plan (DSMP)

Prior to the occupation a Delivery and Servicing Management Plan (DSMP) shall be submitted to and approved in writing by the Local Planning Authority. The DSMP shall:

- i) seek to rationalise the number of delivery and servicing with the aim of reducing traffic impacts;
- ii) include details of the location and management of servicing areas;
- iii) ensure that delivery space and time is actively controlled through measures set out in the DSMP;
- iv) set out the measures to enforce the servicing arrangements for the relevant Phase.

The approved DSMP shall be fully implemented, unless otherwise agreed in writing by the Local Planning Authority in consultation with TfL.

REASON: To ensure that all the aspects of the development to which occupiers and /or members of the public will have access are adequately and appropriately managed, maintained and controlled and to minimise any potential impacts on the road network.

8.1.27 Loading Bay on Kiffen Street

Prior to the occupation of the development, details of the loading bay shall be submitted and approved by the Local Planning Authority in consultation with Transport for London.

REASON: To ensure adequate loading facilities are provided for the site, in the interest of relieving congestion in surrounding streets and improving highway conditions in general.

8.1.28 Cycle Parking

Notwithstanding the details shown on the approved plans, full details of secure cycle parking within a cycle store of no lesser size than is shown on the plans hereby approved shall be submitted to and approved in writing by the local planning authority prior to the occupation of the development. These will include:

- A reworked balance between the quantum of cycle spaces and the number of accessible, single tier stands;
- Details of layout, foundation, stand type and spacing;
- Consideration of the personal security of those accessing the compound, including lighting, CCTV and visibility in the compound;

The approved details shall be implemented prior to occupation of the development and shall be retained and maintained thereafter.

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

8.1.29 Changing Rooms and Shower Facilities for Cyclists

Prior to occupation of the development, details of changing rooms and shower facilities for cyclists shall be submitted and approved by the Local Planning Authority. The details will include a strategy to maintain and manage the facilities and the details thereby approved will be fully implemented throughout the lifespan of the development.

REASON: In the interest of promoting sustainable transport methods.

8.1.30 Secure by Design

The proposed development shall achieve a 'Secured by Design' accreditation, or alternatively achieve security standards (based on Secured by Design principles) to the satisfaction of the Metropolitan Police, details of which shall be provided to the Local Planning Authority for its written approval prior to the first occupation of the approved development. All security measures applied to the approved development shall be permanently retained thereafter.

REASON: To ensure satisfactory living standards and safeguard against potential crime and anti-social behaviour.

8.1.31 Details of plant and machinery

Noise from all plant and machinery in or on the approved building shall at all times remain 10dB below background levels when measured at any nearby noise sensitive receptor such as residential windows.

REASON: To ensure the development does not result in a noise nuisance for any nearby residents or other uses that are particularly sensitive to noise.

8.1.32 Use

The units shown as 'Office' and 'Affordable Workspace' units on the drawings hereby approved shall be used only as offices (Use Class E, subsection g) and for no other use, which for the avoidance of doubt shall include other uses within Class E of the Town and Country Planning (Use Classes) Order 1987 or such relevant provision as from time to time may be in force.

REASON: To protect against an unacceptable loss of office space from the site and to ensure that the ground floor retail use does not unacceptably increase the cumulative impact of development within the area, in line with the aims of local and regional planning policy.

8.1.33 Retail/Restaurant Hours of Use

The ground floor unit shown as 'A1/A3' on the floorplans hereby approved shall only be open to the public between (08:00) hours and (20:00) hours Monday to Saturday and (09:00 to 16:00) on Sundays.

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

8.1.34 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 identify and assess archaeological remains and to ensure that the subsurface works do not disturb assets of archaeological value.

8.1.35 Thames Water - Piling

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

REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

8.1.36 Biodiversity

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

- Details of rainwater recycling.
- Biodiversity enhancement measures including bird and bat boxes

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

8.1.37 Tree Protection

Prior to the commencement of development, an Arboricultural Assessment will be produced in respect of street trees that may be impacted during the period of construction. The details will include tree protection measures to protect the root protection area calculated as described in Table 2 of that British Standard. The tree protection measures will be agreed in writing by the Local Planning Authority and will be maintained throughout the period of construction.

REASON: To safeguard street trees of amenity value.

8.1.38 Biodiverse Living Roof

Biodiverse, substrate-based extensive green/brown roof (80mm minimum depth) should be established on the roofs of the proposal, as shown on the approved plans. Full details thereof shall be submitted and approved in writing by the local planning authority, prior to occupation. The development shall not be carried out other than in accordance with the details thus approved.

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

8.1.39 Sustainable Urban Drainage

No development shall commence, other than works of demolition until full detailed specification of the sustainable drainage system supported by appropriate calculations, construction details, drainage layout and a site-specific management and maintenance plan have been provided. Details shall include but not limited to the proposed living roof (with a substrate depth of at least 80mm not including vegetative mats), underground attenuation system and the flow control system, which shall be submitted and approved by the LPA in consultation with the LLFA. Surface water from the site shall be managed according to the proposal referred to the Drainage Management Plan (Ref: WIE19107-103-R-1-2-2-DMP-HC) and the overall site peak discharge rate is restricted to 2 l/s for up to 1 in 100 year rainfall events plus the climate change allowance.

REASON: To ensure that the proposals do not increase flood risk in the surrounding area. The condition is required to be discharged pre-commencement as the strategy may require rainwater attenuation measures which need to be incorporated into the design of the proposals at the outset.

8.1.40 Basement Impact Assessment

No development shall commence, other than works of demolition, until a basement impact assessment (including intrusive investigation/trial pit and groundwater level monitoring where necessary) demonstrating that the double basements will not increase the potential for groundwater flooding to itself or to the surrounding area during and post-construction, has been submitted to the Local Planning Authority for approval. Where groundwater is identified as a potential risk, details of appropriate controls during and post-development stages including flood resilience and/or resistance measures shall be submitted to the LPA for approval and the approved measures incorporated during construction and before the basements are occupied. The basements shall be constructed and completed in accordance with the approved plans in line with BS 8102:2022 Protection of below ground structures against water ingress - code of practice.

REASON: To ensure that the proposals do not increase flood risk in the surrounding area. The condition is required to be discharged pre-commencement as the strategy may require rainwater attenuation measures which need to be incorporated into the design of the proposals at the outset.

8.1.41 Fire Strategy

A Fire Strategy shall be submitted prior to commencement of the development (excluding demolition) demonstrating in detail how the fire safety measures, including fire strategy drawings, will be implemented into the design of the building.

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

8.2 Recommendation B

That the above recommendation 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.

Highways and Transportation

- Car Free Agreement – to restrict new business uses of the development from obtaining parking permits to park in the surrounding CPZ bays.
- Travel Plan and Travel Plan monitoring fee of £5,000.
- A contribution towards Highways Works of £235,300.60
- A contribution of £350,000 for the Public Realm, which includes £229,520 to reflect the underprovision of on-site open space by 2000m².
- Provision of 31 short stay bicycles adjacent to the site £36,288, to be provided by the Council
- Transport for London: £55,000 towards partial delivery of a new docking station within the surrounding area.
- A contribution of £8750 towards Construction Logistics and Community Safety (CLOCS) and Construction Logistics Plan (CLP) monitoring.
- A contribution of £1000 to monitor the finalised Delivery and Servicing Plan.
- Provision of a Parking Design Statement within the Travel Plan, identifying 1 on-street disabled parking bay, located as close as possible to the entrance areas (under 50 metres) and to be provided prior to occupation of the development.

Kiffen Street Access

- Permanent access from Kiffen Street to the north - will remain open for delivery vehicles, cyclists and pedestrians

Hackney Works Contribution

- A Ways into Work contribution of £44,163.00 towards Construction and Demolition and £196,376.40 towards End Use.

Employment, Skills and Construction

- Employment and Skills Plan to be submitted and approved prior to implementation;
- Active programme for recruiting and retaining apprentices and as a minimum take on at least one apprentice per £2 million of construction contract value and provide the Council with written information documenting that programme within seven days of a written request from the Council; Commitment to the Council's local labour and construction initiatives (30% on site employment and 30% local labour for first five years of operational phase) in compliance with an Employment and Skills Plan.
- Quarterly Labour returns through 5 year period
- A support fee of £1,500 per apprentice placement in order to cover; pre-employment, recruitment process, post-employment mentoring and support; and
- If the length of the build/project does not allow for an apprenticeship placement, and it can be demonstrated that all reasonable endeavours have been undertaken to deliver the apprenticeship, a £7,000 fee per apprentice will be payable to allow for the creation of alternative training opportunities elsewhere in the borough.
- Considerate Constructor Scheme – the applicant to carry out all works in keeping with the National Considerate Constructor Scheme.

Affordable Workspace

- The agreed Affordable Workspace to be provided in perpetuity

Carbon Offset Payment

- A Carbon Offset Payment of £157,035

Payment in Lieu for Open Space

- £229,520. To reflect the underprovision of on-site open space by 2000m².

Retention of design team

- AHMM shall be retained as the architects with supervision of the works up to the time of practical completion.

Costs

- 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, payable prior to completion of the deed.
- Monitoring costs payable on completion of the agreement.

8.3.1 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.25 Disabled Person's Provisions
- SI.27 Fire Precautions Act
- SI.28 Refuse Storage and Disposal Arrangements
- SI.34 Landscaping
- SI.45 The Construction (Design & Management) Regulations 1994

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

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 *Thames Water Informatives*

The proposed development is located within 15 metres of Thames Water's underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

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.

NSI The best practical means available in accordance with British Standard Code of Practice BS5228 shall be employed at all times to minimise the emission of noise from the site.

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.

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

ALED RICHARDS
Director, Public Realm

NO	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>	Nick Bovaird x8291	2 Hillman Street, London E8 1FB

<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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Site Photographs



Development House from Paul Street:



View south west from Leonard Circus:



View west over Leonard Circus, of Development House (left) and Telephone House



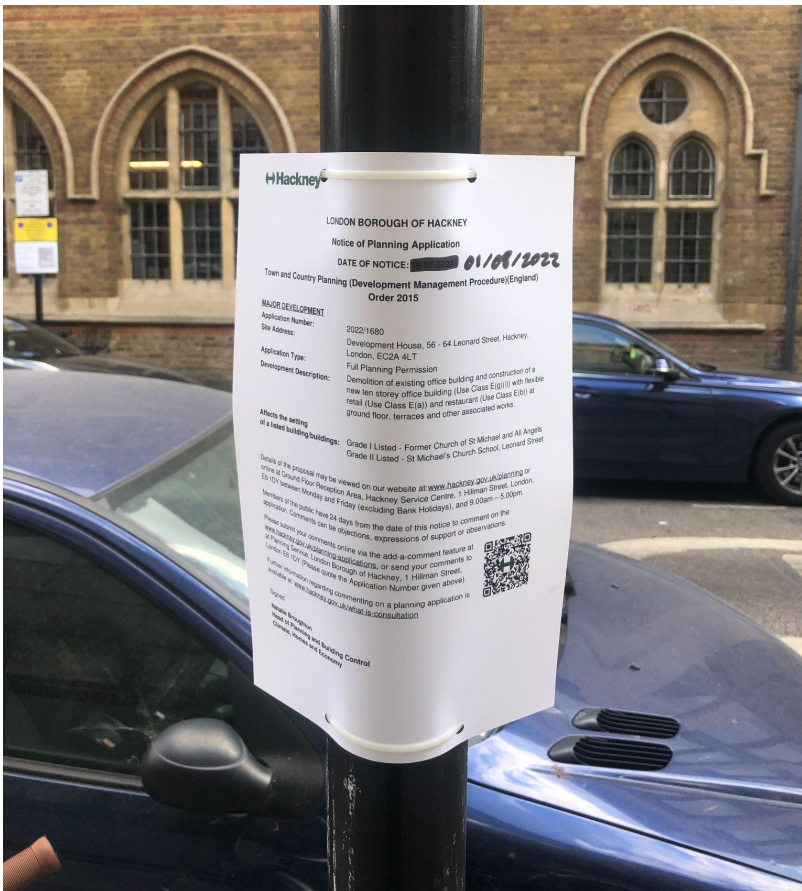
View south down Paul Street:



View over Clere Street Car Park:



View from Tabernacle Street:



A Site Notice:

Hackney

LONDON BOROUGH OF HACKNEY
Notice of Planning Application
 DATE OF NOTICE: 01/04/2022

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

MAJOR DEVELOPMENT
 Application Number: 2022/1680
 Site Address: Development House, 56 - 64 Leonard Street, Hackney
 London, EC2A 4LT
 Application Type: Full Planning Permission
 Development Description: Demolition of existing office building and construction of a
 new ten storey office building (Use Class E(a)) with flexible
 retail (Use Class E(b)) and restaurant (Use Class E(b)) at
 ground floor, terraces and other associated works

**Affects the setting
 of a listed building/buildings:** Grade I Listed - Former Church of St Michael and All Angels
 Grade II Listed - St Michael's Church School, Leonard Street

Details of the proposal may be viewed on our website at www.hackney.gov.uk/planning or
 contact our Local Reception Area, Hackney Service Centre, 1 Hillman Street, London,
 E4 6TH between Monday and Friday (excluding Bank Holidays) and 9.00am - 5.00pm.
 Members of the public have 28 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 and/or, send your comments to
 London 151 or please write to: Planning, London Borough of Hackney, 1 Hillman Street,
 London, E4 6TH. Please quote the Application Number given above.
 For more information regarding commenting on a planning application visit
www.hackney.gov.uk/website/consultation

Send to:
 Planning, Hackney
 Place of Planning and Building Control
 Council, Hackney and Lewisham