

ADDRESS: Acme Works, 13 - 17 Rendlesham Road, Hackney, London, E5 8QB	
WARD: Hackney Downs	REPORT AUTHOR: Louise Prew
APPLICATION NUMBER: 2021/0361	VALID DATE: 01/03/2021
<p>DRAWING NUMBERS: Existing plans: 0521 3 F 0 098 rev 00, 099 rev 00, 200 rev 00, 100 rev 00, Proposed plans: 099 rev 08; 100 rev 10; 101 rev 07; 102 rev 06; 103 rev 06; 104 rev 07; 105 rev 08; 106 rev 08; 107 rev 08; 108 rev 08; 109 rev 07; 201 rev 06; 202 rev 02; 203 rev 03; 300 rev 05; Affordable Workspace Statement; Air Quality Assessment; Arboricultural Statement and Tree Condition Survey for the Proposed Residential Development dated October 2020; Basement impact assessment; Design and access statement rev 05; Daylight, Sunlight and Overshadowing To Neighbouring Buildings And Proposed Accommodation October 2020; <i>Drainage Strategy & Flood Risk Assessment</i> September 2020); Energy Strategy September 2022 v 5.0; Geo-environmental site investigation report 2020; Marketing Strategy 3 Feb 2021; Overheating Assessment September 2022 v2.0; Planning fire safety strategy 2020; Planning statement February 2021; Preliminary Ecological Appraisal Survey Issue 2 dated 17/08/2020; Supporting Document - Child Friendly Places dated 30/01/2023; Transport Statement; Viability assessment 21 October 2020</p>	
APPLICANT: Habiganj Holdings	AGENT: First Plan
<p>PROPOSAL: Erection of a nine-storey building with basement and two-storey link building at second to third floors; and works to existing building including reconfiguration of existing units, excavation of basement and erection of two-storey roof extension. Development will comprise 1031 sqm light industrial (Use Class E(g)(iii)) floorspace at basement, ground and part first floor levels and 25 new residential units for a total of 32 residential units (Use Class C3); with hard and soft landscaping; refuse storage; parking and cycle parking and other associated works.</p>	
<p>POST SUBMISSION REVISIONS:</p> <p>Alterations have been made to the size of the basement, the linking element has been reduced to two storeys and alterations have been made to the overall design and the retained studios at first floor level.</p> <p>Additional information on child friendly design, overheating and UGF has been provided.</p>	
<p>RECOMMENDATION SUMMARY:</p> <p>Grant planning permission subject to conditions and completion of section 106 legal agreement.</p>	

REASON FOR REFERRAL TO PLANNING SUB-COMMITTEE:	
Major applications	YES
Substantial level of objections received	
Council's own planning application (in accordance with the Planning Sub-Committee Terms of Reference)	
Other (in accordance with the Planning Sub-Committee Terms of Reference)	

ANALYSIS INFORMATION

ZONING DESIGNATION:

CPZ	Yes (Zone R)	
Conservation Area		No
Listed Building (Statutory)		No
Listed Building (Local)		No
Employment designation	Yes - PIA (Hackney Downs)	

LAND USE:	Use Class	Use Description	Floorspace Sqm
Existing	C3	Residential - 15 studios	709
	Use Class E(g)	Recording studio	290
	B8	Storage containers	255
Proposed	C3	Residential - 32 units	2,559
	E(g)iii	Light industrial	1031

PARKING DETAILS:	Parking Spaces (General)	Parking Spaces (Blue Badge)	Bicycle storage
Existing Development Site:	unmarked but space for about 7 vehicles	0	0
Proposed Development Site:	0	2	66 (residential) and 20 (commercial)

PROPOSED RESIDENTIAL USE DETAILS:

	Studio	No of bedrooms per unit				Total
		1	2	3	4+	
Residential units	7	3	13	9	0	32

CASE OFFICER'S REPORT

1.0 SITE CONTEXT

- 1.1 The application site comprises a parcel of land located off Rendlesham Road. The site is accessed from a driveway with the site sitting in behind with limited street frontage.
- 1.2 The site is approximately 1,609 square metres and contains an existing three-storey brick building in use as commercial and residential. There are a number of shipping containers on site as well.
- 1.3 The site is bounded by residential to the north, gypsy and traveller's pitches to the east, residential to the south and the new development at 1A Downs Road to the west.
- 1.4 The site is located within an area with moderate accessibility to public transport. It has a PTAL rating of 2/4 (on a scale of 1a – 6b where 6b is the most accessible).
- 1.5 The site is located within Hackney Downs Priority Industrial Area. It is not subject to any other employment or town centre designations.

2.0 CONSERVATION IMPLICATIONS

- 2.1 There are no statutory listed or locally listed buildings or structures within or adjacent to the site. The site is not within or adjacent to a conservation area.
- 2.2 The closest statutory listed buildings are at 6-10 Rectory Road, about 140 metres to the south-west of the site (Grade II listed). It is considered the separation distance and nature of development are sufficient to ensure there are no conservation implications for the development.

3.0 HISTORY

- 3.1 The following planning applications have been determined on site:

2011/0665: Existing use of the building as B1(Industrial), B8 (Storage) and x 1 self-contained residential unit on the ground floor and x 14 self-contained residential units plus x 1 B1 unit at first and second floor levels. Refused

- Appeal: Granted 27/03/2012 (APP/U5360/X/11/2159214)

- 3.2 The following pre-applications are relevant to the development

2018/3780/PA: Redevelopment of the site consisting of demolition of existing 3 storey building and yard comprising B1 and 14 residential units (C3 use class) and development of a part 10/6 storey development to provide 556sqm employment floorspace (B1 use class), 427sqm flexible floorspace (A1, A3 & B1 use class) and 37 residential units (C3 use class) - 23x1bd / 14x2bd.

2019/0963/PA: Redevelopment of the site consisting of demolition of existing 3 storey building and yard comprising B1 and 14 residential units (C3 use class) and development of two buildings part 10/6 and 4 storey development to provide 661sqm employment floorspace (B1 use class), 82sqm flexible floorspace (A1, A3 & B1 use class) and 34 residential units (C3 use class) - Follow up pre application meeting to 2018/3780/PA.

3.3 The following applications have been granted on adjacent land:

13 Rendlesham Road

2017/4937: Redevelopment of existing scrap yard, involving the erection of a 4 storey building containing eight self-contained flats and 77 sqm of B1 Office Space.

1A Downs Road

2015/0555: Demolition of all existing buildings and structures and the erection of four buildings of between 1 and 15 storeys in height; comprising a minimum of 3,202sqm of business use (Class B1), 517sqm flexible floorspace (Class A1, A3 and B1), 444sqm flexible floorspace (Class D1, D2, B1), a replacement waste facility (Sui Generis) and 79 residential units (Class C3), hard and soft landscaping; servicing facilities; parking; cycle parking; ancillary and enabling works, plant and equipment and associated development. Granted 03-06-2016

4.0 CONSULTATIONS

4.1 Dates

4.1.1 Date Statutory Consultation Period Started: 25/03/2021

4.1.2 Date Statutory Consultation Period Ended: 18/04/2021

4.1.3 Site Notices: 3

4.1.4 Press Advert: Yes. Hackney Gazette; 11/03/2021 and Hackney Citizen 24/03/2023

4.1.5 The application was put out for reconsultation following changes from 11/04/2023 and a wider letter mail out was sent on 23/06/2023 closing on 17/07/2023. It is noted that any objections received after the publication of the report will be addressed in the addendum.

4.2 Neighbours

4.2.1 Letters of consultation were sent to 270 adjoining owners/occupiers.

- 4.2.2 At the time of writing the report, 5 objections had been received on the grounds of:
- Traffic and highways congestion on Rendlesham Road
 - Construction works will be next to a school
 - Existing tenants will lose their homes
 - There are already new developments like Parkhaus being built
 - The tall building will block out the sky.
 - High rise buildings shouldnt be built in the area
 - Urban renewal is supported but it needs to be affordable to locals and creatives

Officer's response: These comments are addressed in the body of the report.

- 4.2.3 One response in support was received: This looks like a sensible development, our borough and city needs more housing so that young people can afford to live here.

4.3 **Statutory / Local Group Consultees**

- 4.3.1 Hackney Society: The design evolution of this proposal shows difficulties in scale in relation to its neighbours - in particular the Travellers' site and established residential properties - which it has yet to convincingly overcome. The attempts to mediate between those and the ongoing development at 1A Down Rd are possibly forlorn. It's proximits means it still peers over its immediate neighbours. Some of this is a result of the architectural approach. Perhaps the reluctance to demolish the existing buildings is to be applauded from a sustainability point of view but it may be constraining the optimal massing of the site. The result tries to mediate the impossible - the scale of travellers' site is an important constraint. In pushing itself back from it, it comes too close to 1A Downs Rd and the result is out of control and chaotic. In fact it rather emphasises the abrupt scale contrast and will, no doubt, feel overbearing. More context, including details of the integration with the routes through 1A Downs Road are needed. We wonder if the extant permission on the breaker's yard is waiting for this development before starting on site. It is, perhaps, an opportunity for a holistic approach to the entire block or at least the development sites at issue.

- 4.3.2 Thames Water: No objection subject to conditions and informatives

- 4.3.3 Met Police: I can confirm that I have not yet met with the project architects or agents to discuss their intentions around security or the Secured by Design (SbD) Scheme. I have reviewed the Design and Access Statement and note there is no reference to security or Secure by Design. Due to the level of crime risk associated with the vicinity of the proposed development, the police have requested that this application is subject to a specific condition that requires the proposed development to achieve secured by design accreditation, for all residential aspects throughout the build and on completion of the building works. I further request that the conditions at section 3.1 – 3.3 be applied to this application.

Interest groups

- 4.3.4 Hackney Swifts Group: In summary, we request that swift bricks are installed instead of sparrow terraces - swift bricks can also provide nesting spaces for sparrows should they choose to use them. .
- 4.3.5 **Internal Consultees**
- 4.3.6 Transportation: Conditions and obligations are suggested regarding, cycle parking, travel plans, electric vehicle charging, car free, construction management and public realm improvements. The team notes the limitation of the information provided as the applicants have not provided up to date information on the latest census and whole day trip generation.
- 4.3.7 Waste: No response
- 4.3.8 Environmental Protection Team (Noise): No objection, subject to conditions on plant equipment, insulation and living conditions.
- 4.3.9 Pollution Air: Reviewed the air quality assessment and have no further comments. However, if planning is approved a CMP must be requested in the form of a condition including dust and emission mitigation including that within the Mayor of London SPD Control of Dust and Emissions. A condition relating to NRMM should also be attached and incorporated into the CMP.
- 4.3.10 Pollution Land: No objection, subject to contaminated land conditions.
- 4.3.11 Drainage: The site is shown to have a high risk of surface water flooding.

We have reviewed the Drainage Strategy & Flood Risk Assessment (ref: 201333/FRA/MK/KL/01 dated September 2020) and the Basement Impact Assessment (ref: B1343/20/BIA dated July 2020). The reports have confirmed that groundwater was encountered at 1.7m below ground level. This indicates that the new basement will sit within the groundwater level as the basement is at least 3.2m below ground

Two conditions are recommended for SUDS and groundwater and surface water mitigation measures

5.0 POLICIES

5.1 The 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
- D1 London's form, character and capacity for growth

- D3 Optimising site capacity through the design-led approach
- D5 Inclusive design
- D6 Housing quality and standards
- D8 Public realm
- D11 Safety, security and resilience to emergency
- D13 Agent of change
- D14 Noise
- E1 Offices
- E2 Providing suitable business space
- E3 Affordable workspace
- E7 Industrial intensification, co-location and substitution
- HC1 Heritage conservation and growth
- G1 Green infrastructure
- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S13 Energy infrastructure
- S14 Managing heat risk
- S15 Water infrastructure
- S16 Digital connectivity infrastructure
- S17 Reducing waste and supporting the circular economy
- SI12 Flood risk management
- SI13 Sustainable drainage
- SI16 Waterways - use and enjoyment
- SI17 Protecting and enhancing London's waterways
- T1 Strategic approach to transport
- T2 Healthy Streets
- 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

5.2 Hackney Local Plan 2033 (2020) (hereafter "LP33")

PP1	Public realm
LP1	Design Quality And Local Character
LP2	Development And Amenity
LP3	Designated Heritage Assets
LP11	Utilities And Digital Connectivity Infrastructure
LP12	Meeting Housing Needs and Locations for New Homes
LP13	Affordable Housing
LP14	Dwelling size mix
LP17	Housing design
LP26	Employment Land and Floorspace
LP28	Protecting and Promoting Industrial Land and Floorspace in the Borough
LP29	Affordable Workspace and Low Cost Employment Floorspace
LP31	Local Jobs, Skills And Training
LP41	Liveable Neighbourhoods
LP42	Walking And Cycling
LP43	Transport And Development
LP44	Public Transport and Infrastructure
LP45	Parking And Car Free Development
LP46	Protection and Enhancement of Green Infrastructure
LP47	Biodiversity and Sites of Importance of Nature Conservation
LP48	New Open Space
LP49	Green Chains and Green Corridors
LP51	Tree Management And Landscaping
LP52	Water spaces, Canals and Residential Moorings
LP53	Water And Flooding
LP54	Overheating And Adapting To Climate Change
LP55	Mitigating Climate Change
LP56	Decentralised Energy Networks (Den)
LP57	Waste
LP58	Improving The Environment - Pollution

5.3 Supplementary Planning Documents / Guidance

Greater London Authority:

Sustainable Design and Construction (2014)

Land for Industry and Transport SPD

Housing SPG (2016)

Housing Design Standards LPG (2023)

London Borough of Hackney

Sustainable Design and Construction SPD (2016)

S106 Planning Contributions SPD (2020)

Public Realm SPD (2012)

Transport Strategy 2015-2025

5.4 National Planning Policies/Guidance

National Planning Policy Framework 2021

Planning Practice Guidance

6.0 PLANNING CONSIDERATIONS

6.1 Overview

6.1.1 The application seeks to redevelop the site to provide additional industrial floorspace and additional residential units. There will be an uplift of 504 square metres above the existing uses on site. The existing studios will be modified and reduced in number to 7 with an additional 25 units proposed.

6.1.2 The proposal includes a two-storey roof extension with saw tooth roof to the existing 3 storey brick building in the centre of the site. This would be linked at second and third storeys to a new nine-storey building in the south of the site.

6.1.3 A loading bay and two blue badge spaces are provided on site along with long-stay and short stay cycle parking.

6.1.4 An area of landscaping is located to the east of the site which will contain childrens' playspace.

6.1.5 The main considerations relevant to this application are:

- Land use
- Design
- Residential Amenity of Neighbouring Properties
- Quality of accommodation
- Transportation and highways
- Waste management
- Green infrastructure and biodiversity
- Sustainability and energy
- Drainage and flood Risk
- Pollution
- Community Infrastructure Levy

Each of these considerations is discussed in turn below.

6.2 Land use

Light industrial

6.2.1 Policy E7 of the London Plan (2021) states that Mixed-use or residential development proposals on Non-Designated Industrial Sites should only be supported where ... industrial, storage or distribution floorspace is provided as part of mixed-use intensification. Mixed-use development proposals on non-designated industrial sites which co-locate industrial, storage or distribution floorspace with residential ensuring that:

- 1) the industrial and related activities on-site and in surrounding parts of the SIL, LSIS or Non-Designated Industrial Site are not compromised in terms of their continued efficient function, access, service arrangements and days/hours of

operation noting that many businesses have 7-day/24-hour access and operational requirements

2) the intensified industrial, storage and distribution uses are completed in advance of any residential component being occupied

3) appropriate design mitigation is provided in any residential element to ensure compliance with 1 above with particular consideration given to:

a) safety and security

b) the layout, orientation, access, servicing and delivery arrangements of the uses in order to minimise conflict

c) design quality, public realm, visual impact and amenity for residents

d) agent of change principles

e) vibration and noise

f) air quality, including dust, odour and emissions and potential contamination.

- 6.2.2 The site is a PIA which is considered a non-designated industrial site for the purposes of the London Plan. It is noted that the site is currently in mixed use with industrial and sui generis uses operating on site. The site is to the rear behind other uses with minimal road frontage. It is also surrounded on all sides by residential uses. Conditions will be applied to ensure that the agent of change principle is applied and there are adequate controls on vibration, noise and air quality. An obligation requiring that the commercial uses are completed in advance of residential uses being occupied will be included in the legal agreement. Conditions are also sought to address deliveries and servicing which will take into account residential uses and a proposed landscaping condition will also require traffic calming measures to be incorporated into the access way to minimise any conflicts between vehicles and pedestrians.
- 6.2.3 Policy LP28 of LP33 seeks to maximise the delivery of employment floorspace by maintaining, re-providing the same quantum of industrial floorspace or intensifying the existing industrial uses; includes the maximum viable amount of employment floorspace and in the case of mixed use development schemes, are designed to ensure that there are no environmental impacts or conflicts between uses, applying the agent of change principle. The site is located within Hackney Downs PIA.
- 6.2.4 The development proposes approximately 1031 square metres of new industrial floorspace, which is an uplift of 504 square metres. The floorspace will be provided over basement, ground and first floor levels.
- 6.2.5 The applicant submitted a viability assessment which was reviewed on behalf of the Council. It found that the proposed development has provided the maximum viable amount of industrial floorspace on site.
- 6.2.6 The proposed layout is considered to be acceptable in that it provides a mix of unit sizes across the two buildings. It is well organised and appropriate for its use as an industrial building. Light-wells provide light for the basement units. This is compliant with policy LP28A which seems to ensure flexibility and adaptability for different types of users.

Low cost workspace

- 6.2.7 Policy E1 of The London Plan (2021) states that development proposals related to new or existing offices should take into account the need for a range of suitable workspace including lower cost and affordable workspace. Policy LP29 of LP33 requires that re-provide the maximum economically feasible amount of low cost employment floorspace in perpetuity, at equivalent rents and service charges, suitable for the existing or equivalent uses, subject to current lease arrangements and the desire of existing businesses to remain on-site.
- 6.2.8 The applicant has provided information saying they intend to provide 46.5% or 479sqm of low cost floor space which allows the existing tenants to remain on site should they stay. This is proposed as units B and E currently but the applicant seeks some flexibility to allow the existing tenants to stay on site. Therefore the legal agreement will require details of the units to be submitted prior to occupation of the development to ensure the 479 square metres are provided.
- 6.2.9 The applicants intend to manage the provision of the low cost floor space themselves. They have submitted an affordable workplace statement which was reviewed by the Council's regeneration team who found it acceptable. A final statement will be secured through the legal agreement.

Residential use

- 6.2.10 Policies LP12 to LP14 of LP33 (2020) set the relevant policies for housing developments in Hackney. The scheme would deliver 32 units overall, a net uplift of 17 units. This contributes to the borough's housing target set out in policy LP12 of LP33.
- 6.2.11 London Plan policy H10 and the Mayor's Housing SPG promote housing choice and seek a balanced mix of unit sizes and tenures in new residential developments. Policy LP14 sets out the preferred tenure mix by dwelling type. The development proposes 9 three-bedroom units, 13 two-bedroom units and three one-bedroom units. Seven existing undersized studio units on site will be enlarged as part of the proposal. The development is considered to be in accordance with policy LP14.
- 6.2.12 Hackney policy LP13 sets a target of 50% of new residential development to be affordable within developments of 10 or more units, with a tenure split of 60% affordable/social rent and 40% intermediate, subject to site characteristics, location and scheme viability. As outlined above, the applicant submitted a viability assessment which was reviewed by the Council's property team. The development is considered to maximise employment floorspace and affordable workspace on site and doesn't have a surplus which can contribute to affordable housing. Given the lower value of industrial floorspace and its designation as a PIA it is considered that the provision of industrial floorspace and affordable workspace should be maximised. This

6.3 Design

6.3.1 London Plan policy D3 states that development should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.

6.3.2 Policy LP1 states that all new development must be of the highest architectural and urban design quality. Key elements of the policy include that development should respond to local character and context and be compatible with the existing townscape including urban grain and plot division.

Scale and massing

6.3.3 The proposed development is for an extension to the existing three storey building on site and a nine-storey building in the south of the site. The two buildings are linked by a two storey element at second to third floors. The two buildings are considered to mediate between the taller elements of the new development at 1A Downs Road and the smaller residential buildings to the north and east.

Architectural detail

6.3.4 The extension to the existing building has a saw-tooth roof designed to reflect the industrial character of the site. It will be made of standing seam anthracite zinc with steel windows to provide a contemporary addition whilst complementing the brick of the existing building. A new stair core is located in the north-west corner of the site.

6.3.5 The tower has a related but contemporary aesthetic. The linking bridge between the two buildings will appear subservient though its design. The majority of balconies have been recessed into the built form. The new building is intended to reflect its uses with larger windows to the ground and first floors for the commercial elements with smaller windows on the floors above. The top two floors have been set back to emphasise the top of the building but to allow it to read as a finished building.

6.3.6 Conditions requiring further details, materials samples on site and detailed drawings will be attached to ensure a high quality development is proposed.

Landscape

6.3.7 A child-friendly assessment of the landscaping has been submitted dated January 2023. The proposal includes a children's play area and shared amenity space. The proposal is separated from the servicing area. Further details will be required by condition to ensure a high quality landscape is provided which maximises urban greening and provides suitable play equipment for children.

6.3.8 Access to the development is via a relatively narrow shared surface route with some potentially tight corners for vehicles. From a design point of view the narrow shared surface pedestrian and vehicle route could create safety issues between users. It is noted that further detail will be sought in the landscaping condition to

ensure appropriate traffic calming measures have been included to ensure the development is safe for all users.

- 6.3.9 In previous advice, the creation of pedestrian links to the adjacent development was recommended. In that scheme a large pedestrian area is provided with access directly to Hackney Downs. Uniting the landscaping of these two schemes could enable a much better access arrangement. The applicant is advised to enter discussions with the developer of 1A Downs Road in order to assess whether access could be provided through the site.

Secure by design

- 6.3.10 In accordance with policy D11 of the London Plan (2021), the development should include measures to design out crime. The application has been reviewed by the Metropolitan Police's designing out crime officer who has advised that they have not been approached to discuss the proposal with the applicants. They have therefore recommended a condition requiring that the development receive secure by design accreditation. This has been included in the recommended conditions.

Fire safety

- 6.3.11 In accordance with policy D12 of the London Plan (2021), the development is required to demonstrate it achieves the highest standards of fire safety.
- 6.3.12 The development has one central staircase in the main building. The finished floor level of the top storey is under 30 metres therefore a second escape stair is not necessary. The buildings are interconnected and on the second and third levels there is an opportunity to leave the buildings using the stair in the existing building.

6.4 **Residential Amenity of Neighbouring Properties**

- 6.4.1 London Plan policy D6 states that the design of development should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context including minimising overshadowing. Policy LP2 of LP33 states that all new development must be appropriate to its location and should be designed to ensure that there are no significant adverse impacts on the amenity of neighbours.

Daylight and sunlight impacts

- 6.4.2 The British Research Establishment (BRE) has produced guidance on assessing the impact of proposals on the daylight and sunlight received by adjoining properties.
- 6.4.3 As outlined in the supporting text for LP2, BRE guidance needs to be applied with regard to the site context. Sunlight and daylight target criteria as found in the BRE guidance have been developed with lower density suburban situations in mind. In denser inner urban contexts, sunlight and daylight levels may struggle to meet these target criteria in both existing and proposed situations. The target criteria

cannot therefore be strictly applied for dwellings in denser inner urban locations as a matter of course.

6.4.4 Three tests were carried out:

- Vertical Sky Component (VSC): This is the ratio of the direct sky illuminance on the centre of the outside pane of a window, to the simultaneous illuminance on an unobstructed horizontal plane. This should be greater than 27% or more than 0.8 times its former value (before the new development).
- No-skyline (NSL): This is the outline of the area that has a direct view of the sky on a working plane. Where room layouts are known, in each of the main rooms, the area that receives direct light from the sky should be more than 0.8 times its former value (before the new development).
- Annual Probable Sunlight Hours (APSH): This is the average of the total number of hours during a year in which direct sunlight reaches the centre of a window. This should be more than 25% of the total Annual sunlight hours including at least 5% of the total annual sunlight hours in the winter months or more than 0.8 times its former value.

6.4.5 Each neighbouring building has been assessed against the tests.

50-62 Stellman Close, 2-12 Vine Close

6.4.6 50-55 and 56-62 Stellman Close are two two-storey terraces located to the north of the site. 2-12 Vine Close is a part 2, part 3 storey block located to the north-east of the site. The VSC for all windows meets the BRE recommended figures. All windows retain sunlight levels of at least 25 hours annual and 5 hours in winter. Of the rooms assessed for daylight distribution one in Stellman Close falls marginally below the recommended figure at 0.77 of its former value. This is considered to be a marginal reduction and given the retention of good levels of daylight and sunlight under the other tests a good level will be retained overall.

1A Downs Road

6.4.7 The development at 1A Downs Road is currently under construction and includes four buildings between one and fifteen storeys. The submitted daylight and sunlight report has considered the impacts on the buildings under construction. It has assessed buildings A, C and D.

6.5 Building A is located to the south of the site near Downs Road. All units assessed retain acceptable levels in relation to VSC and NSL. Windows face north and therefore APSH was not assessed.

6.6 For Building B no windows were assessed. The assessment appears to have been completed prior to an NMA changing the windows on the top floor of building B from a solid wall to all windows along the northern elevation. While it is likely there would be significant impacts to these windows, the residential unit is on the site boundary and has fully glazed windows on its east, west and south elevations. The habitable rooms in this unit all have windows on secondary elevations.

- 6.7 Building C is located to the north of its site adjacent to the taller building on the development site. On the first floor some windows do not meet the recommended VSC however these are in rooms with windows that retain at least a 13.22. On the second floor, as with Building B, the top floor is glazed on all elevations so VSC is short on some elevations but acceptable on others. Overall, these units retain a good level of daylight. In relation to sunlight, there are shortfalls associated with windows on the first and second floors. Up to 21 hours are retained annually while providing at least 5 hours in winter for some windows at second floor which is considered acceptable.
- 6.8 Building D is the tallest building adjacent to the railway. Windows for units on floors 1 and 2 were assessed. The VSC for eight of the 13 windows did not meet the recommended figures. However, for five of these the retained VSC was at least 21.53 which is considered to be a good level of daylight and for the other three the existing VSC was so low at under 1.0 that the rooms would not have had any access to daylight in the existing situation. On the second floor 5 of 13 didn't meet the recommended BRE figures. However, as on the floor below, four of those had a VSC of at least 25.87 and two had a reduction of 0.74 and 0.77. It is considered that the windows are all considered to retain an adequate level of VSC, which would only increase on the higher floors. Windows facing within due south met the recommended sunlight levels.

13A Rendlesham Road

- 6.8.1 The report has assessed the development at 13A Rendlesham Road. It is noted that this development is not currently under construction and it is not clear if the development has been implemented prior to its expiry in June 2023.
- 6.8.2 The development proposes a building of up to 6 storeys and nine residential units. In relation to VSC there would be some loss of light to windows on the southern elevation close to the roof extension however on the first and third floors these windows serve a living room which has other windows with sufficient daylight. On the second floor the affected bedroom windows still retain a VSC in the mid teens which is considered acceptable. There are significant losses in sunlight to the first and second floor rooms mentioned above which would have resulted in noticeable loss of sunlight had these units been built and already occupied. Daylight distribution for all three rooms meets the tests.

Abbey Close

- 6.8.3 Abbey Close contains a number of single storey buildings in use by the gypsy and travellers community. All but 3 windows retain a VSC figure of at least 0.8 it's former value. The three windows which do not have a retained VSC of at least 0.74 and a VSC of at least 5.8 which is considered acceptable in an urban environment. Sunlight levels also meet BRE figures.

1-3 Rendlesham Road, 5-7 Downs Road, 1-3 Downs Road

- 6.8.4 These buildings are located to the south-east of the development site. VSC recommended figures are met for all but two of the windows assessed in 5-7 Downs Road. The retention for these is at least 0.75 and affects bedroom windows in rooms with compliant primary windows. One room at lower ground floor level in 3 Downs Road would have a loss of light to 0.65 its former value. When assessed without the overhang above as set out in the guidance, it would also meet the tests. Sunlight is unaffected and daylight distribution tests are also met.

Overshadowing

- 6.8.5 The sunlight levels of amenity spaces of nearby developments are also assessed as sunlight in the spaces between buildings has an important impact on the overall appearance and ambience of a development.
- 6.8.6 It is recommended that for a space 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.
- 6.8.7 The Daylight and Sunlight report has undertaken an assessment of the impact of the proposed development on the amenity space of neighbouring properties. The gardens of houses on Stelman Close and Vine Road retain at least 50% of sunlight on March 21st. The land to the south of these gardens will experience some noticeable loss of sunlight but this is over a much larger space which will still retain sunlight for much of the space.
- 6.8.8 For Building D of 1A Downs Road the loss of light will be noticeable. However, this space did not have a lot of sunlight in the existing scenario and the design of the space should be taken into account as the affected areas appear to be transitory space rather than areas for spending time.
- 6.8.9 Balconies for Building D units are largely located on the western side of the building away from the proposed development.

Privacy, overlooking and outlook

- 6.8.10 Developments are assessed for their impact on the privacy and outlook of neighbouring properties. Privacy is assessed by looking at the distance between buildings and the placement of windows. 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.

Gypsy and travellers' site (to the east)

- 6.8.11 The travellers' site to the east has buildings set against the boundary line without any west facing windows. The tarmacked area in the middle of the site appears to be predominantly used as car parking. While it is considered this space may be used for amenity purposes the set back off the boundary is considered appropriate mitigation.

1A Downs Road (to the west)

- 6.8.12 The separation distance between the new building and the building under construction is about 17 metres.
- 6.8.13 Balconies have been positioned on the western side of the building in the NW corner where the separation distance is greater than 17 metres. The windows are on an oblique angle from the new ones in 1A downs Road (Building D) to minimise overlooking.
- 6.8.14 Conditions requiring privacy mitigation measures for second floor south facing units will be required to protect the amenity of occupants of Building B due to north facing windows.

1-37 Downs Road, 1 Rendlesham Road (to the south and south-east)

- 6.8.15 The separation distances of approximately 16-25 metres which is considered sufficient to ensure there would be no direct overlooking.

50-62 Stellman Close, 1-18 Vine Close

- 6.8.16 The windows predominantly face east and west in proximity to these houses and as such there aren't considered to be any adverse amenity impacts in relation to loss of privacy.

Sense of enclosure

- 6.8.17 The development is set within the context of taller buildings on the new development to the west. Users of the adjacent public space may feel some additional sense of enclosure but not to a level considered to be out of character with the proposed space. The building is set off the east boundary so it is not considered there would be an increased sense of enclosure for properties to the east.
- 6.8.18 Building B within 1A Downs Road may notice some sense of enclosure within the top floor unit along its northern elevation. However, as mentioned previously this unit is fully glazed on all other elevations and is close to the boundary with the application site. The sense of enclosure will only affect one side of the unit with other elevations unaffected ensuring adequate amenity for these residents.

6.9 Quality of accommodation

Residential use

- 6.9.1 Policy D6 of the London Plan (2021) and policy LP17 of LP33 (2020) require that units are provided in line with the Nationally Described Space Standards.
- 6.9.2 The existing development had 15 studio units within the first and second floors of the existing building. These units were originally granted on appeal following refusal of a certificate of lawfulness for existing use. The proposal is to amend these units so they are all in accordance with the minimum space standards, providing an enhanced standard of accommodation. This results in the loss of 8 units, with 7 increased in size located at the first floor of the existing building. The legal agreement will include an obligation to ensure these are amended before the rest of the units can be occupied.
- 6.9.3 The proposed units all meet the minimum GIA required for new units. The bedrooms and storage are also provided in line with the space standards. All but one of the new units are dual aspect and provide large openings to all habitable rooms ensuring natural ventilation.
- 6.9.4 All but one of the proposed units provides adequate private amenity space in the form of balconies or terraces. It is noted that some units above the existing building have terraces off bedrooms rather than off living rooms. While this is not an ideal layout it is considered acceptable given the overall standard of accommodation proposed. All terraces meet the minimum space standards.
- 6.9.5 The proposed rooms meet the recommended ADF figures from the BRE guidance (2011). Four living rooms do not meet the standards but this is due to inset balconies located above. The overall accommodation is considered acceptable.
- 6.9.6 The proposed scheme provides 12% of the residential units as category 3 'wheelchair adaptable dwellings' M4(3)(2)(a). The M4(3)(2)(a) dwellings are units 01, 08 & 16 which are located on the 2nd, 3rd and 4th floors respectively. These will be secured by condition.

Commercial uses

- 6.9.7 Policy LP48 defines that 4 square metres of external amenity space should be provided for each employee supported in a development. The shared communal space would be accessible for employees. As there is a shortfall on site the development will need to make a contribution to offsite open space which will be secured in the legal agreement.

6.10 **Transport and Highways**

- 6.10.1 A Transport Statement has been submitted as part of this application. This outlines that the development site is located circa 300m to the south east of Rectory Road Station. The area surrounding the site is mainly residential with some light industrial uses.
- 6.10.2 In relation to Public Transport Accessibility Level, the site is located in an area that borders PTALs 2 and 4 meaning the site has a "moderate" level of accessibility

(on a scale of 1-6b, where 6b is the most accessible). A number of bus services and Overground rail services operate in close proximity to the site. These provide access to a variety of locations - including radial routes and night buses.

- 6.10.3 Rendlesham Road is now part of a Low Traffic Neighbourhood. A School Street has been introduced for Benthall Primary School on Benthall Road, Maury Road and a section of Rendlesham Road.

Access

- 6.10.4 Access to the development site will continue to take place along the existing access road off Rendlesham Road. The access road does not form part of the public highway and is not under the Council's control. This route provides the only access point for pedestrians, cyclists and vehicles to the application site.
- 6.10.5 The Council's Local Plan states that all new development must contribute to a safe road environment where traffic casualties are steadily reduced supporting Vision Zero objectives.
- 6.10.6 The shared access route raises road safety concerns for Transport and Highways teams. A condition will be attached requiring more details regarding traffic calming to reduce potential conflict between pedestrians, cyclists and motor vehicles in line with the outlined policies.
- 6.10.7 In addition to revising the proposals for the access road, the S278 works include the potential to narrow the entrance widths to reduce vehicle speeds.

Trip Generation and Impact

- 6.10.8 The applicant has submitted projected trip generation data as part of the transport assessment. The proposed development will overall result in a net increase of 25 residential units as well as 1,092m² of Class E(g)(iii) use (equivalent to former B1(c) classification).
- 6.10.9 The trip generation assessment utilises surveys from the Trip Rate Information Computer System (TRICS) database. This projection utilises TRICS data from three comparative sites to project the level of impact on the transport network.
- 6.10.10 The trip generation assessment is focused on trips during the AM and PM peak hours. The combined residential and light industrial uses are estimated to generate 42 and 29 additional person trips during the AM and PM peak hours respectively.
- 6.10.11 In relation to modal share, the application is based on the 2011 Census. The majority of trips are estimated to be made by sustainable modes of transport. For residential use, the application estimates that 96.7% of trips will be made via sustainable modes of walking, cycling and public transport.

- 6.10.12 The transport team has noted the limitations with the data provided on trip generation as estimates should be based on the whole day, rather than just the peak hours. It is also noted that the census has been updated since the transport assessment was provided.

Car parking

- 6.10.13 The development will be car free in accordance with the Hackney Local Plan. In accordance with Hackney Policy DM47, Hackney will expect to see car free developments in most locations where there is high PTAL and is within a controlled parking zone. As such, this car-free development is supported. 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 will be secured via a legal agreement.
- 6.10.14 LP33 states that disabled parking should be provided in accordance with the London Plan. The London Plan states that all developments irrespective of their size must provide at least one disabled parking space. The applicant has stated that based on the original 34 dwellings, 2 disabled persons parking spaces will be provided which is policy compliant. The spaces will be located on site.
- 6.10.15 In line with the London Plan, the applicant must demonstrate as part of a Parking Design and Management Plan, how an additional 7 per cent of dwellings are able to be provided with one designated disabled persons parking space per dwelling upon request as soon as existing provision is insufficient. Therefore a parking design and management plan will be required by condition prior to occupation indicating how the car parking will be designed and managed.

Travel plan

- 6.10.16 A full Travel Plan will be required to establish a long-term management strategy that encourages sustainable and active travel. It will be required to set targets to monitor sustainable transport uptake.
- 6.10.17 The full travel plan will be required to be produced and implemented on occupation of the development. This will be secured through the s106 legal agreement. Monitoring fees of £2,000 for the commercial element and £2,000 for the residential element will also be required.

Cycle Parking

- 6.10.18 Policies LP41 to LP43 highlight the importance of new developments making sufficient provisions to facilitate and encourage movements by sustainable transport means. Cycle parking shall be secure, accessible, convenient, and weatherproof and will include an adequate level of parking suitable for accessible bicycles, tricycles and cargo bikes.
- 6.10.19 The basement and ground floor plans now show 66 residential cycle parking spaces and 20 commercial spaces. These are provided as Sheffield stands.

- 6.10.20 In addition to these proposals, the Council's cycling policy states that in schemes where more than 25 cycle parking spaces are provided, an additional accessible space should be provided for every 25 cycle parking spaces. A policy compliant cycle parking plan will be required by condition.

Electric Vehicle Car Club and Car Club membership

- 6.10.21 Although a car-free development is supported, we recognise there may be some need for occasional vehicle use. The Council's Local Plan states that all major residential developments will be required to contribute towards the expansion of the local car club network including those using low-emission vehicles.
- 6.10.22 To encourage occupants to travel by sustainable modes, a contribution towards the introduction of an Electric Vehicle Car Club (EVCC) is sought. The estimated cost of this is £10,000.
- 6.10.23 Car club membership and driving credit should be offered to all residents of the development. This would discourage the use of private vehicles on occasions when the use of a vehicle cannot be avoided. All future residents should be provided with the equivalent of £60 free members and or driving credit to a registered car club provider.
- 6.10.24 A contribution of £10,000 will be secured through the legal agreement to install an electric vehicle charger to facilitate an electric car club in close proximity to the development site.

Public Realm

- 6.10.25 In accordance with LP33 policies PP1, LP1 and LP41, 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.
- 6.10.26 A contribution towards upgrades to the footway adjacent to the site including to narrow the access way will be sought through the legal agreement.

Deliveries and servicing

- 6.10.27 The TA includes consideration of delivery and servicing trips. The majority of these trips are expected to be made by vans with a large proportion of internet shopping and / or food deliveries for the residential dwellings and deliveries / collections for the residential element. In total, the development site is projected to generate 8 to 9 delivery and servicing trips per day.
- 6.10.28 A dedicated loading bay has been proposed within the development to accommodate delivery trips. The loading bay has been designed for use by

vehicles up to an 8m rigid lorry in size. The majority of deliveries are expected to take place by light goods vehicles.

6.10.29 The applicant does not seem to have focused on how deliveries can potentially be consolidated to reduce their impact on the transport network. Other, alternative modes of sustainable transport would be preferable such as delivery via Cargobike. These options should be explored by the applicant to reduce the impact of delivery and servicing on the local transport network. A final delivery and servicing plan will be secured by condition.

6.11 **Waste management**

6.11.1 Policy SI7 of the London Plan (2021) requires that developments are designed with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum, the separate collection of dry recyclables and food. Policy 57 of LP33 states developments should provide clear details in plans for the facilities needed for the storage and collection of waste and recycling.

6.11.2 The development proposes bin stores on site, with commercial and residential bins separated. Waste collection will take place on site and vehicles have adequate turning space as demonstrated in swept path diagrams.

6.12 A final waste strategy will be required by condition to ensure sufficient capacity has been provided.

6.13 **Sustainability and energy**

6.13.1 Policy SI of the London Plan and LP54 of LP33 requires all development to regulate internal and external temperatures through orientation, design, materials and technologies which avoid overheating, in response to the Urban Heat Island Effect and addressing climate change.

6.13.2 Policy LP55 applies to all new developments and states that these must actively seek to mitigate the impact of climate change through design which minimises exposure to the effects, and technologies which maximise sustainability.

6.13.3 The applicant has submitted a number of documents which have been reviewed by the Council's sustainability officer.

6.13.4 The Proposed Development features significantly improved insulation and air tightness standards, when compared against the compliance requirements of Part L 2013 of the Building Regulations. In addition, energy efficient lighting is to be provided throughout the dwellings in excess of the Part L1 2013 requirements. A feasibility study of the currently available low and zero carbon technologies has been undertaken, with air-to-air heat pumps proposed for both the commercial and residential elements of the scheme, with photovoltaic panels proposed for the residential development at roof level to generate electricity for the site. The incorporation of the energy efficiency measures, heat pumps and photovoltaic panels equates to a reduction of 53.6% against the TER 2013 for the schemes.

- 6.13.5 Overheating assessments for both residential and non residential units have been carried out. All units achieve a pass under CIBSE TM59 (residential) and TM52 (non residential) for weather file DSY1. Results under weather files DSY2 & DSY3 show that most units fail and retrofit measures will be required. The applicant has provided a proposal for retrofit measures to be implemented by both end users and management companies if extreme weather conditions were to be experienced.
- 6.13.6 It is noted that non residential units pass CIBSE TM52 DSY1 with no reliance on cooling, however a cooling system has been proposed to enable temperature control for occupants.
- 6.13.7 The applicant has confirmed their commitment to monitoring and reporting the energy performance post construction to ensure it is achieving the expected performance approved during planning, in line with the Be seen policies.
- 6.13.8 A range of conditions ensuring the proposal meets the standards set out at application stage are achieved. A carbon offset payment is also secured through the legal agreement.
- 6.14 **Green infrastructure and biodiversity**
- 6.14.1 Policy G1 of the London Plan (2021) and policy LP46 of LP33 (2020) require that all development should enhance the network of green infrastructure.
- 6.14.2 Policy G7 of the London Plan (2021) and policy LP51 of LP33 require development proposals to retain trees of amenity. There are a number of trees on the north of the entrance route which will be retained. A condition requiring their protection during construction will be attached.
- 6.14.3 Policy LP47 of LP33 (2020) outlines that wherever possible, developments should make a positive contribution to the protection, enhancement, creation and management of biodiversity.
- 6.14.4 A preliminary ecological appraisal was submitted. It found that there is negligible habitat value on site for bats or other protected species. It concluded that no further surveys are required but if bats are found at any stage of the works, work must stop and the advice of a licenced ecologist sought. It also noted that there is limited potential for birds to use the void and flat roof spaces of the building for nesting. Conditions will be attached in accordance with the recommendations of the PEA.
- 6.14.5 Policy G5 of the London Plan (2021) and policy LP48 of LP33 (2020) require that developments contribute to the greening of London. Major mixed use development should achieve an Urban Greening Factor (UGF) of 0.3.
- 6.14.6 The application is accompanied by a letter outlining a UGF score of 0.28 is achieved by the development. It is considered there are opportunities to improve the UGF score which is below the recommended figure. A condition will be attached requiring that a final landscaping plan is submitted that can demonstrate a score of 0.3

6.15 Drainage and flood risk

- 6.15.1 London Plan (2021) policies SI12 and SI13 state that development proposals must comply with the flood risk assessment and management requirements over the lifetime of the development and have regard to measures proposed in flood management plans. These are supported by policy LP53 of LP33.
- 6.15.2 The site is shown to have a 'high' risk of surface water flooding. The council's drainage officer has assessed the submitted report and noted the findings that groundwater was encountered 1.7 metres below ground level and therefore that the basement will sit within groundwater levels. They have recommended two conditions requiring details of Sustainable drainage systems and surface water and groundwater flood mitigation measures to protect the development and neighbouring developments from surface water flooding.

6.16 Pollution*Noise*

- 6.16.1 London Plan policy D14 and LP58 of the Local Plan 2033 (2020) seek to reduce the amount of noise from a development to avoid significant adverse noise impacts on health and quality of life and demonstrate how adverse effects will be effectively mitigated.
- 6.16.2 The Council's environmental protection officer has reviewed the documentation and proposed conditions including on noise insulation between the industrial uses and residential. These will ensure the new residential units employ the agent of change principle to ensure the ongoing operation of the industrial uses whilst protecting the amenity of the residents.
- 6.16.3 To safeguard against noise impacts during the construction phase, demolition and construction and site environmental management conditions are proposed. A considerate contractor's clause is included within the legal agreement to further protect adjoining residents.

Air quality

- 6.16.4 Policy SI2 of The London Plan (2021) states that development proposals must be at least Air Quality Neutral and development proposals should use design solutions to prevent or minimise increased exposure to existing air pollution. Policy LP58 of LP33 requires all development to, as a minimum, not exceed air quality neutral standards or contribute to a worsening of air quality at the construction or operation stage, over the lifetime of the development.
- 6.16.5 The Council's air quality officer has reviewed the submitted document and found it to be satisfactory. Additional measures relating to control of dust will be addressed

through the Construction Logistics Plan which is required by condition and a condition will also be included requiring all Non-Road Mobile Machinery to meet emission standards.

Contamination

- 6.16.6 Policy LP58 of LP33 requires that for development on contaminated or potentially contaminated land, a desk study and site investigation in line with the most up-to-date guidance will be required and remediation proposals agreed to deal with any identified contamination
- 6.16.7 The Council's contaminated land officer has reviewed the proposed development and has requested that three contaminated land conditions requiring site investigation be included. This will ensure any contamination is identified and appropriately remediated to protect end users from risks of contaminated land.

6.17 **Community Infrastructure Levy (CIL)**

- 6.17.1 Developments within London Borough of Hackney are subject to the Mayoral CIL2 which sets a levy on development to help fund Crossrail 2. The rate for Hackney is set at £60 per square metre of development subject to indexation.
- 6.17.2 Therefore the development will be required to pay £60 per additional square metre on the 3,871 sqm of floorspace
- 6.17.3 Hackney CIL is applicable for this development on the residential units within this development. The amount in this area is £25 per additional square metre.
- 6.17.4 The figures above do not take into account any relief sought, or indexation to be applied. These will be applied when CIL is payable, prior to commencement of development.

7.0 **CONCLUSION**

- 7.1 The development delivers planning benefits such as additional housing including family units, industrial floorspace and affordable workspace.
- 7.2 The proposal is, on balance, deemed to comply with the relevant policies in the Hackney Local Plan 33 (LP33) and the London Plan (2021), and the granting of planning permission is recommended subject to conditions and the completion of the legal agreement to secure the obligations within this report.

8.0 **RECOMMENDATIONS**

8.1 **Recommendation A**

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

8.1.1 Commencement within three years

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

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

8.1.2 Development in accordance with plans

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

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

8.1.3 Design details to be approved

Notwithstanding the details shown on the plans and documents hereby approved, the following details to consist of drawings scaled 1:10/1:20, a fully detailed materials sheet and material samples to be reviewed on site, for all the visible parts of the scheme, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of above ground works. This shall include, but not be limited to, the following:

- Samples of cladding system and flashing
 - Sample of External Doors and Windows
 - Sample of Balconies including Railings, soffits and structural system
 - Sample of Low Transparency Glazing
 - Technical detail drawings (scaled 1:5, 1:10 and 1:20) of walls and features, showing all joints and interface of materials, including doors and windows, sills, walls, balconies, balustrades, and parapets.
- Digital facade mock up of proposed materials

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

8.1.4 Landscaping

Notwithstanding the details shown on the plans and documents hereby approved, the following details shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of above ground works.

- Detailed materials sheet and drawings indicating all materials and sections, scaled 1:5 and 1:10, of the shared external amenity spaces
- A urban greening factor of 0.3 has been achieved.

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.

8.1.5 No new pipes and plumbing

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

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

8.1.6 Construction logistics and management plan

Prior to commencement of development, a detailed Construction Logistics and Management Plan covering the matters set out below must be submitted to and approved in writing by the Local Planning Authority. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration and dust from the site. The development shall only be implemented in accordance with the details and measures approved as part of the construction management plan, which shall be maintained throughout the entire construction period.

The construction management plan covering all phases of the development shall include but not be limited to the following:

i) A method statement covering all phases of construction of the project to include details of noise, vibration and dust control measures.

ii) A demolition and construction method statement covering all phases of the development to include details of noise control measures, measures to prevent asbestos and other debris from entering the canal or being deposited on the towpath, protection of the adjacent SINC (Regent's Canal) and measures to preserve air quality (including a risk assessment of the demolition and construction phase);

iii) Details and locations of all noisy activities including mobile plant machinery, and details of the best practicable means of mitigation employed against noise and vibration in accordance with British Standard Code of Practice BS 5228.

iv) Details of the locations 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.

iv) Deliveries to site and associated with removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above.

vi) Procedures for maintaining good public relations including complaint management, public consultation and liaison - Arrangements for liaison with the Council's Community Safety Team.

vii) Details of measures to reduce the environmental impact of the works on the northern embankment such as those to reduce dust deposition and impact from vibration etc

REASON: To ensure that occupiers of residential premises do not suffer a loss of amenity by reason of noise nuisance during site activities

8.1.7 **Non-Road Mobile Machinery**

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>.

REASON: To contribute to the protection of air quality during construction

8.1.8 **Deliveries and servicing**

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

- Frequency of deliveries per day/week
- Size of vehicles
- How vehicles would be accommodated on the public highway

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

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

8.1.9 **Cycle Parking and Storage**

Prior to the commencement of above ground construction, a policy compliant cycle parking plan is required, which includes:

- details of 58 residential long-stay spaces and 20 commercial long stay spaces
- short stay spaces for the residential and commercial elements
- details of layout, foundation, stand type and spacing, of all cycle parking spaces
- two tier racks with a mechanical or pneumatically assisted system for accessing the upper level.
- 5% of the spaces should be for larger cycles

The storage spaces and stands must be kept in good working condition, in accordance with the above details, for the lifetime of the development.

Reason: To ensure that adequate provision for the safe and secure storage of bicycles is made for future occupiers and in the interest of safeguarding highway safety.

8.1.10 **Uses**

The commercial uses shall only be used for industrial purposes within use classes B2, B8 and Egjii

REASON: To ensure the site remains in industrial use to protect the supply of industrial space in the borough.

8.1.11 **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 achieved or improved upon as set out in the hereby approved Energy Statement (prepared by AJ Energy Consultant Ltd dated September 2022):

- a) Minimum carbon savings of 16.8% / 4.332 tonnes for residential units and 20.6% / 1.796 tonnes against Part L 2013 through fabric efficiency
- b) Minimum overall carbon savings of 54.2 % / 13.933 tonnes for residential units and 51.8% / 4.506 tonnes for non-residential units against Part L 2013
- c) U-values (W/m²K): walls (residential 0.1/ non residential 0.15); floors (residential 0.13/ non residential 0.15); roof (residential 0.1/ non residential 0.15); windows and doors (residential 1/ non residential 1.6)
- d) G-values for windows and door: 0.35
- e) Space Heating demand (kWh/sqm/yr) using a predictive modelling calculation methodology
- f) Energy Use Intensity (kWh/sqm/yr) using a predictive modelling calculation methodology
- g) Updated [GLA Carbon Emission Reporting Spreadsheet](#)

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

REASON: To ensure the development is implemented in line with the energy statement to ensure a sustainable form of development

8.1.12 **Energy statement 2**

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:

- a) As-built U-values: walls/cladding; walls/non cladding; floors ; roof; windows and doors using 'through wall' calculations for each component and relevant datasheets
- b) As-built G-values for windows and doors using relevant datasheets
- c) As-built Space Heating demand in kWh/sqm/yr using as-built modelling calculations
- d) As-built Energy Use Intensity in kWh/sqm/yr using as-built modelling calculations
- e) 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

8.1.13 **Air permeability**

Prior to occupation of the development hereby approved, a full air permeability test report confirming all units have achieved an air permeability of 3 m³/h/m²@50Pa for residential units and 5m³/h/m²@50Pa as set out in the hereby approved Energy Statement (prepared by AJ Energy Consultant Ltd dated September 2022) 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

8.1.14 **MVHR - Ventilation with heat recovery**

Prior to the commencement of the development, full details including ventilation system (or any other related fixed plant adopted) specification and supporting drawings must be submitted to and approved by the Local Authority:

- a) Minimum MVRH efficiency of 75%
- b) Maximum air change rate (ach @50Pa)
- c) Maximum sound levels of 25 dBA in living areas and 35 dBA in non living areas
- d) Maximum small fan power (kWh)
- e) Details of summer by pass where applicable

The MVHR thereby approved shall be installed prior to occupation of the development

REASON: To ensure adequate ventilation for occupiers

8.1.15 **Ventilation system**

Prior to the occupation of the development, full details including as built ventilation system (or any other related fixed plant adopted) 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 ventilation system has 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.

8.1.16 **Overheating**

Prior to the commencement of development a dynamic overheating risk assessment shall be submitted to and approved by the Local Authority, assessing all units and following the CIBSE TM52 (non residential) & TM59 (residential) methodology.

All units must be assessed against weather files CIBSE TM49 DSY1, DSY2 & DSY3, 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 to manage 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.

REASON: To ensure residents and occupiers are protected from overheating

8.1.17 **Overheating risk assessment**

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 carbon development and construction

8.1.18 **Be Clean**

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 drawings drafted at the appropriate scale and full detailed specification of the following, but not be limited to:

- a) Evidence of 2 ways correspondence between the applicant, the relevant local authority and energy provider
- b) Layout of energy centre/plant room
- c) Layout of obstacle free safeguarded route between heat exchanger and incoming DEN entry point
- d) Details of on-site heat exchanger/pipework connection to incoming DEN
- e) Details of on-site connection with pre-installed and capped with flange
- f) Details of pre-installed pipework connecting identified plantroom/ 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

8.1.19 **PV panels**

Prior to the occupation of the development hereby approved, full details including installation certificates by MSC registered installer must be submitted to and approved by the Local Authority providing full details to demonstrate at least the following standards have been met, as set out in the hereby approved Energy Statement (prepared by AJ Energy Consultant Ltd dated September 2022)

- a) Solar PV panels annual electricity generation of 7,031 kWh/yr
- b) Solar PV panels capacity of 8.140 kWp
- c) Solar PV panels array of 40 sqm

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

8.1.20 **Heat pump - Heating**

Prior to the commencement of the development, full details including heating system (or any other related fixed plant adopted) specification and supporting

drawings must be submitted to and approved by the Local Authority:

- a) Heat pump Coefficient of Performance
- b) Heat pump Seasonal Coefficient of Performance
- c) Heat pump Operating Temperature (C)
- d) Details of location of the condenser units from the heat pump systems and noise solutions to mitigate impact for nearby sensitive receptors;
- e) Details of refrigerants that are required confirming a Low or Zero Global Warming Potential (GWP) and Zero Ozone Depleting Potential (ODP)

The heat pump thereby approved shall be installed prior to occupation of the development

Prior to the occupation of the development, full details including as built heating system (or any other related fixed plant adopted) 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.

8.1.21 **Active cooling**

Prior to the commencement of the development, full details including cooling system (or any other related fixed plant adopted) specification and supporting drawings must be submitted to and approved by the Local Authority:

- a) System Energy Efficiency Ratio
- b) System Seasonal Energy Efficiency Ratio
- c) Air conditioning setting point of (C)
- d) 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;
- e) 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 (or any other related fixed plant adopted) 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.

8.1.22 **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 - 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

8.1.23 **Waste**

Prior to the occupation of the development, a waste strategy shall be submitted for approval in writing by the Local Planning Authority. The waste storage facilities hereby permitted, shall be constructed, made operational and shall be maintained as such for the lifetime of the development.

Reason: To ensure sufficient refuse and recycling storage within the development.

8.1.24 **Contaminated land (pre-development)**

Development will not commence until desk study and site reconnaissance researches and physical site investigation work has been undertaken and fully reported on and a remedial action plan has been produced to the satisfaction of the Planning Authority and approved in writing. 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. Development will not commence until all pre-development remedial actions, set out within the remedial action plan, are complete and a corresponding pre-development remediation report has been produced to the satisfaction of and approved in writing by the Planning Authority. Work shall be completed and 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. Subject to written approval by the Planning Authority, this condition may be varied, or discharged in agreed phases.

REASON: To protect end users from contamination

8.1.25 Contaminated land (pre-occupation)

Before occupation/use of the development a post-development verification report will be produced to the satisfaction of and approved in writing by the 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. Subject to written approval by the Planning Authority, this condition may be varied, or discharged in agreed phases. Any additional, or unforeseen contamination encountered during the course of development shall be immediately notified to the 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 ensure that the application site and all potential contaminated land has been remediated to ensure contamination risks at the site are suitably dealt with.

8.1.26 Unexpected Contamination

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

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

REASON: To protect end users from unexpected contamination

8.1.27 Sound insulation

Sound insulation shall be installed between the commercial premises on the first floor and residential premises on the second floor. The applicant shall provide a scheme of sound insulation that shall be submitted for approval to the Council's Noise Section before the commencement of works.

REASON: To ensure residents are protected from noise and to ensure the ongoing operation of the industrial uses

8.1.28 Internal Noise Criteria for New Residential Units (BS 8233:2014)

To mitigate the effects of external environmental noise, within the proposed residential units (with the windows closed) the following internal noise levels shall be achieved;

Activity	Location	7am to 11pm (Day)	11pm to 7am (Night)
Resting	Living room	35dB LAeq,16hrs	-
Dining	Dining room/area	40dB LAeq,16hrs	-
Sleeping	Bedroom	35dB LAeq,	16hrs 30dB LAeq, 8hrs

REASON: To ensure adequate living conditions for residents

8.1.29 Plant/Equipment Noise

The total noise level from fixed plants shall be 5 dB(A) or more below the measured LA90 level at the nearest noise sensitive premises at any time. The method of assessment shall be carried in accordance with BS4142: 2014: Methods for rating and assessing industrial and commercial sound. Before commencement of the use hereby permitted a test shall be carried out to show that the above criterion shall be met and the results submitted to the Local Planning Authority for approval.

REASON: To protect the amenity of neighbouring residents

8.1.30 Secure by Design Details

Prior to the first occupation of the building, a “Secured by Design” accreditation shall be obtained and the results submitted to the Local Planning Authority for approval in writing. Thereafter all features are to be permanently retained.

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

8.1.31 Foul water capacity

Prior to occupation of the development, details shall be submitted to the local planning authority in consultation with Thames Water confirming that:

1. Foul water Capacity exists off site to serve the development,
2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan,
3. All Foul water network upgrades required to accommodate the additional flows from the development have been completed.

REASON: Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning.

8.1.32 Surface water capacity

Prior to occupation of the development, details shall be submitted to the local planning authority in consultation with Thames Water confirming that:

1. Surface water capacity exists off site to serve the development or
2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Or
3. All Surface water network upgrades required to accommodate the additional flows from the development have been completed.

REASON: Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning.

8.1.33 Sustainable drainage system

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 has been provided. Details shall include but not limited to the proposed green roof (with a substrate depth of at least 80mm not including vegetative mats) 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 in the Drainage Strategy and Flood Risk Assessment report (ref: 201333/FRA/MK/KL/01 dated September 2020) and the overall site peak discharge rate is restricted to 2.3 l/s

REASON: To reduce the risks associated with surface water flooding

8.1.34 Flood resilient construction

No development shall commence, other than works of demolition, until surface water and groundwater flood mitigation measures and suitable sustainable drainage systems have been submitted to the Local Planning Authority for approval in writing. The measures should include suitable measures against the effects of groundwater be incorporated in construction methods and design of basement structure. Consideration should also be given to how the retained material is drained in the basement. Suitable protection measures should be provided against the flooding of the (temporary) construction works.

The development shall thereafter be constructed in accordance with the details approved and retained for the lifetime of the development.

REASON: To ensure the basement is protected from groundwater and surface water flooding

8.1.35 Tree protection

Tree protection for all retained trees at the site and on adjacent land shall be undertaken in accordance with BS5837:2012 (Trees in relation to construction - Recommendations).

REASON: To protect the trees on site during the construction of the development

8.1.36 Clearance work

Demolition and site clearance work should be undertaken outside of the nesting bird season, taken to run from March to August inclusive. If this is not possible, site clearance must only take place after a suitably qualified ecologist confirms the absence of nesting birds on site and within any suitable habitat within 10m of the works the results of which must be submitted to the Local Planning Authority and approved in writing prior to any demolition commencing

REASON: In the interest of protecting biodiversity

8.1.37 Biodiversity net gain

Prior to the commencement of the development hereby permitted, details of the ecological improvements to include measures such as roof terrace landscaping,

integrated invertebrate habitat features, and bird and bat boxes and details of the long-term management and maintenance of these, shall be submitted to and approved in writing by the Local Planning Authority prior to works commencing.

The development shall be carried out in accordance with the approved details prior to occupation of the development and retained as such thereafter.

REASON: To ensure the site achieves net gain in biodiversity

8.2 **Recommendation B**

That the above recommendation be subject to the applicant, the landowners and their mortgagees enter into a Unilateral Undertaking by means of a Legal deed in order to secure the following matters to the satisfaction of the Director of Legal and Governance Services:

Financial

- 8.2.1 Support fee of £1,500 per apprentice placement.
- 8.2.2 Employment and Training Contribution (procurement phase) and operational phase contributions
- 8.2.3 Carbon Offset Contribution: £45,524.22
- 8.2.4 Education contribution
- 8.2.5 Open space contribution

Affordable workspace

- 8.2.6 A draft form of lease must be submitted to the Council for the rent of the affordable workspace including a plan showing its location. The affordable workspace must make up 47% of the total floorspace and be rented out at no more than 60% of market rent

Transport

- 8.2.7 Restricted from applying for car parking permits within Controlled Parking Zones adjoining and within the site for occupiers of the building
- 8.2.8 Travel Plan

A Framework Travel Plan has been submitted as part of this application. A full Travel Plan will be required to establish a long-term management strategy that encourages sustainable and active travel. The Travel Plan is required to include SMART targets that are: specific, measurable, achievable, realistic and time bound.

The Travel Plan should be reviewed and monitored annually for at least 5 years in consultation with Council Officers and an appointed Travel Plan Coordinator (TPC). Reviews should evaluate the plan and ensure that the targets are appropriate to encourage sustainable transport uptake. New interim targets should be set and correspond to our Transport Strategy and LP33.

New occupants must be provided with an information pack containing the location of local travel information i.e. local bus routes, nearest tube and rail stations and local tube or rail network.

- 8.2.9 Travel Plan Monitoring Contribution of £2,000.00 for commercial and £2,000 for residential
- 8.2.10 s278 contribution of £72,180
- 8.2.11 Considerate Constructors Scheme compliance
- 8.2.12 Contribution of £10,000 towards EVCP to facilitate an electric car club in vicinity
- 8.2.13 CLP Monitoring Contribution: £8,750.00

Employment, Skills & Construction

- 8.2.14 Apprenticeships: At least one full framework apprentice for every £2 Million of construction contract value.
- 8.2.15 Employment and Skills Plan to be submitted and approved prior to implementation
- 8.2.16 25% Local Labour - The owner/developer (and their agent's employees, contractors and subcontractors) will be required to use all reasonable endeavours to secure a minimum of 25% of the workforce as Local Labour and to report to the council quarterly on local labour Commitments.
- 8.2.17 Procurement Plan
The owner/developer must engage with local suppliers directly and must supply the Council's Economic Development team with a full Procurement Plan identifying the services and materials that will be sourced for the lifetime of the project and the location of the suppliers they have been sourced from.

Costs

- 8.2.18 Monitoring costs in accordance with the S106 Planning Contributions SPD (2020) to be paid prior to completion of the proposed legal agreement.
- 8.2.19 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

8.3 **Recommendation C**

That the Sub-Committee grants delegated authority to the Director of Public Realm and Head of Planning (or in their absence either the Growth Team Manager or Development Management & Enforcement Manager) to make any minor alterations, additions or deletions to the recommended conditions or recommended heads of terms for the Unilateral Undertaking 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).

8.4 **INFORMATIVES**

The following information should be added as informatives :

- S1.1 Building Control
- SI.2 Work Affecting Public Highway
- SI.3 Sanitary, Ventilation and Drainage Arrangements
- SI.6 Control of Pollution (Clean Air, Noise, etc.
- SI.7 Hours of Building Works
- SI.25 Disabled Person's Provisions
- SI.27 Fire Precautions Act
- SI.28 Refuse Storage and Disposal Arrangements
- SI.34 Landscaping
- SI.40 Application for Advertisement Consent - Advert Not Shown
- SI.43 Safeguarding Employment Generating Uses
- SI.45 The Construction (Design & Management) Regulations 1994
- SI.48 Soundproofing
- SI.50 Unilateral Undertaking
- SI.57 CIL
- NPPF - Applicant/Agent Engagement

8.4.1 Additionally, the following informatives requested by consultees should be added:

The proposed development is located within 15 metres of Thames Waters 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://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-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

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

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

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

Natalie Broughton
Head of Planning & Building Control

NO.	SUBMISSION DOCUMENTS, POLICY/GUIDANCE, BACKGROUND PAPERS	NAME/DESIGNATION AND TELEPHONE EXTENSION OF ORIGINAL COPY	LOCATION CONTACT OFFICER
1.	<p>Application documents and LBH policies/guidance referred to in this report are available for inspection on the Council's website.</p> <p>Policy/guidance from other authorities/bodies referred to in this report are available for inspection on the website of the relevant authorities/bodies.</p> <p>Other background papers referred to in this report are available for inspection upon request to the officer named in this section. All documents that are material to the preparation of this report are referenced in the report</p>	Louise Prew (Major Projects Planner) x8613	1 Hillman Street, London E8 1FB