

ADDRESS: Holiday Inn Express London City, 275 Old Street, London, EC1V 9LN

WARD: Hoxton East and Shoreditch

APPLICATION NUMBER:
2023/0954 (Full Application)

REPORT AUTHOR:
Catherine Nichol

DRAWING NUMBERS:
Location Plans:
DR-22 779-A-001 Rev P1

VALID DATE:
20/03/2024

Existing Plans:
11567 1
11567 2
11567 3
11567 4

Proposed Plans:
DR-22 779-A-001 Rev P4
DR-22 779-A-200 Rev P3
DR-22 779-A-201 Rev P3
DR-22 779-A-202 Rev P4
DR-22 779-A-203 Rev P4
DR-22 779-A-204 Rev P4
DR-22 779-A-205 Rev P4
DR-22 779-A-206 Rev P4
DR-22 779-A-207 Rev P4
DR-22 779-A-208 Rev P4
DR-22 779-A-300 Rev P4
DR-22 779-A-301 Rev P4
DR-22 779-A-302 Rev P4
DR-22 779-A-303 Rev P4
DR-22 779-A-400 Rev P4
DR-22 779-A-401 Rev P4
DR-22 779-A-402 Rev P4
DR-22 779-A-500 Rev P4
DR-22 779-A-600 Rev P4

Supporting documents
Design and Access Statement Addendum - CGIs
Design and Access Statement Addendum (October 2023)
Design and Access Statement (April 2023)
Hotel Needs Assessment (April 2023)
Heritage Impact Assessment (October 2023)
Operational Waste Management Strategy (April 2023)
Hotel Framework Management Plan (No Date)

<p>Acoustic Design Statement (April 2023) Air Quality Assessment (April 2023) Transport Statement (April 2023) Framework Travel Plan (April 2023) Delivery & Servicing Plan (April 2023) Daylight and Sunlight Report (April 2023) Fire Statement (April 2023) BREEAM (April 2023) Energy Statement (February 2024 Rev 2) Thermal Modelling Report (February 2024) Cover Letter (April 2023) Planning Statement (April 2023) Floor Areas (October 2023) Drainage Strategy (June 2023)</p>	
<p>AGENT: Sophie Bisby, Lichfields, London, EC3 7AG</p>	<p>APPLICANT: Firoka (City) Limited, 1 Kings Cross Road, London, WC1X 9HX</p>
<p>PROPOSAL: Redevelopment to provide a two storey extension comprising additional hotel bedrooms (Class C1), refurbishment of the building including reconfiguration of the ground floor and introduction of a cafe (Class E) with associated cycle parking and landscaping.</p>	
<p>POST SUBMISSION REVISIONS: Over the course of the application the sixth floor was reduced in size to overcome design concerns in relation to the adjacent Grade II Listed Buildings. This resulted in the total number of rooms being reduced from 318 to 307.</p> <p>The Council has also received additional information with regard to transport, sustainability, sunlight and daylight and flood strategy.</p> <p>No re-consultation on this information has been carried out, as revised plans feature amendments which are small in nature.</p>	
<p>RECOMMENDATION SUMMARY: Grant planning permission subject to conditions and completion of a s106 Legal Agreement</p>	
<p>NOTE TO MEMBERS: This application is presented to the Planning Sub-Committee as it constitutes a major development.</p>	

REASON FOR REFERRAL TO PLANNING SUB-COMMITTEE:	
Major application	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: (Yes) (No)

CPZ	Yes (Zone B)	-
Conservation Area	-	No - Adjacent to South Shoreditch and Pitfield Street CA's
Listed Building (Statutory)	-	No - Adjacent to 8-10 Pitfield Street, Grade II Listed Buildings.
Listed Building (Local)	-	No
Priority Employment Area	Yes (Shoreditch)	-
Central Activity Zone	-	No

LAND USE:	Use Class	Use Description	GIA Floorspace Sqm
Existing	C1	Hotel	7016
Total	-	Hotel	7016

LAND USE:	Use Class	Use Description	GIA Floorspace Sqm
Proposed Existing	Class E	Cafe	132

Proposed Existing	C1	Hotel	7211
Proposed Extension	C1	Hotel	2344
Total	-	Hotel	9649

PARKING DETAILS:	Parking Spaces (General)	Parking Spaces (Disabled)	Bicycle storage (Staff)	Bicycle storage (Guests)
Existing	5	0	0	0
Proposed	0	1	38	16

CASE OFFICER'S REPORT

1.0 SITE CONTEXT

- 1.1 The application site is located on the north side of Old Street, with Corenet Street along the eastern boundary and Boot Street along the northern boundary. To the west is a cycle lane and pedestrian area.
- 1.2 The surrounding buildings include the following:
- To the north; 16-20 Pitfield Street and 1-7 Hoxton Market provide two four storey accommodation blocks for students, separated by a private street with car parking and refuse services. Furthermore, a block of buildings with varying heights of 3-5 stories provides a mix of uses.
 - To the east: 293-295 Old Street, a part 4, part 5 storey building on the corner of Boot Street and Old Street. Provides office space.
 - To the south: 2-7 Bath Place, is a part 5, part 3 storey building providing office floorspace. Furthermore, 225 Old Street, provides a part 22 storey, part 7 storey building providing hotel accommodation.
 - To the west: There are two adjacent listed buildings in the same block, on the north western boundary of the hotel at 8-10 Pitfield Street. The two buildings are Grade II listed 19th Century buildings. Both are four storeys, with contemporary shop fronts on the ground floor. A modern one storey roof extension has been added to the buildings, set back from the roof line.
- 1.3 The site is located within the Shoreditch Priority Office Area.
- 1.4 The existing building consists of a five storey Hotel, providing an existing 224 hotel rooms. There is no existing cycle parking, however there are 5 existing car parking spaces within the site boundary on the Boot Street side. The site has existing access and separate vehicle bays on both Boot Street and Old Street.

- 1.5 The site has a Public Transport Accessibility Level (PTAL) of 6b, representing the highest level. The nearest underground station is Old Street to the west and multiple bus stops are located in the vicinity.

2.0 Conservation Implications

- 2.1 The site is not located within a conservation area, however it is located adjacent to the South Shoreditch Conservation Area (1991) to the east, and the Pitfield Street Conservation Area (2021) to the north. Furthermore, the adjacent buildings to the north-west are both statutory listed buildings (Grade II), being no. 8 -10 Pitfield Street.

3. History

- 3.1 **2017/1616** - Display of internally illuminated advertisement panel on existing kiosk on pavement outside of 275 Old Street EC1V 9LN. **Refused - 20/11/2017. Appealed under U5360/Z/18/3193352. Appeal dismissed.**
- 3.2 **2010/1670** - Display of replacement signage comprising high level illuminated advert on west elevation of building, 2 high level non-illuminated banners on south elevation of building, 2 illuminated wall signs at ground floor level, and illuminated sign over the front and rear entrances. **Granted - 27/08/2010**
- 3.3 **2020/3284** - Display of 1 no. internally illuminated digital advertising panel on western facade of the existing building. **Granted 22/12/2020.**

Adjacent Sites History

225 City Road, London EC1V 1JT

- 3.4 **2016/1814** - Erection of part 22 storey, part 7 storey over basement building comprising fitness centre use at basement level (D2), flexible retail uses at ground floor level (A1/A3/A4), office use at ground to sixth floor level (B1) and 100 Private Rented Sector residential units on the upper floors (C3); provision of communal terrace and gardens at sixth and seventh floor level; provision of ancillary services and residential facilities and plant, cycle parking and associated works. **Granted 05/01/2018.**

Enforcement History

- 3.9 No relevant enforcement history.

4.0 Consultation

- 4.0.1 Date Statutory Consultation Period Started: 9 May 2023.
- 4.0.2 Date Statutory Consultation Period Ended: 2 June 2023.
- 4.0.3 Site Notices: Yes (9 May 2023)

4.0.4 Press Advert: Yes (19 May 2023)

4.1 Neighbours

Letters of consultation were sent to 481 adjoining owners/occupiers. At the time of writing the report, 1 objection has been received. This representations are summarised below:

- Failure to meet Hackney Design advice:
 - Identify with and respect local history, architecture and environment
 - Make a positive contribution to character of built environment
 - Not cause unacceptable harm to the amenity of surroundings
- The design doesn't comply with the first two points. The bland square design does not acknowledge or respect local history or architecture. The use of simple forms and gaudy colours are displeasing and stressful to look at, the design appears outdated and out of touch, therefore it does not make a positive contribution to the local built environment.
- I strongly disagree that it would not make the Borough a more attractive place.
- The proposal offers low visual interest, lacks beauty, flat materiality and the design is imposing. The building is larger in scale and mass than surrounding Victorian terrace houses, and as it makes poor visual contribution to the streetscape its large presence is perceived as dominating and imposing. Given these factors the building could be considered to degrade the local environment and cheapen the street scene. The design of the building lacks architectural merit, pays no reference to the street scene of the area, and uses a style which is more akin to a commercial building in a service station or a prison than a highly priced London location.
- The design does not reinvent local character as the square forms and painted side panels lack complexity, beauty or detail (or display of nuance or craft) in the design are therefore adverse to the creation of character.
- No element of the design even attempts to be informed by lost grain of Hackney past Victorian façade design or attempts to acknowledge this point at all.
- For both these reasons the building is inappropriate in its design and would diminish the quality of the Borough.

4.2 Statutory / Local Group Consultees

4.2.1 Thames Water:

Thames Water have requested 2 conditions as we have concerns about the existing water and waste capacity to serve the development on the above and recommended informative's.

4.2.2 London Fire Brigade:

No objection.

4.2.3 Transport for London (TfL)

Acceptable subject to conditions and s278 with TFL for the replacement footpath.

4.3 Council Departments

- 4.3.1 Transportation: No objection to the development in principle, subject to a variety of transport related legal agreement clauses and conditions.
- 4.3.2 Waste: No objection. It would be the responsibility for the occupants to ensure that their waste is contained effectively and safely in a way that does not cause a nuisance to others, and to ensure that waste and recycling is collected through arrangements with a licensed commercial waste carrier.
- 4.3.3 Flood and SUDs: No objection subject to condition.
- 4.3.4 Environmental Health: No objection subject to conditions
- 4.3.5 Highways: No objection subject to conditions and s106 Heads of Terms.
- 4.3.6 Pollution Air: No objection subject to conditions.
- 4.3.7 Sustainability: No objection subject to conditions.

5.0 POLICIES

5.1 National Planning Policy Framework (2023)

5.2 London Plan (2021)

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG3 Creating a healthy city
- GG5 Growing a good economy
- GG6 Increasing efficiency and resilience
- D1 London's form, character and capacity for growth
- D2 Infrastructure requirements for sustainable densities
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D8 Public realm
- D11 Safety, security and resilience to emergency
- D12 Fire safety
- D14 Noise
- E1 Offices
- E10 Visitor infrastructure
- HC1 Heritage conservation and growth
- G5 Urban greening
- G6 Biodiversity and access to nature
- SI 1 Improving air quality
- SI 2 Minimising greenhouse gas emissions
- SI 3 Energy infrastructure

- SI 4 Managing heat risk
- SI 6 Digital connectivity infrastructure
- SI 7 Reducing waste and supporting the circular economy
- SI 8 Waste capacity and net waste self-sufficiency
- SI 12 Flood risk management
- T1 Strategic approach to transport
- T2 Healthy Streets
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.4 Hotel and leisure parking
- T6.5 Non-residential disabled persons parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning
- DF1 Delivery of the Plan and Planning Obligations
- M1 Monitoring

5.3 Local Plan 2033

- PP1 Public Realm
- PP8 Shoreditch and Hoxton
- LP1 Design Quality and Local Character
- LP2 Development and Amenity
- LP3 Designated heritage assets
- LP25 Visitor Accommodation
- LP26 Employment Land and Floorspace
- LP27 Protecting and Promoting Office Floorspace in the Borough
- 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
- LP53 Water and Flooding
- LP54 Overheating
- LP55 Mitigating Climate Change
- LP56 Decentralised Energy Networks (DEN)
- LP57 Waste
- LP58 Improving the Environment - Pollution

5.4 Supplementary Planning Guidance / Documents (SPG):

- Sustainable Design and Construction SPD (2016)
- S106 Planning Contributions SPD (2020)
- Public Realm SPD (2012)
- Transport Strategy 2015-2025
- City Fringe Opportunity Area Planning Framework (2015)

5.5 National Planning Policies/Guidance

Planning Practice Guidance

6.0 PLANNING CONSIDERATIONS

6.0.1 Planning permission is sought for the erection of a two storey roof extension comprising an additional 89 hotel bedrooms (Class C1), ground floor infill extensions and refurbishment of the building.

6.0.2 The proposed development would remove the servicing function from the Old Street frontage and reserve it for the rear of the site along Boot Street. For these rooms the glazing is proposed as sand blasted and the servicing or back-of-house functions will be obscured from public view. The proposed layout has been proposed with the most practical layout and maximising the amount of active frontage to Old Street. The majority of inactive frontage and servicing is located along Boot Street, and rooms including the bike store have been given some transparency and the same quality of materials and window patterns being used at ground level.

6.0.3 The layout is summarised as follows:

Ground Floor:

- The existing drop off bays are removed and the ground floor infilled in line with the footpath along Old Street and Boot Street.
- The ground floor has been reorganised to provide plant, bicycle, and ancillary back of house functions for the hotel to the Boot Street side.
- The Old Street side will be open planned to provide an ancillary restaurant/kitchen, bar and lounge area for guests.
- A self contained Class E Cafe is proposed in the eastern corner of the ground floor.

Mezzanine to fourth floor

- Will provide hotel rooms as existing

Fifth and Sixth floors (Proposed extension)

- Provide an addition 89 hotel room

Roof Level

- Plant, PV panels and brick parapet

6.0.4 The main considerations relevant to this application are:

- Land use
- Design
- Residential amenity of neighbouring properties
- Green infrastructure and biodiversity
- Transport and servicing
- Sustainability and energy
- Drainage and flood risk
- Other planning matters
- Consideration of Consultee Responses
- Consideration of Representations

- Community Infrastructure Levy

Each of these considerations is discussed in turn below.

6.1 Principle of the development of the site and land uses;

Principle of development and land uses

- 6.1.1 The current building is in hotel use and is considered to fall within Use Class C1. The development proposes approximately 2,344 square metres (GIA) of new hotel floorspace, providing an additional 89 hotel rooms.
- 6.1.2 The site is located within the Shoreditch Priority Office Area (POA). Part C of Policy LP27 states that development within a POA will be permitted when it is employment led and B1 is the primary use, providing at least 50% of the overall floor space as B1 use. Part D states that hotel development within a POA will be permitted when the development forms part of an employment-led, mixed-use scheme including conversion schemes meeting the thresholds identified. As the proposal is expanding an existing use it is not a redevelopment of the site, it would not be reasonable to expect the applicant to include office accommodation within the building given it's current operation is Hotel. The expansion of the existing hotel use is not considered to result in the failure of Policy LP27 in this instance.
- 6.1.3 Policy LP25 seeks to manage the demand for visitor accommodation. The priority land use within town centres is for C3 housing. The applicant has submitted a Hotel Needs Assessment which has reviewed the number of existing hotels within the Hackney Borough. The report concludes that 60% of the current visitor accommodation across the borough is upscale or higher, with only 24% of visitor accommodation being midscale or lower, which indicates a shortfall in supply of lower-cost visitor accommodation across Hackney.
- 6.1.4 Set against the GLA's (2017) forecast demand for an additional 3,382 hotel rooms required in Hackney between 2015 and 2041, CoStar data indicates that between 2015 and 2022, 1,385 net additional hotel rooms have so far been delivered. Factoring in the 916 hotel bedrooms currently under construction to be delivered by 2023 or early 2024, this implies a remaining projected need of 1,081 hotel bedrooms to be provided in Hackney by 2041.
- 6.1.5 Council's Policy officers have reviewed the scheme and do not raise an objection to the additional 89 hotel rooms given the existing use as a hotel and the identified need for short stay visitor accommodation. As such, the addition of 89 additional hotel rooms to an existing hotel use, would contribute to meeting the outstanding identified future need of visitor accommodation for the Hackney Borough.
- 6.1.6 At ground floor, the entrance will provide 525 sqm of ancillary restaurant/bar/lounge space for guests, which is acceptable and contributes to enhancing the public realm by creating an active frontage.
- 6.1.7 In the eastern corner, a self contained Class Cafe is proposed, being 132 sqm. This use would be publicly accessible. The use would assist in making the ground floor more active and would contribute towards improving the vitality and vibrancy of the

area.

- 6.1.8 This self contained Class E(g)) floorspace would accord with Policies LP26 (Employment Land and Floorspace), LP27 (Protecting and Promoting Office Floorspace in the Borough) and LP29 (Affordable Workspace and Low Cost Employment Floorspace) of the Hackney Local Plan 2033 (LP33). Planning conditions restricting the ground floor uses within Use Class Eg(i) are recommended to ensure any effects from a change of use can be properly assessed in a planning application.
- 6.1.9 A contribution towards employment and training will be secured via a s106 legal agreement, which will provide employment support to residents, through training, employment and local procurement, in accordance with policy LP31 of the LP33.
- 6.1.10 In light of the above, the proposed development to provide additional visitor accommodation is considered acceptable in land use terms.

6.2 Design

Background

- 6.2.1 The proposals have been discussed at length at the pre-application stage. Further discussions over the course of the application, regarding the massing and design in relation to the listed buildings, resulted in reducing the height of the western third of the proposal by a storey and adjusting the architectural expression of that element. This addressed concerns raised by conservation officers.
- 6.2.2 Furthermore, the architectural concept and cladding was considered successful subject to changes in line with design officer comments. Amended detailed design has addressed the recommendations, with architectural detailing clarified and improved and the treatment of the west elevation being redesigned to better respond to the conservation context. Furthermore, the roof parapet detailing and positioning has changed to address concerns of viewpoints from Old Street.

Site and context

- 6.2.3 There is a clear transition at the junction of Pitfield Street between the fine grained, narrow and historic Eastern section of Old Street and the coarse grained, wide and more contemporary stretch to the West. The site forms part of the gateway between these two distinct character areas.
- 6.2.4 The Eastern stretch of Old Street has a fine grained, historic character with varied, active ground floor uses and architectural variety making it one of the most engaging and interesting streets in Hackney. The existing hotel contrasts with the attractive area to the east with its very horizontal and uniform character, taking up a site which was once occupied by around 32 individual buildings. The building has very little active frontage or upper floor interest which combines with the size of the building and the inactive buildings opposite to create a monotonous and bland section of the street.

- 6.2.5 The site faces Boot Street and Hoxton Market to the north which was once a busy commercial square but is now dominated by car parking. The hotel contributes very little active frontage or architectural interest to this area.

Site Layout

- 6.2.6 The ground floor of the proposal is of particular importance in improving the relationship of the hotel with its surroundings, outlined above. The application proposes areas of active and publicly accessible ground floor to Old Street including a restaurant on the corner of Pitfield Street and cafe on the corner of Coronet Street. This is a significant improvement over the dead frontage in those locations at present.
- 6.2.7 The scheme has an existing grid of windows across the ground floor with inactive uses including water tank rooms, toilets, meeting rooms and workshop rooms.
- 6.2.8 The proposed development would remove the servicing function from the Old Street frontage and reserve it for the rear of the site along Boot Street. For these rooms the glazing is proposed as sand blasted and the servicing or back-of-house functions will be obscured from public view. The proposed layout has been proposed with the most practical layout and maximising the amount of active frontage to Old Street. The majority of inactive frontage and servicing is located along Boot Street, and rooms including the bike store have been given some transparency and the same quality of materials and window patterns being used at ground level.
- 6.2.9 The proposal would restore the building lines by extension at ground floor where the existing parking bays are being removed. This will improve the relationship with surrounding streets by restoring building lines. The vehicle drop off points have been removed allowing for continuous pedestrian paving along surrounding streets. Corners to Coronet Street at ground level have been chamfered to allow for visibility around corners and to give space to pinch points on the pavement.

Form and massing

- 6.2.10 London Plan policy D3 says 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.
- 6.2.11 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.
- 6.2.12 The proposal would erect two additional stories, resulting in a 7 storey building. The additional height would reflect the mix of emerging heights within the immediate area with examples of 7 storeys within and outside of the adjacent Conservation Areas. The height acknowledges the transition in this location between character areas along Old Street. The massing interacts with Pitfield Street Conservation Area and the two Grade II listed buildings at 8 and 10 Pitfield Street. The height adjacent to the Grade II listed buildings has been reduced to one additional storey to minimise the visibility of the proposal in the backdrop of views, and to reduce the sense of overbearing scale.

- 6.2.13 The two additional floors have been designed to provide a vertical emphasis which breaks up the massing of the existing building into three main sections. The central block is slightly lower than the eastern massing and has been stepped in to reinforce the three sections. The western massing is a full storey lower than the eastern massing which breaks down the large building into three volumes, creating a better relationship with the fine grain and scale of the rest of the street.

Architecture and materials

- 6.2.14 In terms of the proposed roof extension, the proposed has undergone extensive discussions with officers and is considered to result in a high quality design, careful thought has been given to the articulation of facades, which helps to ensure a subservient intervention at roof level.
- 6.2.15 For the lower levels of the existing building which is to be retained, it is proposed to reclad the existing structure. The cladding has been designed to assist in breaking up the massing of the existing building into three sections.
- 6.2.16 Three different styles of related facade treatments and material palettes are proposed which respond to the three proposed volumes and to the adjacent contexts. This design assists in breaking up the massing of the building and the use of three different bricks is supported. A condition is imposed to ensure the final materials including brick, materials to be used are appropriate for the setting.
- 6.2.17 At ground floor level, amendments have been made to develop a better solid to glazed ratio. Vertical columns brought to pavement level have been proposed which would ensure the glazed ground floor design relates and respects the upper floors design and materials. The shop fronts are used to emphasise the primary frontage and relate well to the scale and appearance of the shopfronts seen along the rest of the surrounding street.
- 6.2.18 Revised drawings were submitted in response to comments regarding the parapet at roof level. At roof level, the parapet has been set back where possible and designed to only be visible in limited views which is acceptable. A condition is imposed to ensure that the final brick/material used is in keeping with the host building. Officers note that the use of the parapet in this location is important as it assists in reducing the visual impact of the roof plant and PV panels, which cannot be located elsewhere due to the constraints of the site.
- 6.2.19 The proposed alterations to the existing building and use of three variations of materials would help to break up the massing, while successfully incorporating elements of the proposed roof extension. The resulting design would be appropriate within the surrounding context.

Public realm and landscaping

- 6.2.20 The site is constrained and has no existing open space or amenity space onsite. The proposal as existing has an in-active frontage and reads as one large building. The proposal would see the ground floor made active, and publically accessible with Class E uses being incorporated, and the facade treatment of the building has been

designed to break up the massing into three sections. The design is considered to enhance the existing relationship with the public realm, and helps to enhance the relationship between Old Street and the Shoreditch area.

- 6.2.21 While the site has no space to provide planting, roof terraces at first floor with planting are proposed above the main entrances on Old Street and Boot Street. These terraces are not accessible to guests and are only accessible for maintenance. A condition is recommended to secure a plant maintenance schedule for plants to ensure high quality planting is chosen and maintained.
- 6.2.22 A condition is also recommended to ensure bat boxes and swift nests are provided. This would ensure the applicant demonstrates how the proposal contributes planting and bat boxes to the health of Hackney's biodiversity and ecology.

Conclusions

- 6.2.23 Subject to conditions, the proposed height of the roof extension is appropriate against the tall buildings within the immediate area, and provides a buffer between the two distinct characters of Old Street, west and east of the application site. As discussed above, the ground floor would become active, and penance this section of Old Street.
- 6.2.24 The proposals are of a high design quality and, subject to conditions, the roof extension would comply with the Local Plan policies LP1 Design Quality and policies D1 and D3 of the London Plan 2021.

6.3 Conservation Areas (Designated Heritage Assets)

- 6.3.1 The application site is located adjacent to listed buildings and conservation areas. Policy HC1 of the London Plan (2021) and Policy LP3 of LP33 seeks to ensure development preserves or enhances designated heritage assets.
- 6.3.2 The Council is under statutory duties contained within sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to grant permission only to applications which preserve or enhance listed buildings, their settings and conservation areas.
- 6.3.3 The National Planning Policy Framework (2021) provides a range of policies relating to heritage protection at paragraphs 189 to 208. The Council has considered the proposed development in relation to these policies and particularly Paras 199 to 208.

Pitfield Street Conservation Area

- 6.3.4 The closest Conservation Area is the Pitfield Street CA designated in 2021, located adjacent to the west elevation of the application site, as it includes the two Grade II listed buildings 8 and 10 Pitfield Street.
- 6.3.5 The proposal introduces an active frontage to the corner of Pitfield Street and Old Street which is positive, which faces the Conservation Area. To ensure the development complements and integrates with the Conservation Area an accent material of patinated brass coloured metal is proposed to highlight window reveals. This muted colour is acceptable in principle and the exact material choice should be

conditioned with samples of all material to be seen on site by design and conservation officers.

- 6.3.6 The proposals enhance the existing relationship with the Conservation Area by providing active frontage. As such, no harm has been identified.

South Shoreditch Conservation Area

- 6.3.7 The South Shoreditch CA was designated in 1991, and surrounds the eastern and southern boundaries of the application site. The existing hotel on site has a poor relationship with Hoxton Market. It fails to activate the space, reflect the historic building line or present a high quality architecture. Inactive frontage and back of house functions create an unattractive relationship with Boot Street. As existing the hotel has a poor relationship with Coronet Street.

- 6.3.8 A VuCity model has been provided which clarifies the impact of the height on views from Curtain Road and Charlotte Street Junctions. The massing will reflect the newer buildings opposite on the south side of Old Street creating a balanced street enclosure. The massing would be visible above rooftops and in some views which would result in less than substantial harm.

- 6.3.9 The proposals would generally result in an improved relationship with the conservation area. The application proposes greater transparency through the hotel lobby between Old Street and Hoxton Market which is positive due to the separation distance and presence of larger intervening buildings. As such, no harm has been identified.

Statutory Listings (Designated Heritage Assets)

8 and 10, Pitfield Street, Grade II

- 6.3.10 The application site is adjacent to and forms part of the same urban block. as 8 and 10 Pitfield Street which are Grade II Listed. The existing hotel has a neutral, blank elevation adjacent to the listed buildings which reflects their height and scale. The proposed elevations adjacent to the listed houses use a simple brick grid of windows and a calmer design to be a more neutral neighbour.

- 6.3.11 Following concern, the western block has been reduced in height, so that the resulting height of the application is now one storey taller than the existing. The massing now sits more comfortably in relation to the adjacent Listed Buildings.

- 6.3.12 The architectural language adjacent to the Listed Buildings is one of 3 facade types used across the hotel, all of which are intended to break up the massing and scale of the development. The simplest brick grid facade is proposed adjacent to the listed buildings and on Pitfield Street and helps to mitigate the impact of the additional massing. The proposed stair core between the listed buildings and application site have been amended to ensure a neutral buffer is provided between the listed buildings and the proposed development, as requested by design officers.

- 6.3.13 The proposed building will be visible against the Grade II listed buildings. Following amendments, the proposals integrate successfully and no harm has been identified.

Shoreditch Town Hall

- 6.3.14 The building is Grade II listed and currently features prominently within the long distance views along Old Street. The increase in height in this location is considered to result in less than substantial harm to the setting of the Listed Building as a result of the impact on views of the tower where this element appears as one of the tallest when viewed from Old Street.

17-21 Pitfield Street, Grade II

- 6.3.15 Early C19 front with an older building behind. 3 storeys and attic, 4 windows in all. Stock brick with stone-coped parapet. Slated mansard with dormers. Gauged flat brick arches to sash windows with vertical bars or margin lights in stucco-lined reveals. No 17 has mid-late C19 shop on ground floor, Nos 19 and 21 have modern shop front. Charles Square return is of early-mid C18, 2 storeys and attic 3 windows. Tiled gambrel roof with dormers, finely gauged window arches. Stuccoed ground floor.
- 6.3.16 The proposed building is set back some 30m from the application, across Pitfield Street and the building is seen in the context of the taller Hotel building at 225 Old Street. As such, no harm has been identified.

Conclusion

- 6.3.17 The Council is under a duty under Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to “have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses” and “preserving or enhancing the character or appearance of the conservation area”.
- 6.3.18 The application site forms part of the setting of the adjacent conservation areas and listed buildings. There are likely to be some areas of enhancement, for example to Boot Street, some areas of neutral impact, and some less than substantial harm. Overall conservation officers have confirmed that the level of harm is assessed to be to the low end of less than substantial harm to both the Conservation Area and the setting of the Listed Buildings.
- 6.3.19 Despite the less than substantial harm caused to the Shoreditch Town Hall, on balance, and when assessed as a whole, Officers conclude that the proposed development to reinstate an active frontage at ground floor and make the ground floor more publically accessible is assessed to benefit the adjacent heritage assets. The proposals are therefore considered to conform with Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 6.3.20 In accordance with the tests of the NPPF, Para 201, 202 and 203, the proposals are considered to cause no harm to the Conservation Area and less substantial harm to the adjacent Designated Heritage Asset. However, there are public benefits in terms of the ongoing optimum viable use of the building, the reinstatement of an active frontage and improvements to the public realm adjacent to heritage assets.
- 6.3.21 The proposed development conforms with The London Plan Policy HC1 Heritage

conservation and growth Part C: “Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets’ significance and appreciation within their surroundings”.

6.4 Transport and Servicing

6.4.1 The site is located on Old Street, which is within a 10 minute walk to Old Street Station. The site is located within walking distances to the Shoreditch area and therefore benefits from numerous amenities and services. The site has a PTAL rating of 6a, meaning that it is considered highly accessible by public transport (on a scale of 1-6b, where 6b is the most accessible).

6.4.2 Cyclists also have excellent access to and from the site, with the use of local cycle routes and cycle parking facilities. Cycle Superhighway 1, which links the City of London with Tottenham to the north, is located to the west of the site on Pitfield Street. Therefore, cyclists travelling from the north or south to the site can travel via Cycle Superhighway 1.

6.4.3 The site is also well served by London Cycle Hire docking stations, with nearby docking stations located within a 10 minute walk. Old Street is located within Hackney Controlled Parking Zone (CPZ) ‘B’ which operates between Monday – Saturday 08:30-00:00. There are regular bus services operating along Old Street with bus stops located adjacent to the site’s frontage.

6.4.4 Boot Street is located to the northern boundary of the site. This offers one-way vehicle access operating westbound and connects with Charles Square and Pitfield Street to the west.

Access

6.4.5 As part of the planning application the applicant proposes to remove both passenger drop-off / collection areas to the north and south of the site. This will result in the removal of the existing crossovers and reinstatement of the footway along Old Street and Boot Street. These proposals are supported by Transport and Highways teams and Transport for London (TfL) and aligned with broader Transport policies to improve the public realm and create healthier street environments.

6.4.6 The TA outlines that the proposals will relocate two of the permit holder parking bays across the rear frontage of the site on Boot Street. The two parking bays are proposed to be relocated further west as they currently sit directly in front of the site’s rear frontage. This will allow for the extension of the double yellow lines on Boot Street, offering 31.9m stretch of double yellow lines across the site’s northern frontage.

Trip generation

6.4.7 A detailed trip generation assessment has been submitted as part of the Transport Statement (TS). This has been forecast for the typical weekday AM peak hour (08:00-09:00), PM peak hour (17:00-18:00) and daily periods.

6.4.8 The trip generation estimates that there will be a net increase in trips of 452 two-way trips per day. The majority of trips will be made by sustainable modes of transport via

walking, cycling and public transport. There is an estimated net decrease in car trips to and from the site as a result of the proposed scheme.

- 6.4.9 Owing to the site being car free and having excellent public transport connections, the majority of trips are predicted to be made via sustainable transport modes including walking, cycling and public transport.
- 6.4.10 Given the increase in trips per day, a travel plan will be secured via a s106 legal agreement.
- 6.4.11 The application site is proposed to be car-free in accordance with LP45, this will be secured via a s106 legal agreement.
- 6.4.12 In line with policy T6.5 of the London Plan, one blue badge car parking space is required. A blue badge is proposed within a garage as part of the servicing area fronting Boot Street. Officers raised concern with this arrangement given the constraints for ingress and egress in a forward gear. However, it has been noted that this is an existing arrangement on the site and would be similar to the existing parking arrangement. Furthermore, the car park would be in a garage and the hotel would maintain authority over how it is operated which is the same as the existing situation. To ensure there is no impact to the highways, a condition is recommended for a parking and design management plan to be submitted and approved in writing prior to occupation, which may include measures such as a banksman and pedestrian safety improvements.

Deliveries and Servicing

- 6.4.13 The application has proposed an amendment to the double yellow lines in the vicinity of the application site to facilitate delivery and servicing vehicle movements. Alterations are proposed to the on street vehicle parking bays. These proposals will be evaluated as part of the ongoing discussions about the S278 works.
- 6.4.14 A full delivery and servicing plan should be submitted prior to occupancy. This should evaluate ways in which deliveries can be reduced and consolidated to reduce their impact on the transport network. Other, alternative modes of sustainable transport and last mile delivery are preferable such as delivery via Cargobike.
- 6.4.15 A final delivery and servicing plan (DSP) is recommended to be conditioned to be approved by the Local Authority prior to occupation of the proposed site.

Cycle Parking

- 6.4.16 Local plan LP33 policies LP42, LP43, LP44 and LP45 highlight the importance of new developments making sufficient provisions to facilitate and encourage movements by sustainable transport means. Provision of adequate cycle parking is deemed necessary to make this development acceptable in transport terms. The proposal includes a separate cycle parking space for guests with 16 sheffield stands, and two rooms for staff being 38 wall hung cycle parking spaces. The wall hung cycle stands are not supported.

- 6.4.17 The proposed cycle parking has not been revised to remove wall hung stands for the staff parking. However, officers note that the proposal is currently proposing policy complaint spaces for the entire building rather than just the uplift. Three separate areas are proposed for cycle parking which ensures there is sufficient space to provide spaces for guests and staff in line with policy, which requires; 11 for staff and 5 for guests. Furthermore, cycle parking for the cafe at ground floor is required in line with policy; 2 for staff and 2 for customers.
- 6.4.18 As such, the total cycle parking requirement is 13 for staff and 7 for guests. As such, sufficient space is provided within the building, accessed from Boot Street to provide this onsite.
- 6.4.19 A condition is recommended which secures the above mentioned number of cycle spaces, including details of layout, foundation, stand type and spacing, a range of cycle parking spaces including larger spaces for trikes. No wall hung cycle parking would be accepted and any additional cycle parking for the existing hotel rooms would be welcomed.

Refuse Strategy

- 6.4.20 The application includes sufficient waste and recycling storage facilities on site. All waste will be collected directly from Boot Street with vehicles utilising the extended section of double yellow line across the site's rear frontage. A condition is imposed to secure a final delivery and servicing management plan to ensure the waste collection has an acceptable impact on the highway.

Public Realm and Highway Improvement Works

- 6.4.21 In accordance with the requirements of Local Plan policies LP41, LP42, LP43, LP44 and LP45, all developments are expected to be integrated into the surrounding public realm and/or provide contributions to urban realm improvements within the site vicinity.
- 6.4.22 A Highways Works contribution will be secured as part of the s106 legal agreement. The proposal is to reconstruct the footway on Coronet Street & Boot Street with FR ASP (Fibre Reinforced Artificial Stone Paving) and new granite kerb. There is a section on Boot Street which is by the junction of Pitfield Street which is to be paved using Blocks as there is off street parking at this location.
- 6.4.23 Furthermore, the development requires reinstatement works on Old Street. The highway works will be completed and funded by the developer which has been secured as part of the s106 legal agreement. The proposed works would reinstate the footway on Old Street when removing the drop-off bay at the front of the building.

Construction Logistics

- 6.4.24 Due to the scale and nature of the proposed development, a final Construction Management Plan (CMP) for the various stages of construction will be required to mitigate negative impact on the surrounding highways network, a condition is recommended to secure this.

- 6.4.25 The applicant is expected to work collaboratively with other developers in the local area. It will be crucial to carefully manage any conflict with other construction and highway works schemes in the area at the time of commencement. To effectively monitor the final CLP a monitoring fee will be secured via the s106 legal agreement

Travel Plan

- 6.4.26 A Framework Travel Plan (TP) outlining measures to manage travel demand has been submitted alongside the Transport Assessment. A full travel plan for the scheme to establish a long-term management strategy that encourages sustainable and active travel and SMART targets is required by the proposed legal agreement. The full travel plan would be carried out in accordance with TfL's best practice guidance.
- 6.4.27 To effectively monitor the final the Travel Plan for at least 5 years in consultation with Council Officers and an appointed Travel Plan Coordinator (TPC), a monitoring fee will be secured via the s106 legal agreement

Summary

- 6.4.28 Subject to conditions and clauses within the s106 legal agreement, the development is considered policy compliant with respect to cycle parking, servicing arrangements and the scope of highway works. The proposal improves site legibility, promotes the use of sustainable transport modes and will not give rise to any adverse impacts to the surrounding highway network.
- 6.4.29 Conditions requiring the provision of cycle parking, demolition, construction and servicing and delivery management plans have been recommended, along with legal agreement clauses restricting parking permits, a blue badge space, compliance and adoption of a travel plan and Highway Works.
- 6.4.30 In light of the above, it is considered that the proposed development is acceptable in terms of transport considerations.

6.5 Impact on Nearby Residential Amenity

- 6.5.1 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.
- 6.5.2 The assessment of the daylight, sunlight and overshadowing impact of the proposal on nearby sensitive receptors is informed by a Daylight and Sunlight Review submitted in support of the application. The methodology adopted for the assessment of daylight, sunlight and overshadowing is set out in the Building Research Establishment's (BRE) guidance 'Site layout planning for daylight and sunlight: A guide to good practice' (BRE 209 2nd edition, 2022).

Sunlight and Daylight

- 6.5.4 As outlined in the supporting text for policy 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.
- 6.5.5 It is important to note that the BRE guidelines are generally based on a suburban rather than inner urban model and acknowledge that a higher degree of obstruction may be unavoidable in densely developed or historic areas. As such, some flexibility against BRE standards is appropriate.
- 6.5.6 Based on the methodology set out in BRE guidance, the following residential properties have been identified for daylight/sunlight assessment
- Shoreditch House, Charles Square
 - 17 Pitfield Street
 - 8-10 Pitfield Street
 - 1 Boot Street
 - 14-20 Pitfield Street (Block 1, Alexander Fleming Halls of Residence)
 - 1-7 Hoxton Market (Block 2, Alexander Fleming Halls of Residence)
 - 5 Boot Street (Block 3, Alexander Fleming Halls of Residence)

Shoreditch House, Charles Square

- 6.5.7 Located 20m to the west of the site, this is a residential tower block with commercial units below at ground and first floor level. It is not possible to locate the floorplans of these residential units and the layouts have been assumed from external observation and site visits. BRE guidance suggests that NSL results should not be used where layouts are unknown. A total of sixty six windows are material for assessment.
- 6.5.8 All of the windows assessed for VSC and the rooms assessed for NSL meet BRE guidance at this building.
- 6.5.9 In regards to sunlight, it has not been necessary to test the majority of rooms in this property because the windows facing the site are not within 90° of due south. All rooms assessed will retain good levels of both annual and winter sunlight with the proposal in place, in excess of BRE targets.

17 Pitfield Street

- 6.5.10 Situated to the north-west of the site on the north corner of Boot Street and Pitfield Street. The site has residential uses at upper floor levels. It is noted that the separation distance is 24m as measured from google maps. It is not possible to locate the floorplans of these residential units and the layouts have been assumed from external observation and site visits. A total of six windows are material for assessment.
- 6.5.11 All of the windows assessed for VSC meet BRE guidance at this building.

- 6.5.12 All of the windows assessed for VSC and the rooms assessed for NSL meet BRE guidance at this building.

8 Pitfield Street and 1 Boot Street

- 6.5.13 These two buildings contain commercial ground floors. Only no. 8 contains a residential unit at upper floors and has been assessed as required. Officers note that 1 Boot Street is located to the rear of no. 10 Pitfield Street, with only the mansard roof having windows looking towards the application site.
- 6.5.14 Officers have located approved floor plans of the residential unit at no. 8 Pitfield, and confirm that the first floor is a bedroom, second floor is a bedroom and stairwell, third floor is a kitchen and stairwell and fourth floor is a bedroom and stairwell. As such, only a total of four habitable windows are material for assessment.
- 6.5.15 Officers note that additional information regarding 1 Boot Street is being provided. Over the course of the application process it was found that the mansard roof of 1 Boot Street has two windows that would be impacted by the development. Having reviewed the plans officers consider that the impact to these windows is unlikely to be significant given the stepped back design at this point and the siting of the extension in relation to the windows at No.1 Boot Street.
- 6.5.16 Out of 4 windows assessed, three would have a reduction in VSC which is considered moderate reductions. It is noted that these windows have existing security bars on them which reduce the level of light expected. A review of the floor plans confirm that the living/kitchen areas of this unit are on the street elevation and the rooms impacted are considered less sensitive to a loss of daylight in BRE guidance. Given the inner urban context, the impact of the proposal upon the daylight levels experienced at this building is considered to be within acceptable limits.
- 6.5.17 Given the orientation, all of the windows assessed for NSL meet BRE guidance at this building.

14-20 Pitfield Street (Block 1, Alexander Fleming Halls of Residence)

- 6.5.18 Given that this building is not in residential use, it should not be considered as sensitive to daylight/sunlight impacts as a residential use, as per BRE guidance. However, the building's use as student accommodation means that there would be a reasonable expectation of natural light so the daylight/sunlight impacts of the proposed development have been assessed.
- 6.5.19 Located to the north-west, the flank elevation has windows which would face the development and the front elevation has oblique views. It is not possible to locate the floorplans of these residential units and the layouts have been assumed from external observation and site visits. BRE guidance suggests that NSL results should not be used where layouts are unknown.
- 6.5.20 All of the windows assessed for VSC meet BRE guidance at this building.
- 6.5.21 In terms of sunlight, 14 of the 24 rooms would not meet the target BRE guidelines during winter targets, and 4 would not meet annual targets. The majority of windows

in this building would retain daylight. This position is not unusual in a built up urban area where the low lying sun during winter is obscured by tall buildings associated with an urban centre. Given the inner urban context, the impact of the proposal upon the sunlight levels experienced at this building is considered to be within acceptable limits. While the reduction in sunlight at this building will be noticeable, given the site's orientation and the densely developed nature of the surrounding context, the overall sunlight impacts are considered to be within acceptable limits. This is within the context of a relatively high degree of compliance at this building in relation to daylight.

1-7 Hoxton Market (Block 2, Alexander Fleming Halls of Residence)

- 6.5.22 Given that this building is not in residential use, it should not be considered as sensitive to daylight/sunlight impacts as a residential use, as per BRE guidance. However, the building's use as student accommodation means that there would be a reasonable expectation of natural light so the daylight/sunlight impacts of the proposed development have been assessed.
- 6.5.23 Located to the north, the flank elevation has windows which would face the development and the front elevation has oblique views. It is not possible to locate the floorplans of these residential units and the layouts have been assumed from external observation and site visits. BRE guidance suggests that NSL results should not be used where layouts are unknown. A total of six windows are material for assessment.
- 6.5.24 Out of 52 windows assessed, three would have a reduction in VSC which is considered moderate reductions. They are small and are likely to provide circulation space within the building which is considered less sensitive to a loss of daylight in BRE guidance. Given the inner urban context, the impact of the proposal upon the daylight levels experienced at this building is considered to be within acceptable limits.
- 6.5.25 In terms of sunlight, 24 of the 28 rooms would not meet the target BRE guidelines during winter targets, however, 22 rooms would not meet annual targets. This position is not unusual in a built up urban area where the low lying sun during winter is obscured by tall buildings associated with an urban centre. Given the inner urban context, the impact of the proposal upon the sunlight levels experienced at this building is considered to be within acceptable limits. While the reduction in sunlight at this building will be noticeable, given the site's use as student accommodation, the orientation and the densely developed nature of the surrounding context, the overall sunlight impacts are considered to be within acceptable limits. This is within the context of a relatively high degree of compliance at this building in relation to daylight.

5 Boot Street (Block 3, Alexander Fleming Halls of Residence)

- 6.5.26 Given that this building is not in residential use, it should not be considered as sensitive to daylight/sunlight impacts as a residential use, as per BRE guidance. However, the building's use as student accommodation means that there would be a reasonable expectation of natural light so the daylight/sunlight impacts of the proposed development have been assessed.
- 6.5.27 Located to the north-east, the flank elevation has windows which would face the development and the front elevation has oblique views. It is not possible to locate the

floorplans of these residential units and the layouts have been assumed from external observation and site visits. BRE guidance suggests that NSL results should not be used where layouts are unknown.

- 6.5.28 Out of 52 windows assessed, 20 windows would have a reduction in VSC which is considered moderate. All of these windows have existing low VSC scores and the further reduction would be negligible. Given the inner urban context, the impact of the proposal upon the daylight levels experienced at this building is considered to be within acceptable limits.
- 6.5.29 In terms of sunlight, 14 out of 20 rooms would not meet the target BRE guidelines. Officers note that this change is negligible when compared to the existing situation. This position is not unusual in a built up urban area where the low lying sun during winter is obscured by tall buildings associated with an urban centre. Given the inner urban context, the impact of the proposal upon the sunlight levels experienced at this building is considered to be within acceptable limits. While the reduction in sunlight at this building will be noticeable, given the site's use as student accommodation, the orientation and the densely developed nature of the surrounding context, the overall sunlight impacts are considered to be within acceptable limits. This is within the context of a relatively high degree of compliance at this building in relation to daylight.

Overshadowing

- 6.5.30 For shadow assessment, BRE guidance recommends that a garden or amenity area with a requirement for sunlight should have at least 50% of its area receiving 2 hours of sunlight on 21 March. There are no nearby amenity spaces that have been identified.

Outlook/Sense of Enclosure

- 6.5.31 As discussed above, the proposed development will be located in close proximity to residential windows on the upper floors of 8-10 Pitfield and 1 Boot Street. The roof extension has been lowered by 1 storey and designed to be stepped back from this boundary which would reduce the impact.
- 6.5.32 The proximity of the windows at 8-10 Pitfield and 1 Boot Street to the site boundary is also such that some degree of an increased sense of enclosure would be difficult to avoid should the application site be comprehensively redeveloped. Officers note that the room benefits from windows on the western elevation which provide windows to living rooms. Given the extent of the impact, and when considering the number of units affected against the wider public benefits of the scheme, the increased sense of enclosure that would arise at this building is considered to be within acceptable limits. The location of other nearby residential windows in relation to the development and the existing character of the area are such that there is not considered to be an increased sense of enclosure to other residential uses in the area arising from the development.
- 6.5.33 As such, it is considered that though the bulk of the proposed building will reduce outlook somewhat at neighbouring properties, this would not be beyond the level to be expected for this location. The impact of the development on neighbouring residents' outlook and sense of enclosure is considered acceptable.

Privacy and Overlooking

- 6.5.34 The Council has no specific policy guidance on acceptable separation distances for outlook. This is due to the differing established grain and density of the borough, the potential to limit the variety of urban space and unnecessarily restrict density.
- 6.5.35 Generally, the proposed development would be of a layout and design that provides adequate distances between windows in the proposed development and windows in surrounding properties. These distances would be reflective of the dense urban grain. In each case the development would be separated from the adjoining neighbours by a street or public realm, which would create a fairly conventional pattern of development.
- 6.5.36 Residential windows located in the vicinity of the site, are positioned lower than the existing height of the building. As such, those windows are considered to be located at such a distance and angle that there would not be an unacceptable impact upon privacy, particularly given the nature of the proposed use and the roof extension finishing above the height of adjacent buildings.

Amenity during construction

- 6.5.37 A draft Construction Management Plan has been submitted in order to propose indicative measures to mitigate the impacts of construction upon neighbouring occupiers. This document has been assessed and is considered acceptable to demonstrate that the temporary environmental impacts arising from the construction of the proposed development can be effectively mitigated. This is subject to a condition requiring the submission of a full Demolition and Construction Management Plan prior to the commencement of development. Regard has been had for the cumulative effects of another large scale construction site in the area, given the number of adjacent sites which have been redeveloped at scale in recent years. However, given the temporary nature of the impact and the long term benefits that would arise from the proposal, this impact is not considered to be reasonable ground to refuse the application.

Noise

- 6.5.38 London Plan policy D14 seeks to manage the amount of noise arising to and from a development, in line with surrounding environs.
- 6.5.39 The hotel accommodation proposed in this development is deemed to reflect the existing surrounding context. The Council's Pollution Noise team have reviewed the proposal and raised no objection. Further conditions are proposed in respect of construction management and Delivery/Service, which will limit noise and disturbance to surrounding occupiers. A considerate contractor's clause is included within the legal agreement to further protect adjoining residents.
- 6.5.40 The proposal includes roof terraces for 6 hotel rooms, on the south-eastern corner of the building from floors 1-6. While this is only one metre deep it does run for the width of the building and would have some limited potential to create noise opposite the residential units of Leonard Street. As such, a condition is proposed that limits the use of the balcony to the hours between 08:00 and 21:00.

Amenity Conclusions

- 6.5.41 The proposed development is considered acceptable in terms of its impact on light provision, overlooking, noise and disturbance. It is considered to be of an overall massing, layout and positioning which would not give rise to an unacceptable detrimental impact in terms of sense of enclosure or overbearing impact. Where impacts arise these would be negated by the proposed conditions. Otherwise the proposed development is not considered to give rise to any issue which would have an unacceptable impact upon the amenity of adjoining occupiers or users of the area. As such the proposal is considered acceptable in terms of its amenity impact.

6.6 Energy and Sustainability

- 6.6.1 London Plan policy SI 2 and LP33 policy LP55 state major development proposals should be net zero-carbon. Developments should minimise carbon emissions onsite and when evidence is made that it is not possible to reduce CO2 emissions on-site by the specified levels, carbon off-setting payments will be required and secured via legal agreement.
- 6.6.2 In accordance with LP55 Part H, development including the re-use or extension of existing buildings should achieve the maximum feasible reductions in carbon emissions and support in achieving the strategic carbon reductions target in the London Plan, while protecting the heritage and character of the buildings. Development should consider synergies with new build elements on sites and developments should seek to achieve the zero-carbon target across the site. The applicant has submitted an energy statement which provides detail on the feasibility of carbon reductions.
- 6.6.3 Furthermore, LP55 requires reducing carbon emissions, non-domestic development should aim to achieve 15% through energy efficiency measures alone (i.e. the be lean state of the energy hierarchy). Non-domestic developments should aim to generate at least 10% of their energy needs from renewable sources onsite or in the local area. The proposed improvements to the energy savings at the 'be lean' and 'be green' stage of the energy hierarchy to the minimum targets include Air Source Heat Pumps and PV panels. The submitted energy report indicates the proposal of 232 PV panels. The use of air source heat pumps is also proposed. Together, these would provide a 38% reduction in emissions from energy generating and renewable technologies. A condition confirming the details of the installation of the PV panels recommended.
- 6.6.4 The development provides in excess of 1000sqm of non-residential floorspace and as such is required to meet BREEAM 'Excellent' rating in line with Local Plan policy LP55. The submitted BREEAM reports confirm that the building would be rated 'Excellent', which complies with this policy. In order to ensure all reasonable measures have been taken to ensure the sustainability of the commercial uses within the development, a post-construction condition is recommended requiring the submitting of a BREEAM certificate to show that a minimum of 'Excellent' rating has been achieved.
- 6.6.5 In light of the above assessments, the applicant confirmed that they could not provide zero-carbon and an offsetting payment was proposed. A carbon offsetting payment of

£65,580.00 will be secured via a s106 legal agreement.

- 6.6.6 London Plan SI 4 and LP33 Policy LP54 requires development to regulate temperatures to avoid overheating and mitigate the Urban Heat Island (UHI) effect, and encourages biodiversity benefits. The applicant has submitted an overheating assessment, which confirms that both the existing and roof extension will not meet the criteria of the GLA's guidance.. A condition is recommended to ensure the applicant provides a full assessment of overheating and provides suitable mitigation to comply with London Plan SI 4 and LP33 Policy LP54, prior to any works beginning on site.
- 6.6.7 Further conditions are recommended, in line with the findings of the submitted energy strategy, that will ensure the sustainability of the new building. These are in respect of Air Permeability Testing, Plant Noise, Air Source Heat Pump (VRF) unit location and Global Warming Potential (GWP) and Zero Ozone Depleting Potential (ODP) Materials.

6.7 Flood Risk Impact

- 6.7.1 The application site is shown to have an increased potential for elevated groundwater.
- 6.7.2 Drainage engineer has reviewed the submitted Drainage Strategy and have recommended approval subject to a condition requiring the submission of f
- 6.7.3 Thames Water have also reviewed the proposal and have noted no surface water drainage or foul water information submitted with the application. Thames Water requires a drainage strategy for water containing points of connection in the sewer networks, expected discharge rates and site drawings. Foul and surface water should be separate onsite, and surface water rates are expected to be reduced to greenfield runoff rates. A description of the existing drainage strategy also assists in assessing the impact of the new development on the network. Thames Water have also requested conditions which are also recommended.
- 6.7.4 Subject to the above conditions, the proposal is deemed to be in line with the requirements of local and regional policy with regard to the sustainability of the proposal.

6.8 Landscaping and Biodiversity

- 6.8.1 Policy G1 of the London Plan (2021) and policy LP46 of LP33 (2020) require that all development should enhance the network of green infrastructure.
- 6.8.2 Policy LP47 of LP33 (2020) requires that all development should protect and where possible enhance biodiversity leading to a net gain and should maximise opportunities to create new or make improvements to existing natural environments, nature conservation areas, habitats or biodiversity features.
- 6.8.3 The proposal is limited in the improvements it can make to biodiversity improvements given the rooftop location and the site is of low ecological value having no existing soft landscaping or planting. The applicant has proposed enhancements to improve biodiversity at the site, including planting within the roof terraces. It is recommended that conditions are imposed requiring details of planting, management and the

insertion of bat and bird roosting boxes. Subject to conditions, the proposed development is considered acceptable in terms of biodiversity.

- 6.8.4 A blue roof is proposed across the new infill building to the rear of the site. A condition has been added to ensure that this is a biodiverse living roof in the manner suggested by policy.
- 6.8.5 As such, there would be a net-gain in biodiversity at the site and it is considered that the proposal increases the Urban Greening Factor to the maximum extent possible within the constraints of the site and existing built form.
- 6.8.6 In light of the above, the proposed development is considered to be acceptable in terms of proposed landscaping, biodiversity and impact on trees.

6.9 Other Planning Matters

Fire Statement

- 6.9.1 In accordance with London Plan Policy D12, the applicants have submitted a fire statement in line with the requirements of the policy. The Borough's Building Control team have reviewed the submitted Fire Safety Strategy and raised no concerns at this stage. A final Fire Statement will be approved by an inspectorate at a later date as part of the building control process.

Equalities Considerations

- 6.9.2 The Equality Act 2010 requires public authorities, when discharging their functions, to have due regard to the need to (a) eliminate unlawful discrimination, harassment and victimisation and other conduct; (b) advance equality of opportunity between people who share a protected characteristic and those who do not; and (c) Foster good relations between people who share a protected characteristic and persons who do not share it. The protected characteristics under the Act are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 6.9.3 Having regard to the duty set out in the S149 Equality Act 2010, the development proposals do not raise specific equality issues other than where discussed in this report.

6.10 Planning contributions and Community Infrastructure Levy (CIL)

- 6.10.1 The Mayor of London has introduced a CIL to assist with the funding of Crossrail. In the case of developments within the London Borough of Hackney, Office development in the Central Zone of Mayoral CIL2 is chargeable at a rate of £60 per square metre of development. Hackney Zone A City Fringe CIL is applicable to this development, at a rate of £50 per square metre of office floorspace.
- 6.10.2 The proposal involves the erection of roof extension with a net additional floorspace of 2344m². The development is liable for both Local CIL and Mayoral CIL2. The Hackney and Mayoral CIL liability for the development is calculated as follows:

6.10.3 LBH CIL

2344m² x £50 = £117,200.00

6.10.4 Mayoral CIL2

2344m² x £60 = £140,640.00

6.10.5 Further recommended heads of terms for the legal agreement covering Employment and Skills Plan, Local Labour, Apprenticeship, Procurement Plan, Employment and Training (construction and operational), Travel Plan, Contribution towards Highways Works, Provision of disabled car parking, Carbon Offset contribution, Considerate Contractors and Car Free are set out in recommendation B.

7.0 CONCLUSION

7.1 The proposed two storey roof extension would provide an additional 89 hotel rooms, and is considered acceptable in land use planning terms and in accordance with policy objectives within the Local Plan 2033, London Plan and National Planning Policy Framework. Furthermore, the development introduces ancillary, Class E, high quality employment floorspace to a site within a Priority Office Area.

7.2 The proposed new building is considered of high architectural quality and sits comfortably within this dense urban area. The scale of the building is considered appropriate, relating well to the existing massing of Old Street.

7.4 The proposal is considered acceptable in planning terms in all other respects, including the impact on amenity of adjoining residents and its impact on the local highways network.

7.5 The proposal is, on balance, therefore deemed to comply with pertinent policies in the Local Plan 2033 (2020), the London Plan (2021) and the National Planning Policy Framework (2019), and the granting of permission therefore is recommended subject to conditions and completion of the legal agreement.

8.0 RECOMMENDATIONS

8.1 Recommendation A

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

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.

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.

3. Design samples to be approved

Prior to commencement of works hereby approved, and notwithstanding the details shown on the documents hereby approved, the following details shall be submitted to and approved in writing by the Local Planning Authority:

- A. All external facing brickwork and cladding shall have a 1 metre square sample panel, which shall have first been constructed on site.
- B. Two site mock-ups of the proposed elevations facade types, with red line drawing provided to show location in facade of mock-up;
- C. Material samples of all externally appearing features submitted for approval;
- D. Provision of a detailed materials sheet showing the location of materials, their manufacturer and product reference and precedent photographs.
- E. Details of the proposed plant, any plant enclosures, the roof parapet and PV details on the roof, including dimensions, materials and elevations.

All approved details shall be carried out in accordance with the approved plans and shall be maintained and retained in situ.

REASON: To ensure a high standard of design.

4. NRMM

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 ensure that emissions from the site during the construction phase are acceptable with regard to public health and amenity.

5. Details of Green/Blue Roof

Prior to commencement of works hereby approved, and notwithstanding the details shown on the documents hereby approved, details of the green/blue roof, including cross sectional drawings of the proposed green roof system confirming that the green roof is specified with a substrate base of at least 80mm ranging to 150mm, not including the proposed vegetative mat, and details of a maintenance plan shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To enhance the biodiversity and ecology of the development and contribution to green infrastructure.

6. Use as offices only

The ground floor unit shown as a cafe on the drawings hereby approved shall be used only within the meaning of Class E subsection (a) and (b) of the Town and Country Planning (Use Classes) Order 1987 or of any relevant provision in amending or replacement legislation and the units shall be used for no other purpose which for the avoidance of doubt shall include no other purpose within Class E or any relevant provisions in any amending or replacement legislation.

REASON: To ensure the ground floor remains active, in line with the aims of local and regional planning policy.

7. Planting roof terraces

Prior to commencement of the proposed planting at first floor roof terraces, a detailed hard and soft landscaping scheme for the roof terraces at first floor, illustrated on detailed drawings, shall be submitted to and approved in writing by the Local Planning Authority. Details shall include: all planting showing location, species, type of stock, management and maintenance scheme. All planting shall be carried out in accordance with the details thus approved, within a period of twelve months from the date on which the development of either phase of the development commences and shall be maintained to the satisfaction of the Local Planning Authority for a period of ten years, such maintenance to include the replacement of any plants that die, or are severely damaged, seriously diseased, or removed.

REASON: To enhance the character, appearance and ecology of the development and contribution to green infrastructure.

8. Heat Pump - Heating and Cooling

Prior to the commencement of the development, full details including heating/cooling system (or any other related fixed plant adopted) specification and supporting drawings must be submitted to and approved in writing by the Local Authority to demonstrate at least the following standards been achieved or improved upon as set out in the hereby approved Energy Statement (prepared by Design Buro dated 02/02/2024):

Heat pump Coefficient of Performance of 4 (Domestic Hot Water) and 4.2 (Space Heating)

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

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

9. BREEAM

Prior to the commencement of the development hereby approved, the BREEAM Interim Design Certificate shall be submitted to and approved by the Local Planning Authority, providing full details to demonstrate at least the following standards have been met, as set out in the hereby approved Energy Statement Energy Statement (prepared by Design Buro dated 02/02/2024)

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

10. Use of Roof Terraces

The use of the external roof terraces for planting (at first floors above the entrances) shall be limited to maintenance only.

REASON: In order to safeguard residential amenity.

11. 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 buildings 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.

12. Delivery and Servicing Plan

The development hereby approved shall not be occupied until a detailed Delivery Service Plan (DSP) specifying delivery and servicing arrangements shall be submitted to and agreed in writing by the Local Planning Authority. Delivery and Servicing to the site shall only be carried out in accordance with the details thus approved.

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

13. Cycle Parking

Notwithstanding the details shown on the approved plans, full details of cycle parking for a minimum of 13 for staff and 7 for guests, in separate facilities, shall be submitted to and approved in writing by the local planning authority prior to the occupation of the development. Details should include the layouts, foundations, stand-types and spacing. No wall hung cycle stands are permitted. The approved details shall be maintained and retained in situ.

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

14. Obstruction of footways

No doors or gates shall be erected in a way that enables them to be opened over or across the adjoining footways, carriageways and rights of way unless they are used solely as an emergency exit.

REASON: In the interests of public safety and to prevent obstruction of the public highway.

15. Roof plant

No roof plant (including all external enclosures, machinery and other installations) other than any shown on the drawings hereby approved shall be placed upon or attached to the roof unless otherwise agreed in writing by the Local Planning Authority.

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.

16. Plant Noise

Noise arising from the use of the proposed plant units or any associated equipment shall at all times remain at least 5dB(A) below background levels when measured at any nearby noise sensitive location.

REASON: To ensure that occupiers of the neighbouring premises do not suffer a loss of amenity by reason of noise nuisance from fixed plant and machinery.

17. 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 Design Buro dated 02/02/2024):

- Solar PV panels annual electricity peak generation of 22.75 kWp for the new extension and 70.25 kWp for the retained building
- Combined Solar PV panels array of 232 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: To ensure that the development is adequately sustainable and contributing towards local, regional and national commitments to a net-zero carbon emission future.

18. Bird/bat boxes

Prior to the first occupation of the development hereby approved a minimum of six nesting boxes/bricks for small birds/bats shall be provided at or close to eaves level of the development hereby approved. The bricks/boxes shall be retained thereafter in perpetuity.

REASON: In order to improve the ecology and biodiversity of the site.

19. NOx Emissions

The NOx emissions standards set out in the GLA's 'Sustainable Design and Construction SPG' will be maintained on-site.

REASON: To ensure the acceptability of the scheme with respect to NOx pollution.

20. Piling Method Statement

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

REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure.

21. Demolition and Construction Management Plan

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

- a) A demolition and construction method statement covering all phases of the development to include details of noise control measures and measures to preserve air quality (including a risk assessment of the demolition and construction phase);
- b) A Dust Management Plan to control dust emissions during demolition and construction;
- c) Details of compliance with 'chapter 7 of the Cleaner Construction Machinery for London: A Low Emission Zone for Non-Road Mobile Machinery' in relation to Only Non Road Mobile Machinery or used at the development site during the demolition and construction process along with details that all NRMM are entered on the Non Road Mobile Machinery online register at

<https://nrmm.london/user-nrmm/register> before being operated. Where Non-Road Mobile Machinery, which does not comply with 'chapter 7 of the Cleaner Construction Machinery for London: A Low Emission Zone for Non-Road Mobile Machinery', is present on site all development work will stop until it has been removed from site.

- d) A demolition and construction waste management plan setting out how resources will be managed and waste controlled at all stages during a construction project, including, but not limited to, details of dust mitigation measures during site clearance and construction works (including any works of demolition of existing buildings or breaking out or crushing of concrete), the location of any mobile plant machinery, details of measures to be employed to mitigate against noise and vibration arising out of the construction process demonstrating best practical means.
- e) Details of the location where deliveries will be undertaken; the size and number of lorries expected to access the site daily; the access arrangements (including turning provision if applicable); construction traffic routing; details of parking suspensions (if required) for the duration of construction.
- f) A liaison strategy between the applicant and the adjacent school in relation to the construction programme and means of mitigating the environmental impacts of construction.

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

22. Dust

No materials produced as a result of the site development or clearance shall be burned on site. Dust suppression methods shall be employed during construction so as to minimise likelihood of nuisance being caused to neighbouring properties.

Reason: To protect air quality and minimise nuisance caused by dust.

23. Surface Water

No development shall be occupied until confirmation has been provided that either:-

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.

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

REASON: Network reinforcement works may be required to accommodate the proposed development.

24. Foul Water

No development shall be occupied until confirmation has been provided that either:-

1. Foul 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 Foul water network upgrades required to accommodate the additional flows from the development have been completed. Reason - All Foul water network upgrades required to accommodate the additional flows from the development have been completed.

The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning

REASON: Network reinforcement works may be required to accommodate the proposed development.

25. Car Park Design and Management Plan

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

1. A Car Park Design and Management Plan for the blue badge space including, but not limited to, a banksman, and pedestrian safety mitigation to be implement prior to operation.

REASON: In order to ensure that there is an adequate provision of disabled persons car parking spaces.

8.2 Recommendation B

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

Highways and Transportation

- Car Free Agreement
- Provision of a Travel Plan
- A contribution towards Highways Works for Boot Street and Coronet Street (Hackney Council): £84,628.37
- To enter into a S276 with TfL for works to Old St highway comprising reinstatement of footway following the removal of the existing off street access bay.
- Considerate Constructor Scheme – the applicant to carry out all works in keeping with the National Considerate Constructor Scheme

Employment, Skills and Construction

- Employment and Skills Plan to be submitted and approved prior to implementation;
- Active programme for recruiting and retaining apprentices and as a minimum take on at least one apprentice per £2 million of construction contract value and provide the Council with written information documenting that programme within seven days of a written request from the Council; Commitment to the Council's local labour and construction initiatives (30% on site employment and 25% local labour for first five years of operational phase) in compliance with an Employment and Skills Plan.
- Quarterly Labour returns through 5 year period
- A support fee of £1,500 per apprentice placement in order to cover; pre-employment, recruitment process, post-employment mentoring and support; and
- If the length of the build/project does not allow for an apprenticeship placement, and it can be demonstrated that all reasonable endeavours have been undertaken to deliver the apprenticeship, a £7,000 fee per apprentice will be payable to allow for the creation of alternative training opportunities elsewhere in the borough.

Carbon Offset Payment

- A Carbon Offset Payment: £65,580.00

Costs

- Payment by the landowner/developer of all the Council's legal and other relevant fees, disbursements and Value Added Tax in respect of the proposed negotiations and completion of the proposed Unilateral Undertaking, payable prior to completion of the deed.
- Monitoring costs payable on or prior to completion of the Legal Agreement.
- Travel Plan monitoring fee: £2000.00
- A contribution towards Construction Management Plan (CMP) monitoring: £8,750.00

8.3 Recommendation B

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

9.0 INFORMATIVES

The following information should be added:

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

NSI The proposed development is located within 5m of a strategic water main. Thames Water does NOT permit the building over or construction within 5m of strategic water mains. Thames Water requested that the following condition be added to any planning permission. No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

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

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

NSI In aiming to satisfy the secure by design condition, the applicant should seek the advice of the Police Designing Out Crime Officers (DOCOs). The services of the Police DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

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

BREEAM Condition 11: The targeted credits must be presented in a tracker comparing credits targeted at BREEAM Pre Assessment stage:

1. Minimum BREEAM Rating of 70.58% 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

Heat Pump Condition 8: The details should include:

- Details of Heat pump Seasonal Coefficient of Performance (DHW & SH)
- Heat pump Energy Efficiency Ratio of 6.5
- Details of Heat pump Seasonal Energy Efficiency Ratio
- Details of location of the condenser units from the heat pump systems
- Details of refrigerants that are required confirming a Low or Zero Global Warming Potential (GWP) and Zero Ozone Depleting Potential (ODP)

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

Natalie Broughton

Assistant Director of Planning & Building Control

NO.	BACKGROUND PAPERS	NAME/DESIGNATION AND TELEPHONE EXTENSION OF ORIGINAL COPY	LOCATION OFFICER	CONTACT
1.	<p>Application documents and LBH policies/guidance referred to in this report are available for inspection on the Council's website.</p> <p>Policy/guidance from other authorities/bodies referred to in this report are available for inspection on the website of the relevant authorities/bodies</p> <p>Other background papers referred to in this report are available for inspection upon request to the officer named in this section.</p> <p>All documents that are material to the preparation of this</p>	Catherine Nichol x 2905	1 Hillman Street, London E8 1FB	

	report are referenced in the report		
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