

Planning Sub-Committee – 04/02/2026

ADDRESS: Buckland Court Garages Buckland Street, London, N1 6TY	
WARD: Hoxton West Ward	CASE OFFICER: Oliver Enticott
APPLICATION NUMBER: 2025/1797	VALID DATE: 23.09.25
DRAWING NUMBERS: Existing location plan - NHP2_ARC_BUC_4001 Existing site plan - NHP2_ARC_BUC_4100 Existing site sections - NHP2_ARC_BUC_4110 Proposed location plan - NHP2_ARC_BUC_4010 Proposed site plan - Level 00 NHP2_ARC_BUC_4200 Proposed site sections NHP2_ARC_BUC_4205 Proposed plans - Level 00 NHP2_ARC_BUC_4210 Proposed plans - Level 01 NHP2_ARC_BUC_4211 Proposed plans - Level 02 NHP2_ARC_BUC_4212 Proposed plans - Level 03 NHP2_ARC_BUC_4213 Proposed plans - Level 04 NHP2_ARC_BUC_4214 Proposed plans - Level 05 NHP2_ARC_BUC_4215 Proposed plans - Roof Level NHP2_ARC_BUC_4215 Proposed elevation - North NHP2_ARC_BUC_4250 Proposed elevation - East NHP2_ARC_BUC_4251 Proposed elevation - South NHP2_ARC_BUC_4252 Proposed elevation - West NHP2_ARC_BUC_4253 Proposed section - AA NHP2_ARC_BUC_4275 Proposed section - BB NHP2_ARC_BUC_4256 Application Covering Letter (HTA Design) Air Quality Assessment (XCO2) Arboricultural Impact Assessment (TMA) Shadow Habitat Regulation Assessment (TMA) Biodiversity Net Gain Assessment (TMA) Child Friendly Impact Assessment (Farrer Huxley) Draft Construction Management Plan (SLR) Daylight, Sunlight & Overshadowing Assessment (XCO2) Design and Access Statement (incl. Statement of Community Involvement) (Sergison Bates) Landscape Design (Farrer Huxley) Drawings Package (Sergison Bates) Energy Statement & Overheating Assessment (XCO2) Fire Statement (Trigon) Flood Risk Assessment (SLR) Drainage Strategy Report (Momentum) Ground Investigation Report (SLR) Noise Impact Assessment (Noise Solutions Ltd) Preliminary Ecological Appraisal (Temple) Planning Statement (incl. Draft Heads of Terms) (HTA Design) Sustainability Statement (XCO2) Outline Site Waste Management Plan (SLR)	

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Transport Assessment (SLR) Travel Plan (SLR)	
APPLICANT: London Borough of Hackney	AGENT: HTA Planning
PROPOSAL: Demolition of existing garages and external stores and construction of 45 new residential dwellings (Use Class C3) with associated amenity space, cycle parking, refuse stores, hard and soft landscaping, play space, improvements to public realm, and other associated works	
POST SUBMISSION REVISIONS: Design and Access Statement, Rev A (Sergison Bates) Daylight, Sunlight & Overshadowing Assessment, November 2025 (XCO2) Energy Statement, November 2025 (XCO2) Design note - 5679-MOM-XX-XX-DN-S-11042-P01 (Momentum, 19.11.25) C Bay Study Communal Entrance - NHP2-ARC-BUC-6351-B C Bay Study Typical Facade - NHP2-ARC-BUC-6350 B Proposed Elevation East - NHP2-ARC-BUC-6251 B Proposed Elevation North - NHP2-ARC-BUC-6250 B Proposed Elevation South - NHP2-ARC-BUC-6252 B Proposed Elevation West - NHP2-ARC-BUC-6253 B Proposed Section AA - NHP2-ARC-BUC-6275 A Proposed Section BB - NHP2-ARC-BUC-6276 A Proposed Site Sections - NHP2-ARC-BUC-6205 A Buckland Open Space Diagram	
RECOMMENDATION SUMMARY: Grant conditional planning permission subject to completion of a legal agreement.	
NOTE TO MEMBERS: N/A	

ANALYSIS INFORMATION

ZONING DESIGNATION

ZONING DESIGNATION	YES	NO
CPZ	Hoxton (Zone F)	
Conservation Area		X
Statutory Listed Building		X
Locally Listed Building		X
Priority Employment Area (PEA)		X
City Fringe Opportunity Area		X
Central Activities Zone		X

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EXISTING LAND USE DETAILS

USE CLASS	DESCRIPTION	GIA (SQM)
N/A	N/A	0
TOTAL		

PROPOSED LAND USE DETAILS

USE CLASS	USE DESCRIPTION	GIA (SQM)
C3		4,182
TOTAL		

EXISTING RESIDENTIAL MIX

EXISTING RESIDENTIAL MIX BY TENURE	NO OF UNITS	TENURE SPLIT	RESIDENTIAL MIX WITHIN TENURE GROUP (%)
Private			
1	-		-
2	-		-
3	-		-
Total:	0		-

PROPOSED RESIDENTIAL MIX

PROPOSED RESIDENTIAL MIX BY TENURE	NO OF UNITS	TENURE SPLIT	RESIDENTIAL MIX WITHIN TENURE GROUP (%)
Private			
1	0		-
2	0		-
3	0		-
Total:	0		-
Social Rented			
1	9		
2	1		
3	3		
Total:	13		29%
Intermediate/ Shared Ownership			
1	12		
2	20		
3	0		
Total:	32		71%
Overall Total:	45		100%

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PARKING DETAILS:

	Parking Spaces (off street)	Parking Spaces (on street)	Parking Spaces (Disabled)	Bicycle Storage
Existing	0	14	0	0

	Parking Spaces (off street)	Parking Spaces (on street)	Parking Spaces (Disabled)	Bicycle Storage
Proposed	0	0	5	99

1. SITE CONTEXT

- 1.1 The application site occupies approximately 0.34 hectares and is currently occupied by 53 garages and 23 external storage units that serve existing residents of Marshall House to the west and Buckland Court to the east. The garages and stores are all owned and leased by the Council to estate residents and members of the public, primarily for storage rather than vehicle parking.
- 1.2 The application site consists of a large 'U' shaped estate block, measuring between four to six storeys in height. The apartment block encloses a central communal park and 53 garages and 23 external storage spaces. The existing garages serve the residents of Marshall House (Cranston Estate) to the west and Buckland Court (St. John's Estate) to the east.
- 1.3 The estate is accessed via Buckland Street to the south and Mintern Street to the north. North of Buckland Street and bordered by Mintern Street to the north, the site enjoys proximity to Shoreditch Park, known for its play areas, primary school, and the new Britannia Leisure Centre. To the west stands Marshall House, a six to eight-story building, while the eastern boundary adjoins a communal garden accessible to Buckland Court residents. To the south of the site is the ongoing 'Buckland Street' housing redevelopment project.
- 1.4 The site is not located within a conservation area and does not impact any listed buildings. It is situated close to Shoreditch Park - a designated open space and also a Sites of Importance for Nature Conservation (SINCs).
- 1.5 The site has a PTAL score of 3-4, meaning it has good access to public transport. There are several bus routes available from New North Road, approximately 150m from the site, which provide links to north, central and south London. Hoxton Station is the nearest Overland Station, located circa 650m away (approximately 10 minute walk).
- 1.6 Finally, the property is located within Flood Zone 1, meaning it is at a low risk of river flooding. The site also has a low risk of surface water flooding (i.e. flash flooding).

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2. CONSERVATION IMPLICATIONS

- 2.1 The proposal is not expected to have any impact on heritage assets. It is not located in, or adjacent to, a conservation area. The nearest listed buildings are two cannon bollards located on Ivy Street 275m away.

3. RELEVANT HISTORY

- 3.1 The following planning history is considered relevant to the current application:

2006/3416: Alterations including works to four service entrances; installation of new railings on existing Buckland Street wall; provision of new refuse store and upgrade of existing refuse bins; and landscaping of courtyard. Approved 07.02.2007.

2020/1576: Demolition of existing garage buildings and construction of three, six (6) storey residential buildings providing 54 residential units, a flexible, ground floor commercial space (A1, B1, D1, D2 uses), a new ball court, games area, new and replacement car and cycle parking and associated landscape and public realm works. Approved 11.03.2021.

4. CONSULTATION AND PUBLICITY PROCEDURE

- Neighbour notification letters were issued to 379 properties on 30 September 2025
- A site notice was posted on 30 October 2025
- A press notice was printed on 17 October 2025

5. NEIGHBOURS AND INTERESTED GROUPS

- 5.1 At the time of writing the report six objections have been received. The issues raised can be summarised as follows:

- Development is excessive in height and an overdevelopment
- Harm to neighbour amenity - overlooking, increased sense of enclosure, noise and disturbances and loss of privacy. Harming of neighbours' right to light
- Submitted documents include the use of the large, fenced-off communal garden as new communal space for all residents. Proposed plans also omit the existing fence which separates this.
- Construction noise and disruption
- Ecological impact from tree removal
- Increased pressure on local infrastructure
- Unbalanced affordable housing mix
- New development will lead to an increase in illegal parking and parking congestion
- Construction works will impact the cycle super highway on Pittford Street
- Increased likelihood of fly tipping due to additional residents
- Existing residential blocks on the estate aren't properly maintained by the Council. This is unfair and improvements were promised during early consultation.
- Existing residents may face increased service charges to maintain new public spaces
- Confusion over the deadline for neighbours to object
- Tree plans are inaccurate

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- Need to secure existing ivy around neighbouring garden wall
- Location of new cycle storage, and loss of existing metal fence around neighbours garden will increase risk of antisocial behaviour and provide opportunities for home invasion into neighbouring garden
- Loss of existing garages and limited availability of blue badge parking spaces
- Need to undertake an Equality Impact Assessment on the potential harm to existing disabled residents.

Officer Response:

- 5.2 The proposal is considered to be acceptable in terms of its height and massing. See the Design section of the report below for further information.
- 5.3 While it is noted that the development will impact upon some neighbouring residents' amenity, on balance the benefits of the scheme outweigh the harm. Rights to light is not a material planning consideration but a private matter.
- 5.4 The large garden to the east of the development is not included within the red line plan and there are no intentions for new residents to have access to it. Proposed site plans do note the existence of it.
- 5.5 Construction noise from development is not generally a material planning consideration. Nonetheless, conditions have been attached to prevent undue noise and disturbances during the construction process.
- 5.6 In terms of ecological harm, the Council's biodiversity team and arboricultural officer are satisfied that the proposed works are acceptable. The scheme has a biodiversity net gain (BNG) score of 52% and an urban greening factor (UGF) of 0.41 which are both policy compliant.
- 5.7 Regarding impact on local infrastructure, the scheme will be required to make a payment of £263,571 to improve local educational facilities and £57,374.23 towards improved highways and public realm works. The Council's Highways team have raised no objections over the potential impact on local public transport infrastructure.
- 5.8 In terms of affordable housing provision, the scheme is 100% affordable with 13 socially rented dwellings and 32 co-ownership. It forms part of a wider Council led New Homes Programme scheme which, at the time of writing, is due to deliver seven sites and 182 new social rented dwellings.
- 5.9 A detailed construction management plan has been conditioned. This would need to include potential impact on the cycle super highway on Pittford Street.
- 5.10 The potential for an increase in illegal car parking is not a material planning consideration.
- 5.11 Similarly, the potential for increases in flytipping from new residents is not a material planning consideration. The Council's Waste and Recycling team have been consulted on the development and are satisfied there is adequate waste storage for bulky items and other household waste.
- 5.12 Officers have consulted with the Regeneration Team and planning agent in regards to promises to existing residents about the current housing apartments being renovated as

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part of the proposal. Officers have been informed that no promises were made. Moreover, this is not a material planning consideration for the acceptability of the planning application.

- 5.13 Officers have consulted with the Regeneration Team and no increases in service charges to existing residents is expected and moreover this is not a material planning consideration for the scheme.
- 5.14 Public consultation was provided via site and press notices and neighbour letters. One neighbour contacted Officers twice to inquire about the length of time needed to respond. Officers responded both times, with the most recent correspondence being on 16 December notifying the resident they have until Planning Committee on 4 February to make final comments. Comments received after Committee can also be reported back to Committee later if they raise new issues.
- 5.15 With regard to trees and arboricultural matters, the Council's Tree Officer has reviewed the submitted Arboricultural Impact Assessment and is satisfied with the information provided at this stage. A number of conditions have been attached to ensure the protection of existing trees including a condition to prevent the removal, felling, topping or lopping of any tree without written consent, the submission of an up to date Tree Protection Plan and a Roots Protection Plan.
- 5.16 With regard to the ivy-clad boundary wall, the applicant's intention is to retain this feature. Officers have been informed that their design team is currently exploring appropriate design and construction solutions to ensure its retention as part of the proposals, and this will be taken forward as the scheme progresses. While the ivy-clad wall does not fall within the definition of a green wall for the purposes of the Biodiversity Net Gain assessment under UKHab classifications, its retention remains an objective of the scheme and is being actively considered as the proposals are refined.
- 5.17 In regards to the cycle storage causing possible antisocial behaviour and increasing the risk of home invasions, the Council have consulted the local police constabulary who are satisfied with the proposal subject to a secure by design condition. This has been attached. The applicant met with the Designing Out Crime Officer on two occasions during the pre-application process, most recently in early March last year. The proposed building/cycle store would be located approximately 2.2m from the site boundary, which is considered a sufficient separation and would not facilitate access to neighbouring properties. While the existing metal security fence would be removed as part of the proposals, the introduction of a new building, improved public realm and increased overlooking is expected to enhance passive surveillance and reduce the potential for anti-social behaviour. CCTV provision, including coverage of the cycle stores, is also proposed.
- 5.18 The applicant has been in direct contact with the resident to explore alternative parking and storage solutions. A potential option has been identified involving an alternative garage which, subject to modifications to the gate/door, is capable of accommodating vehicle parking. The garage is located approximately a 15 minute walk from the resident's property. The applicant has liaised with the Council's voids garages team, who have confirmed that the resident is currently using the alternative garage, with the vehicle parked inside and the first month's rent paid, pending a response from the Council regarding the proposed widening of the garage door. The applicant will continue to liaise with the resident and relevant Council teams to progress this matter and seek a suitable and practical outcome. In addition, the proposed development provides two Blue Badge parking spaces from the outset, with capacity to accommodate a further three spaces within the site should demand arise.

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- 5.19 Having regard to the duty set out in the Equality Act 2010, the development is not considered to raise any equality issues, as per paragraph 8.237 in this report.

6. CONSULTATION RESPONSES - STATUTORY, LOCAL AND OTHER

Consultations (Internal)

Contamination

No objection subject to a condition requiring a preliminary risk assessment.

Environmental Protection

No objection subject to conditions requiring a construction management plan, dust monitoring and NRMM restrictions. These have been attached.

Flooding

No objection subject to SUDS condition and a completion certificate. These have been attached.

Noise

No objection subject to noise and vibration conditions. These have been attached.

Traffic and Transportation

No objection subject to conditions on blue badge parking and cycle provision, and a variety of parking and servicing management plans. These have been attached.

Waste

No objections

Consultations (External)

Environment Agency

No response.

GLAAS

No objections.

Hackney Society

No response

Health & Safety Executive (HSE)

No objections raised. The scheme is not considered relevant for HSE.

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Historic England

No objections

London Fire Brigade

No objections

Metropolitan Police

No objection subject to a secured by design condition. This has been attached.

Natural England

No objection.

Thames Water

No objection subject to a piling methods statement. This has been attached.

7. POLICIES

London Plan (2021)

D3 - Optimising Site Capacity Through Design Led Approach

D4 - Delivering Good Design

D5 - Inclusive Design

D6 - Housing Quality and Standards

D7 - Accessible Housing

D8 - Public Realm

D11 - Safety, Security and Resilience to Emergency

D12 - Fire Safety

D14 - Noise

H1 - Increasing Housing Supply

H5 - Threshold Approach to Applications

H6 - Affordable Housing Tenure

H10 - Housing Size Mix

HC1 - Heritage, Conservation and Growth

G1 - Green Infrastructure

G5 - Urban Greening

G6 - Biodiversity and Access to nature

G7 - Trees and Woodland

SI 1 - Improving Air Quality

SI 2 - Minimising Greenhouse Gas Emissions

SI 3 - Energy infrastructure

SI 4 - Managing Heat Risk

SI 5 - Water Infrastructure

SI 7 - Reducing Waste and Supporting the Circular Economy

SI 12 - Flood Risk Management

SI 13 - Sustainable Drainage

T4 - Assessing and Mitigating Transport Impacts

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T5 - Cycling
T6 - Car Parking

LBH Local Plan 2033 (2020)

LP1 - Design Quality and Local Character
LP2 - Development and Amenity
LP3 - Designated Heritage Assets
LP4 - Non Designated Heritage Assets
LP12 - Meeting Housing Needs
LP13 - Affordable Housing
LP14 - Dwelling Size Mix
LP17 - Housing Design
LP31 - Local Jobs, Skills and Training
LP36 - Shops Outside of Designated Centres
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 Spaces
LP47 - Biodiversity and Sites of Importance of Nature Conservation
LP48 - New Open Spaces
LP51 - Tree Management and Landscaping
LP52 - Water spaces, Canals and Residential Moorings
LP53 - Water and Flooding
LP54 - Overheating and Climate Change
LP55 - Mitigating Climate Change
LP57 - Waste
LP58 - Improving the Environment - Pollution

Other

Mayor of London Housing Design Standards (2023)

National Planning Policies

National Planning Policy Framework (NPPF) (2024),
Planning Practice Guidance and National Design Guide (2019)

8. ASSESSMENT

Introduction

- 8.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF operates under a presumption in favour of sustainable development. It states that development proposals, which accord with the development plan, should be approved without delay. The adopted Development Plan where the site is located, comprises the London Plan (2021) Hackney Local Plan 2033 known as 'LP33', and the North London Waste Plan.
- 8.2 The NPPF is also a material consideration in the determination of planning applications.

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The development plan has been used as the starting point for the assessment of the proposal submitted for consideration and the following policy topics are considered to be particularly relevant to this application.

8.3 The application has been assessed against national planning policy and guidance, development plan policies and other material planning considerations and the advice of statutory consultees. The key planning issues raised by the proposal include:-

- Principle of Development
- Loss of Garages
- Housing Provision
- Heritage
- Design
- Quality of Accommodation
- Neighbour Amenities
- Highways and Transport
- Waste and Recycling
- Green Infrastructure & Biodiversity
- Sustainability
- Flood Risk
- Crime and Fire Safety

8.4 These matters are discussed in detail below.

Principle of Development

8.5 Chapter 2 of the NPPF identifies sustainable development as the key objective of the planning system and clearly sets out the presumption in favour of sustainable development, in alignment with the need to determine planning applications in accordance with the Development Plan.

8.6 In specific regard to proposals for estate regeneration, such as this, paragraph 98 of the NPPF states *“that planning policies and decisions should consider the social, economic and environmental benefits of estate regeneration, and requires Local Planning Authorities to use their planning powers to help deliver estate regeneration to a high standard.”*

8.7 The principle of development is thus considered acceptable, subject to all other matters discussed below.

Loss of Garages

8.8 Hackney Local Plan Policy LP45 states that where sites are redeveloped, existing parking provision must be significantly reduced to make the new development car free unless there is site-specific justification to re-provide an element of the existing parking. It also states that for developments relating to housing estates, parking may be re-provided only for returning residents with existing permits, supported by CPZ capacity and improvements to public spaces. Development for new occupiers must be car-free.

8.9 The proposal includes the demolition of 53 existing garages and 23 external stores. The applicant has stated that the loss of these garages will be minimal as they are in poor condition and primarily used for general storage rather than vehicle parking, with only one car known to be parked within the garages. The garages are currently rented out by the Council to members of the public. As such, the Council retains the right to end rental

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arrangements for the garages at their discretion. As mentioned, it is noted that people do not primarily rent garages for the purpose of parking vehicles, with many of the garages used for storage purposes. Owing to this, the loss of the spaces will not necessarily result in a noticeable displacement of vehicles. Additionally, the 14 existing parking bays are due to be removed.

- 8.10 The applicant conducted a parking survey within 200m of the site. The findings suggest that even after the displacement of the 14 cars onto the street there will still be a minimum of nine surplus parking spaces available on the surrounding streets. Consequently, the report concludes that the local highway network has the capacity to accommodate any potential parking displacement. Owing to this existing capacity, the removal of the existing garages and parking bays is concluded to not result in a severe cumulative impact on the local highway network.
- 8.11 The reduction in parking and the non-reprovision of existing garages enables the proposed infill development and supports the delivery of new high-quality social housing. It also facilitates significant improvements to the public realm, shifting the focus of the site from vehicle access to people-friendly, inclusive spaces

Housing Provision

New Housing

- 8.12 London Plan Policy H1 and Table 4.1 set an annual target of 13,280 net new houses for Hackney over a ten-year period up until 2028/29. This is supported by Local Plan Policy LP12 which stipulates that the Council will aim to deliver a minimum of 1,330 new homes per year up to 2033.
- 8.13 The proposal would provide a total of 45 net new dwellings, contributing to local and national targets. The proposal accords with London Plan Policy H1 and Hackney Local Plan Policy LP12.

Affordable Housing

- 8.14 London Plan Policy H5 and H6 set out affordable housing provision and states that the threshold level of affordable housing on gross residential development is set at a minimum of 35%, with a minimum of 30% social rent, a minimum of 30% intermediate rent, and the remaining 40% set by the borough.
- 8.15 Hackney Local Plan Policy LP13 requires an affordable housing contribution for all schemes. Development will be required to provide 50% affordable housing on site at a ratio of 60:40 social housing (social rent / London affordable rent) and intermediate types (Hackney/London living rent or London shared ownership). However, the policy makes clear that other affordable housing tenure to those outlined above will be permitted where it can be demonstrated to be genuinely affordable relative to local ward level incomes.
- 8.16 All of the 45 new homes are to be affordable. Of these 13 are to be social rented units (29%) and the remaining 32 are to be shared ownership (61%).
- 8.17 Whilst this mix does not entirely correspond with the preferred affordable housing tenure split as set out in Local Plan Policy LP13 it should be noted that this site is just one in the broader New Homes Programme (NHP) which comprises a total 13 sites. Nine of these are currently submitted, and some of those sites are being submitted for Committee decision

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within the next couple of months. The NHP is intended to deliver over 400 new homes of which 73% are intended to be for social rent, depending on various constraints such as financial viability. However, some are still being developed and therefore the Council is unable to confirm the final unit mix.

- 8.18 Given the scale of the NHP and the amount of affordable units - and in particular - social rented units being provided, and given that all of the proposed units at Buckland Court are to be affordable, the tenure mix in this instance is considered acceptable.

Housing Mix

- 8.19 London Plan Policy H10, together with the Mayor of London Housing SPG, seek to promote housing choice and a balanced mix of unit sizes in new developments.
- 8.20 Hackney Local Plan Policy LP14 sets out the preferred unit mix for different tenure types. For affordable housing tenure, a 33% split between one-bed, two-bed and three-bed units is generally expected. For intermediate housing, the preference is for a greater percentage of two bed units than one-beds, and for 15-25% of all units to be three-bed.
- 8.21 It is noted, though, that the Council will consider variations to the dwelling size mix sought if this can be justified based on the tenures and type of housing proposed, site location, area's characteristics, design constraints, scheme viability; and where shared ownership is proposed, the ability of potential occupiers to afford the homes proposed.
- 8.22 Of the 13 social rented apartments, nine are one-bed (70%), one is a two-bed (7%) and three are three-bed (23%). The mix is therefore obviously heavily skewed towards a greater percentage of one-bed units. Of the 32 shared ownership apartments, 12 are one-bed (38%) and the remaining 20 are all two beds (62%).

	1 Bed	2 Bed	3 Bed	TOTAL
Social Rent	9	1	3	13
Intermediate	12	20	0	32
Total	21	21	3	45

- 8.23 The size mix for both the socially rented and intermediate units does not comply with the recommendations set out in Local Plan Policy LP14. However, as has been mentioned previously, it is important to remember that the New Homes Programme takes a 'portfolio approach' to addressing policy requirements on units, and the wider tenure and housing mix should be considered, rather than the individual site alone. For example, the proposed redevelopment of the nearby Croyley Court garages delivers 100% social rent homes and is heavily weighted in favour of three bedroom dwellings. This approach was agreed between the applicant and Council as part of the pre-application process and enables the two sites to positively respond to the Council's target unit mix. At present the programme as a whole would provide 35% 1 bed homes, 32% 2 bed homes, and 33% 3 or more bed homes. This mix is much more inline with the housing mix set out in Local Plan Policy LP14 and is generally looked upon favourably.

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Site	Tenure	1b2p	2b3p	2b4p	3b5p	Total	Tenure Split
Buckland Court	Shared Ownership	12	8	12	0	32	36%
	Social Rent	9	0	1	3	13	64%
Cropley Court	Social Rent	15	0	14	16	45	
Total		36	8	27	19	90	100%
Total (%)		41%	26%		33%	100%	

- 8.24 In consideration of the above, Officers are satisfied with the affordable housing mix being offered at Buckland Court.

Design

- 8.25 London Plan Policy D3, D5 and D8 sets out that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. New developments should enhance local context by their layout, orientation, scale, appearance and shape, provide legible entrances to buildings, clearly defined public and private environments, achieve safe and inclusive environments, provide active frontages, contribute towards the local character and be of high quality.
- 8.26 These policies are supported by Hackney Local Plan Policy LP1 which seeks to ensure development is of the highest architectural and urban design quality, responds to the local character and context, and is compatible with the existing townscape.

Context

- 8.27 The site is occupied by a large area of single storey garages which block movement and street level views across the wider estate. The garages are surrounded to the south by a wall and gate which makes access very difficult.
- 8.28 Residential blocks surround the site. The block to the west is seven storeys, to the north it is six storeys and to the south it is four storeys. One of the largest semi private estate gardens in the area is enclosed by the group of buildings and is to the immediate east of the site boundary.

Background

- 8.29 The scheme has been developed in response to various public and statutory consultations including with design officers at pre-app. The scheme has been developed alongside Cropley Court to simplify design and delivery. Standard principles appropriate to both sites have been modified on each to ensure the schemes are suitable for their unique location.

Form and Massing

- 8.30 The proposed block is ground + five storeys (total of six storeys) and 20.75m tall to the top of the parapets of the main elevations. Plant and core overrun is set back deeper on the roof removing visibility from street level. The proposal is roughly the same height as the seven storey building to the west.
- 8.31 The character of the context is not highly sensitive to change in terms of and incorporates higher buildings. However, the proposal will introduce a six storey block to the open and undeveloped centre of a residential perimeter block which will significantly change the

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character of Buckland Court and affect the outlook, sense of privacy and access to light of some flats surrounding the development site. The proposed building would block views towards the central garden from some flats to the west but the siting does allow for views around the proposed block to the north and south. The proposal will affect light to flats to the north and daylight to other surrounding blocks, but, flats to the north and south will retain diagonal views over the gardens and most morning light from the east.

- 8.32 The massing is a 'pinwheel form' with each of its four frontages staggered with projecting gables and receding elements which reduces the sense of bulk and creates interest. The stepped form also breaks up the skyline, again reducing the sense of bulk. The massing of the building allows for dual aspect corner units surrounding a compact internalised circulation core. This layout creates high quality residential layouts.
- 8.33 While the massing allows for high quality new homes and a block which would appear comfortable in scale to its surroundings from street level, its height and massing will have negative impacts on adjacent residents, some of whom will see a reduction in light and outlook, despite good separation distances (between primary elevations of 15m to north and 20m to the west) from existing homes.

Architecture and Materials

- 8.34 The external appearance of the proposal is shown in orange/red brick with orange metalwork for balconies and window frames. Brickwork is shown with areas of texture and depth to break up the large volume and give it a high level of visual interest and quality. The entrances to the building are shown in a similar warm orange/red brick. The material choice will create a direct visual relationship between new and existing buildings and help the proposal to sit comfortably in its context.
- 8.35 Balconies are projecting metal set in vertical frames to improve the sense of enclosure and solidity. Depth is optimised to allow for meaningful use. Balconies which could give rise to overlooking toward the closest residents to the south and north, should include additional privacy screening.

Internal Layout

- 8.36 The building entrance is clearly located facing south onto the new pedestrian space. Internal routes are unobstructed allowing natural light to permeate through the ground floor. There is a clear view to stairs and lifts and out of the building to the surrounding landscape. The materials of the communal circulation are considered to create a robust but warm and welcoming character.
- 8.37 The vertical circulation stair and lifts are located in the middle of the plan. The stair benefits from being open to the lobby with no doors as barriers, which should encourage use. The stair also benefits from a wide 'stair well' with a skylight above allowing natural light to reach the landings on each level. While upper floor communal circulation has no windows, the natural light filtering down from the stairs should be an adequate response to the London Housing LPG advice that all circulation should be naturally lit and ventilated.
- 8.38 Upper floor landings are divided into small lobbies giving access to 2 or 3 flats to encourage close relations. Glazed doors allow natural light from the stair to filter into the landing areas. Spaces have been designed with practicality in mind with furniture movements being accommodated.

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- 8.39 Individual flats are dual aspect allowing for good light and cross-ventilation. Ground floor homes are surrounded with planting zones and raised balconies with a solid upstand to reduce visibility of homes to passers-by but maintain views for occupants out to the landscaping. All balconies also have full height uprights on corners which give balconies a room-like quality. Living rooms are located on building corners to maximise light and aspect. Balconies are located off living rooms creating outdoor extensions of the main living space. They are optimised in proportions - being slightly deeper - to allow for active use.

Landscape

Principles

- 8.40 The applicant sets out principles for the landscape design in its design and access statement. Principles include - 1. Enhancing the community through shared use of the gardens. 2. promoting lush, biodiverse arrangements of planting. 3. Introducing playable landscapes and natural materials to enable discovery and cognitive development. 4 focusing on sensory experiences. and 5 providing habitats for small creatures. The resulting design can be tested against these principles.

Movement

- 8.41 The proposals will replace a group of garages, physical barriers and vehicle circulation routes with an enhanced public landscape connecting Buckland Street and Mintern Street. The route will be defined by a new open space on Buckland Street which will benefit all residents nearby, and lead to an enhanced north-south walking route running around the perimeter of the new block. What currently feel like unattractive vehicle circulation areas defined by asphalt and low quality landscape will become a high quality and considered landscape, encouraging community interaction and play. Movement through the site, experience and safety is likely to be greatly improved.

Variety of Spaces

- 8.42 The block is surrounded by buffer planting as part of measures to maximise privacy of ground floor units. To the south of the scheme a new, open 'neighbourhood square', adjacent to a 'green entrance' combine to create a generous new, playable public space to replace an area currently defined by inaccessible garages. To the west of the block, an area of large mature robina trees will be enhanced with a biodiverse meadow and natural play. And to the north the currently unwelcoming entrance street will be enhanced as part of the new north-south route connecting Buckland Street to Shoreditch Park.

Planting

- 8.43 Page 31 of the landscape design statement shows a complex planting schedule with zones corresponding to different microclimates and uses. Native species have been included to support insects and maximise habitat creation. See biodiversity comments for further discussion of species.

Conclusion

- 8.44 The proposal would deliver high quality new homes in an attractive and well-designed building surrounded by enhanced landscaping and public realm. All new and existing residents will benefit from the enhanced, playable landscaping. Some residents to the west and north of the new building will lose parts of their unobstructed outlook, however,

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separation between new and existing blocks has been optimised to mitigate against daylight losses and privacy issues, with homes to the north and south retaining views towards the large garden.

- 8.45 From an urban design and general design perspective, the proposed scheme can be recommended for planning permission with conditions, including balconies which are perceived as having impacts on neighbouring privacy should have additional screening included and these measures should be discussed with a design officer.

Quality of Accommodation

- 8.46 Hackney Local Plan Policy LP2 states all new development must be appropriate to its location and should be designed to ensure there are no significant adverse impacts on the amenity of occupiers. Amenity considerations include the impact of development on visual privacy and overlooking, and outlook; sunlight, daylight, artificial light and overshadowing, noise, fumes and odour; and microclimate conditions.

Cores

- 8.47 Standard B2 of the Housing Design Standards relates to access to units, including incorporation of access control measures, core layouts and lift provision and that each core should be accessible to generally no more than eight units per core.
- 8.48 The development includes a maximum of eight units per floor, accessed via central lift and stairwell. As such, it complies with Housing Design Standards.

Internal Space Standards

- 8.49 London Plan Policy D6 and Table 3.1 require new housing to meet specific internal space sizes, including the provision of built-in storage. Policy D6 also states that a minimum ceiling height must be 2.5m for at least 75% of the gross internal area. This is supported by Hackney Local Plan Policy LP17.
- 8.50 Overall, the units would provide a good standard of accommodation in regards to internal space standards, with all of them exceeding the minimum requirements. All of the units would offer an acceptable amount of storage and have minimum head heights of at least 2.5m. The proposal complies with London Plan Policy D6 and Table 3.1.

Outlook and Privacy

- 8.51 London Plan Policy D6 states that developments should minimise the number of single aspect dwellings, particularly if they are north facing. London Plan Policy D6 also requires new housing to provide sufficient outlook and privacy.
- 8.52 All of the units would be dual aspect. At ground floor level, all six units are orientated so that their main outlook is either east or west, providing good levels of outlook. The units would be enclosed by a low level railing set back from the terraces to mitigate against potential privacy concerns, especially the three west facing units which all face onto the central courtyard. At upper floor levels, six of the eight units per floor would be orientated east or west and would not suffer from a lack of outlook or privacy. There is one north and one south orientated unit per floor. These two units would sit relatively close to the apartments at Buckland Court estate - roughly 10-12m - and would therefore have slightly restricted outlook and privacy. However, this distance/relationship is not uncommon or

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unreasonable for an urban area and overall future residents of these units would be provided with adequate amenity in terms of outlook and privacy.

- 8.53 Overall the quality of outlook and privacy is deemed acceptable and compliant with London Plan Policy D6.

Accessibility

- 8.54 London Plan Policy D7 requires that 10% of new housing must meet Building Regulations requirement M4 (3) 'wheelchair user dwellings, whilst the remaining 90% of units meet Building Regulations requirement M4 (2) 'accessible and adaptable dwellings' and.
- 8.55 Five of the 45 homes (11%) will be wheelchair adaptable and built to M4(3) standards. All five are for social rented homes and located on either the ground or first floor. This is considered acceptable and compliant with London Plan Policy D7.

Daylight and Sunlight

- 8.56 London Plan Policy D4 states new development should provide sufficient daylight and sunlight to new housing and is appropriate for its context.
- 8.57 The applicant has submitted a Daylight, Sunlight and Overshadowing Assessment which has been assessed as part of this application.

Daylight/Illuminance

- 8.58 The UK National Annex recommends that median illuminances be exceeded in more than half the assessment points (a plane at table top height - 0.85 meters from the floor level) in a room for more than half of the daylight hours for a typical year. The median illuminance for rooms are as follows:
- 100 lux in bedrooms
 - 150 lux in living rooms
 - 200 lux in kitchens/living/diners
- 8.59 There are a total of 117 habitable rooms across the 45 units. These encompass 45 open planned living room/kitchen/diners (LKDs) and 72 bedrooms.
- 8.60 The results show that 25 out of 45 LKD rooms meet the BRE recommendations (55%).
- 8.61 Of the remaining 20 LKD rooms, seven meet the lower BRE threshold for living rooms (150 lux), which is expected to be the predominant use of this space. Of the remaining 13 LKD rooms, 6 rooms met within 60% or above of the BRE recommendations.
- 8.62 The remaining seven LKDs did not meet any of the above criteria, however all are located on the ground, first or second floors, where daylight is more limited due to increased external obstruction, primarily from the seven storey building to the west, and partly due to the primary windows being positioned beneath balconies. However, it is worth noting that the existence of a private amenity space is considered beneficial for residents as they will be able to use this space for sunlight access.
- 8.63 As for the bedrooms, 58 out of 72 bedrooms meet the BRE recommendations (80%). Of the remaining 14 bedrooms, three second floor rooms were found to fall only marginally short

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of the criteria meeting within 90% or above of the BRE recommendations and one first floor bedroom met within 80% or above of the BRE recommendations. Of the remaining 10 bedrooms, four are located on the ground floor and three on the first floor, all meeting within 60% or above of the BRE recommendations. The remaining one ground floor room and two first floor rooms, obstructed by Marshall House to the west and Buckland Court to the north, were found to fall short of the criteria.

- 8.64 Given the site's location, some shortfalls against the BRE targets can be considered reasonable given the increased site constraints within this urban context.

Sunlight

- 8.65 The BS EN 17037 standard recommends that a space receive a minimum of 1.5 hours of direct sunlight in cloudless conditions between the 1st February and 21st of March. Although the BS EN 17037 applies to all rooms, if a room faces north of due east or west, it is unlikely to demonstrate enough sunlight. Within homes, at least one living space should meet the minimum criteria. The BS EN 17037 criteria apply to a minimum (1.5 hours), medium (3 hours), and high level (4 hours) of sunlight in various situations.
- 8.66 The analysis has shown that out of the 45 living rooms assessed, 35 would comply with minimum recommended levels of sunlight (78%). 17 spaces receive high levels of sunlight, 11 spaces receive medium levels of sunlight, four spaces receive minimum levels of sunlight, and three belong to a dwelling where at least one other habitable space meets the minimum levels of sunlight recommended, thus meeting the BRE criteria.
- 8.67 Of the remaining 10 rooms, five belong to dwellings with only north facing windows. The remaining five rooms that do not meet any of the above criteria have windows facing north or west and are subject to increased external obstructions from the 7-storey neighbouring property to the west, and in some cases partially from an overhead balcony, thus limiting the already small section of available sun path in that orientation.

Noise and Vibration

- 8.68 London Plan Policies D13 and D14 and in particular paragraph 3.13.7 discuss how uses proposed near to an existing noise-generating use should include necessary acoustic design measures, for example, site layout, building orientation, uses and materials. Meanwhile, Hackney Local Plan Policy LP58 also states that noise-sensitive development should be located in areas where occupiers will not be exposed to significantly adverse noise levels.
- 8.69 Providing that all of the units and neighbouring properties are occupied in a neighbourly manner it is unlikely that the new dwellings would suffer from undue noise disturbances from other residents.
- 8.70 The applicant has submitted a Planning Noise and Vibration Report (NSL, July 2025). The report states that, in general, the site falls into the "low" to "medium" range of risk values in current Professional Practice Guidance, although daytime noise levels on balconies and in gardens immediately adjacent to on-site roads may be marginally above the upper guidance value.
- 8.71 Based on the findings of the noise survey and using typical glazing and building constructions, internal sound levels within habitable rooms would comply with recognised Standards and Guidance. The site can therefore be considered acoustically suitable for the

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proposed development. No significant adverse noise impacts on the amenity of occupiers and neighbours are anticipated.

- 8.72 It is understood that the overheating assessment has determined that “trim cooling” within the MVHR system is required to mitigate night-time overheating in bedrooms at night.
- 8.73 Measured vibration levels are significantly below guidance values in the relevant Standards and vibration and ground borne noise is not likely to result in any adverse effects on the proposed dwellings or their occupants.
- 8.74 The Council's Environmental Health Officer has reviewed the submitted Noise and Vibration Report, and is satisfied with its findings. No objections have been raised subject to a variety of conditions including a Noise, Vibration and Dust monitoring system, and a number of post installation tests on noise and sound installation. These conditions have been attached. The proposal is considered acceptable in regards to London Plan Policies D13 and D14.

Private Outdoor Amenity

- 8.75 London Plan Policy D6 requires a minimum of 5sqm of private outdoor space be provided for 1-2 person dwellings with an extra 1sqm should be provided for each additional occupant. Terraces/balconies must also achieve a minimum depth and width of 1.5m. This is supported by Hackney Local Plan Policy LP48.
- 8.76 All of the apartments would provide private balconies along the southern elevation. The balconies are all a minimum of 1.5m in depth and would exceed the minimum size standards for their relevant unit. This aspect of the proposal is compliant with London Plan Policy D6 and Local Plan Policy LP48.

Communal Open Space

- 8.77 Hackney Local Plan Policy LP48 states that all developments for 10 or more residential units must maximise on-site provision of open space and where feasible provide 14sqm per person of communal open space. Where this is not possible, the development must make physical improvements to the public realm to improve access to existing public open spaces, and make financial and/or physical contributions towards the provision of new open space, the enhancement of existing public open space or the enhancement of other green infrastructure and biodiversity in the locality.
- 8.78 Using the GLA Population Yield Calculator, the development would yield up to circa 87 residents (73 adults and 14 children). The proposal therefore requires roughly 1,218sqm of open space.
- 8.79 The existing open space measures approximately 535sqm, meanwhile the proposed development will incorporate a total of 1,630sqm of open space. Accordingly, the proposal is deemed to comply with Local Plan Policy LP48.

Play Space / Child Friendly Design

- 8.80 London Plan Policy S4 states that development proposals for schemes that are likely to be used by children and young people should increase opportunities for play and informal recreation, incorporating good-quality, accessible play provision for all ages. At least 10sqm of playspace should be provided per child. This is supported by Local Plan Policy LP50.

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- 8.81 Using the GLA Population Yield Calculator, the development could yield up to 14 children living on site. The scheme therefore would need to provide circa 140sqm of play space.
- 8.82 The proposed scheme exceeds this requirement, delivering approximately 250sqm of play space. Play features include stepping logs, boulders, and deadwood, as recommended in Child-Friendly Places SPD (2021) and Play England: Design for Play (2008). Additional features such as meandering boardwalks provide playful routes and exploration. Officers also note that Shoreditch Park is located on the northern side of Mintern Street and offers a large children's play area for additional amenity.
- 8.83 Finally, a Child Friendly Impact Assessment has been submitted as part of the application which includes the completed child friendly design checklist. In accordance with the RAG the proposal achieves a score of 16 for the 'doorstep' category and 17 for the 'street' category, both of which equate to an 'excellent' rating.

Overshadowing

- 8.84 BRE Guidance recommends at least half of the communal amenity space (50%) should receive at least two hours of direct sunlight on 21st March (spring equinox).
- 8.85 The applicant has submitted an overshadowing assessment as part of their Daylight and Sunlight document. This shows that on 21 March 1,135sqm of the total 1,630sqm of communal open space would receive at least two hours of direct sunlight, or 70%. This is considered acceptable.

Neighbour Amenity

- 8.86 Local Plan Policy LP2 states all new development must be appropriate to its location and should be designed to ensure there are no significant adverse impacts on the amenity of occupiers. Amenity considerations include the impact of development on visual privacy and overlooking, and outlook; sunlight, daylight, artificial light and overshadowing, noise, fumes and odour; and microclimate conditions.

Outlook, Privacy and Sense of Enclosure

Marshall House

- 8.87 This seven storey apartment block is located directly to the west of the proposed site.
- 8.88 The proposed development would remain roughly 20m away from the residents at Marshall House. Whilst the construction of a six storey apartment block would undoubtedly impact existing outlook, at this distance the actual harm to residents amenity would be limited in terms of privacy or sense of enclosure.

1-34 Buckland Court, Buckland Street

- 8.89 Buckland Court is a large, part six/part four storey, 'U' shaped apartment block which wraps around a central lawn to the east of the application site. In this instance, the units at 1-34 Buckland Court are located to the south and south east of the development, along Buckland Street.
- 8.90 Many of the units here are positioned to the north east of the proposal and the development

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would therefore remain out of the residents line of sight. However, the western most units would be located directly north of the development with windows only 8m away. At this distance it is accepted that the proposal would cause harm to outlook, sense of enclosure and privacy, especially for dwellings at lower levels. The windows affected being a combination of living rooms and bedrooms. These would be overlooked by two living room windows and three bedroom windows from the new development, along with one terrace. Moreover, the ground floor units contain south facing terraces which would suffer from overlooking from north facing windows of the new development.

35-51 Buckland Court, Pitfield Street

- 8.91 Buckland Court is a large, part six/part four storey, 'U' shaped apartment block which wraps around a central lawn to the east of the application site. In this instance, the units at 35-51 Buckland Court are located directly to the east of the proposed development, on Pitfield Street.
- 8.92 The apartments at Nos. 35-51 would remain over 50m away from the proposed development, on the opposite side of the central lawn. At this distance no harm is expected.

52-113 Buckland Court, Mintern Street

- 8.93 Buckland Court is a large, part six/part four storey, 'U' shaped apartment block which wraps around a central lawn to the east of the application site. In this instance, the units at 52-113 Buckland Court are located to the north and north east of the development, along Mintern Street.
- 8.94 The majority of units would remain away to the south east of the site, and the development would therefore remain out of the residents line of sight. However, the western most units would be located directly to the south of the proposed building, at a distance of approximately 8m. At this distance, the proposal would negatively impact the outlook and sense of enclosure for existing residents, as well as cause a loss of privacy. However, these windows serve bathrooms and kitchens, rather than living rooms (which face south towards Mintern Street), and therefore the main habitable spaces of these units would remain unaffected.

Daylight and Sunlight

- 8.95 London Plan Policy D4 states new development should provide sufficient daylight and sunlight to new housing and is appropriate for its context.
- 8.96 The British Research Establishment (BRE) has produced guidance on assessing the impact of proposals on the daylight and sunlight received from adjoining properties. 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 required for dwellings in denser inner urban locations as a matter of course.
- 8.97 The applicant has submitted a Daylight, Sunlight and Overshadowing Assessment which has been assessed as part of this application.

Daylight Assessment 1 - Vertical Sky Component (VSC)

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8.98 The VSC test calculates the potential for daylight to a building and measures the amount of light available at the centre of the outside plane of a window. The VSC test calculates the potential for daylight to a building and measures the amount of skylight available at a given point (normally the centre of the outside plane of a window) from an overcast sky. The BRE targets suggest that a *noticeable effect* would likely occur if the VSC with the development in place is both less than 27% and less than 0.8 (20%) times its former value.

8.99 In measuring prospective VSC, BRE guidance also makes reference to adjoining windows with balconies/roofs above receiving less sunlight as the balcony/roof cuts out light available from the sky. In such situations, it is advised that results should be provided for VSC levels both with and without the balconies/deck access, to ensure the development is not unfairly prejudiced.

Daylight Assessment 2 - No Sky Line (NSL)

8.100 The NSL measurement is used to assess daylight in buildings, particularly in residential spaces. It involves determining the area within a room where the sky is not visible from a given point on the working plane, typically set at 850mm above the floor. A room passes the test if a significant portion (usually at least 50%) of the working plane has a clear view of the sky (i.e., lies outside the NSL). However, BRE standards also state that a noticeable reduction in the area of a room receiving direct sunlight (e.g. less than 0.8/20% its former value) can impact occupants' perception of light.

Sunlight (APSH)

8.101 The BRE guidance recognises that sunlight is less important than daylight in the amenity of a room and is heavily influenced by orientation for south facing windows. In order for rooms to achieve good sunlight the BRE target criteria is that rooms should receive 25% of Annual Probable Sunlight Hours (APSH) in total, including 5% in winter. Where rooms receive less than the recommended APSH then the BRE guidance states a reduction of more than 0.8/20% would be noticeable.

Assessment of Neighbours

Marshall House

8.102 This seven storey apartment block is located directly to the west of the proposed site. The building is arranged so that the living rooms face east, away from the site, with only bedrooms and kitchens facing towards the proposed development.

8.103 In terms of daylight, a number of windows between ground and fourth floor would fail to meet the VSC targets. However, in almost all cases the windows still score at least 15% or higher, with many windows scoring over 20% (with a target of 27%). This is considered acceptable in an urban environment. Those that receive low scores already had an existing low score, with the proposed development not significantly worsening it.

8.104 In terms of NSL, all bar seven rooms would comply. Within the remaining seven rooms, it would still be possible to view the skyline in over 50% of each room, which is considered acceptable.

8.105 In terms of APSH, the majority of windows/rooms at Marshall House are not applicable, however there are a handful of south facing windows at the northern edge of the building.

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Of these, four bedroom windows would experience a noticeable loss of sunlight, at first and second floor levels.

1-34 Buckland Court, Buckland Street

- 8.106 Buckland Court is a large, part six/four storey, 'U' shaped apartment block which wraps around a central lawn to the east of the application site. In this instance, the units at 1-34 Buckland Court are located to the south and south east of the development, along Buckland Street.
- 8.107 In terms of daylight, the three western most windows on each floor, which are all the closest to the new development, would all score extremely low on the VSC test. However these windows all serve either bedrooms or kitchens and already have extremely low VSC scores. Indeed, the proposed development would not significantly worsen their existing results.
- 8.108 As for NSL, most windows would meet targets, with the exception of the western most window on each floor. However, even in this instance, over 50% of each room (which serve kitchens) would still be able to view the skyline, which is considered acceptable.
- 8.109 Given that the windows affected are north facing, they are not subject to the APSH sunlight assessment.

35-51 Buckland Court, Pitfield Street

- 8.110 Buckland Court is a large, part six/four storey, 'U' shaped apartment block which wraps around a central lawn to the east of the application site. In this instance, the units at 35-51 Buckland Court are located directly to the east of the proposed development, on Pitfield Street.
- 8.111 All of the windows would meet the BRE recommended targets in terms of daylight (VSC and NSL) and sunlight (APSH).

52-113 Buckland Court, Mintern Street

- 8.112 Buckland Court is a large, part six/four storey, 'U' shaped apartment block which wraps around a central lawn to the east of the application site. In this instance, the units at 52-113 Buckland Court are located to the north and north east of the development, along Mintern Street.
- 8.113 The windows for this block are labelled as windows 1-20 (per floor) on the BRE Assessment.
- 8.114 The results show that the three most northwestern units across the four floors (i.e. those that are most directly to the north of the development) would experience some loss of daylight. However, in terms of VSC, almost all of the units would retain a VSC percentage score in the high teens upwards (the target score being 27%), and none would have a lower score than 15%. Given the urban environment, this is considered to be acceptable.
- 8.115 In terms of NSL, these same 12 units would suffer a noticeable loss of skyline but almost all of them retain a view across 50% of the room. Only three rooms fail to meet the 50% target, all of which are bedrooms (and therefore not habitable rooms) and these still retain a score of over 40%.

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- 8.116 In terms of sunlight all of the units would meet the targeted scores except two - the two most westerly rooms at ground floor level (serving a bedroom and living room). These would experience a noticeable loss of daylight in the winter, though they would still meet the targets in the summer.

Overshadowing

- 8.117 BRE guidelines recommend that at least half of the garden or open space can receive at least two hours of sunlight on 21 March.
- 8.118 A review of the site showed that there 17 rear gardens belonging to properties of Buckland Court facing the development. Of these 15 will retain almost all daylight on 21 March. The two remaining gardens, which are tucked into the south east corner of the development, currently do not receive any direct daylight on 21 March and so will not be affected by the development.
- 8.119 The BRE results indicate that the central yard will not be affected by the development in terms of daylight on 21 March, with the majority of it still receiving direct sunlight after the proposal is built.

Neighbour Amenity Conclusions

- 8.120 Overall, despite the size and location of the proposed development, a relatively small number of existing dwellings will be impacted in terms of daylight and sunlight as a result of the scheme, and these generally retain an acceptable score for units in urban environments or already have a very low score to begin with. It is acknowledged though that the western most units at Buckland Court will suffer a reduction in outlook and privacy, and an increased sense of enclosure due to their comparatively close relationship with the proposal. On balance though, the overall benefits of the scheme, which include a high number of affordable housing units of good quality, are deemed to outweigh this harm.

Highways & Transport

- 8.121 London Plan Policy T4 encourages sustainable and interconnected forms of transport. Development that is harmful to highways capacity and congestion should be mitigated, and new development should not increase road danger. Local Plan Policies LP42 to LP45 set out the requirements in relation to transport for new developments in Hackney.
- 8.122 A Transport Statement (TS) has been submitted as part of the application. This outlines that the site is surrounded by the strategic road network, with the A10 to the east, the A1 to the west, and the A501 and Great Eastern Street to the south, all of which operate as 20mph single carriageways. Local vehicular access for the development will be taken from the west and south-west via the existing estate roads of the Cranston Estate. The site is located within Hackney Parking Zone F which operates from Monday to Friday between 8:30 am and 6:30 pm, and on Saturday between 8:30 am and 1:30 pm.
- 8.123 Public transport accessibility for the site is rated as moderate with a PTAL score of 3. The nearest rail connections are Old Street Station (National Rail and Northern Line) and Hoxton Station (London Overground), both located approximately 900m from the site, offering frequent services into Central London and other destinations. Local bus connectivity is strong, with the 394 route stopping on Buckland Street just 60m from the site access, and routes 21, 76, 141, and N263 available from Mintern Street, approximately

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270m away.

- 8.124 For walking and cyclists, the local infrastructure supports active travel. Residents will be within walking distance of key amenities, including a Tesco Express approximately 450m away. Cyclists benefit from a network of local cycle routes. Additionally, the site is situated within a 'Future Low Traffic Neighbourhood,' designed to reduce vehicle dominance and further encourage walking and cycling.

Trip Generation / Delivery and Servicing

- 8.125 Using the Trip Rate Information Computer System (TRICS) database. The development is estimated to generate a total of 217 two-way person trips across a typical day (07:00–21:00). During the busiest periods, the site is expected to generate 28 two-way person trips in the AM peak (08:00–09:00) and 14 two-way person trips in the PM peak (17:00–18:00).
- 8.126 In terms of modes of transport, owing to the site's car-free designation and good public transport accessibility, the majority of trips will be made via sustainable modes. Active travel accounts for a significant number of trips with 62 daily walking trips and 25 daily cycling trips.
- 8.127 For public transport, the site will generate approximately 118 daily public transport trips, comprising mainly bus (61 trips) and Underground (45 trips) journeys. The impact of estimated vehicular trips are relatively low with only 7 daily car driver trips forecast. During the peak hours, this equates to just 1 vehicle trip in the AM peak and 0 vehicle trips in the PM peak.
- 8.128 In terms of delivery and servicing, the site is expected to generate approximately 12 two-way trips per day. Analysis of the trip purpose suggests that nearly half of these (42%) will be takeaway deliveries, likely undertaken by motorcycle or bicycle, with the remainder comprising non-food deliveries, groceries, and maintenance visits. No servicing trips are forecast to occur during the peak AM or PM hours.
- 8.129 The submitted Transport Statement (TS) projects a minimal number of vehicle trips, suggesting the development is unlikely to cause significant harm to the local highway network.
- 8.130 However, the trip generation assessment may not fully capture the site's overall transport impacts, particularly if residents do not adopt active and sustainable transport modes to the extent estimated. There are also additional concerns in relation to delivery and servicing and the potential for relatively high numbers of motorcycle trips. Therefore, a robust travel plan and delivery and servicing plan are essential. Their effective implementation and management are crucial to achieving the development's transport objectives and mitigating any potential adverse effects. A travel plan and delivery and servicing plan are therefore required as a condition. These have been attached.

Car Parking

- 8.131 London Plan T6 and Table 10.3 set out parking standards for new development. Where car parking is included with a proposal the London Plan requires plans to show that initially 3% disabled parking is provided and demonstrate a further 7% could be provided in the future if required. All residential car parking spaces must provide infrastructure for electric or ultra-low emission vehicles, with at least 20% of spaces having active charging facilities

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and passive provision for all remaining spaces.

- 8.132 Hackney Local Plan Policy LP45 states that in order to reduce car usage and promote active travel, all new developments in the Borough must be car-free, with the exception of parking for disabled users.
- 8.133 The application site is located within the Hoxton CPZ, with no parking allowed (except for parking permit holders) between Monday to Friday from 7:30am to 6:30pm and on Saturdays from 7:30am to 1:30pm
- 8.134 The proposal includes the demolition of 53 existing garages and 23 external stores. The report argues that the impact of losing these garages will be minimal as they are in poor condition and primarily used for general storage rather than vehicle parking.
- 8.135 The development also proposes the removal of 14 existing parking bays. The applicant team has conducted a parking survey within 200m of the site. The findings suggest that, even after the removal of the 14 bays, there will be a minimum of nine surplus parking spaces available on the surrounding streets. Consequently, the report concludes that the local highway network has the capacity to accommodate any potential parking displacement. The Highways team are satisfied with the results and recommend that ongoing consultation with the Parking team is continued to ensure that satisfactory capacity is maintained.
- 8.136 The development is designated as car-free but will provide two blue badge parking spaces (4%) within the estate prior to first occupation, meeting the requirement to cover 3% of dwellings. To accommodate potential future demand, space has also been safeguarded to allow for the provision of an additional three spaces, ensuring a total of 11% of dwellings could be provided with blue badge parking if necessary. In terms of accessibility, the proposed bays are designed to provide step-free access to the building entrance. The layout ensures that the walking distance between the parking spaces and the entrance remains less than 50m, which is acceptable.
- 8.137 A Parking Design and Management Plan should be submitted prior to occupation and approved by the Council indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design. This should include details of electric vehicle charging. This has been secured by condition.

Car Club Membership

- 8.138 Local Plan Policy LP44 states on-Street car club development will be supported when delivered in conjunction with an overall reduction in car parking or other effective demand management measures.
- 8.139 Although a car-free development is supported, it is recognised there may be some need for occasional vehicle use. The Council's Local Plan states that all major residential developments will be required to contribute towards the expansion of the local car club network including those using low-emission vehicles.
- 8.140 Car club membership and driving credit should be offered to all residents of the development. This would discourage the use of private vehicles on occasions when the use of a vehicle cannot be avoided. All future residents should be provided with the equivalent of £60 free membership and / or driving credit to a registered car club provider. This could be secured within the s106 agreement.

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Travel Plan

- 8.141 A Framework Travel Plan Statement has been submitted as part of this application. A full Travel Plan will be required to establish a long-term management strategy that encourages sustainable and active travel. The Travel Plan is required to include SMART targets that are: specific, measurable, achievable, realistic and time bound.
- 8.142 The Travel Plan should be reviewed and monitored annually for at least 5 years in consultation with Council Officers and an appointed Travel Plan Coordinator (TPC). Reviews should evaluate the plan and ensure that the targets are appropriate to encourage sustainable transport uptake. New interim targets should be set and correspond to our Transport Strategy and LP33.
- 8.143 The full Travel Plan will be required to be produced and implemented on occupation of the development. This will be secured through the s106 legal agreement inclusive of financial contribution towards the monitoring of the Travel Plan of £2,000

Construction Management Plan (CMP)

- 8.144 A framework CMP has been submitted as part of the application. Given the nature and location of the proposed development a Demolition and Construction Management Plan (DCMP) is required to mitigate the negative impact on the surrounding highway network.
- 8.145 This should be in line with TfL CLP guidance:
<http://content.tfl.gov.uk/construction-logistics-plan-guidance.pdf>
- 8.146 To effectively monitor the final CMP the base fee of £8,750 is recommended to be secured via the s106 legal agreement.

Access and Public Realm Works

- 8.147 In accordance with Hackney Local Plan Policy LP41, new developments and their associated transport systems should contribute towards transforming Hackney's places and streets into one of the most attractive and liveable neighbourhoods in London.
- 8.148 The proposal is to reconstruct the footways adjacent to Buckland Court Garages on both Mintern Street and Buckland Street. Works will consist of :
- Removing the existing footway material including kerbs.
 - Provide and lay new base/bed and fibre reinforced ASP paving along with new Granite kerb.
 - The vehicle crossover on Mintern Street is to be block paved.
 - The redundant vehicle crossover on Buckland Street is to be removed.
- 8.149 The target kerb height to the frontage of the property will be 120 - 140mm above the carriageway edge with footway having a cross fall of 1:40. It is the developer's responsibility to incorporate this into their design as this is essential in ensuring the thresholds to the premises are level and EA 2010 compliant and that surface water falling on the public footway can drain onto the carriageway.

Cycle Parking

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- 8.150 London Plan Policy T5 and Table 10.2 set cycle provision standards. Hackney Local Plan Policies LP41, LP42 and LP43 highlight the importance of new developments making sufficient provisions to facilitate and encourage movements by sustainable transport means. In particular, Local Plan LP42 requires that cycle parking shall be secure, accessible, convenient, and weatherproof and will include an adequate level of parking suitable for accessible bicycles, tricycles and cargo bikes.
- 8.151 Based on the 45 residential units, the minimum requirement is 90 long-stay and nine short-stay spaces. The development proposes a total provision of 101 cycle parking spaces, divided into 92 long-stay spaces and 9 short-stay spaces.
- 8.152 Long-stay cycle parking will be located within secure, sheltered cycle stores, to the north and south of the development, within the public realm. All short-stay parking shall be easily accessible, situated within the public realm, comprising Sheffield stands.
- 8.153 The long-stay parking comprises a mixture of stand types, consisting of approximately 68.5% two-tier stands and 31.5% Sheffield stands. Additionally, at least 5% of these spaces are designed to accommodate enlarged cycles, while the short-stay visitor parking will exclusively utilise Sheffield stands.
- 8.154 Regarding location and security, the long-stay spaces will be housed within secure, sheltered cycle stores positioned to the north and south of the site, designed to be overlooked by both the proposed dwellings and existing neighbours. Short-stay stands will be situated within the public realm.
- 8.155 The design also incorporates a dedicated mobility scooter parking space measuring 1.5m by 1m and located within the cycle store.
- 8.156 Highways Officers have been consulted and support the general provision of cycle parking at the site. However, some concerns regarding the proposed configuration were raised. In particular, the relatively high proportion of two-tiered cycle parking spaces (68.5%).
- 8.157 The design of the cycle parking must prioritise the personal security of users, particularly given the standalone nature of the stores. To ensure safety, the proposal should incorporate robust security measures and deterrents, including controlled access, adequate lighting, CCTV, and clear visibility within the compound.
- 8.158 Furthermore, the mobility scooter parking must be fully aligned with the London Plan to ensure the facility is fit for purpose, including appropriate dimensions, maneuvering space, and electric charging capabilities.
- 8.159 In consideration of the above, Highways Officers were satisfied with the cycle provision, subject to condition. This has been attached.
- 8.160 Accordingly, the proposal is deemed to comply with London Plan Policy T5 and Table 10.2 and Hackney Local Plan Policy LP42.

Waste & Recycling

- 8.161 London Plan Table 3.2 states recycling and waste disposal, storage and any on site management facilities should be convenient in their operation and location, appropriately integrated, and designed to work effectively for residents, management and collection services.

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- 8.162 Hackney Local Plan Policy LP57 states that developments should provide clear details in plans for the facilities needed for the storage and collection of waste and recycling. The Council's Refuse and Recycling Storage Guidance (2020) provides guidance on the amount of refuse and recycling storage that should be provided per unit and the design of the bin stores.
- 8.163 For one bedroom units, guidance requires 50l of space for refuse and 100l for recycling, whilst for two bedroom units the requirements are 75l of waste and 125l of recycling.
- 8.164 The Council's Waste Collection has been consulted and considers the proposal acceptable with sufficient waste and recycling storage and adequate access being provided for collection vehicles. As such, this aspect of the proposal complies with London Plan Table 3.2 and Hackney Local Plan Policy LP57.

Green Infrastructure & Biodiversity

- 8.165 London Plan Policy G1 demands that London's network of green and open spaces, and green features in the built environment, should be protected and enhanced, and that proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network. This position is supported by Local Plan Policy LP46 and LP47 which requires all major development to include a biodiversity survey of the site.
- 8.166 Hackney's Local Plan Policy LP51 also states that all development proposals must retain trees of amenity value, and must incorporate high quality landscaping.

Biodiversity

- 8.167 As per Hackney's Local Plan Policy LP47, all major development proposals are required to include a biodiversity survey of the site.
- 8.168 The application includes a Preliminary Ecological Assessment.
- 8.169 The PEA recommends demolition is preceded by one dusk emergence survey of surrounding buildings to observe if roosting bats are utilising it, which should be carried out between May - August. In addition, the PEA also recommends that the works should be carried outside the nesting bird season, and if this is not possible then a nesting bird check should be undertaken within 48 hours of the start of works to ensure there is no accidental disturbance to nesting birds. This is considered appropriate and a condition has been included to ensure ecological checks prior to works being carried out.
- 8.170 An invasive species of cotoneaster was identified on site, and works are likely to include the area where this species is located. The PEA recommends measures should be taken to prevent the spread of the invasive species. This should include best practice as prescribed by Natural England, DEFRA and the Environment Agency (2022). Any invasive non-native species removed from the Site should be disposed of at a licensed landfill facility.
- 8.171 Recommendations in the PEA include that lighting should be designed in line with Bats and Artificial Lighting guidance, by Bat Conservation Trust. Biodiversity Officers agree and a planning condition has been included to ensure lighting is designed to be wildlife friendly.

Bird and Bat Nesting

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- 8.172 Hackney Local Plan Policy LP47 requires all development schemes involving buildings with an eaves height or roof commencement height of 5m and above to provide nesting boxes for swifts, sparrows, starlings and/or bats as appropriate to help preserve endangered urban biodiversity in Hackney.
- 8.173 Accordingly, a condition will need to be attached to ensure bird and bat nesting. This has been attached. As such the proposal complies with Hackney Local Plan Policy LP47.

Trees / Planting

- 8.174 London Plan Policy G7 states that proposals should ensure that, wherever possible, existing trees of value are retained. If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees removed, determined by CAVAT or another appropriate valuation system. This is supported by Local Plan Policy LP51.
- 8.175 The proposal includes the retention of 34 trees and the removal of three trees. While the removed trees are categorised using the BS5837(2012) cascade chart as Grade C trees, they are all native species and either semi-mature or mature trees and cumulatively they provide significant biodiversity and green infrastructure benefits. The proposed Tree Protection Plan (TPP) is considered adequate. It is noted that the Arboricultural Method Statement (AMS) and tree retention plan is in a draft phase. Conditions are recommended to address this
- 8.176 21 new trees are proposed including fruit trees, feature trees, rain garden trees and sensory trees. The tree planting principles are supported: planting in expanded areas of soft landscaping and rain gardens, fruit trees to encourage foraging, and sensory trees to make a connection with residents. Care should be taken to specify large trees where possible but it is important not to specify trees that are likely to outgrow their context when mature.
- 8.177 It is considered that the proposed new tree planting is sufficient mitigation for the lost trees. Care should be taken, however, in the proposed tree planting scheme to ensure that sufficient native species are planted to replace the biodiversity benefits for pollinators and birds that will be lost. It should also be noted that while UGF requirements are currently indicatively met, it is likely that any additional tree removals would result in a UGF score deficit.
- 8.178 No evergreen trees specified, and the inclusion of some conifers in the tree planting scheme is encouraged to offer year round interest and food and habitat for wildlife. Moreover, it is recommended that the tree species chosen for the sensory garden are reconsidered. There is an opportunity to select trees that genuinely offer sensory stimulation. The sensory tree concept is considered a great idea, but there are trees that appeal more to the senses than the ones selected so far.
- 8.179 Consequently, a more detailed tree planting plan is required. This can be obtained through a planning condition which has been attached.
- 8.180 The use of logs in loggeries for invertebrates and play interventions for children is welcomed. It is assumed that these will be sourced from the trees that will be felled to facilitate this proposal. Likewise, the use of gabion baskets for habitat offers a clever way to re-use some of the demolition materials from the site.

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Green Roofs

- 8.181 In line with London Plan Policy G5, extensive green roofs are proposed.
- 8.182 The proposed biosolar roof (a "green roof with PV panels laid out on top") is shown as part of the roof plan. However, the plan is lacking key details regarding the implementation, specifically how the PV panels will be installed and integrated and how the strategy for managing and maintaining the green roof around the PV panels. Further details of this have been conditioned to ensure compliance. The roof plan is currently quite limited, and little evidence that the bisolar roof has been considered thoroughly. There is also no management plan for the biosolar roof. A condition has been attached to ensure thorough compliance.

Biodiversity Net Gain (BNG)

- 8.183 BNG has become mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Developers must deliver a BNG of at least 10%. This means a development will result in more or better quality natural habitat than there was before development. This is supported by London Plan Policy G6 and Local Plan Policy LP47. A biodiversity study of the site is required for all major developments.
- 8.184 The submitted Biodiversity Net Gain (BNG) Report indicates a 52.86% gain. Improvements include new grassland, trees, a rainwater garden and a green roof.
- 8.185 The BNG assessment states that the site is not located within a Nature Recovery Area (NRA) identified within the Hackney Local Nature Recovery Plan. However, this may be an error, as it is located within a NRA.
- 8.186 It is recommended that the strategic significance of the habitats identified in the baseline be updated to "*formally identified in local strategy*" instead of "*area/compensation not in local strategy*." This adjustment would enhance the value of the units both on-site and in the metric.
- 8.187 Consequently, whilst generally acceptable a more detailed BNG masterplan and a Habitat Management and Monitoring Plan is to be conditioned to ensure sufficient improvements in local biodiversity.

Urban Greening Factor (UGF)

- 8.188 London Plan Policy G5 and Local Plan Policy LP48 state major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design. The minimum UGF score for residential development is 0.4.
- 8.189 The proposed UGF score is 0.41 and includes grassland and scrubland, a green roof, permeable paving, and new trees. However, this score leaves no room for error or removal on any of the urban greening elements. As such, a condition is to be attached requiring a detailed urban greening factor masterplan is submitted to ensure that the proposal complies with the minimum standards.

Sustainability

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- 8.190 Hackney declared a Climate Emergency in 2019 and has pledged to become net zero carbon by 2040. In the context of the built environment, this means that all new developments must be net zero carbon and that demonstrate that their climate change, energy and carbon considerations have been embedded in their design.
- 8.191 London Plan Policies SI2, SI3, SI4, SI5C and SI7 are relevant. Moreover, under the Local Plan developments must support health and wellbeing (LP9), reduce risks of climate change (LP54), be net zero carbon (LP55), and reduce waste (LP57).

Energy and Net Zero

- 8.192 London Plan Policy SI 2 requires major development to be net zero-carbon. This means a minimum on-site reduction of at least 35% beyond Building Regulations is required for major development. This requires reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the energy hierarchy (be lean, be clean, be green and be seen). This is supported by Hackney Local Plan Policy LP 55.
- 8.193 Development proposals referable to the Mayor should calculate whole lifecycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.
- 8.194 The application includes an Energy Statement (XCO2, August 2025). The scheme results in Be Lean savings of 30.7%, which is a considerable improvement over the savings of 10% required by the GLA. The scheme results in Be Green savings of 45.8% through incorporation of PVs and ASHPs. Overall this results in a combined carbon saving of 76.5%. This is acceptable.
- 8.195 The scheme adopts a site-wide heat network incorporating low carbon heat generation, with future proofing proposed for if and when a relevant district heat network becomes available for the site to connect to. The approach consists of communal ASHPs on roof, with local HIUs in the utility cupboard of each residence. This is acceptable under current policy, and this strategy, including more details on future heat network connectivity to be secured by planning conditions.
- 8.196 The scheme, given its Passivhaus level of performance, has very high levels of fabric performance and there are a number of aspects that are to be secured by planning conditions, including on net zero supporting technologies.
- 8.197 A carbon offset payment is proposed for £29,020, however Passivhaus attainment may be considered to be sufficiently acceptable to exempt the scheme from payment of this. This should be secured carefully by legal agreement.
- 8.198 Overall the scheme more than complies with local policy on the basis of likely attainment of Passivhaus and is welcomed.

Whole Life Cycle Carbon Assessment

- 8.199 Development proposals referable to the Mayor should calculate whole lifecycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions, as per London Plan Policy SI 2.

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- 8.200 Due to the scale of the development, there is no requirement to submit data on WLC.
- 8.201 Due to the scale of the development, there is no requirement to submit data on WLC. It is therefore welcomed that the applicant is pursuing WLC assessment in any case and will be providing this.

Reducing Waste and Circular Economy

- 8.202 London Plan Policy SI 7 states that all GLA referable applications should promote circular economy outcomes and aim to be net zero-waste. This is supported by Local Plan Policy LP57.
- 8.203 As with WLC, the scale of development does not necessitate provision of a pre-demolition audit. Nonetheless this is outlined by the applicant as being part of their workflow in any case. As with WLC, this and the site waste management plan should be secured through planning conditions so that this aspect can be considered through planning to exceed requirements in policy and demonstrate good practice. This has been attached. Accordingly, the proposal is considered acceptable in terms of London Plan Policy SI 7 and Hackney Local Plan Policy LP57.

Overheating

- 8.204 London Plan Policy SI 4 requires all development to regulate internal and external temperatures through orientation, design, materials and technologies which avoid overheating, in response to the Urban Heat Island Effect and addressing climate change. This is supported by Local Plan Policy 54.
- 8.205 Mechanical Ventilation with Heat Recovery (MVHR) is proposed for the development, together with natural ventilation at the occupant's discretion. The applicant has outlined that the habitable residential rooms are all found to meet required Part O overheating risk criteria for the DSY1 weather data.
- 8.206 There is potential to incorporate more external shading in the design and for further optimisation against future weather scenarios to ensure that climate resilience is maximised.
- 8.207 Summer by-pass and trim cooling is referred to in the cooling strategy. These appear to be acceptable given the acoustic context and safety limitations discussed, however more information is recommended to be provided in subsequent design stages and to be secured by planning conditions to ensure that the overheating strategy is fully policy compliant.
- 8.208 Subject to condition, the proposal is deemed compliant with London Plan Policy SI 4 and Hackney Local Plan Policy 54.

Water Efficiency

- 8.209 London Plan Policy SI 5 and Local Plan Policy LP53 states that all residential development must not exceed a maximum water use of 105 litres per head per day (excluding the allowance of up to 5 litres for external water consumption).
- 8.210 In terms of water efficiency, the scheme is targeting policy compliance for water efficiency and has shared proposed specifications for sanitary fittings towards this. This is

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recommended to be secured by condition.

- 8.211 Overall, the proposal is considered to be compliant with London Plan Policy SI 5 and Local Plan Policy LP53.

Health and Wellbeing

- 8.212 Passivhaus should support healthier internal environments, however may increase the role that internal finishes play towards health and wellbeing due to the airtightness being so optimised. As such, it is welcomed that the applicant will be specifying healthier finishes including low VOCs paints and other products. A condition is to safeguard the health and wellbeing of future residents. This has been attached.

Pollution

Air Pollution

- 8.213 London Plan SI 1 and Hackney Local Plan Policy LP58 states that all development must as a minimum not exceed air quality neutral standards or contribute to a worsening of air quality at the construction or operation stage, over the lifetime of the development.
- 8.214 An Air Quality Assessment was submitted with the application which assessed potential pollutants during both construction and operational phases of the project.
- 8.215 Environmental Health Officers have been consulted and raise no major concerns with the development.
- 8.216 The proposed development is car-free and will be heated using air source heat pumps (which have no emissions to air). As a result, there are unlikely to be any significant impacts on local air quality during the development's operational phase, and it is 'air quality neutral' according to the Air Quality Neutral London Plan Guidance.
- 8.217 There are likely to be some impacts on local air quality during the construction phase. The development has been assessed as being a 'medium risk' of construction dust impacts. In order to mitigate this a demolition and construction management plans and dust management plan should be conditioned. These have been attached.
- 8.218 The development thus complies with Local Plan Policy LP58 and London Plan Policy SI 1.

Contamination

- 8.219 Local Plan Policy LP58 also states that for development proposed on contaminated or potentially contaminated land, a desk study and site investigation in line with the most up-to-date guidance will be required and remediation proposals agreed to deal with any identified contamination.
- 8.220 The applicant has submitted a Phase 2 Geotechnical and Environmental Desk Study (XCO2, July 2025). In summary the report states that there is a low risk for significant and widespread contamination and that the site is generally suitable for residential development, subject to appropriate remediation and geotechnical design.
- 8.221 The Council's Contamination Officer has reviewed the document and is satisfied subject to the recommendation of attaching a preliminary risk assessment as a condition. This has

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been included.

- 8.222 As such, the proposal is deemed to be compliant with Local Plan Policy LP58, subject to condition.

Flood Risk and Drainage

- 8.223 Both London Plan Policy SI12 and Local Plan Policy LP53 state proposals must have regard to reducing flood risk, both to and from the site, over its expected lifetime, ensuring that flood risk is minimised and mitigated, and that residual risk is addressed.
- 8.224 Meanwhile, London Plan Policy SI13 relates to sustainable drainage and indicates that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. This is supported by Hackney Local Plan Policy LP53 which requires all major developments to submit a Sustainable Drainage Strategy taking into account climate change allowances and supported by a site-specific management and maintenance plan of the drainage proposal.
- 8.225 The proposal includes a Flood Risk Assessment, a Hackney SuDS Proforma and a Foul and Surface Water Drainage Strategy.
- 8.226 The site is situated within Flood Zone 1, meaning that it has a low probability of flooding. Flood Zone 1 is defined as land which could be at risk of flooding from fluvial or tidal flood events with less than 0.1% annual probability of occurrence (1:1,000 year). The flood risk assessment confirms that the site is at low risk of flooding from all sources, including fluvial, surface water, and groundwater. No specific flood mitigation measures are proposed, and none are considered necessary in this context.
- 8.227 The development incorporates a sustainable drainage systems comprising extensive green roofs, permeable paving (non-infiltrating Type C), bioretention features (including rain gardens, tree pits and planters), rainwater harvesting, and below-ground geocellular attenuation, discharging via a vortex flow control device.
- 8.228 The Council's Flood Risk team have been consulted and are satisfied with the findings in the flood risk and drainage strategies subject to a detailed specification of the sustainable drainage system supported by appropriate calculations and a final completion statement showing that the sustainable drainage system has been constructed as per the approved designs and in accordance with best practice. These have been attached as a condition.
- 8.229 Accordingly, the proposal is considered to be compliant with London Plan Policy SI12 and SI13, and Local Plan Policy LP53.

Crime and Fire Safety

- 8.230 London Plan Policy D11 states boroughs should work with their local Metropolitan Police Service in order to 'Design Out Crime' and maintain a safe and secure environment. Furthermore, Local Plan Policy LP1 notes that new development must be secure and designed to minimise crime and antisocial behaviour.
- 8.231 The local police constabulary have been consulted and raise no objection subject to conditions requiring that a 'Secured by Design' accreditation be obtained for the building and permanently retained. This has been included as a condition.

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- 8.232 Meanwhile, London Plan Policy D12 states all development proposals must achieve the highest standards of fire safety and that a fire safety assessment must be included with any future full application
- 8.233 The applicant has submitted a Fire Safety Strategy Report and Fire Statement (Trigon, August 2025) was submitted. The London Fire Brigade were consulted and raised no objections. The Health and Safety Executive (HSE) were also consulted but did not consider it large enough to warrant a response.
- 8.234 Additionally, the proposed development will not impact the current fire service access to neighbouring buildings.

Planning Obligations

- 8.235 When considering the potential content of a legal agreement, regard must be had to the tests set out in the Community Infrastructure Levy Regulations. By law, the obligations can only constitute a reason for granting planning permission if they are necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. It is standard practice with applications where S106 contributions are likely to be required for the applicant/agent to provide a draft head of terms, with their submission. In relation to S106 matters, the Hackney Local Plan (LP33) and the London Plan, as well as the Hackney S106 Planning Contributions SPD are the most relevant documents. A draft S106 heads of terms has been provided. Contributions/Provisions for the following are sought:

Financial Contributions

- £18,819 towards employment training
- £263,571 towards educational costs
- £2,700 towards car club credits
- £2,000 towards the monitoring of the travel plan
- £8,750 towards the monitoring of the demolition and construction management plans
- £57,374.23 towards the cost of highway works associated with the development
- £11,340.60 towards BNG monitoring costs
- £29,020 towards Carbon Offset fund (In the event Passivhaus/AECB Carbonlite is not attained)
- Monitoring costs payable prior to completion of the Legal Agreement
- Payment by the landowner/developer of all the Council's legal and other relevant fees, disbursements and Value Added Tax in respect of the proposed negotiations and completion of the proposed Legal Agreement

Non-financial contributions:

- 25% Local Labour Apprenticeships
- 45 affordable homes (13 x social rented (9 x 1-bed, 1 x 2-bed and 3 x 3-bed) and 32 x shared ownership (12 x 1-bed and 20 x 2-bed))
- Be Seen Monitoring
- Employment and Skills Plan
- Full framework apprentice for every £2 Million of construction contract value
- Securing a car free development
- Participation in the LBH Hackney Works Scheme
- Participation in the Considerate Constructors Scheme

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- Passivhaus Classic certification (In the event Passivhaus Classic is not obtained and with robust justification, then AECB Carbonlite certification may be considered acceptable as a backstop)
- Securing Connection to the Energy Network
- Travel Plan

Other Matters

Local Finance Considerations

- 8.236 In respect of local finance considerations other than CIL and financial obligations secured by way of Legal Agreement to mitigate the impact of the proposed development, whilst the proposed development would be rateable for Council Tax and Business Rates purposes, and the benefit of the additional units and commercial floorspace is not negligible in the context of the overall totals, this does not represent a material consideration of any substantial weight in the consideration of the application, which should be determined in accordance with the relevant Development Plan policies and any other material considerations.

Equalities Considerations

- 8.237 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. Having regard to the duty set out in the Equality Act 2010, the development proposals do not raise any equality issues.

9. CONCLUSION

- 9.1 The application has been assessed in accordance with the provisions of the National Planning Policy Framework, London Plan and the adopted Development Plan.
- 9.2 On balance, the benefits of the proposal are substantial. This includes the provision of 45 affordable housing units, including 13 social rented units. All of which provide a good standard of accommodation, improvements to the existing public realm within Buckland Court including new play areas and improved communal open space, and a development which is deemed to be sustainable in terms of energy use and provides an uplift in biodiversity. These benefits are considered to outweigh the harm caused by the development, most notably potential harm to some neighbouring residents.
- 9.3 The proposal would have an acceptable impact in respect of all other material planning considerations as outlined above, subject to the recommended conditions and Legal Agreement provisions.

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10 RECOMMENDATIONS

Recommendation A

10.1 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. Detailed Drawings

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

- A. 1:20 drawings and 1:5 sections of the proposed windows and doors
- B. Full details of the materials to be used on the external surfaces of the buildings, including glazing

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.

4. External Elements

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

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

5. Green Roof/Biosolar

No development (other than site clearance, site preparation, demolition and the formation of foundations and trenches) shall commence until full details and specifications of the biosolar roof(s) shall be submitted to and approved in writing by the Local Planning Authority. Green roofs shall be planted with flowering species that provide amenity and biodiversity value at different times of the year. The submission shall include the following:

- A. Detailed drawings of a roof plan identifying where the green roofs will be located and the measurement of their coverage; this should include other structures on the

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- roof including location of PV panels, roof lights and access points where applicable, and their relationship with the green roof;
- B. The design of the biosolar roof should be in line with GRO's code of best practice;
- C. Section drawings demonstrating a minimum substrate depth of no less than 100mm for extensive living roofs;
- D. Details of the proposed type of invertebrate habitat with a minimum of one feature per 30m²; which could include areas of bare, unplanted substrates, log piles, boulder or stone piles, sand piles;
- E. Details of the drainage system for the roof;
- F. Details of the planting mix;
- G. Including a minimum of 16+ species for wildflower/extensive roof;
- H. Management and maintenance plan, including access arrangements, irrigation, and general maintenance actions of biosolar roof;

For biosolar roofs, details of how the roof's design meets fire and building safety requirements.

Within a month of the first occupation of the development, evidence must be submitted to and approved by the Local Planning Authority that the green roof(s) has been delivered in line with the approved details unless otherwise agreed in writing. The green roof shall be retained thereafter for the lifetime of the development in accordance with the approved management and maintenance plan.

REASON: To promote biodiversity on site through green roofs, in line with Hackney's Local Plan Policy LP46.

6. Lighting Design

No development (other than site clearance, site preparation, demolition and the formation of foundations and trenches) shall commence until an External Lighting Scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be designed and implemented in accordance with the Bat Conservation Trust guidelines, recommendations within the PEA report (2023) and must be sensitive to wildlife. The lighting design should ensure that:

- A. Harsh lighting is minimised to avoid making habitats (including the green roofs) unfavourable to local species, particularly bats and other nocturnal wildlife.
- B. The use of low-intensity lighting is prioritised, ensuring that any light sources do not directly illuminate bat roosts, foraging areas, or flight paths.
- C. All lighting fixtures are shielded or directed to limit light pollution and to maintain dark corridors that are critical for bat and wildlife movement.

The approved lighting scheme shall be implemented prior to the occupation of the development and maintained thereafter in accordance with the approved details.

REASON: To protect local wildlife, especially bats, from the harmful effects of artificial light pollution. This is necessary to preserve urban biodiversity, ensure compliance with Bat Conservation Trust guidelines and relevant environmental and ecological policies, and aligns with Hackney Local Plan Policy LP47 and the National Planning Policy Framework (NPPF) Chapter 15 regarding the conservation of the natural environment and avoiding light spill onto areas designated for nature conservation.

7. Bird and Bat Boxes

Prior to the occupation of the development hereby approved, details and full specifications

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of 2 birdboxes and 2 bat boxes, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- A. A minimum of 2 bird boxes are incorporated into the design of the development, with a variety of box types (including different sized entrance holes) to provide habitat for diverse bird species.
- B. The boxes should be installed at or close to the eaves level of the development hereby approved. The boxes should be between 3 and 5 metres from the ground, and there should be a clear flight path without any obstructions below and directly in front of the box.
- C. The boxes should be facing north, east or north east (direct sunlight should be avoided), and should not be placed immediately above doors or windows.
- D. Boxes located in the same area should not be placed too close together.
- E. A minimum of 2 bat boxes incorporated into the design of the development.
- F. Boxes should be placed at or close to the eaves level of the development and at least 4m above the ground.
- G. The boxes should be placed away from artificial light sources and ideally located near dark tree lines or hedgerows where possible.
- H. The boxes should be located facing south, southeast or southwest, and exposed to sun for part of the day.

The details hereby approved shall be delivered, in full, prior to the first occupation of the development and shall be maintained for the lifespan of the development

REASON: To support bird and bat populations, including swifts, in Hackney and preserve endangered urban biodiversity, by providing nesting opportunities, in accordance with Hackney's Local Plan LP33 Policy LP47 which states that all development schemes involving buildings with an eaves height or roof commencement height of 5 metres and above are required to provide nesting boxes for swifts, sparrows, starlings, and/or bats as appropriate.

8. Biodiversity Net Gain

No development (other than site clearance, site preparation, demolition and the formation of foundations and trenches) shall commence until may begin until a biodiversity gain plan has been submitted to the planning authority and the planning authority has approved the plan.

The biodiversity gain plan must include:

- A. Information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- B. The pre-development biodiversity value of the onsite habitat;
- C. The post-development biodiversity value of the onsite habitat;
- D. Any registered offsite biodiversity gain allocated to the development and the biodiversity and the biodiversity value of that gain in relation to the development;
- E. The plan will set out how the biodiversity gain objective of at least 10% will be met,
- F. Any biodiversity credits purchased for the development; and
- G. Any such other matters as the Secretary of State may by regulations specify.

No development (other than site clearance, site preparation, demolition and the formation of foundations and trenches) shall commence until a Habitat Management and Monitoring Plan (the HMMP), prepared in accordance with the approved Biodiversity Gain Plan for the whole site and including:

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- A. A non-technical summary;
- B. The roles and responsibilities of the people or organisation(s) delivering the HMMP;
- C. The planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
- D. All landscaping in accordance with the scheme;
- E. The management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan shall be carried out for a period of 30 years from the completion of development;
- F. Such maintenance to include the replacement of any plants that die, or are severely damaged, seriously diseased, or removed;
- G. Specific measurable targets linked to target habitat condition; and
- H. The monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority.

When approved, planting of trees, shrubs and plants shall be carried out within a period of twelve months from the date on which the development of the site commences or shall be carried out in the first planting (and seeding) season following completion of the development has been submitted to, and approved in writing by, the local planning authority. Notice in writing shall be given to the Council when the:

- A. HMMP has been implemented; and
- B. Habitat creation and enhancement works as set out in the HMMP have been completed.
- C. Monitoring reports shall be submitted to the local planning authority in writing in accordance with the methodology and frequency specified in the approved HMMP.

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

REASON: To ensure the development delivers a biodiversity net gain through both on site and off site delivery, in accordance with Schedule 7A of the Town and Country Planning Act 1990, Hackney's Local Plan Policy LP47 and London Plan Policy G6.

9. Nesting Birds and Roosting Bats

- A. Demolition works shall be carried out outside of the bird nesting season. If this is not possible, a pre-works ecological check for nesting birds shall be carried out by a suitably qualified ecologist during the nesting season (March - August).
- B. The pre-works ecological check (if demolition works are to take place during the nesting season) must be undertaken no longer than 48 hours before any demolition or site clearance commences. If nesting birds are identified on site then no demolition works or site clearance works may commence until a further pre-works ecological check is undertaken (no longer than 48 hours before any demolition or site clearance commences) and no nesting birds are identified.
- C. The findings and recommendations of the survey/pre-works check, including any necessary mitigation or avoidance measures, shall be submitted to and approved in writing by the Local Planning Authority as soon as possible before commencement of any demolition or clearance works. Works shall proceed strictly in accordance with the recommendations.

REASON: To support and protect bird and bat populations in Hackney and preserve endangered biodiversity, in line with the Wildlife and Countryside Act 1981 and Local Plan policy LP47.

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10. Tree Pruning Standards

All tree works, including pruning and removals, approved as part of this decision notice shall be carried out in strict accordance with the recommendations of British Standard BS 3998:2010 "Tree work – Recommendations" (or any standard that reproduces or replaces this standard).

REASON: To ensure that all tree work is undertaken to a professional standard, promoting the health, safety, and longevity of retained trees and safeguarding the visual amenity of the area, in accordance with Policy LP51 in the Local Plan 2033 (adopted 2020).

11. No Removal, Felling, Topping or Lopping of Trees

No tree within the curtilage of the site shall be wilfully damaged or destroyed and no tree shall be removed, topped, lopped, felled or uprooted without the prior consent, in writing, of the Local Planning Authority.

REASON: To accord with the requirements of Section 197(a) of the Town and Country Planning Act 1990 and to provide reasonable environmental standards in the interests of the appearance of the site and area.

12. Tree Protection Plan

The works hereby approved shall not be carried out until a detailed and up to date Tree Protection Plan has been submitted to and approved by the local planning authority. The measures set out in the Tree Protection Plan shall remain in place until the completion of the construction. Any permanent hard surfacing within RPAs of retained trees should be installed and maintained in line with the approved AMS using a 'no-dig' method as outlined within the report.

REASON: To safeguard existing tree(s) in the interests of visual amenity, having regard to Policy LP51 in the Local Plan 2033 (adopted 2020) and pursuant to Section 197 of the Town and Country Planning Act 1990.

13. Root Protection Areas

All new underground utility apparatus, including drainage, shall be routed and installed outside the Root Protection Area(s) (RPAs) shown on the approved drawings. Should it not be feasible to route new underground utility apparatus outside the RPAs of retained trees, trenchless insertion methods (as detailed in BS 5837:2012, Table 3) shall be employed for their installation within the RPAs, with entry and retrieval pits sited outside the RPAs. No other new underground utilities shall be installed within the RPAs of retained trees without prior written consent from the Local Planning Authority (LPA). Any such works, if permitted, shall be carried out in strict accordance with the principles of BS 5837:2012 "Trees in relation to design, demolition and construction – Recommendations" and the National Joint Utilities Group Guidelines for the planning, installation and maintenance of utility apparatus in proximity to trees, Volume 4, Issue 2 (2007) (or any standard that reproduces or replaces this standard).

REASON: To safeguard existing tree(s) in the interests of visual amenity and long-term tree health, having regard to Policy LP51 in the Local Plan 2033 (adopted 2020). Prior approval is required to ensure that important trees are not permanently damaged or lost due to root disturbance or changes in soil hydrology.

14. Finalised Arboricultural Method Statement (AMS)

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Prior to the commencement of the development hereby approved (including demolition and all preparatory work), a finalised and detailed Arboricultural Method Statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority.

The AMS shall specifically address, but not be limited to, the following:

- A. Final specifications for any facilitation pruning required for the development.
- B. Methods for demolition and construction within or adjacent to RPAs, including details of specialized techniques (e.g., hand-digging, trenchless methods for services).
- C. Location and installation of all services, utilities, and drainage, demonstrating adherence to RPA protection principles.
- D. Details of any changes in ground levels and the design of retaining structures within or near RPAs.
- E. Full specification for the construction of any new surfaces, including details of 'no-dig' specifications and relevant cross-sections within RPAs.
- F. Specification for scaffolding and ground protection within tree protection zones.
- G. Details of site access, temporary parking, on-site welfare facilities, loading, unloading, storage of equipment, materials, fuels, and waste, as well as concrete mixing and use of fires, ensuring no adverse impact on retained trees.
- H. Methodology and detailed assessment of root pruning, if necessary, to be carried out strictly in accordance with BS 3998:2010.
- I. Methods to improve the rooting environment for retained and proposed trees and landscaping.
- J. Specific protection and management measures for veteran and ancient trees, if applicable.

The development thereafter shall be implemented in strict accordance with the approved details.

REASON: Required prior to commencement of development to ensure that trees to be retained are not damaged during demolition or construction, and to protect and enhance the appearance, character, and biodiversity of the site and locality, in accordance with Hackney Local Plan LP33; LP51 and pursuant to section 197 of the Town and Country Planning Act 1990

15. Arboricultural Supervision and Reporting

Prior to the commencement of development, a qualified tree specialist must be appointed to provide arboricultural supervision and inspection. The details of this appointment and the specialist's responsibilities must be submitted to and approved in writing by the Local Planning Authority. The submission should include the methodology and program for reporting, as well as a timetable for inspections.

The approved works must be carried out in strict accordance with the approved details. Upon completion of the development, a report from the appointed arboriculturist must be submitted to and approved in writing by the Local Planning Authority, confirming that all tree protection measures and tree works were carried out in accordance with the approved plans accompanied by photographs taken at critical stages.

REASON: to ensure that works affecting trees are carried out in a professional and controlled manner, safeguarding their health and long-term viability. This is in accordance with good arboricultural practice and is supported by BS 5837:2012 and Policy LP51 of the Hackney Local Plan 2033.

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16. Soft Landscaping

Prior to the occupation of the development phase, detailed drawings and plans for the soft landscaping scheme for the development shall be submitted to and approved in writing by the Local Planning Authority. The submission will be accompanied by confirmation of the final Biodiversity Net-Gain and Urban Greening Factor score. The details shall include:

A tree planting plan consisting of a diverse mix of species that follows as a minimum, the 10-20-30% rule (species/genus/family diversity), including both those adapted to changing climatic conditions and native species, which are known to have value to wildlife:

- A. Soil volumes for proposed tree planting;
- B. Projected mature height and crown spread of proposed new trees;
- C. Tree pit specifications and planter specifications for above ground tree planting;
- D. Methods of tree support - e.g. staking or underground guying and protection - e.g. tree guards, grilles etc;
- E. A diverse distribution of plant species to avoid block planting;
- F. A maintenance and management plan to ensure the long-term success of the planting scheme, including details on watering, mulching, weeding, young tree maintenance, removal of guys, stakes and ties when no longer necessary, monitoring, and replacement of failed plants;
- G. A detailed tree planting plan including details of trees and shrubs showing species, size at planting, type of stock, age of tree at planting, numbers of trees and shrubs to be included;
- H. Areas to be grass seeded or turfed

In the event of any tree(s) or plants dying, being removed or becoming seriously damaged or diseased within 5 years from the completion of the development, it shall be replaced within the next planting season with others of similar size and species (unless the Local Planning Authority gives written consent to any variation), and evidence of the replacement shall be submitted and approved in writing by the Local Planning Authority.

All soft landscaping in accordance with the scheme, when approved, shall be carried out within a period of twelve months from the date on which the development of the site commences or shall be carried out in the first planting (and seeding) season following completion of the development, and shall be maintained to the satisfaction of the Local Planning Authority for a period of thirty years, as per biodiversity net gain legislation.

REASON: To ensure that the site protects and enhances biodiversity, and in accordance with LP47 and LP51 of the Hackney Local Plan as well as Section 15 of the National Planning Policy Framework.

17. Secured By Design

Prior to occupation, the development shall achieve a Certificate of Compliance to the relevant Secure by Design Guide(s) submitted to and approved in writing by the Local Planning Authority in conjunction with the Metropolitan Police. The development shall be carried out in accordance with the approved details and thereafter shall be fully retained and maintained as such for the lifetime of the development

REASON: In the interest of amenity and creating safer sustainable communities, in accordance with Section 12 of the National Planning Policy Framework.

18. Contamination

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Prior to commencing the works, for each section of the development or stage in the development - as may be agreed in writing by the Local Planning Authority (LPA) - a scheme including the following components to address the risks associated with site contamination shall be submitted to, and approved in writing by, the LPA.

- A. A preliminary risk assessment which identifies all previous uses, potential contaminants associated with those uses (including asbestos, landfill gas, vapours and ground water contaminants); a conceptual model of the site indicating sources, pathways and receptors; and potentially unacceptable risks arising from contamination at the site;
- B. A generic and detailed quantitative risk assessment based on (a) that identifies the risk to all receptors potentially affected, including those off site;
- C. In the event that remediation measures are deemed necessary following the results of (b), an options appraisal identifying feasible remediation options, detailing evaluation of options, and selecting the most appropriate remediation option(s);
- D. A remediation strategy focused on the remediation option(s) selected in (c) setting site specific monitoring objectives and criteria, providing details of monitoring and maintenance, and containing full details of the remediation measures required, and how they are to be undertaken.
- E. A verification plan explaining how the effectiveness of the remediation works set out in (d) will be measured, and how data will be collected and assessed to demonstrate that the remediation objectives and criteria will be met.
- F. A verification report demonstrating that remediation objectives and criteria identified in (e) have been met, assessing the remediation performance, and creating a final record of the land quality whilst providing a plan for long term monitoring and maintenance (if required).
- G. Any investigation and risk assessment must be undertaken in strict accordance with the requirements of the Environment Agency's Land Contamination Risk Management (LCRM).
- H. If additional significant contamination is found at any time when carrying out the approved development, it must immediately be reported in writing to the LPA.

For the avoidance of doubt, this condition can be discharged on a section by section basis.

REASON: To protect human health and the environment by ensuring no harm is caused by land contamination, in line with paragraphs H, I and J, LP 58 of the Hackney Local Plan 2033 and the Hackney contaminated land strategy 2022/2030.

19. Construction Management Plan

Prior to commencement of the development hereby approved, a Demolition and Construction Management Plan shall be submitted to, and approved in writing by, the local planning authority. The Plan shall be in accordance with Hackney Council's Code of Construction Practice and the Mayor of London's Control of Dust and Emissions during Construction and Demolition SPG, and other relevant guidance relating to dust and air quality. The development shall be implemented in accordance with details and measures approved in the Plan, covering the matters set out below, and shall be maintained throughout the entire construction period:

- A. Demolition and construction method statement, covering all phases of the development, having regard to the construction dust risk assessment
- B. Site waste management plan setting out how resources will be managed and waste controlled at all stages of the project, including details of dust mitigation measures to deal with construction waste during site clearance, demolition and construction

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- works (including any breaking or crushing of concrete), and details of measures to be employed to mitigate noise and vibration demonstrating best practical means
- C. An air quality and dust management plan, to include details of measures to control and mitigate emissions of dust from site clearance, demolition and construction activity, following best practice guidance. This should outline a scheme of monitoring of particulate matter (PM10) at the application site boundary, in line with the Mayor of London's SPG and other relevant guidance.
 - D. Details of locations where deliveries will be undertaken, the size and number of vehicles expected to access the site per day, access arrangement (including turning arrangements if necessary), details of parking suspensions (if required) and the duration of works.
 - E. Details of how the site will comply with the relevant Non-Road Mobile Machinery (NRMM) regulations
 - F. The operation of site equipment generating noise and other nuisance causing activities, audible beyond the site boundary, shall only be carried out between the hours of 08:00-18:00 Mondays to Fridays, 08:00-13:00 Saturdays, and at no time on Sundays or bank holidays unless otherwise agreed in writing by the local planning authority. The best practical means available, in accordance with British Standard Code of Practice BS5228-1:2009 shall be employed at all times to minimise emission of noise and vibration.
 - G. A barrier shall be constructed around the site, to be erected prior to demolition.

REASON: To protect air quality and human health by minimising emissions of air pollution during construction, to minimise nuisance caused by dust, noise and vibration, to avoid hazard and obstruction being caused to users of the public highway and in the interest of public safety and amenity.

20. Construction Dust Monitoring

Prior to commencement of the development hereby approved, details of a scheme of real-time automatic monitoring of dust and particulate matter (PM10) to be employed during the construction phase are to be submitted to and approved in writing by the local planning authority. The scheme is to be in accordance with Section 5 of Hackney Council's Code of Construction Practice, the Mayor of London's Control of Dust and Emissions during Construction and Demolition SPG and the IAQM's Guidance on Monitoring in the Vicinity of Demolition and Construction Sites. The scheme of monitoring is to be installed, operated and maintained for the duration of dust-generating works. The scheme must include:

- A. Details of the type (make/model) and locations of the real-time monitors to be installed, which must meet MCERTS 'Indicative' certification for particulate matter.
- B. The PM10 high emission alert (trigger) level(s) to be employed in the event of excessive emissions of dust and PM10
- C. The responsibilities of on-site personnel in the event of a trigger alert and the process of communicating a trigger alert to responsible site personnel and the local authority
- D. The agreed procedure for responding to a trigger alert, such as increased dust mitigation or 'stop works' instructions
- E. Reporting on an agreed and regular basis of measured PM10 concentrations, exceedances of the trigger levels and action taken to reduce emissions of dust and PM10

REASON: To protect air quality and human health by minimising and controlling emissions of particulate matter and in the interest of public amenity by controlling emissions of dust during construction.

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21. NRMM

All Non-Road Mobile Machinery (NRMM) of net power of 37 kW and up to and including 560 kW used during the course of site preparation, demolition and construction phases shall comply with the emissions standards of the Mayor of London's NRMM Low Emission Zone. Unless in compliance with the NRMM Low Emission Zone standards, 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 applicant shall keep an up-to-date register of all NRMM used during site preparation, demolition and construction phases on the online register at <https://www.london.gov.uk/programmes-and-strategies/environment-and-climate-change/pollution-and-air-quality/nrmm>.

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

22. SUDS

No development shall commence, other than works of demolition until full detailed specification of the sustainable drainage system supported by appropriate calculations, construction details, drainage layout and a site-specific management and maintenance plan of the sustainable drainage system has been provided. Details shall include but not limited to the proposed extensive green roofs (with a substrate depth of at least 80mm not including vegetative mats), permeable paving (non-infiltrating Type C), bioretention features (including rain gardens, tree pits and planters), rainwater harvesting (for landscape irrigation), below-ground geocellular attenuation, and the vortex flow control device, which shall be submitted and approved by the LPA in consultation with the LLFA.

Surface water from the site shall be managed according to the proposal referred to in the Foul and Surface Water Drainage Strategy (Ref.: 5679-MOM-XX-XX-RP-S-11032-P01, dated 30 July 2025) by Momentum Consulting Engineers and limit the peak discharge rate to 2.0 l/s for all return periods up to the 1 in 100 year storm events, plus an allowance for climate change.

Evidence (including as-built drawings, photographs, post-construction surveys) and a final completion statement signed off by a qualified drainage engineer should be submitted and approved by the LPA showing that the sustainable drainage system has been constructed as per the approved designs and in accordance with best practice.

REASON: To ensure the development has regard to reducing flood risk, both to, and from the site, over its expected lifetime as per Local Plan Policy LP53.

23. Cycle Parking (Long Stay)

No development (other than site clearance, site preparation, demolition and the formation of foundations and trenches) shall commence on site until full details of secure, accessible, on site bicycle storage for 92 bicycles including location, layout, stand type and spacing shall be submitted to and approved in writing by, the Local Planning Authority. Such details as approved shall be implemented prior to the first occupation of the development and shall thereafter be retained and maintained.

REASON: To ensure that adequate provision of bicycle space is made within the development in the interests of discouraging car use, relieving congestion in surrounding streets, safeguarding highway safety and improving highways conditions in general, in accordance with LP42 and Appendix 2 (Cycle Parking Standards) of the Hackney Local Plan as well as Section 9 of the National Planning Policy Framework.

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24. Visitor Cycle Parking

Prior to the first occupation of the development hereby approved, details of 9 cycle parking spaces including location, layout, stand type and spacing shall be submitted to and approved in writing by, the Local Planning Authority. Such details as approved shall be implemented prior to the first occupation of the development and shall thereafter be retained and maintained.

REASON: To ensure that adequate provision of bicycle space is made within the development in the interests of discouraging car use, relieving congestion in surrounding streets, safeguarding highway safety and improving highways conditions in general, in accordance with LP42 and Appendix 2 (Cycle Parking Standards) of the Hackney Local Plan as well as Section 9 of the National Planning Policy Framework.

25. Delivery and Servicing Plan

Prior to the occupation of the development a final Delivery and Servicing Plan shall be submitted to and approved by the Local Planning Authority, in consultation with Transport for London, setting out:

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

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

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

26. Parking, Design and Management Plan (PDMP)

Prior to first occupation, details of the Parking, Design and Management Plan (PDMP) for that block shall be submitted to, and approved in writing by, the Local Planning Authority. The PDMP(s) shall:

- A. Demonstrate safe design of the agreed number of off street car parking spaces and access for pedestrians and cyclists and minimisation of conflict between use groups; and
- B. Appropriate provision of blue badge parking and electric vehicle charging points; and Include details of how additional blue badge car parking could be provided in future; and
- C. Permanent Mechanisms for prevention of non-car parking areas to be controlled for that purpose; and
- D. Ensure that use of car parking for the relevant block is actively controlled through measures to enforce the car parking arrangements for the relevant block

The approved PDMP(s) shall be implemented in full prior to occupation of the phase of development, fully implemented for the lifetime of the development.

REASON: In the interests of highway safety and the amenity of neighbouring occupiers, and in accordance with LP41, LP42, LP44 and LP45 of the Hackney Local Plan and Section 9 of the National Planning Policy Framework.

27. Demolition Noise and Dust

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Install Noise, Vibration and Dust (NVD) monitoring systems at appropriate locations around the site to monitor and record the noise, vibration and dust levels from the demolition and construction activities and take appropriate steps to mitigate them when recommended levels are exceeded.

REASON: To prevent undue noise and disturbance upon existing residents in accordance with London Plan Policies D13 and D14 and Hackney Local Plan Policy LP58

28. Notice Board

Notice Board shall be erected externally to have contact details for the Site and Regional Office posted. The contact details should be sufficient for Planning Enforcement and Environmental Protection to be able to contact an appropriate person in event of complaints. Due to the proximity of a school, commercial properties and other residential premises, these occupiers should be informed well in advance as to when any extreme noisy activity would take place.

REASON: To prevent undue noise and disturbance upon existing residents in accordance with London Plan Policies D13 and D14 and Hackney Local Plan Policy LP58

29. Sound Insulation - Inside and Outside

A post installation test shall be carried out prior to occupation to demonstrate that all residential premises designed in accordance with “BS8233:2014 - Guidance on Sound Insulation and Noise Reduction for Buildings” achieving the required internal noise levels cited in Table 2 of the report, Appendixes, below have been met and the results submitted to the Local Planning Authority for approval.

REASON: To obtain required sound insulation and prevent noise nuisance.

30. Sound Insulation Between Units

Prior to commencement of the development, a scheme of sound insulation measures shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w}$ [and $L'_{nT,w}$] of at least 5dB above the standards of Building Regulations Approved Document E ‘Resistance to the passage of sound’ for the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings, namely [eg. living room and kitchen above bedroom of separate dwelling]. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

REASON: To ensure that the amenity of occupiers of the development site is not adversely affected by noise.

31. Plant Noise

Noise from all plant and machinery shall at all times remain at least 5dB(A) below background levels when measured at any nearby sensitive location.

The use hereby permitted, or the operation of any building services plant, shall not commence until a post-installation noise assessment has been carried out to confirm compliance with the noise criteria. The scheme shall be implemented in accordance with the approved details and attenuation measures, and they shall be permanently retained and maintained in working order for the duration of the use and their operation.

REASON: To protect the amenities of adjoining occupiers and the surrounding area.

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32. Plant Room

Adequate sound insulation between residential dwelling and refuse stores shall be provided as recommended in the NSL noise report; and similarly between residential dwellings and the plantroom.

REASON: To ensure that the amenity of occupiers of the development site is not adversely affected by noise and vibration.

33. Piling Methods Statement

No piling shall take place until a piling methods 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) and piling layout plan including all Thames Water wastewater assets, the local topography and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan.

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

34. Part M4(3) Dwellings

A minimum of five of the dwellings hereby approved as shown on the approved plans shall be constructed and fitted out in compliance with Building Regulations Requirement Part M4(3) (or any subsequent replacement) prior to first occupation. The remaining dwellings shall be constructed and fitted out in compliance with and to a minimum of Building Regulations Requirement Part M4(2) standard (or any subsequent replacement) prior to first occupation.

REASON: To ensure that the development is adequately accessible for future occupiers and in accordance with Section 12 of the National Planning Policy Framework.

35. Energy Statement

Prior to the above ground works of the development hereby approved, a revised Energy Statement shall be submitted to and approved by the Local Planning Authority, providing full details to demonstrate at least the following standards and key metrics have been achieved or improved upon as set out in the hereby approved Energy Statement (Revision P04 by XCO2 dated November 2025):

- A. Minimum carbon savings of 30.7 % / 13.29 tonnes CO₂e against Part L 2021 through fabric efficiency (Be Lean)
- B. Minimum overall carbon savings of 45.8 % / 19.82 tonnes CO₂e Part L 2021
- C. Maximum U-values (W/m²K): walls 0.15; floors 0.10; roof 0.10; windows 0.80 unless otherwise agreed in writing with the Local Planning Authority
- D. Maximum G-values for windows and doors of 0.4 unless otherwise agreed in writing with the Local Planning Authority
- E. Maximum Air permeability 1m³/h/m²@50pa unless otherwise agreed in writing with the Local Planning Authority

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- F. Maximum Space Heating demand of 15kWh/sqm/yr using a predictive modelling calculation methodology such as PHPP, TM54 or equivalent - the applicant will be expected to demonstrate and quantify how further design works have been carried out to seek to achieve the planning application target of 5.6 kWh/sqm/yr unless otherwise agreed in writing with the Local Planning Authority
- G. Maximum Energy Use Intensity of 35 kWh/sqm/yr using a predictive modelling calculation methodology PHPP, TM54 or equivalent - the applicant will be expected to demonstrate and quantify how further design works have been carried out to seek to achieve the aspirational target of 58.14 unless otherwise agreed in writing with the Local Planning Authority - the applicant will be expected to benchmark the results against the UK Net Zero Carbon Building Standard relevant data sets
- H. A third party review report of the as-design predictive modelling calculations
- I. Updated GLA Carbon Emission Reporting Spreadsheet

The operational carbon emissions must be calculated using the appropriate methodology for all the identified units - in the exceptional circumstances that all units can not be reasonably assessed, a representative sample must be used and include:

- A. at least one unit for each identified flat type/area type, and
- B. any unit subject to the following criteria: units (a) with large glazing areas, (b) on the topmost floor, (c) having limited shading, (d) having large, sun-facing windows, (e) having a single aspect, or (c) having limited opening windows

Prior to the occupation of the development hereby approved, air permeability certificates prepared by a suitable contractor must be submitted to and approved in writing by the Local Planning Authority confirming the approved figures have been achieved or improved upon

REASON: In the interest of addressing climate change and securing sustainable and net zero development and construction, in accordance with LP54, LP55 and LP56 of the Hackney Local Plan, SI2, SI3, SI4 and SI7 of the London Plan, and Section 14 of the National Planning Policy Framework

36. Air Source Heat Pump

Prior to above ground works full details of the communal heat pump based heating system specification and supporting drawings shall be submitted to and approved by the Local Authority. This shall demonstrate at least the following standards been achieved or further optimised as set out in the hereby approved Sustainability & Energy Statement (Revision P04 by XCO2 dated November 2025) and relevant supporting documents:

- A. Minimum Heat pump Coefficient of Performance of 3 for the domestic hot water supply / heating supply to provide 100% of the heating and hot water demand.
- B. Details of location of the condenser units from the heat pump systems and noise solutions to mitigate impact for nearby sensitive receptors;
- C. Details of refrigerants that are required confirming a Low or Zero Global Warming Potential (GWP) and Zero Ozone Depleting Potential (ODP)

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

Prior to the occupation of the development hereby approved, full details including as built heating system (or any other related fixed plant adopted) specification and supporting drawings and installation certificates by an MCS registered installer must be submitted to

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and approved in writing by the Local Planning Authority confirming the system performance has been achieved or improved upon the pre-commencement figures.

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

REASON: In the interest of addressing climate change and securing sustainable and net zero development and construction, in accordance with LP55 and LP56 of the Hackney Local Plan, SI2 and SI3 of the London Plan, and Section 14 of the National Planning Policy Framework

37. PVs

Prior to installation of the photovoltaic panel array, full details including PV panels system (and any other related fixed plant adopted) specification, operation and maintenance plan, fire safety risk assessment and supporting drawings must be submitted to and approved by the Local authority to demonstrate that the consented standards have been achieved or improved upon as set out in the hereby approved Sustainability & Energy Statement (Revision P04 by XCO2 dated November 2025)

- A. Solar PV panels annual electricity peak generation of 37.36 kWp
- B. Solar PV panels array of 181 sqm
- C. Detailed roof plan (1:50) showing PV array, maintenance and access paths, other plants and services, landscaping including fire breaks where applicable
- D. Detailed Operation & Maintenance manual including fire risk assessment where applicable

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

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

REASON: In the interest of addressing climate change and securing sustainable and net zero development and construction, in accordance with LP55 of the Hackney Local Plan, SI2 of the London Plan, and Section 14 of the National Planning Policy Framework

38. MVHR

Prior to the above grade works of the development hereby approved, full details including ventilation system (or any other related fixed plant adopted) specification and supporting drawings must be submitted to and approved by the Local Authority to demonstrate at least the following standards been achieved or improved upon as set out in the hereby approved Sustainability & Energy Statement (Revision P04 by XCO2 dated November 2025):

- A. Minimum MVRH efficiency of 96.00% for residential units unless otherwise agreed in writing with the Local Planning Authority
- B. Details of summer by pass where applicable including provision and location across the development

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

Prior to the occupation of the development hereby approved, full details including as built ventilation system (or any other related fixed plant adopted) specification and supporting drawings and installation certificates by a suitable contractor must be submitted to and approved in writing by the Local Planning Authority confirming the ventilation system has achieved or improved upon the pre-commencement figures,

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

REASON: In the interest of addressing climate change and securing sustainable and net zero development and construction, in accordance with LP54 and LP55 of the Hackney Local Plan, SI2 and SI4 of the London Plan, and Section 14 of the National Planning Policy Framework

39. Overheating

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

The assessment must include design specific details of how each steps of the Cooling Hierarchy has been implemented, for reference

Step 1: Reduce the amount of heat entering a building in summer through orientation, shading, albedo, fenestration, insulation and green roofs and walls

Step 2: Minimise internal heat generation through energy efficient design

Step 3: Manage the heat within the building through exposed internal thermal mass and high ceilings

Step 4: Passive ventilation

Step 5: Mechanical ventilation

Step 6: Active cooling systems

All report results of the dynamic modelling in line with the CIBSE TM52 and TM59 compliance criteria must clearly set out the pass rate (%) of each of the Cooling Hierarchy steps, using baseline scenario and additional modelled scenario to test all mitigations (passive first, active as last resort) measures required until all units pass the overheating risk assessment - as follows:

Step 1: mitigation measures description leading to pass rate of X%

Step 2: mitigation measures description leading to pass rate of XX% etc

All units must be assessed against weather files CIBSE TM49 DSY1, DSY2 & DSY3, results should demonstrate a 100% pass rate for all units shown under weather file DSY1 - in the exceptional circumstances that all units can not be reasonably assessed, a representative sample must be used and include:

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at least one unit for each identified flat type/area type, and

any unit subject to the following criteria: units (a) with large glazing areas, (b) on the topmost floor, (c) having limited shading, (d) having large, sun-facing windows, (e) having a single aspect, or (c) having limited opening windows

The applicant should provide supporting evidence such as scope drawings highlighting what unit/area have been included in the modelling.

If 100% pass rate is not achieved under weather files DSY2 & 3, a retrofit plan must be submitted to and approved by the Local Authority detailing how further mitigation measures can be installed and who will be responsible to manage future overheating risk for 100% of units to pass under both weather files DSY2 and DSY3

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

Prior to the occupation of the development hereby approved, a final “as-built” overheating risk assessment shall be submitted and approved in writing by the Local Planning Authority, assessing all units and following the CIBSE TM52 (non residential) & TM59 (residential) methodology, confirming % pass rates for each TM49 weather file have or improved upon pre-commencement figures following the prospective retrofit measures.

REASON: In the interest of addressing climate change and securing sustainable and net zero development and construction, in accordance with LP54 and LP55 of the Hackney Local Plan, SI2, and SI4 of the London Plan, and Section 14 of the National Planning Policy Framework

40. SWMP

The applicant is required to ensure that in managing any waste arising from construction processes, including demolition and groundworks and above ground works, that the following targets are met:

- A. Municipal waste recycling rate of 65%
- B. Business waste recycling rate of 75%
- C. Minimum of 95% demolition or site waste diverted from landfill for reuse, recycling or recovery
- D. Minimum of 95% of excavation waste diverted from landfill for beneficial use
- E. Minimum of 20% of the new building material elements are comprised of recycled or reused content

REASON: To reduce carbon emissions, enhance climate resilience, promote the circular economy, and support low carbon development, in accordance with the London Plan SI7, GLA guidance, Hackney Local Plan LP57 and the NPPF.

41. Water Efficiency

Prior to above ground construction works, the applicant shall provide a statement to confirm that the development has been designed to be water efficient and reduce water consumption as far as possible, demonstrating that the development will not exceed a maximum water use of 105 litres of water per person per day, with an additional maximum water use allowance for external water consumption of 5 litres.

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Strategy, evidence and supporting documentation should be provided and approved in writing by the Local Planning Authority pre-commencement showing how water saving measures, recycling and water efficiency measures have been incorporated in the design to limit both internal and external water use and promote efficient water use.

REASON: Addressing the need to conserve water, to mitigate and adapt to climate change, taking into account the full range of potential climate change impacts in accordance with the London Plan, GLA guidance, Hackney Local Plan policy and the NPPF.

42. Passivhaus and Low Energy Buildings

Prior to first occupation, the applicant shall ensure that appropriate guidance is developed by a relevant specialist and provided appropriately for residents and occupiers to understand how to operate the building's systems and technologies to maximise sustainable outcomes.

This should explain:

- A. An explanation of what a Passivhaus building is as compared to typical buildings and low energy building is designed to work to provide more sustainable outcomes
- B. An explanation of renewable energy systems and low carbon technologies in place and how these should be operated
- C. Troubleshooting and guidance on where any technical issues are encountered and provision for feedback on the performance of the building systems in place to ensure the building is performing as expected.

This guidance shall be developed appropriately in a context of other concerns including affordability, highlighting any trade-offs that may need to be considered by residents in empowering them to adapt use of the building to reduce carbon savings while being comfortable.

This guidance should be developed to be accessible and inclusive, avoiding overly technical jargon and considering an appropriate range of needs of likely future residents and occupiers. The guidance shall include visual aids, including diagrams and infographics. Digital and hard copies should be provided as part of welcome packs and made easily accessible on an ongoing basis. The guidance shall be updated at appropriate intervals as building management practices and systems change.

REASON: to support carbon savings reductions in line with LP55 and ensure that renewable energy technologies are adopted for optimal outcomes for residents Health and Wellbeing in line with LP9. To support climate resilience for Hackney residents in a changing climate, to support Hackney Policy LP54.

43. Future DHN Connection

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

- A. Updated evidence of 2 ways correspondence between the applicant, the relevant local authority and network provider confirming the identified DHN has the capacity to serve the development, as well as supporting estimates of the CO2 emission

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factor to meet the limit set out in Part L 2021, installation cost and timescales for connection

- B. Layout of energy centre/plant room showing space for future heat exchanger
- C. Layout of obstacle free safeguarded route between heat exchanger and incoming DEN entry point
- D. Details of any on-site connection with pre-installed and capped with flange
- E. Details of any pre-installed pipework connecting identified plant room/ heat exchanger to proposed heating system(s)

Where it has been robustly demonstrated that a refrigerant based heating system (VRF) is the only viable option, a retrofit plan shall be submitted to and approved in writing by the Local Planning Authority. The retrofit plan should:

Detail how such system will be upgraded to a wet system compatible with a local DHN when there is a viable connection opportunity or when the system reaches its end of useful life whichever comes first and identify who will be responsible to implement the upgrade

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

- A. As built layout of energy centre/plant room showing space for future heat exchanger
- B. As built layout of obstacle free safeguarded route between heat exchanger and incoming DEN entry point
- C. As built details of on-site connection with pre-installed and capped with flange
- D. As built details of pre-installed pipework connecting identified plant room/ heat exchanger to proposed heating system(s)

REASON: In the interest of addressing climate change and securing sustainable and net zero development and construction, in accordance with LP55 and LP56 of the Hackney Local Plan, SI2, and SI3 of the London Plan, and Section 14 of the National Planning Policy Framework

44. Healthy materials

The applicant will ensure that materials selected for internal finishes and fit out are low-emitting for Volatile Organic Compounds VOC or no-VOC. This includes for surface finishes including paints, floorings and for kitchen surfacing.

The applicant shall ensure that materials do not contain hazardous chemicals known to be damaging to human health (including toxic heavy metals such as Cadmium and other chemicals/materials including creosote, arsenic, CFCs/HCFs, HFRs, PVC, chlorobenzenes, formaldehyde, lead, mercury and phthalates).

REASON: Passivhaus buildings are very airtight, and so the impact of internal finishes on human health is of increased relevance

Recommendation B

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

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Financial Contributions

- £18,819 towards employment training
- £263,571 towards educational costs
- £2,700 towards car club credits
- £2,000 towards the monitoring of the travel plan
- £8,750 towards the monitoring of the demolition and construction management plans
- £57,374.23 towards the cost of highway works associated with the development
- £11,340.60 towards BNG monitoring costs
- £29,020 towards Carbon Offset fund (In the event Passivhaus/AECB Carbonlite is not attained)
- Monitoring costs payable prior to completion of the Legal Agreement
- Payment by the landowner/developer of all the Council's legal and other relevant fees, disbursements and Value Added Tax in respect of the proposed negotiations and completion of the proposed Legal Agreement

Non-financial contributions:

- 25% Local Labour Apprenticeships
- 45 affordable homes (13 x social rented (9 x 1-bed, 1 x 2-bed and 3 x 3-bed) and 32 x shared ownership (12 x 1-bed and 20 x 2-bed))
- Be Seen Monitoring
- Employment and Skills Plan
- Full framework apprentice for every £2 Million of construction contract value
- Securing a car free development
- Participation in the LBH Hackney Works Scheme
- Participation in the Considerate Constructors Scheme
- Passivhaus Classic certification (In the event Passivhaus Classic is not obtained and with robust justification, then AECB Carbonlite certification may be considered acceptable as a backstop)
- Securing Connection to the Energy Network
- Travel Plan

Recommendation C

- 10.3 That the Sub-Committee grants delegated authority to the Director, Environment and Climate Change and Assistant Director Planning and Building Control (or in their absence either the Growth Team Manager or DM & Enforcement Manager) to make any minor alterations, additions or deletions including 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).

11. INFORMATIVES

- 11.1 The following informatives should be added:

1. Radon

Should this project contain the excavation of a basement area. Whilst the site is located in an area with a Radon potential of less than 1% (According to UK Radon), guidance br211

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mentions that all basements are at increased risk of elevated levels of radon regardless of geographic location. I therefore advise that this risk is adequately assessed.

2. Unexploded Ordnance

Before any excavation works start, it is best practice to carry out a UXO survey. It is therefore recommended that a preliminary UXO assessment is undertaken and results are provided to the main contractor responsible for Health & Safety matters on and off site under the CDM Regs 2015

3. Thames Water 1

Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

Should you require further information please contact Thames Water.

Email: developer.services@thameswater.co.uk

Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm)

Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

4. Thames Water 2

Public sewers are crossing or close to your development. Build over agreements are required for any building works within 3 metres of a public sewer and, or within 1 metre of a public lateral drain. This is to prevent damage to the sewer network and ensures we have suitable and safe access to carry out maintenance and repairs. Please refer to Thames Water guide on working near or diverting pipes:

<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

Please ensure to apply to determine if a build over agreement will be granted.

5. Thames Water 3

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

Application forms should be completed on line via www.thameswater.co.uk.

Please refer to the Wholesale; Business customers; Groundwater discharges section.

6. Thames Water 4

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Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website:

<https://www.thameswater.co.uk/help/home-improvements/how-to-connect-to-a-sewer/sewer-connection-design>

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

Assistant Director - Planning and Building Control

	BACKGROUND PAPERS	NAME/DESIGNATION AND TELEPHONE EXTENSION OF ORIGINAL COPY	LOCATION CONTACT OFFICER
1	<p>Application documents and LBH policies/guidance referred to in this report are available for inspection on the Council's website.</p> <p>Policy/guidance from other authorities/bodies referred to in this report are available for inspection on the website of the relevant authorities/bodies</p> <p>Other background papers referred to in this report are available for inspection upon request to the officer named in this section.</p> <p>All documents that are material to the preparation of this report are referenced in the report</p>	Oliver Enticott +6413	HSC, Hillman Street, London E8 1FB