

ADDRESS: Thaxted Court, Murray Grove, London, N1 7QQ	
WARD: Hoxton West	REPORT AUTHOR: Alix Hauser
APPLICATION NUMBER: 2020/3309	VALID DATE: 10/11/2020
DRAWING NUMBERS:	
<p>098-LA-SW-RF-DR-A-001 Rev 3 - Existing Site Location Plan - 06/11/25 098-LA-SW-B1-DR-A-003 Rev 2 - Existing Site Plan - Basement - 06/11/25 098-LA-SW-00-DR-A-002 Rev 2 - Existing Site Plan - 06/11/25 098-LA-SW-ZZ-DR-A-004 Rev 1 - Existing Sitewide Section Looking North - 22/05/20 098-LA-SW-ZZ-DR-A-005 Rev 1 - Existing Sitewide Section Looking South - 22/05/20 098-LA-SW-ZZ-DR-A-006 Rev 1 - Existing Sitewide Section Looking West - 22/05/20 098-LA-SW-ZZ-DR-A-007 Rev 1 - Existing Sitewide East Elevation - East Road - 22/05/20 098-LA-SW-ZZ-DR-A-008 Rev 1 - Existing Sitewide North Elevation - Murray Grove - 22/05/20 098-LA-SW-ZZ-DR-A-009 Rev 2 - Existing Sitewide South Elevation - 17/08/20 098-LA-SW-ZZ-DR-A-010 Rev 2 - Existing Sitewide West Elevation - 17/08/20 098-LA-SW-ZZ-DR-A-011 Rev 2 - Existing Garage Block South & West Elevations - 17/08/20</p> <p>098-LA-TC-B1-DR-A-022 Rev 1 - Existing Thaxted Court Basement - 17/08/20 098-LA-TC-GF-DR-A-021 Rev 1 - Existing Thaxted Court Ground Floor - 17/08/20 098-LA-TC-GF-DR-A-023 Rev 1 - Existing Thaxted Court South & East Elevations - 17/08/20 098-LA-TC-GF-DR-A-024 Rev 1 - Existing Thaxted Court North & West Elevations - 17/08/20</p> <p>098-LA-HC-GF-DR-A-020 Rev 1 - Existing Halstead Court Ground Floor North Elevation - 17/08/20 098-LA-HC-GF-DR-A-601 Rev 2 - Proposed Halstead Court Front Landscape - 17/08/20</p> <p>FBE-RMA-ZZ-00-DR-A-0010 P01 - Proposed Site Location Plan - 20/01/26 FBE-RMA-ZZ-B1-DR-A-0099 P00 - Proposed Site Plan Basement - 17/10/25 FBE-RMA-ZZ-00-DR-A-0100 P04 - Proposed Site Plan Ground Floor - 20/01/26 FBE-RMA-ZZ-01-DR-A-0101 P02 - Proposed Site Plan First Floor - 20/01/26 FBE-RMA-ZZ-02-DR-A-0102 P01 - Proposed Site Plan Second Floor - 20/01/26 FBE-RMA-ZZ-03-DR-A-0103 P01 - Proposed Site Plan Third Floor - 20/01/26 FBE-RMA-ZZ-04-DR-A-0104 P01 - Proposed Site Plan Fourth Floor - 20/01/26 FBE-RMA-ZZ-05-DR-A-0105 P01 - Proposed Site Plan Fifth Floor - 20/01/26 FBE-RMA-ZZ-RF-DR-A-0106 P04 - Proposed Site Plan Roof - 20/01/26</p> <p>FBE-RMA-TC-B1-DR-A-0150 P00 - Proposed Thaxted Court Basement - 17/10/25 FBE-RMA-TC-00-DR-A-0151 P00 - Proposed Thaxted Court Ground Floor Plan - 17/10/25</p> <p>FBE-RMA-ZZ-EZ-DR-A-0200 P00 - Proposed Sitewide East Elevation - 17/10/25 FBE-RMA-ZZ-EZ-DR-A-0201 P00 - Proposed Sitewide North Elevation - 17/10/25 FBE-RMA-ZZ-EZ-DR-A-0202 P00 - Proposed Sitewide South Elevation - 17/10/25 FBE-RMA-ZZ-EZ-DR-A-0203 P00 - Proposed Sitewide West Elevation - 17/10/25</p> <p>FBE-RMA-ZZ-SZ-DR-A-0260 P00 - Proposed Sitewide Section Looking North - 17/10/25 FBE-RMA-ZZ-SZ-DR-A-0261 P00 - Proposed Sitewide Section Looking South - 17/10/25 FBE-RMA-ZZ-SZ-DR-A-0262 P00 - Proposed Sitewide Section Looking West - 17/10/25</p> <p>FBE-RMA-NZ-00-DR-A-0110 P03 - Proposed North Block GA Plan - Ground - 17/10/25 FBE-RMA-NZ-01-DR-A-0111 P01 - Proposed North Block GA Plan - First - 17/10/25</p>	

FBE-RMA-NZ-02-DR-A-0112 P01 - Proposed North Block GA Plan - Second - 17/10/25
FBE-RMA-NZ-03-DR-A-0113 P01 - Proposed North Block GA Plan - Third - 17/10/25
FBE-RMA-NZ-04-DR-A-0114 P01 - Proposed North Block GA Plan - Fourth - 17/10/25
FBE-RMA-NZ-05-DR-A-0115 P01 - Proposed North Block GA Plan - Fifth - 17/10/25
FBE-RMA-NZ-RF-DR-A-0116 P03 - Proposed North Block GA Plan - Roof - 17/10/25
FBE-RMA-NZ-EZ-DR-A-0210 P03 - Proposed North Block North & East Elevations - 17/10/25
FBE-RMA-NZ-EZ-DR-A-0211 P03 - Proposed North Block South & West Elevations - 17/10/25
FBE-RMA-NZ-SZ-DR-A-0270 P00 - Proposed North Block GA Sections - 17/10/25

FBE-RMA-SZ-00-DR-A-0120 P03 - Proposed South Block GA Plan - Ground - 17/10/25
FBE-RMA-SZ-01-DR-A-0121 P01 - Proposed South Block GA Plan - First - 17/10/25
FBE-RMA-SZ-02-DR-A-0122 P01 - Proposed South Block GA Plan - Second - 17/10/25
FBE-RMA-SZ-03-DR-A-0123 P01 - Proposed South Block GA Plan - Third - 17/10/25
FBE-RMA-SZ-04-DR-A-0124 P01 - Proposed South Block GA Plan - Fourth - 17/10/25
FBE-RMA-SZ-05-DR-A-0125 P01 - Proposed South Block GA Plan - Fifth - 17/10/25
FBE-RMA-SZ-RF-DR-A-0126 P03 - Proposed South Block GA Plan - Roof - 17/10/25
FBE-RMA-SZ-EZ-DR-A-0220 P03 - Proposed South Block North & East Elevations - 17/10/25
FBE-RMA-SZ-EZ-DR-A-0221 P03 - Proposed South Block South & West Elevations - 17/10/25
FBE-RMA-SZ-SZ-DR-A-0271 P00 - Proposed South Block GA Sections - 17/10/25

FBE-RMA-WZ-00-DR-A-0130 P04 - Proposed West Block GA Plan - Ground - 20/01/26
FBE-RMA-WZ-01-DR-A-0131 P01 - Proposed West Block GA Plan - First - 17/10/25
FBE-RMA-WZ-02-DR-A-0132 P01 - Proposed West Block GA Plan - Second - 17/10/25
FBE-RMA-WZ-03-DR-A-0133 P01 - Proposed West Block GA Plan - Third - 17/10/25
FBE-RMA-WZ-04-DR-A-0134 P01 - Proposed West Block GA Plan - Fourth - 17/10/25
FBE-RMA-WZ-05-DR-A-0135 P01 - Proposed West Block GA Plan - Fifth - 17/10/25
FBE-RMA-WZ-RF-DR-A-0136 P03 - Proposed West Block GA Plan - Roof - 17/10/25
FBE-RMA-WZ-EZ-DR-A-0230 P03 - Proposed West Block North & East Elevations - 17/10/25
FBE-RMA-WZ-EZ-DR-A-0231 P03 - Proposed West Block South & West Elevations - 17/10/25
FBE-RMA-WZ-SZ-DR-A-0272 P00 - Proposed West Block GA Sections - 17/10/25

FBE-RMA-ZZ-ZZ-DR-A-0302 P00 - Proposed North Block Tenure Plans - 17/10/25
FBE-RMA-ZZ-ZZ-DR-A-0303 P00 - Proposed South Block Tenure Plans - 17/10/25
FBE-RMA-ZZ-ZZ-DR-A-0304 P00 - Proposed West Block Tenure Plans - 17/10/25

FBE-RMA-ZZ-ZZ-DR-A-0305 P00 - Proposed North Block WCA Units - 17/10/25
FBE-RMA-ZZ-ZZ-DR-A-0306 P00 - Proposed South Block WCA Units - 17/10/25
FBE-RMA-ZZ-ZZ-DR-A-0307 P00 - Proposed West Block WCA Units - 17/10/25

FBE-RMA-TC-EZ-DR-A-0250 P00 - Proposed Thaxted Court South & East Elevations - 17/10/25
FBE-RMA-TC-EZ-DR-A-0251 P00 - Proposed Thaxted Court North & West Elevations - 17/10/25
FBE-RMA-ZZ-ZZ-DR-A-0280 P00 - Proposed Water Tank Room - 17/10/25
FBE-RMA-ZZ-ZZ-DR-A-0281 P00 - Proposed Resident Lockers - 17/10/25

FBE-RMA-ZZ-ZZ-DR-A-0300 P01 - Proposed Refuse Strategy - 20/01/26
FBE-RMA-ZZ-ZZ-DR-A-0301 P01 - Proposed Cycle Strategy - 20/01/26
FBE-RMA-ZZ-ZZ-DR-A-0308 P01 - Proposed Sitewide Car Parking & Access Strategy - 20/01/26
FBE-RMA-ZZ-ZZ-DR-A-0309 P01 - Proposed Sitewide Storage Strategy - 20/01/26

LC028-RMA-ZZ-ZZ-DR-A-0600 P1 - Proposed Typical Bay Study Key Plans - 17/10/25
LC028-RMA-ZZ-ZZ-DR-A-0601 P1 - Proposed Bay Study - North Block North Elevation - 17/10/25
LC028-RMA-ZZ-ZZ-DR-A-0602 P1 - Proposed Bay Study - North Block East Elevation - 17/10/25

LC028-RMA-ZZ-ZZ-DR-A-0604 P1 - Proposed Bay Study - North Block North Elevation - 17/10/25
LC028-RMA-ZZ-ZZ-DR-A-0605 P1 - Proposed Bay Study - North Block Roof Parapet - 17/10/25
LC028-RMA-ZZ-ZZ-DR-A-0606 P1 - Proposed Bay Study - North Block Central Balcony - 17/10/25
LC028-RMA-ZZ-ZZ-DR-A-0607 P1 - Proposed Bay Study - North Block Corner Balcony - 17/10/25

LC028-LLA-ZZ-00-DR-L-90-0100 P04 - Sitewide General Arrangement - 27/01/26
LC028-LLA-ZZ-00-DR-L-90-0101 P04 - Detailed Hard Landscape Proposals (1/4) - 27/01/26
LC028-LLA-ZZ-00-DR-L-90-0102 P04 - Detailed Hard Landscape Proposals (2/4) - 27/01/26
LC028-LLA-ZZ-00-DR-L-90-0103 P04 - Detailed Hard Landscape Proposals (3/4) - 27/01/26
LC028-LLA-ZZ-00-DR-L-90-0104 P04 - Detailed Hard Landscape Proposals (4/4) - 27/01/26
LC028-LLA-ZZ-ZZ-DR-L-90-0001 P04 - Landscape Masterplan - 27/01/26
LC028-LLA-ZZ-ZZ-DR-L-90-0201 P06 - Planting Proposals - 27/01/26
LC028-LLA-ZZ-ZZ-DR-L-90-0301 P02 - Landscape Specification and Details - 24/10/25

LC028-ES-XX-XX-D-L P02 - Urban Green Factor - 14/10/2025

REPORTS:

Acoustic Design Statement Rev 2 prepared by RBA Acoustics dated 05/11/25
Air Quality Assessment Rev P01 prepared by BWB dated 04/11/25
Daylight, Sunlight & Overshadowing Report Issue 2 prepared by Darren Evans dated 07/11/25
Fire Safety Statement Rev 01 prepared by AECOM dated 07/11/25
Geo-Environmental Assessment Issue 01 prepared by Delta-Simons dated 27/11/20
Revised Health Impact Assessment Issue 01 prepared by HTA dated 07/11/25
Revised Planning Statement Issue 01 prepared by HTA dated 10/11/25
Structural and Civils Planning Statement Rev P02 prepared by Whitby Wood dated 07/11/25
Wind Microclimate Assessment prepared by BRE dated 01/11/17

Design and Access Statement 2025 Addendum prepared by Lynch Architects dated October 2025
Heritage Impact Assessment prepared by Portico Heritage dated October 25

Arboricultural Impact Assessment Ver 2 prepared by Ecology Solutions dated 07/11/25
Biodiversity Net Gain Report Ver VF prepared by Ecology Solutions dated 08/10/25
Preliminary Ecological Appraisal and Preliminary Bat Roost Assessment Ver VF1 prepared by Ecology Solutions dated 07/11/25
Child Friendly Impact Assessment Rev P03 prepared by Liz Lake Associates dated 27/01/26
Landscape Design & Access Statement Rev P05 prepared by Liz Lake Associates dated 27/01/26

Civils Note - Drainage Comments Rev P01 prepared by Whitby Wood dated 16/01/26
Drainage Strategy Report Rev P03 prepared by Whitby Wood dated 23/01/26
Flood Risk Assessment Rev P03 prepared by Whitby Wood dated 23/01/26

Early Stage Embodied Carbon Assessment Rev 01 prepared by AES Sustainability Consultants dated 05/09/25
Energy & Sustainability Statement Rev 01 prepared by AES Sustainability Consultants dated 10/09/25
Non-Domestic Overheating Assessment Rev 0 prepared by AES Sustainability Consultants dated 14/01/2026

Outline Delivery & Servicing Plan Rev 3.0 prepared by Velocity Transport Planning dated Jan 26
Demolition & Construction Management Plan V1 prepared by Vistry dated 07/07/25
Stage 1 Road Safety Audit Response prepared by Velocity Transport Planning dated 20/11/25

Transport Statement Rev 3.0 prepared by Velocity Transport Planning dated January 26 Draft Travel Plan Rev 3.0 prepared by Velocity Transport Planning dated January 26	
APPLICANT: Housing Regeneration and Delivery Team London Borough of Hackney Hillman Street London E18 1DY	AGENT: Nour Sinno HTA Design 75 Wallis Road London E9 5LN
PROPOSAL: Demolition of existing carpark and storage buildings and erection of three buildings of six storeys each to provide 70 residential units (Use Class C3) and ground floor flexible spaces (Use Class E); infilling of basement carpark to street level around Thaxted Court; alterations at ground floor to Thaxted Court; alterations to boundary treatment of Halstead Court; erection of single storey storage shed; and associated car parking, landscaping and public realm works.	
POST REVISIONS: The scheme was revised to reduce the height of the building and reduce the number of dwellings provided. A complete set of revised drawings and reports, as well as a revised application form, were received. A full period of reconsultation followed. Following reconsultation plans were updated to include an additional blue badge space and further information in regard to drainage and sustainability. Due to the minor nature of these changes further consultation was not required.	
RECOMMENDATION SUMMARY: Grant conditional planning permission subject to completion of a Legal Agreement.	
NOTE TO MEMBERS: The application was presented to the Planning Sub-Committee and had resolution to grant in January 2021. This is a revised scheme submitted under the same application reference.	

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

ANALYSIS INFORMATION

ZONING DESIGNATION

	Yes	No
CPZ	A (Mon-Fri 8:30am-6:30pm)	
Conservation Area		X
Listed Building (Statutory)		X
Listed Building (Local)		X
Priority Office Area		X

LAND USE

	Use Class	Use Description	Floorspace Sqm
Existing	Class C3	76 Residential Garages and storage associated with residential estate	2,099
Proposed	Class C3	70 Residential Units	6,892
	Class E	Flexible retail and commercial	246

PARKING DETAILS

	Parking Spaces (Off Street)	Parking Spaces (Disabled)	Bicycle Storage
Existing	76 Garages 37 CPZ Spaces	2	0
Proposed	15 CPZ Spaces	3	142 Long Stay 36 Visitor

PROPOSED RESIDENTIAL UNITS

	Number of Bedrooms			Total
	1	2	3	
Social	10 (14%)	10 (14%)	5 (7%)	25 (36%)
Intermediate (Shared Ownership)	11 (15%)	0 (%)	0 (%)	11 (15%)
Private	19 (27%)	15 (21%)	0 (0%)	34 (48%)
Total	40 (57%)	25 (36%)	5 (7%)	70

CASE OFFICER'S REPORT**1.0 SITE CONTEXT**

- 1.1 The site comprises a parcel of land located on the corner of Murray Grove and East Road, within Fairbank Estate and contains Thaxted Court (an 18 storey residential building); a one storey plus basement car park building with an unused rooftop games area; pram storage sheds; associated hardstanding and communal open space.
- 1.2 The site is bordered by East Road to the east, Murray Grove to the north, Allerton Street to the west and Halstead Court, a six storey residential building of flats and maisonettes, to the south. The red line boundary also extends to include the public footways of East Road and Murray Grove.
- 1.3 The area is primarily characterised by typical post-war municipal housing blocks and estates including Provost Estate to the west. The urban design is also typical of the era with pedestrian paths separated from roads weaving through large communal spaces in an indirect manner.
- 1.4 The site is located within an area with very good accessibility to public transport. It has a PTAL rating of 6a (on a scale of 1a – 6b where 6b is the most accessible). There are bus stops located directly adjoining the northern and eastern boundaries of the site. The site is covered by a Controlled Parking Zone (CPZ). A Santander cycle docking station is located to the east of the site, on New North Road. A Network Rail tunnel runs below the site, underneath the car park building.

2.0 CONSERVATION IMPLICATIONS

- 2.1 The site is not located within a conservation area nor does it comprise a listed building.
- 2.2 There are two Grade II listed buildings / structures within the immediate vicinity of the site, to the east on New North Road. Pitfield Street Conservation Area is located in close proximity to the site.
- 2.3 The implications are outlined further in the assessment section of the report.

3.0 RELEVANT HISTORY

- 3.1 There is no relevant recent planning history pertaining to the site. For clarity, this application received a recommendation to grant planning permission subject to a legal agreement in January 2021 but has since been revised to reduce the height of the proposed building and to reduce the number of dwellings provided.

4.0 CONSULTATIONS

- 4.1 Date First Statutory Consultation Period Started: 26/11/2020
- 4.2 Date Last Statutory Consultation Period Ended: 10/01/2026
- 4.3 Site Notice: Yes, dated 17/12/2025
- 4.4 Press Advert: Yes, dated 26/11/2020 and 12/12/2025

Neighbours

- 4.5 Letters of consultation were sent to 170 owner / occupiers adjoining and adjacent to the site.
- 4.6 2 objections were received to the scheme previously presented at committee (in 2021) raising concerns about reduced ability to access the site based on cumulative effects of traffic as a result of LTN during construction and into the future as well as loss of daylight, sunlight and privacy.
- 4.7 Following the period of reconsultation in 2025 one additional representation was received raising concerns about the loss of storage sheds within the Thaxted Court tower block.
- 4.8 The matter of disruption during the period of construction is covered by separate legislation however, will also be managed during the build by the requirement of the applicant to submit and comply with a Demolition and Construction Management Plan.
- 4.9 The remaining comments are addressed within the assessment section of this report.

Statutory Consultees

- 4.10 GLAAS: No objection subject to a condition and informative requesting submission of a written scheme of investigation.

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

- 4.11 Health & Safety Executive: As the application was validated before HSE became the statutory consultee for relevant buildings on 1 August 2021, there is no requirement to consult us and no requirement for a fire safety form under article 9A of the DMPO 2015.
- 4.12 Metropolitan Police (Secure by Design Officer): No objection in principle, subject to a standard condition and informative, requiring secure by design accreditation.

Officer's Note: The proposed conditions and informatives have been recommended.

- 4.13 TfL: The applicant is proposing the relocation of the existing bus stop Murray Grove / Provost Estate (Stop PD), alongside realignment of the existing bus cage and parking bays. This relocation will be adjacent to several pavement trees. If the bus stop relocation proceeds, these trees will have to be removed beforehand, with confirmation of their planting or disposal location. The cost of relocation of a bus stop and installation of a 2 bay Landmark London shelter cost circa £30k so the cost of this would be similar / higher.

The applicant is proposing to retain 16 existing car parking spaces out of 37, including 2 Blue Badge spaces, for existing residents, which is not in line with London Plan policy T6 Car parking. New developments should be car-free, in line with policy. For compliance with standards, there should be at least three new Blue Badge parking spaces.

The applicant has proposed 142 long-stay cycle and 30 short-stay cycle parking spaces for residential, and 6 long-stay and 6 short-stay cycle parking spaces for commercial, in line with London Plan policy T5 Cycling and the London Cycling Design Standards (LCDS). TfL supports that 10% of cycle parking will be oversized for accessible and wider cycles, exceeding the LCDS.

Delivery vehicles will access and egress the site from the relocated access on Murray Grove, in forward gear only, in line with the Mayor's Vision Zero strategy. TfL welcomes that deliveries will avoid peak periods and deliveries will be scheduled online.

An outline Construction Logistics Plan (CLP) has been provided. Construction vehicles will access and egress the site from Murray Grove in forward gear, in line with the Mayor's Vision Zero strategy. The applicant has proposed a temporary vehicle access route through Halstead Court. TfL supports the use of traffic marshals on site and no car parking provided for construction workers. TfL requests the applicant provide a detailed CLP, where the applicant provides further information regarding HGV access and egress routes to the site.

TfL supports the infilling of the site to raise everything to the level of the ground floor of Thaxted Court, in line with London Plan policy D8 Public Realm.

TfL has no issues with trip generation.

Officer's Note: The proposed conditions informative have been recommended and an additional blue badge car parking space has been provided. S278 works for the relocation of the bus stop will be secured via legal agreement.

- 4.14 Thames Water: On the basis of information provided, Thames Water would advise that with regard to combined waste water, water network and water treatment infrastructure capacity, we would not have any objection to the planning application. A piling condition and standard informatives are recommended.

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

Council Departments

- 4.15 Contaminated Land: No objection subject to conditions requesting submission of a remediation strategy and verification plan and report.
- 4.16 Drainage: No objection subject to conditions requesting details of a sustainable drainage system.
- 4.17 Environmental Protection (Noise): No objection subject to conditions in regard to construction noise, insulation between and within dwellings and plant noise.
- 4.18 Pollution (Air): No objection subject to conditions in regard to construction, dust monitoring and non-road mobile machinery.
- 4.19 Public Health: No objection subject to recommendations.
- 4.20 Transportation: No objection subject to conditions requesting cycle parking details, a parking design and management plan, a delivery and servicing plan and a legal agreement to secure car free development, a travel plan, car club membership credit, electric vehicle chargers and monitoring fees.
- 4.21 Waste: No objection to the refuse aspects of the proposal.

5.0 RELEVANT PLANNING POLICIES**5.1 Hackney Local Plan 2033 2020 (LP33)**

PP1	Public Realm
PP8	Shoreditch and Hoxton
LP1	Design Quality and Local Character
LP2	Development and Amenity
LP3	Designated Heritage Assets
LP4	Non Designated Heritage Assets
LP6	Archaeology
LP8	Social and Community Infrastructure
LP9	Health and Wellbeing
LP11	Utilities and Digital Connectivity Infrastructure
LP12	Meeting Housing Needs and Locations for New Homes
LP13	Affordable Housing
LP14	Dwelling Size Mix
LP17	Housing Design
LP26	Employment Land and Floorspace
LP27	Protecting and Promoting Office Floorspace in the Borough
LP31	Local Jobs, Skills and Training
LP36	Shops Outside of Designated Centres
LP37	Small and Independent Shops
LP41	Liveable Neighbourhoods
LP42	Walking and Cycling
LP43	Transport and Development
LP44	Public Transport and Infrastructure
LP45	Parking and Car Free Development
LP46	Protection and Enhancement of Green Infrastructure
LP47	Biodiversity and Sites of Importance of Nature Conservation
LP48	New Open Space
LP49	Green Chains and Green Corridors
LP50	Play Space
LP51	Tree Management and Landscaping
LP53	Water and Flooding
LP54	Overheating and Adapting to Climate Change
LP55	Mitigating Climate Change
LP56	Decentralised energy networks (DEN)
LP57	Waste
LP58	Improving the Environment - Pollution

5.2 London Plan 2021

GG1	Building Strong and Inclusive Communities
GG2	Making the Best Use of Land
GG3	Creating a Healthy City
GG4	Delivering the Homes Londoners Need
GG5	Growing a Good Economy
GG6	Increasing Efficiency and Resilience
D1	London's Form, Character and Capacity for Growth
D2	Infrastructure Requirements for Sustainable Densities
D3	Optimising Site Capacity through the Design-led Approach
D4	Delivering Good Design

D5	Inclusive Design
D6	Housing Qualities and Standards
D7	Accessible Housing
D8	Public Realm
D11	Safety, Security and Resilience to Emergency
D12	Fire Safety
D13	Agent of Change
D14	Noise
H1	Increasing Housing Supply
H4	Delivering Affordable Housing
H5	Threshold Approach to Applications
H6	Affordable Housing Tenure
H7	Monitoring of Affordable Housing
H10	Housing Size Mix
S4	Play and Informal Recreation
E1	Offices
E9	Retail, Markets and Hot Food Takeaways
HC1	Heritage Conservation and Growth
G1	Green Infrastructure
G4	Open Space
G5	Urban Greening
G6	Biodiversity and Access to Nature
G7	Trees and Woodlands
SI 1	Improving Air Quality
SI 2	Minimising Greenhouse Gas Emissions
SI 3	Energy Infrastructure
SI 4	Managing Heat Risk
SI 5	Water Infrastructure
SI 6	Digital Connectivity Infrastructure
SI 7	Reducing Waste and Supporting the Circular Economy
SI 12	Flood Risk Management
SI 13	Sustainable Drainage
T1	Strategic Approach to Transport
T2	Healthy Streets
T3	Transport Capacity, Connectivity and Safeguarding
T4	Assessing and Mitigating Transport Impacts
T5	Cycling
T6	Car Parking
T6.1	Residential Parking
T6.2	Office Parking
T6.3	Retail Parking
T6.5	Non-Residential Disabled Persons Parking
T7	Deliveries, Servicing and Construction
T9	Funding Transport Infrastructure through Planning
DF1	Delivery of the Plan and Planning Obligations
M1	Monitoring

5.3 SPD / SPG / Other

Mayor of London

Accessible London - Achieving an Inclusive Environment SPG (2014)
Affordable Housing LPG (draft)

Affordable Housing and Viability SPG (2017)
Air Quality Neutral LPG (2023)
Air Quality Positive LPG (2023)
'Be Seen' Energy Monitoring Guidance LPG (2021)
Control of Dust and Emissions During Construction and Demolition SPG (2014)
Energy Assessment Guidance (2022)
Fire Safety LPG (draft)
Housing SPG (2016)
Housing Design Standards LPG (2023)
Optimising Site Capacity: A Design-led Approach LPG (2023)
Play and Informal Recreation SPG (2012)
Sustainable Transport, Walking and Cycling LPG (2022)
Urban Greening Factor LPG (2023)

London Borough of Hackney

Child Friendly Places SPD (2021)
Decentralised Energy Masterplan
Hackney's Transport Strategy 2015-2025
Public Realm Strategy SPD (2012)
Sustainable Design & Construction SPD (2016)
S106 Planning Contributions SPD (2020)

5.4 National Planning Policies/Guidance

National Planning Policy Framework (2025)
National Planning Practice Guidance

5.5 Legislation

Equality Act 2010
Planning Compulsory Purchase Act 2004
Town and Country Planning Act 1990

6.0 ASSESSMENT

6.1 Introduction

6.1.1 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 2020 known as 'LP33', and the North London Waste Plan.

6.1.2 The NPPF is also a material consideration in the determination of planning applications. 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.

6.2 Housing Supply Programme

- 6.2.1 The development is part of Hackney Council's Housing Supply Programme (HSP), which was approved by Cabinet in February 2016. The HSP seeks to deliver new, mixed tenure homes on Council owned sites within the borough's existing housing estates, typically on previously developed land occupied by non-residential uses, such as garages, car parks and depots.
- 6.2.2 A key objective of the HSP is to assist in meeting existing and future housing demand within the borough. The programme will deliver at least 50% social rent and shared ownership affordable units, secured by a Unilateral Undertaking, on 16 sites within the borough.
- 6.2.3 The Housing Supply Team has agreed to a programme wide and overarching Unilateral Undertaking (UU) which sets out the overall target housing mix and tenure for sites within the programme. The UU will ensure development delivered through the programme will meet the mix and tenure split set out by the legal agreement.

6.3 Overview

- 6.3.1 The application seeks to redevelop land to the south of Murray Grove for residential-led mixed-use development. The proposal seeks to demolish the existing partly sunken two-storey car park building and storage sheds and fill in the land around the basement of Thaxted Court to create a level surface across the site.
- 6.3.2 The original 2020 scheme received a resolution to grant at planning sub-committee in January 2021 but the legal agreement was not completed due to economic factors and regulatory changes (specifically the requirement for a second staircase in buildings over 18m). The application involved the demolition of the existing carpark and storage buildings on site and erection of three buildings of eight storeys each to provide 73 residential units (Use Class C3) and ground floor flexible spaces (Use Class E) as well as other associated works. The application was revised and now proposes three buildings of six storeys each to provide 70 residential units and ground floor flexible spaces (Use Class E) as well as other associated works.
- 6.3.3 Three new buildings of 6 storeys each will be built on the site to provide 70 new residential units and three commercial units. A residents room will also provide space for residents of the whole estate to gather for meetings.
- 6.3.4 The scheme is "tenure blind" composed of almost identical blocks united in architectural expression and character.
- 6.3.5 The proposal also seeks to undertake works to the existing estate grounds, including the creation of level access to the ground floor of Halstead Court, of a new children's play area, and general landscaping works to improve general open space and amenity areas across the site. Public realm works are proposed within the redline boundary of the site; including the reallocation of CPZ spaces and re-provision of blue badge spaces.
- 6.3.6 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 (Land Use)

- Housing Matters
- Urban Design, Heritage and Conservation Impacts
- Quality of Accommodation
- Health Impact
- Amenity Impacts
- Highway Safety and Transportation
- Sustainability, Climate Change and Energy
- Waste Management
- Air Quality
- Archaeology
- Biodiversity and Green Infrastructure
- Contaminated Land
- Crime
- Drainage & Flood Risk
- Fire Safety
- Wind
- Infrastructure Impact / Planning Obligations

6.4 Principle of Development (Land Use)

- 6.4.1 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.
- 6.4.2 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.”*

Loss of Car Parking

- 6.4.3 Policy LP45 of Hackney Local Plan 2033 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.
- 6.4.4 In total, 76 car spaces within a vacant single storey garage and 22 CPZ spaces are to be removed as part of the proposals (resulting in retention of 15 CPZ spaces). Currently, 27 residents hold active parking permits. In addition to the reduction on the Fairbank Estate, three spaces will be removed from the adjacent Provost Estate.
- 6.4.5 The applicant has conducted parking surveys which show a peak demand of 27 vehicles on weekdays. The proposed reduction will therefore potentially displace 12 vehicles onto the surrounding streets. A parking beat survey submitted by the applicant indicates that the surrounding streets currently have a parking stress level of 74–77%. Accommodating the 12 displaced vehicles would increase this stress level to approximately 82%.
- 6.4.6 3 spaces of the existing 68 spaces will also be removed from Provost Estate to accommodate the west block. There are 51 active resident permits, out of the 68 spaces

purchasable for that estate (75% overall parking stress). Therefore, with the removal of 3 bays there are still 14 spare spaces to accommodate any displaced parking on site with no impact to on-street parking.

- 6.4.7 Whilst the removal of CPZ spaces would result in some cumulative impact on the local highway network, the social benefit of providing new residential housing is considered to outweigh the transport impacts from the small amount of displaced vehicle parking.
- 6.4.8 The reduction in parking and the non-reprovision of existing garages enables the proposed infill development and supports the delivery of new high-quality housing. It also facilitates significant improvements to the public realm, shifting the focus of the site from vehicle access to people-friendly, inclusive spaces.

Proposed Residential Use

- 6.4.9 Policy H1 and Table 4.1 of the London Plan set an annual target of 13,280 net new houses for Hackney over a ten-year period up until 2028/29. Policy LP12 states that the Council will plan to deliver a minimum of 1,330 homes per year up to 2033 by encouraging development on small sites and will support the development of small sites to meet the housing need. Self-contained residential units are the priority residential land use in the Borough and type of land use for which there is the greatest need. The site is considered to be a small site as it is less than 0.25 hectares. The principle of providing self-contained units is therefore acceptable, subject to compliance with relevant policies.

Non-residential Uses

- 6.4.10 The proposal includes the creation of three non-residential units at ground floor units. One commercial unit would be provided in each of the north and south buildings fronting East Road with the residents room proposed within the south building.
- 6.4.11 The new units will be Use Class E which will allow for flexibility in the uses that can be provided on site. Policies LP8, LP26 and LP36 of LP33 of the Hackney Local Plan 2033 seek to encourage the creation of these uses within appropriate locations, subject to the impact such uses could have on the surrounding environment.
- 6.4.12 Policy LP8 states that proposals for social and community infrastructure will be permitted where they meet the current or future identified need, are of a high quality and inclusive design and provide flexible, affordable and adaptable buildings, co-located with other social infrastructure uses and maximise use of buildings in evenings and at weekends. The use of the units would appropriately respond to the increased residential occupation within the site as a result of the development, would provide level access and have regular footprints that would enable flexible uses.
- 6.4.13 Policy LP26 seeks to deliver new office floorspace across the borough, and states that new employment space outside of identified areas will be permitted where it can be demonstrated that there is a reasonable prospect of it being occupied. Details of the potential commercial marketing strategy were provided that demonstrates that the unit would not result in the creation of redundant office units.
- 6.4.14 Policy LP37 states that major development must incorporate small shop units where there are no alternative shopping facilities. The proposal is within the vicinity of other small retail units so would not be required to provide the small units. However, their provision is

supported and the small nature of the units means they would be suitable for small and independent retailers.

- 6.4.15 In light of the above, the principle of flexible units is considered to be in accordance with policies LP8, LP26 and LP36 of the Hackney Local Plan 2033. However, in order to protect the residential amenity of neighbouring occupiers, it is considered appropriate to include a condition limiting the hours of operation of the proposed units.

6.5 Housing Matters

Affordable Housing

- 6.5.1 Policy H4 of the London Plan 2021 sets a strategic target of 50% of all new homes delivered across London to be genuinely affordable and specifies that affordable housing should be provided on site, with off-site affordable housing or cash in lieu contributions being acceptable only in exceptional circumstances. The plan further sets out that comprehensive review mechanisms should be applied to schemes which do not meet the required affordable housing threshold.
- 6.5.2 Policy LP13 of the Hackney Local Plan 2033 requires major schemes to provide a minimum of 50% of housing delivered to be on-site affordable, at a ratio of 60:40 social housing (social rent / London Affordable Rent) and intermediate housing (Hackney/London living rent or London shared ownership), subject to viability and site context.
- 6.5.3 The proposed development will deliver 51% affordable housing, which will comprise a tenure split of 69% social rent and 31% intermediate units. Accordingly it complies with London Plan Policies H5 and H6 and Local Plan Policy LP13.

Housing Mix

- 6.5.4 Policy H10 of the London Plan 2021 indicates that to determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, applicants and decision-makers should have regard to, amongst other things, the nature and location of the site and the aim to optimise housing potential on sites.
- 6.5.5 This policy is amplified by policy LP14 of the Hackney Local Plan 2033 which sets out that the preferred dwelling mix for Social/London Affordable Rent is 30-34% 1 and 2 beds and 33-36% 3+ beds. The preferred mix for intermediate housing is 15-25% 3+ beds and a higher proportion of 2-bed units than 1-bed units.
- 6.5.6 The development proposes 5 three-bedroom units, 25 two-bedroom units and 40 one-bedroom units. It is noted that this does not meet the policy requirements for a third of the units in each development having three bedrooms.
- 6.5.7 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.
- 6.5.8 Officers note that the Housing Supply Programme has assigned an overall tenure and housing mix delivery target to be achieved by the 16 sites within the programme. The development would not deliver any family sized intermediate or private units, and this is

understood, given the issues around affordability for family sized intermediate units. The proposal does provide a high proportion of family sized social rent units, of which there is the greatest need in the borough. Moreover, the Housing Supply Programme will aim to deliver a policy compliant mix and tenure split across the scheme portfolio.

- 6.5.9 As such, on balance, the housing mix as proposed meets the requirements of policy LP14 of the Hackney Local Plan 2033 and is considered acceptable.

6.6 Conservation & Heritage

- 6.6.1 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the local planning authority when considering development which affects a listed building or its setting to have “*special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.*” Section 72(1) of the Act requires decision makers with respect to any buildings or other land in a conservation area to pay “special attention... to the desirability of preserving or enhancing the character or appearance of that area”. Applying the statutory duty, any harm found to arise in relation to the character or appearance of a conservation area should be given “considerable importance and weight”.
- 6.6.2 Chapter 16 of the NPPF states that local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. It also encourages LPAs to take account of a non-designated heritage asset in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 6.6.3 The NPPF provides a range of policies relating to heritage protection at paragraphs 189 to 208. The Council has considered the proposed development in relation to these policies and particularly paragraphs 199 to 208.
- 6.6.4 Policy HC1 of the London Plan 2021 requires development proposals affecting heritage assets, and their settings, to conserve their significance, by being sympathetic to the assets’ significance and appreciation within their surroundings. Policy LP3 of the Hackney Local Plan 2033 requires the Council to conserve designated and non-designated heritage assets.
- 6.6.5 The impacts of the proposed development on these heritage assets are considered as follows as required by the above identified legislation and policy.
- 6.6.6 The site is not a designated or non-designated heritage asset, nor is it in a Conservation Area. The relevant conservation consideration in this case is therefore the impact of the proposals on the setting of designated heritage assets.
- 6.6.7 The relevant nearby designated heritage assets are Grade II listed lampholders and arch outside 55 as well as numbers 53 and 31-41 New North Road, the Grade II* listed Church of St John the Baptist and the locally listed St John the Baptist Church of England Primary School.
- 6.6.8 There is no positive contribution made to the significance of these listed buildings by the site in its existing condition. The site consists of an unremarkable mid 20th century social housing tower, a two storey car park, other surface parking together with some

uninteresting hard and soft landscaping. These are all modern and insignificant elements which add nothing to the setting of the heritage assets.

- 6.6.9 The proposed development will negatively impact the settings of the lampholders and arch outside 55 New North Road and 53 New North Road because there will be additional backdropping of these listed structures by the new development. However, it is considered that there is more severe backdropping of these assets already by the existing Thaxted Court tower. The cumulative effect is therefore considered to be moderate. The overall impact is less than substantial harm, at the lower end of the scale.
- 6.6.10 The impact on the settings of the listed buildings at 31-41 New North Road (including the forecourt walls, railings and gates), the Church of St John the Baptist and the locally listed St John the Baptist Church of England Primary School is considered to be minor. As noted the site as existing adds nothing to the setting of these buildings. These buildings are further away and are positioned in such a way that these listed buildings will not generally be experienced in the same view as the proposed development. Given these factors it is considered that the overall impact is less than substantial harm, at the lowest end of the scale.
- 6.6.11 It is noted that the proposed buildings, while adding bulk and mass into some views act as a mediating element between the sudden height of Thaxted Court and the pattern of historic development nearby, which is generally of two to four storeys. To this extent the proposed buildings have somewhat of the effect of bridging between the two scales of development, reducing the overall impact of Thaxted Court.
- 6.6.12 The cumulative harm identified is considered to be less than substantial in terms of the NPPF test but at the lower end of the scale. It is considered that the public benefits of the scheme, which include the delivery of a large quantity of new housing and flexible use space as well as landscaping and other improvements, outweigh the harm caused. It is therefore considered that the Council has discharged its duty to pay special regard to the settings of listed buildings in terms of Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and that the requirements of policy HC1 London Plan Policy and policies LP1 and LP3 of the Hackney Local Plan 2033 are met.

6.7 Urban Design

- 6.7.1 Policies D1-D4 of the London Plan 2021 require architecture to make a positive contribution to a coherent public realm, streetscape and wider cityscape, incorporating the highest quality materials and design appropriate to the surrounding context.
- 6.7.2 Policy LP1 of the Hackney Local Plan 2033 seeks to adopt a rigorous design approach and ensure that all new development be of the highest architectural and urban design quality and includes specific criteria for tall building proposals. Development must respond in a positive manner to the existing context and local character, having regard to the boroughwide Characterisation Study, and be compatible with the existing townscape and local views.

Site Layout

- 6.7.3 The proposal is for three new buildings on the site surrounding the existing 18 storey Thaxted Court. Each of these buildings will be 6 storeys with residential units on the 1st to 5th floors.

- 6.7.4 The proposal is for two larger buildings to be located on East Road in the place of the existing two storey partly sunken car park building. New public realm improvements to create open space and pedestrian only access will be created in place of existing car parking.
- 6.7.5 At ground floor the North and South buildings are setback providing a generous pavement width along East Road. This is further enhanced by the glazing line of the South building which steps back further creating a single storey colonnade, inviting pedestrians to wander under and through the building and into the central Court away from East Road. The buildings are at a slight angle from each other and Thaxted Court to allow the eye to be drawn to the centre of the site from East Road. A row of resident lockers will be built adjacent to the south building within an area of landscaping north of Halstead Court.
- 6.7.6 The third building is located to the far west of the development site on the corner of Allerton Road and Murray Grove. This part of the site is currently a ramp down to the basement of Thaxted Court but the area will be infilled in order to create a more level surface across the site.
- 6.7.7 The final masterplan layout continues to demonstrate a strong commitment to permeability and the creation of active frontages, particularly along East Road and the principal pedestrian route between the North and South Buildings. This approach is considered acceptable and reflects a positive response to the site context. The inclusion of colonnades and glazed commercial units at ground level is supported, as it enhances street activity and contributes to a high-quality public realm. The removal of the freestanding colonnade, replaced with trees and soft landscaping is welcomed and is considered to further strengthen the scheme's urban design quality.
- 6.7.8 The relocation of lockers and pram stores from the south-west corner to a standalone unit south of the South Block is acceptable in principle and supports a clearer site layout. However, it is noted that this results in a net loss of three pram stores for Halstead Court.

Form and Massing

- 6.7.9 The proposal is for all three new buildings to be six storeys in height. The site is surrounded by mostly mid-rise buildings; 5 to 7 storeys to the west, 6 storeys to the south, 4 to 9 storeys to the east and 4 storeys to the north. The existing Thaxted Court at the centre of the site is 18 storeys. The proposed six storey buildings create an intermediate scale as they step down from Thaxted Court in the centre of the site to the smaller buildings around the site.
- 6.7.10 At basement level, the introduction of a new concrete retaining wall to facilitate a perimeter maintenance corridor is acceptable. The corridor's separation from the existing structure and the inclusion of breakout panels for smoke clearance are supported and are considered appropriate in functional and design terms.

Ground Floor and Entrances

- 6.7.11 The proposed entrance lobbies are acceptable in layout and function. The colonnades provide clear and legible covered thresholds, reinforcing the prominence of entrances within the ground floor public realm. Dual access points from the north and south support connectivity between the street and shared spaces. Views towards new planting and trees, together with deep and sheltered entrance thresholds, contribute positively to residents' experience.

6.7.12 The proposed improvements to the entrance of Thaxted Court, facilitated by the removal of the bridge and sunken car park, will reinstate its intended relationship with the public realm and are supported. The West Building entrance, set back from Murray Grove and defined by a deep covered threshold at the open corner, is also considered appropriate and legible.

Architecture and Materials

6.7.13 In accordance with policy LP1 of the Hackney Local Plan 2033, development should be constructed of attractive, durable high quality materials which complement local character. The overall material palette is considered well balanced and of good quality.

6.7.14 The proposed use of aluminium infill panels with vertical rib detailing is supported and represents a positive response to comments raised at the 2025 pre-application stage. The narrower build-up, reintroduced depth, and articulated shadow lines are considered effective in enhancing façade relief and human scale. The 50mm panel offset, comparable to the original 2020 scheme, together with the textured powder-coated finish complementary to the GRC tone, is acceptable and contributes to a coherent architectural composition.

6.7.15 The refined passive façade design is welcomed. The variation in façade treatment by orientation, increased solidity to southern elevations, controlled window proportions, and deep-set openings with horizontal banding provide appropriate shading and reduce solar gain. The deeper window reveals to the east and west elevations and the inward-opening windows with compliant guarding further support environmental performance and usability. The reduction in glazing to commercial units, alongside deeper colonnades to the southern elevations, represents an improvement on the original scheme and is acceptable.

6.7.16 The agreed material palette remains appropriate and of good quality. The proposed vaulted soffit treatment at ground and upper levels is particularly welcomed, as it reinforces the architectural concept and creates a high-quality threshold between public and private spaces. The use of engineered stone to line vaults and balcony soffits enhances perceptions of depth, solidity, and material richness and is considered acceptable in design terms.

6.7.17 Overall, the architectural detailing and appearance are well resolved and demonstrate a high level of design quality, subject to detailed material specifications being secured through appropriate planning conditions.

Public Art

6.7.18 The inclusion of artwork frames within the façades is supported in principle and remains an interesting and positive feature of the scheme. The proposed use of local residents' artwork, including photographs of Hoxton from "London: A Modern Project", is considered an appropriate and locally distinctive starting point. This approach has the potential to establish the colonnade as a permanent yet flexible informal exhibition space, capable of accommodating both permanent and temporary displays linked to the evolving character of Hoxton and Hackney.

6.7.19 However, the long-term delivery, management, and maintenance of the art spaces should be clearly demonstrated. The provision and ongoing use of these areas should be secured through an appropriate planning mechanism, such as a planning condition or

unilateral undertaking. Continued engagement with the Council's Arts and Culture Team is required in the recommended condition, to ensure that the public art strategy is meaningful, sustainable, and successfully integrated into the public realm over time.

Landscaping and Public Realm

- 6.7.20 The integration of pedestrian routes through colonnades at the base of the buildings is supported and provides a high-quality and engaging environment. Generous pavement widths along East Road, combined with set-back glazing and covered routes, reinforce permeability and legibility across the site.
- 6.7.21 The introduction of public artwork along Murray Grove to activate previously inactive frontages is welcomed and represents a positive enhancement to the public realm. Continued engagement with the Council's Culture Team will be important to ensure successful delivery and integration.
- 6.7.22 The increased provision of rain gardens and the proposed paving pattern are supported. Informal seating in the form of steps is welcomed for promoting social interaction, usability, and natural surveillance. Softer landscaping and planting, particularly around the stage and garden areas, are strongly supported and contribute positively to visual amenity and biodiversity.
- 6.7.23 The revised approach to the former Murray Grove colonnade, replacing built structures with street trees, planting, and stepped seating, is acceptable. This improves greening, Urban Greening Factor performance, and visual screening of parking, while reinforcing the character and rhythm of a tree-lined street.
- 6.7.24 The treatment of ground-floor frontages, including glazed corners, dual-aspect entrance lobbies, and covered routes to the central courtyard, is supported and ensures appropriate activation of public areas. Where solid frontages are required for security, the proposed infill panels and material palette are acceptable and maintain visual coherence. The use of adaptable public artwork to mitigate inactive frontage associated with the secure cycle store is also welcomed and contributes to long-term place-making.

Design Conclusions

- 6.7.25 Overall, the proposed development demonstrates a high standard of design and responds positively to the site context. The form, massing, layout, public realm, and architectural detailing are well resolved and consistent with previous pre-application advice. The scheme delivers active frontages, high-quality residential environments, enhanced public spaces, and a coherent material palette, alongside a thoughtful approach to public art and place-making.
- 6.7.26 Subject to the securing of detailed materials and public art delivery through appropriate planning conditions and obligations, the proposals are considered acceptable in urban design and townscape terms.

6.8 Quality of Accommodation

- 6.8.1 Policy LP17 of the Hackney Local Plan 2033 and policy D6 of the London Plan 2021 require all homes to be of high quality design and meet the internal and external space and accessibility standards set out in the London Plan 2021, GLA Housing SPG and Hackney's Housing SPD.

- 6.8.2 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 units per core. The scheme has no more than five units accessed from a central core and decking area. As such, it complies with Housing Design Standards.
- 6.8.3 All units and bedrooms meet or exceed national space standards. All floors have acceptable floor to ceiling heights, and the units have adequate area to comply with the built-in storage requirements.
- 6.8.4 The majority of the homes proposed are dual aspect and all have a clear outlook and have windows in locations to maximise natural light and ventilation. The submitted daylight and sunlight analysis confirms adequate levels of natural light to primary living spaces.
- 6.8.5 The arrangement of dwellings around a central inset balcony ensures that principal rooms benefit from terrace access and unobstructed external windows to living/kitchen/dining spaces. Previous concerns regarding the depth of these spaces have been appropriately mitigated through careful window and balcony positioning.
- 6.8.6 The residential units proposed will all meet the requirements of the Nationally Described Space Standards. A minimum of 5 sqm of private amenity space is provided in accordance with the London Plan through the inclusion of balconies. In addition, future residents and users will benefit from access to the improved public realm and enhancements of the site, offering further opportunities for amenity, recreation, and play.
- 6.8.7 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. 7 of the 70 units (10%) are to be M4(3) wheelchair user dwellings. All other remaining units are M4(2) compliant. The proposal accords with Local Plan Policy D7. The retention of two lifts within the South Block, where the majority of M4(3) units are located, is welcomed. The provision of single lifts in the North and West Blocks is considered acceptable and sufficient to support the proposed residential layout.
- 6.8.8 The units would receive a good level of privacy due to the position of the proposed windows and adequate separation distances between the host building and neighbouring buildings.
- 6.8.9 Policy LP48 of the Hackney Local Plan 2033 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.
- 6.8.10 Using the GLA Population Yield Calculator, the development would yield up to 136 residents (110 adults and 26 children). The proposal therefore requires roughly 1,904sqm of open space.
- 6.8.11 It is intended that the whole courtyard is a usable space for residents. This would provide approximately over 3,000sqm of communal open space, including play space. It is also

noted that Shoreditch Park is within approximately 250 metres and can provide additional space for recreation. The proposal is therefore deemed to comply with Local Plan Policy LP48.

6.8.12 Policy S4 of the London Plan 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. Policy LP50 of the Hackney Local Plan 2033 requires the provision of sustainable, inclusive and accessible play space, with a minimum of 10 square metres of dedicated play space per child on site. The child yield of the proposal is 26.3, resulting in a requirement of 262.9sqm. The proposal provides 371sqm of child play space far exceeding the minimum policy requirements.

6.8.13 For these reasons, the proposed residential element of the development is deemed to provide a high standard of accommodation for future occupiers.

6.9 Health Impact

6.9.1 Policy D3 of the London Plan 2021 states that development should have regard to the form, character and function of an area and the scale, mass and orientation of surrounding buildings. Policy LP2 of the Hackney Local Plan 2033 states that all new development must be appropriate to its location and should be designed to ensure there are no significant adverse impacts on the amenity of occupiers and neighbours.

6.9.2 Policy LP9 of Hackney Local Plan requires the submission of a Health Impact Assessment (HIA) for developments of 50 housing units or more. A HIA was submitted and reviewed by the Council's public health team.

6.9.3 The HIA demonstrates that the development will have a wide range of positive benefits for the health and wellbeing of local residents and future residents, including a focus on active travel and enhanced connectivity, proximity to social infrastructure, access to open space and green spaces and positive impacts on environmental hazards such as flooding, air quality and noise.

6.9.4 There will be some negative effects for existing residents throughout the construction period however, these are largely unavoidable. The requirements for a construction logistics plan to be conditioned will help to mitigate the issues raised here.

6.9.5 As such, it is considered that the design has been carefully considered to ensure that the development will create a high quality environment that will enable the residents to lead healthier and active lifestyles.

6.10 Amenity Impacts

6.10.1 Policy D3 of the London Plan 2021 states that development should have regard to the form, character and function of an area and the scale, mass and orientation of surrounding buildings. Policy LP2 of the Hackney Local Plan 2033 states that all new development must be appropriate to its location and should be designed to ensure there are no significant adverse impacts on the amenity of occupiers and neighbours.

Daylight / Sunlight

- 6.10.2 With regards to daylight, the Vertical Sky Component (VSC) method has been used to measure the amount of skylight reaching windows of neighbouring properties. BRE guidelines in their “Site Layout Planning for Daylight and Sunlight” document of 2022 state that impacts upon daylight of an existing building will be noticeable if the VSC measured at the centre of an existing main window is less than 27% and less than 0.8 times its former value. % reductions in VSC of 30% or more can be considered to result in significant noticeable impacts, whereas reductions in daylight marginally above the 20% threshold will be more minor.
- 6.10.3 VSC is the most suitable method of assessment to understand the degree of change to windows of neighbouring properties resulting from the development. The daylight sunlight assessment also refers to a further method of assessment. The No Sky Line (NSL) method 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.
- 6.10.4 With regards to sunlight, the Annual Probable Sunlight Hours (APSH) method has been used to assess the amount of sunlight available within a room. BRE guidelines are for rooms to receive 25% of Annual Probable Sunlight Hours (APSH) in total, including 5% in winter.
- 6.10.5 It should be noted that BRE guidance is applied with regard to the site context. Factors such as the layout and orientation of adjacent buildings, and the amount of existing development upon an application site can all have significant impacts upon the daylight sunlight assessment. As such in dense inner urban locations, it may not be possible to achieve BRE target criteria if development is to take place at a similar scale as others in the surrounding area.
- 6.10.6 The submitted Daylight & Sunlight Report has assessed the closest neighbouring residential properties with windows overlooking the proposed development. The impacts to each building are assessed below.

Thaxted Court

- 6.10.7 Thaxted Court is an 18 storey building in the centre of Fairbank Estate. It is surrounded by all three proposed buildings. The proposal has measured daylight and sunlight results up to level 10 only as the height of the proposed development will not extend above the taller floors and so will have no impact.
- 6.10.8 89% of rooms tested retain a VSC of at least 0.8 of their former value or meet the benchmark of 27%. The remaining 11% of rooms falling below this threshold are primarily living rooms and bedrooms. However, the living rooms are dual aspect, which helps maintain an adequate level of daylight overall. While there will be some reduction in light to certain bedrooms, these spaces are considered less sensitive in daylight terms under BRE guidance. In terms of NSL, all rooms achieve the minimum recommended figure or at least 0.8 times the former value.

- 6.10.9 In terms of sunlight, living rooms are dual aspect and all comprise at least one window which achieves the recommended levels of APSH with the proposed development. This is also the case for the kitchens. Bedrooms experience levels of sunlight loss that may be noticeable.
- 6.10.10 The overall daylight and sunlight impacts are deemed broadly acceptable, given the dense urban context of the site. Whilst some bedrooms experience a noticeable loss of sunlight, all rooms are BRE compliant in terms of ADF and NSL, therefore retaining suitable levels of daylight. Given the clear public benefits delivered by the scheme, the proposed development is, on balance, deemed acceptable.

Halstead Court

- 6.10.11 Halstead Court is a five-storey building of flats and maisonettes located to the south of the development site. The units in this building are dual aspect with the main living room facing south over East Road and smaller kitchens and secondary bedrooms facing towards the site. It is noted that due to the size and layout of these rooms they may not be considered habitable rooms but they have been assessed as part of the report to understand the proposed impacts.
- 6.10.12 The assessment of VSC for these kitchens and secondary bedrooms has found that none of the rooms would retain at least 80% of the previous amount of light, prior to the development. Therefore it is likely the residents would notice a loss of light from these rooms. Nonetheless, 86% of rooms assessed would continue to achieve at least 80% of their original NSL value post-development.
- 6.10.13 It is noted that the residents of Halstead Court may notice a loss in light to some rooms within their dwellings as a result of the development. It is noted that the rooms currently face a largely disused low-rise car park which is unusual given the tight urban fabric in which the development is located. This means that the existing values for the daylight tests may result in a baseline condition that is unrealistic. However, given the units are all dual aspect with main living rooms and primary bedrooms unaffected, the units would continue to receive good overall levels of daylight and sunlight overall. Given the clear public benefits delivered by the scheme, the proposed development is, on balance, deemed acceptable.
- 6.10.14 As for sunlight, none of the affected windows face southwards. Therefore the windows are not relevant for APSH assessment.

Allerton House

- 6.10.15 Allerton House is a five-storey building located to the south-west of the West building within Provost Estate. The facade facing the new development is a typical post-war estate design with an external access way on each floor. These walkways already obstruct the amount of light received to many of these windows significantly
- 6.10.16 Approximately 22% of the windows that face the site fail to meet the VSC guidance. However, interrogating this data further it has found that the majority of these rooms have existing light levels of below 6.5 meaning that rooms are likely to already require artificial lighting and therefore a proportional reduction in light will be less noticeable. This is likely in part due to the deep balconies which are used to access the flats and overhang the windows. Furthermore, it is noted that these flats are dual aspect with compact kitchens, bathrooms, and secondary bedrooms oriented towards the development. As such, the

principal living areas, which face away from the site, will remain unaffected. 90% of rooms would retain at least 80% of their existing NSL values, indicating that the majority of internal areas would continue to receive adequate daylight.

- 6.10.17 Whilst the effects are measurable and some daylight loss is noted, given the dense urban environment, the limiting existing light levels and the built-in features such as decked access balconies, the overall impact on residential amenity is considered not to be materially significant.
- 6.10.18 As for sunlight, none of the affected windows face southwards. Therefore the windows are not relevant for APSH assessment.

13 Murray Grove

- 6.10.19 13 Murray Grove is a six-storey residential building located to the west of the proposed West building. It has been built immediately on the corner with Murray Grove and has not been set back from the site boundary.
- 6.10.20 The VSC figures have found that 68% of windows meet the recommended BRE guidance. With the exception of one window, all the remaining windows achieve a proposed VSC condition of between 11 and 26 which is considered acceptable given the dense urban location. 90% of rooms will maintain at least 0.8 times their former NSL value.
- 6.10.21 While it is noted that some windows will experience a loss in daylight the overall provision of daylight to the units within Murray Grove is considered acceptable.
- 6.10.22 As for sunlight, none of the affected windows face southwards. Therefore the windows are not relevant for APSH assessment.

31-54 Wenlock Court

- 6.10.23 31-54 Wenlock Court is located on the northern side of Murray Grove to the north of the North building. It is noted that large trees are found on the corner of Murray Grove and New North Road which restrict the amount of light currently experienced by residents.
- 6.10.24 The VSC figures have found that 94% of windows retain a VSC of at least 0.8 of their former value or meet the benchmark of 27%. The remaining 6% will experience only minor reductions. All windows retain at 0.8 of their former value in regard to the NSL test.
- 6.10.25 All relevant windows within 90 degrees of due south in all buildings tested meet the tests in regard to Annual Probable Sunlight Hours (APSH).

1-44 Cherbury Court

- 6.10.26 Cherbury Court is a 11-storey building located to the north-east of the North building.
- 6.10.27 The results of the VSC assessment have shown that all windows assessed serving habitable rooms will retain BRE compliant levels of daylight.
- 6.10.28 All relevant windows within 90 degrees of due south in all buildings tested meet the tests in regard to Annual Probable Sunlight Hours (APSH).

43 New North Road (57-125 The Spectrum)

- 6.10.29 The Spectrum is a fairly modern development located on the eastern side of East Road to the east of the South building.
- 6.10.30 In terms of VSC, 74 of 79 windows meet the BRE recommendations by achieving at least 0.8 of its former value. The remaining 5 windows receive VSC of 12.5 or above which is considered acceptable given the dense urban location. 90% of rooms will continue to achieve at least 0.8 times their former NSL value.
- 6.10.31 In terms of APSH, 79% of windows tested in main living areas meet the BRE criteria. Whilst this means that a number of windows are likely to experience a noticeable loss of sunlight, The BRE Guidelines recognise that site constraints and existing layouts may limit access to sunlight, particularly where windows are west facing. In this case, windows primarily face west across the site, meaning they already receive limited sunlight, mostly during the latter part of the day. Consequently, even a modest new structure may result in a measurable reduction in sunlight availability. As such, given the acceptable levels of daylight, the orientation of the building and the dense urban context, overall it is considered an acceptable level of sunlight is retained.

122 East Road (1-56 The Spectrum)

- 6.10.32 Units 1-56 The Spectrum are located on the eastern side of East Road to the south-east of the South building. The units in this building are further south than those assessed above. The building has recessed balconies and retractable shutters restricting current light levels.
- 6.10.33 51 of the 52 windows tested meet the BRE guidance for VSC. The remaining window has a reduction of 22% which is a minor failing. All windows pass the NSL test for this building.
- 6.10.34 All relevant windows within 90 degrees of due south in all buildings tested meet the tests in regard to Annual Probable Sunlight Hours (APSH).

Overshadowing of Amenity Spaces

- 6.10.35 BRE guidance also considers the overshadowing impacts of a development on surrounding gardens, parks, public squares and playgrounds. In order to prevent these spaces becoming damp, cold and uninviting, BRE guidance specifies that at least 50% of the space should receive more than 2 hours of sunlight on 21 March equinox, with the proposed impact being no more than 0.8 times its former value.
- 6.10.36 The External Daylight and Sunlight report has undertaken an assessment of the impact of the proposed development on the amenity space of neighbouring properties at 13 Murray Grove to the west, 31-54 and 55-90 Wenlock Court to the north, 1-44 Cherbury Court to the north-east and St John's Community Centre to the east.
- 6.10.37 All areas tested receive 2 hours of sunlight across 50% of their area on 21 March or retain 0.8 times their former value.

Impacts on Neighbouring Solar Panels

- 6.10.38 The latest edition of the BRE guidance (2022) requires that the impact of a proposed development on neighbouring photovoltaic (PV) panels is taken into consideration. In this location aerial photography reveals there are no neighbouring properties that contain PV panels that would be impacted by the development due to the being located an adequate distance from the site or at a level higher than the proposed development.

Daylight / Sunlight Conclusions

- 6.10.39 Overall, the proposed development has some impacts on the daylight and sunlight provision to surrounding residents. However, given the dense urban location, mitigating factors outlined above and the encouragement in policy to optimise the use of land and provision of housing, on balance the daylight and sunlight impacts are acceptable in accordance with the requirements of policy D6 of the London Plan 2021 and policy LP2 of the Hackney Local Plan 2033.

Outlook / Sense of Enclosure & Privacy / Overlooking

- 6.10.40 The Council has no specific policy guidance on acceptable separation distances for outlook. This is due to the differing established grain and density of the borough, the potential to limit the variety of urban space and unnecessarily restrict density.
- 6.10.41 In terms of surrounding context, the submitted plans show that the buildings of Wenlock Court to the north will largely not be affected as that development is oriented east west and so the windows will not be directly visible from the proposed North and West buildings.
- 6.10.42 The closest windows to the east across East Road are located approximately 23 metres from the South Building. These separation distances are considered to be more than adequate to mitigate any potential overlooking or loss of privacy experienced by these neighbouring buildings as a result of the development.
- 6.10.43 Thaxted Court, which sits in the middle of the development site is therefore close to all three of the new buildings. The submitted plans show distances of 13m to the north building, 16 metres to the south building and 18 metres to the west building. These separation distances are considered to be more than adequate to mitigate any potential overlooking or loss of privacy experienced by these neighbouring buildings as a result of the development. The new buildings are also positioned at angles to Thaxted Court which means that windows have been placed which reduces opportunities for direct overlooking.
- 6.10.44 Halstead Court, located south of the development site, is separated from the closest building by a minimum distance of 13.5 metres. This separation distance is generally considered to be acceptable within such an urban, central environment where a tighter grain of urban fabric is generally anticipated. Additionally, the northern elevation of Halstead Court has secondary fenestration facing the subject site and windows have been positioned within the proposed buildings to avoid direct sightlines with neighbouring windows.
- 6.10.45 13 Murray Grove is located to the immediate west of the West Building with separation distances of about 12m metres between the windows of the two buildings. As above, this

separation distance is generally considered to be acceptable within such an urban, central environment where a tighter grain of urban fabric is generally anticipated.

6.10.46 As such, the proposed development is deemed acceptable in regard to outlook, sense of enclosure and privacy terms.

Noise & Disturbance

6.10.47 The application was reviewed by the Council's Environmental Protection team who raised no concerns in principle but recommended conditions in regard to construction noise, insulation between and within dwellings and plant noise.

6.10.48 It is considered that the public realm and playspace that is accessible to the wider public would not give rise to unacceptable levels of noise as would be expected within a residential area.

Light Pollution

6.10.49 It is noted that the details of the external lighting have not been provided. However, the separation between these windows and neighbouring buildings windows is sufficient to ensure that adjoining occupiers would not notice adverse impacts over and above what would be expected from nearby residential properties.

Conclusion on Amenity Impacts

6.10.50 On balance, the proposal is not anticipated to detract unduly from the amenity of neighbouring occupiers or the area in general and would thereby comply with the relevant local and regional policies in respect of neighbouring amenity.

6.11 Highways Safety and Transportation

Site Context

6.11.1 A Transport Statement (TS) has been submitted as part of the application. This outlines that Murray Grove is a two-way single carriageway road extending approximately 450 metres between the priority junction with the A1200 New North Road to the east and continuing onto the B144 Shepherdess Walk to the west.

6.11.2 The site has an excellent accessibility level with a PTAL rating of 5 (on a scale of 1-6b, where 6b is the most accessible). A number of bus services operate in close proximity to the site. These provide access to a variety of locations - including radial routes and night buses - and are situated across London including the 394 that travels along Murray Grove in transit between Homerton Hospital and Islington.

6.11.3 Old Street is a National Rail and London Underground Station on the Northern line. It is located approximately 600m south of the site and can be accessed in around 9 minutes walking via footways alongside the A1200. There are currently no car clubs in the immediate vicinity of the site. Hemsworth Street is the nearest to the site and is located approximately 300 metres to the north.

Trip Generation

- 6.11.4 The proposed development of 70 residential units is projected to generate a total of 448 daily two-way person trips across all modes of transport. Given the car-free nature of the scheme, the majority of these trips are projected to be sustainable; walking is the primary mode with 135 daily trips, followed closely by Underground use (115 trips) and bus travel (104 trips). Service and delivery traffic is expected to remain low, with the residential component generating approximately 9 vehicle arrivals / departures per day (18 two-way movements), including just one trip during each peak hour. The small commercial units at ground level are estimated to add one daily delivery trip.
- 6.11.5 Streetscene has reviewed the trip generation assessment and believes the development's full transport impact may be underestimated, especially if the expected adoption of active and sustainable transport by residents is not achieved. Therefore, a comprehensive and robust Travel Plan and a Delivery and Servicing Plan are required by condition to ensure that any impacts are appropriately managed and mitigated.

Car Parking

- 6.11.6 The development is proposed to be car-free. This is in line with policy LP45 of the Hackney Local Plan 2033 and the London Plan 2021. A CPZ exclusion to restrict parking permits being issued is recommended in the proposed legal agreement for all users of the proposed site (except those with a blue badge).
- 6.11.7 The scheme includes specific provision for disabled residents, with three car parking spaces designated for Blue Badge holders. However, a review of the proposed site plan indicates that the Blue Badge bays are consolidated on the western boundary of the site. While this serves the West Block effectively, there is concern regarding the accessibility of the North Block and South Block. To address this disparity, the final parking layout must ensure compliance with accessibility standards. This may include the funded conversion of public highway parking to accessible parking provision subject to discussions with LBH Parking Services. Therefore, Parking Design and Management Plan, including details of the accessible parking element should be conditioned.

Electric Vehicle Charging

- 6.11.8 The application proposes that the 16 retained residential parking spaces will be provided with electric vehicle (EV) charging infrastructure in accordance with London Plan Policy T6.1. Streetscene supports the principle of this provision but requires that the applicant consults with the Council's Electric Vehicle team prior to finalising the technical charging strategy. This consultation is critical to address specific reservations regarding the implementation of passive provision on development schemes and to ensure the on-site strategy aligns with Council standards and the wider public highway network. Details should be included on the conditioned Parking Design and Management Plan.

Cycle Parking

- 6.11.9 Policies LP41, LP42 and LP43 of the Hackney Local Plan 2033 highlight the importance of new developments making sufficient provisions to facilitate and encourage movements by sustainable transport means. Policy LP42 of the Hackney Local Plan 2033 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.

- 6.11.10 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. A condition of permit will require the submission of a policy compliant cycle parking plan which shows details of the number, layout, foundation, stand type and spacing.

Road Layout Changes & Road Safety Audit (RSA)

- 6.11.11 The proposed relocation of the site access on Murray Grove necessitates the relocation of an existing bus stop, the realignment of the bus cage, and changes to permit parking bays. Transport for London (TfL) / London Buses must be consulted to formally agree on the final position of the bus stop and cage.
- 6.11.12 A Stage 1 Road Safety Audit (RSA) has been submitted to assess the significant changes to the public highway. The RSA highlights three primary safety concerns regarding the Murray Grove layout including the visibility at Evelyn Walk due to the relocation of on-street parking bays, collision risk of refuse vehicles and lack of dropped kerbs and tactile paving which creates a safety risk for blind or visually impaired pedestrians. Given the concerns raised by the RSA findings, following determination, a full Road Safety Audit covering all subsequent levels (Stages 2, 3, and 4) must be secured via legal agreement.

Active Travel Zone (ATZ) Assessments

- 6.11.13 An Active Travel Zone Assessment was submitted and reviewed by the Council's transport team and TfL. The ATZ assessment of 4 routes identified a number of improvements that could be made within the wider surrounding area. Whilst TfL has indicated that it would support securing these improvements to the public realm, given the significant public realm improvements proposed within the site and the location of the identified areas of improvements, it is not considered reasonable to require these upgrades as part of this development.

Electric Vehicle Car Club and Car Club membership

- 6.11.14 Although a car-free development is supported, we recognise there may be some need for occasional vehicle use for the residential element of the scheme. The Hackney Local Plan 2033 states that all major residential developments will be required to contribute towards the expansion of the local car club network including those using low-emission vehicles.
- 6.11.15 Car club membership and driving credit should be offered to all residents of the development. This would discourage the use of private vehicles on occasions when the use of a vehicle cannot be avoided. All future residents should be provided with the equivalent of £60 free members and or driving credit to a registered car club provider. This should be secured as part of the S106 legal agreement.

Travel Plan

- 6.11.16 A travel plan aims to promote sustainable travel choices (for example, cycling) as an alternative to single occupancy car journeys that may impact negatively on the environment, congestion and road safety. A Framework Travel Plan Statement has been submitted as part of this application. A 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.

Demolition & Construction Management

6.11.17 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. This should be in line with TfL CLP guidance. To effectively monitor the final CMP the base fee of £8,750 is recommended to be secured via the s106 legal agreement.

Transport Conclusions

6.11.18 The proposal is considered acceptable, subject to the provision of conditions in relation to a parking design management plan, cycle parking spaces, a demolition and construction management plan and a delivery and servicing plan along with a legal agreement in relation to monitoring, travel plan, road safety audit, a contribution towards car club membership and electric vehicle car club and the appropriate monitoring fees.

6.12 Sustainability, Climate Change and Energy

6.12.1 The development must meet the requirements of policies LP54, LP55 and LP56 of the Hackney Local Plan 2033, as well as the requirements of policies SI 2, SI 3, SI 4, SI 5 and SI 7 of the London Plan 2021.

6.12.2 Hackney declared a Climate Emergency in 2019 and pledged to become net zero carbon by 2040. In the context of the built environment, this means that all new developments must be net zero carbon and demonstrate that their climate change, energy and carbon considerations have been embedded in their design.

6.12.3 The energy strategy proposed as part of the development has been assessed by Hackney officers. The scheme is proposed to achieve overall carbon savings of 69% for residential elements and 40% for non-residential elements which surpass the minimum threshold of 35% under Part L 2021.

6.12.4 It is considered that the applicant has demonstrated that operational carbon savings have been maximised at this stage of the design, however; the scheme does not meet net zero emissions targets. As such, a carbon offset contribution will be secured via legal agreement, to ensure that the scheme is in line with current local and regional policies.

6.12.5 As such, the overall approach is in line with existing policy requirements. Nevertheless, a number of conditions are required to secure the key commitments and targets are adhered to throughout the process:

- Air Source Heat Pumps
- DHN Connection
- Solar PVs
- Mechanical Ventilation and Heat Recovery
- Overheating Risk and Cooling Strategy
- Active Cooling
- Water Efficiency
- BREEAM

- Sustainable Management of Site Waste
- Resident Guidance for Managing Heat

6.12.6 The details of these recommended conditions can be found in section 9 below.

6.12.7 Detailed reporting and monitoring of the actual, as-built performance of the building is written into the proposed conditions and would require details to be sent to the LPA, to ensure that the performance of the building is as expected. A recommended clause in the legal agreement also requires reporting and monitoring in the standard way for major development.

6.12.8 As such, it is considered that the applicant has submitted satisfactory evidence in relation to the sustainability of the proposed building. Subject to the proposed conditions and legal agreement, the application is considered to be acceptable on sustainability grounds, in line with the expectations of policy.

6.13 Waste Management

6.13.1 Policy LP57 of the Hackney Local Plan 2033 seeks to ensure new development in Hackney supports the objectives of sustainable waste management.

6.13.2 All bin stores within the buildings will be located at ground floor level with separate refuse stores for commercial and residential uses within the south block.

6.13.3 In the west block it will be located at the north-west corner with collection to take place adjacent to the site on Allerton Street, 3m from the entrance to the bin store.

6.13.4 The north block refuse store is located to the north with collections to take place from Murray Grove, 4m from the entrance to the bin store.

6.13.5 The south block, the newly located refuse store of Halstead Court within the south block and Thaxted Court, will be serviced from Thaxted Court Road, accessing this from Halstead Court Road. The maximum drag distance being 10m from the entrance to the bin stores to the collection point.

6.13.6 The strategy remains the same as previously proposed in the original application and has been reviewed by the Council's waste management team and found to be acceptable.

6.13.7 The development is therefore deemed to meet the requirements of policy LP57 of the Hackney Local Plan 2033.

6.14 Air Quality

6.14.1 Policy LP58 of the Hackney Local Plan 2033 requires all new development not to exceed air quality neutral standards or contribute to a worsening of air quality at the construction or operation stage, over the lifetime of the development.

6.14.2 An Air Quality Assessment was submitted as part of the application and has been reviewed by the Council's Air Pollution team. The assessment is acceptable in terms of its approach and methodology.

6.14.3 The proposed development is car-free and will meet heating and hot water demand using non-combustion means (including air source heat pumps and solar PV), and will therefore

not have a significant impact on local air quality. There are no concerns regarding air quality for future occupiers. The proposed development is also air quality neutral.

6.14.4 There is a likelihood of adverse impacts on local air quality during the construction phase, particularly given the proximity of sensitive receptors (i.e. existing residents) during construction works. The site has been assessed to be of medium risk of dust impacts during construction. As such, conditions requiring the submission of a final demolition and construction management plan and dust monitoring plan are recommended to ensure the development minimises all air quality impacts associated with construction works. This will ensure that these impacts on nearby residents are mitigated.

6.14.5 All on-site machinery within Greater London is required to comply with Non-Road Mobile Machinery (NRMM) Low Emission Zone standards. A condition requiring compliance with these regulations is recommended.

6.15 Archaeology

6.15.1 Section 16 of the NPPF and policy HC1 of the London Plan require the conservation of archaeological interest a material planning consideration.

6.15.2 The planning application is not in an Archaeological Priority Area. However, the site lay on the edge of early modern London and the existing car park was built on a nineteenth century chapel site. The underlying Hackney Gravel has prehistoric potential.

6.15.3 The Greater London Archaeological Advisory Service has reviewed the application and considers that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. As such, an appropriately worded condition is recommended.

6.16 Biodiversity and Green Infrastructure

6.16.1 Policy G5 of the London Plan 2021 and LP46 of the Hackney Local Plan 2033 requires that all development should enhance the network of green infrastructure and seek to improve access to open space.

6.16.2 Policy G6 of the London Plan 2021 states that development proposals should manage impacts on biodiversity, aim to secure net biodiversity gain and contribute to urban greening. Policy LP47 of the Hackney Local Plan 2033 reinforces this policy, stating that all development should protect and, where possible, enhance biodiversity leading to a net gain.

6.16.3 Policy G7 of the London Plan 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 policy LP51 of the Hackney Local Plan 2033.

6.16.4 The site's landscape spaces appear well-linked, incorporating areas for urban greening and tree planting. The attention given to Sustainable Drainage Systems (SuDS) within the landscape proposals is positive and the permeable paving is welcomed.

- 6.16.5 The proposed planting plan features a beneficial variety of species that will support pollinators. However, only 4 native species (excluding trees) are proposed across the planting plans, whilst the rest are non-native. A better balance between native and non-native species is encouraged, to support local wildlife/species diversity. As such, a condition will require the submission of a landscaping plan. Further, the planted areas will all require maintenance and therefore a management plan for all planted areas, including trees and green roofs, should be secured via planning conditions, to ensure all soft landscaped areas are maintained and managed long term post initial planting.
- 6.16.6 The proposal includes the removal of 12 trees with 64 new trees proposed to be planted. 4 Category B trees, 7 Category C trees and 1 Category U tree would be removed. The trees to be removed are made up of a mix of mature, early mature and young age classes. It is clear that much consideration has been given to the species selection for the proposed new trees which are based on a wide range of climate resilience species, with native or native cultivars where possible. Overall, it is considered that the proposal aligns with legislation and policy given the substantial net gain of new trees and no compensation is required for the loss of the 12 trees.
- 6.16.7 A biodiverse extensive green roof is proposed on the south building, and the proposed planting mix is suitable for achieving a biodiverse green roof. The north and west buildings will feature a blue roof. Whilst welcomed, further details are needed, including drainage and management, and will be required as a condition of permit.
- 6.16.8 The application was submitted prior to the Biodiversity Net Gain legislation and as such does not fall to be assessed against this metric.
- 6.16.9 The proposed UGF score is 0.318, which is below the target of 0.4. Whilst the UGF provided does not meet the minimum set out in policy, the UGF proposals overall are positive. Many of the available spaces have been maximised for planting and tree planting. The proposal is considered to positively contribute to urban greening and is considered acceptable.
- 6.16.10 The submitted Preliminary Ecological Appraisal and Preliminary Bat Roost Assessment (PEA) recommends that a Construction Ecological Management Plan (CEMP) should be provided. A condition will require the submission of such a plan to ensure that protection measures are implemented during any demolition/construction works to ensure that no wildlife are injured or killed during construction works. The PEA also recommends the provision of new bird and bat boxes to provide new roosting and nesting opportunities which will be conditioned.
- 6.16.11 The proposals are positive and it is acknowledged that the applicant has worked to achieve all the demanding needs of the site, with urban greening a clear focus of the landscape. For these reasons, and subject to conditions, the development is deemed acceptable in regard to impacts on biodiversity and trees.

6.17 Contaminated Land

- 6.17.1 Policy LP58 of the Hackney Local Plan 2033 requires development proposed on contaminated or potentially contaminated land, to address risks to sensitive receptors (both on and off site) from land contamination through proportionate actions before and during construction and during operation where appropriate.

6.17.2 On the advice of the Contaminated Land team, and to ensure that the risk of land contamination is effectively assessed and managed, a condition requiring submission of a remediation strategy has been recommended. This will ensure that any contamination is appropriately managed and effective remediation can take place to reduce risk to human health and the environment.

6.18 Crime

6.18.1 Policy D11 of the London Plan states boroughs should work with their local Metropolitan Police Service in order to 'Design Out Crime' and maintain a safe and secure environment. Furthermore, Policy LP1 of the Hackney Local Plan 2033 notes that new development must be secure and designed to minimise crime and antisocial behaviour.

6.18.2 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.

6.19 Drainage & Flood Risk

6.19.1 Policy SI 12 of the London Plan 2021 states that development proposals must comply with the flood risk assessment and management requirements over the lifetime of the development and have regard to measures proposed in flood management plans. Policy SI 13 of the London Plan 2021 states 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.

6.19.2 Policy LP53 of the Hackney Local Plan 2033 requires all development to have regard to reducing flood risk, both to and from the site, over its expected lifetime.

6.19.3 The site is shown to have a "high" risk of surface water flooding as stated on the "Long Term Flood Risk Map for England" and an increased potential for elevated groundwater.

6.19.4 The Borough's Drainage team have reviewed the submitted Drainage Strategy, Flood Risk Assessment and Geo-Environmental Assessment and consider them acceptable.

6.19.5 A site-specific Flood Risk Assessment (FRA) has been submitted, which confirms the site lies in Flood Zone 1, identifies existing surface-water ponding associated with the current depressed car park, and sets out mitigation through infilling/level raising and a SuDS drainage strategy. The submitted Surface Water Drainage Strategy proposes a sustainable drainage train comprising green and blue roofs, permeable paving, bioretention features (rain gardens) and below-ground attenuation, discharging via hydrobrake flow-control devices. Surface water runoff is attenuated and restricted to a discharge rate of 4.0l/s for all return periods up to the 1 in 100-year event plus a 40% climate-change allowance, with final discharge to the public combined sewer on Murray Grove and proposed sewer connection in East Road. A technical note was provided demonstrating that the peak flow rate for the site is compliant with section 3.21 and 3.21.1 of the National Standards for Sustainable Drainage Systems which was reviewed by the drainage team and found to be acceptable.

6.19.6 A condition requiring detailed specification of the sustainable drainage system is recommended.

6.19.7 As such, subject to conditions, the proposal is acceptable on drainage grounds.

6.20 Fire Safety

6.20.1 Policy D12 of the London Plan 2021 states that development proposals must achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel.

6.20.2 A fire statement has been submitted that meets the requirements of Policy D12.

6.20.3 The Health and Safety Executive (HSE) were also consulted but as the application was validated before HSE became the statutory consultee for relevant buildings on 1 August 2021 there was no requirement for them to comment.

6.21 Infrastructure Impact / Planning Obligations

6.21.1 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. Contributions/Provisions for the following are sought:

Financial Contributions

- £32,121 towards employment training
- £2,000 towards the monitoring of the travel plan
- £8,750 towards the monitoring of the demolition and construction management plans
- £10,000 towards to introduction of an Electric Vehicle Car Club
- £4,200 towards car club credits for the first occupant of each new residential unit
- £30,000 towards the cost of relocation of the bus stop on Murray Grove
- £64,249 towards Carbon Offset fund
- £1,500 per apprentice placement
- Monitoring costs of £12,423
- 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:

- Provision of 25 Social Rent (10 x 1-bed, 10 x 2-bed, 5 x 3-bed) and 11 Intermediate (11 x 1-bed) units
- 25% Local Labour Apprenticeships
- Employment and Skills Plan
- Full framework apprentice for every £2 Million of construction contract value
- Procurement Plan
- Participation in the Considerate Constructors Scheme
- Car free development
- Travel Plan
- Be Seen Monitoring

Community Infrastructure Levy

- 6.21.2 Under the Mayor of London's CIL charging schedule developments within the London Borough of Hackney are subject to a CIL rate of £60 per square metre of development, with the exception of medical/health/education uses. The site is located within Zone A of the Hackney CIL Charging Zone which adopts a rate of £190 per square metre of residential floorspace and a rate of £0 for office and retail uses. However CIL relief can be claimed for all new floorspace used for affordable housing.
- 6.21.3 The amount of the CIL is calculated on the basis of net additional internal floorspace with the proposal being for 246 sqm of new commercial floor space and 2,979 sqm of new market housing floorspace and 3,502 sqm of new shared ownership floorspace.
- 6.21.4 Any liability notice will reflect rates applicable at the time a planning decision is made.

7.0 OTHER MATTERS**Local Financial Considerations**

- 7.1 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

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

8.0 CONCLUSION

- 8.1 Section 38 (6) of the Planning Compulsory Purchase Act 2004, requires proposals to be determined in accordance with the development plan unless material considerations indicate otherwise.
- 8.2 The development delivers a high standard of design both for the new buildings and Fairbank Estate as a whole. The benefits of the proposal are substantial. This includes the provision of 36 affordable housing units, all of which provide good quality of accommodation, improvements to the existing public realm including new play areas and improved communal open space and accessibility, and a development which is deemed to

be sustainable in energy terms. These benefits are considered to outweigh the harm caused by the development, most notably potential harm to some neighbouring residents.

8.3 The proposal would have an acceptable impact in respect of all other material planning considerations as outlined above.

8.4 The proposal is deemed to comply with the relevant policies in the Hackney Local Plan 2033 (2020) and the London Plan (2021) and the granting of planning permission is recommended subject to conditions and the completion of a legal agreement.

9.0 **RECOMMENDATIONS**

Recommendation A

9.1 That planning permission be GRANTED, subject a legal agreement and the following conditions:

9.1.1 **Commencement within three years**

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

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

9.1.2 **Development in accordance with plans**

Except where modified by the conditions attached to this planning permission, the development hereby approved relates to and shall be carried out in accordance with the following approved plans:

- FBE-RMA-ZZ-00-DR-A-0010 P01 - Proposed Site Location Plan - 20/01/26
- FBE-RMA-ZZ-B1-DR-A-0099 P00 - Proposed Site Plan Basement - 17/10/25
- FBE-RMA-ZZ-00-DR-A-0100 P04 - Proposed Site Plan Ground Floor - 20/01/26
- FBE-RMA-ZZ-01-DR-A-0101 P02 - Proposed Site Plan First Floor - 20/01/26
- FBE-RMA-ZZ-02-DR-A-0102 P01 - Proposed Site Plan Second Floor - 20/01/26
- FBE-RMA-ZZ-03-DR-A-0103 P01 - Proposed Site Plan Third Floor - 20/01/26
- FBE-RMA-ZZ-04-DR-A-0104 P01 - Proposed Site Plan Fourth Floor - 20/01/26
- FBE-RMA-ZZ-05-DR-A-0105 P01 - Proposed Site Plan Fifth Floor - 20/01/26
- FBE-RMA-ZZ-RF-DR-A-0106 P04 - Proposed Site Plan Roof - 20/01/26
- FBE-RMA-ZZ-EZ-DR-A-0200 P00 - Proposed Sitewide East Elevation - 17/10/25
- FBE-RMA-ZZ-EZ-DR-A-0201 P00 - Proposed Sitewide North Elevation - 17/10/25
- FBE-RMA-ZZ-EZ-DR-A-0202 P00 - Proposed Sitewide South Elevation - 17/10/25
- FBE-RMA-ZZ-EZ-DR-A-0203 P00 - Proposed Sitewide West Elevation - 17/10/25
- FBE-RMA-ZZ-SZ-DR-A-0260 P00 - Proposed Sitewide Section Looking North - 17/10/25
- FBE-RMA-ZZ-SZ-DR-A-0261 P00 - Proposed Sitewide Section Looking South - 17/10/25
- FBE-RMA-ZZ-SZ-DR-A-0262 P00 - Proposed Sitewide Section Looking West - 17/10/25
- FBE-RMA-TC-B1-DR-A-0150 P00 - Proposed Thaxted Court Basement - 17/10/25
- FBE-RMA-TC-00-DR-A-0151 P00 - Proposed Thaxted Court Ground Floor Plan - 17/10/25
- FBE-RMA-TC-EZ-DR-A-0250 P00 - Proposed Thaxted Court South & East Elevations - 17/10/25
- FBE-RMA-TC-EZ-DR-A-0251 P00 - Proposed Thaxted Court North & West Elevations - 17/10/25
- 098-LA-HC-GF-DR-A-601 Rev 2 - Proposed Halstead Court Front Landscape - 17/08/20

- FBE-RMA-NZ-00-DR-A-0110 P03 - Proposed North Block GA Plan - Ground - 17/10/25
- FBE-RMA-NZ-01-DR-A-0111 P01 - Proposed North Block GA Plan - First - 17/10/25
- FBE-RMA-NZ-02-DR-A-0112 P01 - Proposed North Block GA Plan - Second - 17/10/25
- FBE-RMA-NZ-03-DR-A-0113 P01 - Proposed North Block GA Plan - Third - 17/10/25
- FBE-RMA-NZ-04-DR-A-0114 P01 - Proposed North Block GA Plan - Fourth - 17/10/25
- FBE-RMA-NZ-05-DR-A-0115 P01 - Proposed North Block GA Plan - Fifth - 17/10/25
- FBE-RMA-NZ-RF-DR-A-0116 P03 - Proposed North Block GA Plan - Roof - 17/10/25
- FBE-RMA-NZ-EZ-DR-A-0210 P03 - Proposed North Block North & East Elevations - 17/10/25
- FBE-RMA-NZ-EZ-DR-A-0211 P03 - Proposed North Block South & West Elevations - 17/10/25
- FBE-RMA-NZ-SZ-DR-A-0270 P00 - Proposed North Block GA Sections - 17/10/25
- FBE-RMA-SZ-00-DR-A-0120 P03 - Proposed South Block GA Plan - Ground - 17/10/25
- FBE-RMA-SZ-01-DR-A-0121 P01 - Proposed South Block GA Plan - First - 17/10/25
- FBE-RMA-SZ-02-DR-A-0122 P01 - Proposed South Block GA Plan - Second - 17/10/25
- FBE-RMA-SZ-03-DR-A-0123 P01 - Proposed South Block GA Plan - Third - 17/10/25
- FBE-RMA-SZ-04-DR-A-0124 P01 - Proposed South Block GA Plan - Fourth - 17/10/25
- FBE-RMA-SZ-05-DR-A-0125 P01 - Proposed South Block GA Plan - Fifth - 17/10/25
- FBE-RMA-SZ-RF-DR-A-0126 P03 - Proposed South Block GA Plan - Roof - 17/10/25
- FBE-RMA-SZ-EZ-DR-A-0220 P03 - Proposed South Block North & East Elevations - 17/10/25
- FBE-RMA-SZ-EZ-DR-A-0221 P03 - Proposed South Block South & West Elevations - 17/10/25
- FBE-RMA-SZ-SZ-DR-A-0271 P00 - Proposed South Block GA Sections - 17/10/25
- FBE-RMA-WZ-00-DR-A-0130 P04 - Proposed West Block GA Plan - Ground - 20/01/26
- FBE-RMA-WZ-01-DR-A-0131 P01 - Proposed West Block GA Plan - First - 17/10/25
- FBE-RMA-WZ-02-DR-A-0132 P01 - Proposed West Block GA Plan - Second - 17/10/25
- FBE-RMA-WZ-03-DR-A-0133 P01 - Proposed West Block GA Plan - Third - 17/10/25
- FBE-RMA-WZ-04-DR-A-0134 P01 - Proposed West Block GA Plan - Fourth - 17/10/25
- FBE-RMA-WZ-05-DR-A-0135 P01 - Proposed West Block GA Plan - Fifth - 17/10/25
- FBE-RMA-WZ-RF-DR-A-0136 P03 - Proposed West Block GA Plan - Roof - 17/10/25
- FBE-RMA-WZ-EZ-DR-A-0230 P03 - Proposed West Block North & East Elevations - 17/10/25
- FBE-RMA-WZ-EZ-DR-A-0231 P03 - Proposed West Block South & West Elevations - 17/10/25
- FBE-RMA-WZ-SZ-DR-A-0272 P00 - Proposed West Block GA Sections - 17/10/25
- FBE-RMA-ZZ-ZZ-DR-A-0280 P00 - Proposed Water Tank Room - 17/10/25
- FBE-RMA-ZZ-ZZ-DR-A-0281 P00 - Proposed Resident Lockers - 17/10/25
- FBE-RMA-ZZ-ZZ-DR-A-0302 P00 - Proposed North Block Tenure Plans - 17/10/25
- FBE-RMA-ZZ-ZZ-DR-A-0303 P00 - Proposed South Block Tenure Plans - 17/10/25
- FBE-RMA-ZZ-ZZ-DR-A-0304 P00 - Proposed West Block Tenure Plans - 17/10/25
- FBE-RMA-ZZ-ZZ-DR-A-0305 P00 - Proposed North Block WCA Units - 17/10/25
- FBE-RMA-ZZ-ZZ-DR-A-0306 P00 - Proposed South Block WCA Units - 17/10/25
- FBE-RMA-ZZ-ZZ-DR-A-0307 P00 - Proposed West Block WCA Units - 17/10/25
- FBE-RMA-ZZ-ZZ-DR-A-0300 P01 - Proposed Refuse Strategy - 20/01/26
- FBE-RMA-ZZ-ZZ-DR-A-0301 P01 - Proposed Cycle Strategy - 20/01/26
- FBE-RMA-ZZ-ZZ-DR-A-0308 P01 - Proposed Sitewide Car Parking & Access Strategy - 20/01/26
- FBE-RMA-ZZ-ZZ-DR-A-0309 P01 - Proposed Sitewide Storage Strategy - 20/01/26
- LC028-RMA-ZZ-ZZ-DR-A-0600 P1 - Proposed Typical Bay Study Key Plans - 17/10/25
- LC028-RMA-ZZ-ZZ-DR-A-0601 P1 - Proposed Bay Study - North Block North Elevation - 17/10/25
- LC028-RMA-ZZ-ZZ-DR-A-0602 P1 - Proposed Bay Study - North Block East Elevation - 17/10/25

- LC028-RMA-ZZ-ZZ-DR-A-0604 P1 - Proposed Bay Study - North Block North Elevation - 17/10/25
- LC028-RMA-ZZ-ZZ-DR-A-0605 P1 - Proposed Bay Study - North Block Roof Parapet - 17/10/25
- LC028-RMA-ZZ-ZZ-DR-A-0606 P1 - Proposed Bay Study - North Block Central Balcony - 17/10/25
- LC028-RMA-ZZ-ZZ-DR-A-0607 P1 - Proposed Bay Study - North Block Corner Balcony - 17/10/25

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

9.1.3 Externally Facing Materials

Prior to the commencement of development above damp proof course level, and notwithstanding the approved details in the application, particulars of all externally facing construction materials (excluding windows, window frames and doors) for the new buildings within the scheme shall be submitted to, and approved in writing by the Local Planning Authority. Samples of the proposed materials shall be made available on site for inspection and retained for the duration of the works. The proposal shall then be implemented and maintained thereafter in accordance with the approved details.

Prior to the installation of the windows, window frames, doors and door frames within the scheme, details (including plans, elevations) regarding windows, window frames, doors and door frames shall be submitted and approved in writing by the Local Planning Authority. This should include details relating to their design, materials and colour. The proposal shall then be implemented and maintained thereafter in accordance with the approved details.

REASON: To ensure the materials used within the scheme are as anticipated, and in accordance with LP1 and LP54 of the Hackney Local Plan as well as Sections 12 of the National Planning Policy Framework.

9.1.4 Demolition & Construction Logistics 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 submitted 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, but not limited to, details of dust mitigation measures to deal with construction waste during site clearance, demolition and construction 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, including installation of noise, vibration and dust (NVD) monitoring systems and appropriate locations around the site;
- d) A demolition and construction traffic management plan to include the following: the construction programme/timescales, details of locations where deliveries will be undertaken, the size and number/frequency of vehicles expected to access the site per day, pedestrian and vehicular access arrangements (including turning arrangements if necessary), construction traffic route and trip generation, any temporary road/footway closures during the construction period, details of parking suspensions (if required) and the duration of works;
- e) 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.

The Demolition and Construction Management Plan shall set out how the following will be adhered to:

- A 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 Health to be able to contact an appropriate person in event of complaints. The main contractor is requested to submit contact details to the planning authority and to display them on the site board at the site entrance:
- Details of at Least two relevant named individuals including their job role (one of whom should ideally be an off-site main office contact);
- Postal addresses;
- E-mail details; and,
- Mobile details with a robust arrangement for out of hours' complaints

REASON: To comply with Hackney Local Plan 2033 Policy LP58 and London Plan Policy SI 1, to protect air quality and human health by minimising emissions 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.

9.1.5 **Non-Road Mobile Machinery**

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 comply with London Plan 2021 Policy SI 1 and to ensure emissions from the site during the construction phase are acceptable with regard to public health and amenity.

9.1.6 **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.

9.1.7 **Public Realm Works**

Prior to undertaking above ground construction works, detailed designs for public realm upgrade works within Murray Grove and East Road, including resurfacing and landscaping works shall be submitted to and approved by the Local Planning Authority, in collaboration with, and to the specification of the Local Authority's Streetscene team. The public realm works shall thereby be undertaken in accordance with the details approved, prior to the occupation of the development.

Reason: In the interests of enhancing the public realm.

9.1.8 **Cycle Parking**

Prior to the occupation of the development hereby permitted, full details of secure, accessible, on site bicycle storage 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 adequate cycle parking is provided for residents, employees and visitors in accordance with LP42 of the Hackney Local Plan and Appendix 2 (Cycle

Parking Standards) of the Hackney Local Plan and Section 9 of the National Planning Policy Framework.

9.1.9 Parking, Design & Management Plan

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

- a. A scaled layout plan showing the provision of the designated Blue Badge parking bays located within a 50-metre transfer distance of the residential cores they serve. If a 50-metre distance is not technically feasible for all blocks, technical justification must be provided alongside mitigation measures (e.g., covered routes, resting points/seating every 50m).
- b. Identification of zones or potential locations for the remaining 7% of Blue Badge bays to demonstrate future adaptability.
- c. Details of the Electric Vehicle (EV) charging infrastructure for the retained residential parking spaces, including the proposed ratio of active to passive provision and technical specifications of the charging units.

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

REASON: To ensure the development provides safe, accessible, and sustainable parking infrastructure in accordance with London Plan Policies T6 and T6.1 and Hackney Local Plan LP33.

9.1.10 Delivery & 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:

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

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

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

9.1.11 Construction Ecological Management Plan

Prior to the commencement of any development works, a Construction Environmental Management Plan (CEMP) for the scheme, shall be submitted to and approved in writing by the Local Planning Authority. All construction works associated with the development hereby permitted shall thereafter take place in full accordance with the approved CEMP, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To prevent harm to biodiversity, enhance the character and ecology of the development and provide undisturbed refuges for wildlife, and in accordance with LP58

and LP47 of the Hackney Local Plan as well as Section 15 of the National Planning Policy Framework.

9.1.12 **Habitat Management Plan**

No development shall take place until a Habitat Management and Monitoring Plan (the HMMP) has been submitted and approved in writing by the Local Planning Authority. The HMMP must be prepared in accordance with the approved landscaping plans and green roof plans for the whole site and including:

- a non-technical summary;
- the roles and responsibilities of the people or organisations delivering the HMMP;
- the planned habitat creation and enhancement works to create or improve habitat;
- all landscaping in accordance with the scheme;
- management and maintenance actions for the green roof, including access arrangements, irrigation, and general maintenance actions;
- the management measures to maintain habitat in accordance with the approved plans shall be carried out for a period of 10 years from the completion of development;
- such maintenance to include the replacement of any plants that die, or are severely damaged, seriously diseased, or removed.

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

REASON: To protect, enhance and maintain the landscape features and character of the area, and in accordance with LP47 and LP51 of the Hackney Local Plan as well as Sections 15 of the National Planning Policy Framework. 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.

9.1.13 **Peregrine Falcon Survey**

Prior to the commencement of any above-ground development works, a Peregrine Falcon survey shall be carried out by a suitably qualified ecologist to assess whether the site, or adjacent structures, are used for nesting by Peregrine Falcons (*Falco peregrinus*). The survey methodology and results, including any necessary mitigation or compensation measures, shall be submitted to and approved in writing by the Local Planning Authority. All subsequent construction works shall be carried out in strict accordance with the approved mitigation measures.

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.

9.1.14 **Bird and Bat Boxes**

Prior to the occupation of the development hereby approved, details and full specifications of 6 bird boxes and/or 6 swift bricks/boxes, and 6 bat boxes, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- a. A minimum of 6 swift bricks (same requirements for swift box) incorporated into the design of the development. They should be installed in groups of at least 2, and placed at or close to eaves level of the development hereby approved. They should be placed at least 5m above the ground with a 5m unobstructed flight path, both below and in front of the swift brick. The swift brick should be located facing north, east, or north east (direct sunlight should be avoided) and should not be placed immediately above doors or windows. Where possible, swift bricks should be set flush into the external wall to match adjacent brickwork.
- b. And/or minimum of 6 bird boxes 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. 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. 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. Boxes located in the same area should not be placed too close together.
- c. A minimum of 6 bat boxes incorporated into the design of the development. Boxes should be placed at or close to the eaves level of the development and at least 4m above the ground. The boxes should be placed away from artificial light sources and ideally located near dark tree lines or hedgerows where possible. 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.

9.1.15 **Biosolar Green Roof**

Prior to commencement of works, 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:

- 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 roof including location of PV panels, roof lights and access points where applicable, and their relationship with the green roof;
- The design of the biosolar roof should be in line with GRO's code of best practice;
- Section drawings demonstrating a minimum substrate depth of no less than 80mm for a sedum roof, 100mm for extensive living roofs (100mm - 150mm for wildflower species); and no less than 250mm for intensive living roofs, 400mm for medium shrubs.
- 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;

- Details of the drainage system for the roof;
- Details of the planting mix including a minimum of 16+ species for wildflower/extensive roof
- All roofs to be sown with a wide mix of species (standard is 15+ species), the roof should not rely on one species of plant life
- 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 policy LP46 of Hackney's Local Plan.

9.1.16 Sustainable Drainage

No development shall commence, other than works of demolition until full detailed specification of the sustainable drainage system supported by appropriate calculations, construction details, drainage layout and a site-specific management and maintenance plan of the sustainable drainage system has been provided. Details shall include but not limited to the proposed blue/green roofs (with a substrate depth of at least 80mm not including vegetative mats), permeable paving, bioretention features (rain gardens), underground attenuation system and the flow control system, which shall be submitted and approved by the LPA in consultation with the LLFA. Surface water from the site shall be managed according to the proposal referred to in the Drainage Strategy Report (Ref.: P451887-WW-XX-XX-RP-C-0002, dated: 07/11/2025) by Whitby Wood and limit the peak discharge rate to 4.0 l/s for all return periods up to the 1 in 100 year storm events plus an allowance for climate change.

REASON: In the interest of sustainable drainage.

9.1.17 Tree Protection

No development shall take place (including demolition, ground works, and vegetation clearance) until a detailed Arboricultural Method Statement (AMS) and finalised Tree Protection Plan (TPP), based on the BS5837 Tree report by Ecology Solutions dated October 2025, have been submitted to and approved in writing by the Local Planning Authority.

The development shall thereafter be carried out in strict accordance with the approved details. The measures set out in the approved Tree Protection Plan shall remain in place until the completion of the construction. Any permanent hard surfacing within RPAs of retained trees shall be installed and maintained in line with the approved AMS using a 'no-dig' method.

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. Details are required prior to the commencement of

development to ensure that trees to be retained are not damaged during site preparation and construction works.

9.1.18 Facilitation Pruning Schedule

No development shall take place (including demolition, ground works, and vegetation clearance) until a detailed Schedule of Facilitation Pruning Works, prepared in accordance with BS3998:2010 'Recommendations for tree works' (or any standard that reproduces or replaces this standard), has been submitted to and approved in writing by the Local Planning Authority.

The approved tree works shall be carried out in strict accordance with the approved details by a suitably qualified tree surgeon prior to the commencement of any other site works.

REASON: To safeguard existing tree(s) in the interests of visual amenity and good arboricultural practice, having regard to Policy LP51 in the Local Plan 2033 (adopted 2020). Details are required prior to the commencement of development to ensure that any pruning required to facilitate access or construction is clearly defined and does not harm the long-term health of the trees.

9.1.19 Service Runs

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.

9.1.20 Arboricultural Monitoring (Pre-Commencement)

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.

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

9.1.21 Arboricultural Monitoring (Pre-Occupation)

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

9.1.22 Landscaping Plan

Prior to the occupation of the development, 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 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;
- Soil volumes for proposed tree planting;
- Projected mature height and crown spread of proposed new trees;
- Tree pit specifications and planter specifications for above ground tree planting;
- Methods of tree support - e.g. staking or underground guying and protection - e.g. tree guards, grilles etc;
- A varied plant structure, incorporating flowering plants, evergreen species, and shrubs to enhance habitat diversity;
- A diverse distribution of plant species to avoid block planting;
- 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;
- 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;
- Areas to be grass seeded or turfed.

In the event of any tree(s) 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.

9.1.23 External 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 has been 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 and must be sensitive to wildlife. The lighting design should ensure that:

- Harsh lighting is minimised to avoid making habitats (including the green roofs) unfavourable to local species, particularly bats and other nocturnal wildlife.
- The use of low-intensity lighting is prioritised, ensuring that any light sources do not directly illuminate bat roosts, foraging areas, or flight paths.
- 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, particularly bats, from the negative impacts of artificial lighting, and to ensure compliance with the Bat Conservation Trust guidelines in accordance with relevant environmental and ecological policies, specifically NPPF Chapter 15.

9.1.24 Contaminated Land

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 remediation strategy focused on the remediation option(s) selected in the approved Geo-Environmental Assessment, setting site specific monitoring objectives and criteria (if required), providing details of monitoring and maintenance (if required), and containing full details of the remediation measures required, and how they are to be undertaken;
- b) A verification plan explaining how the effectiveness of the remediation works set out in (a) will be measured, and how data will be collected and assessed to demonstrate that the remediation objectives and criteria will be met;
- c) A verification report demonstrating that remediation objectives and criteria identified in (b) 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).

Any investigation and risk assessment must be undertaken in strict accordance with the requirements of the Environment Agency's Land Contamination Risk Management (LCRM).

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, LP58 of the Hackney Local Plan 2033 and the Hackney contaminated land strategy 2022/2030.

9.1.25 Thames Water Piling

No piling shall take place until a Piling Method Statement, detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works and a Piling Layout Plan which includes 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. The Piling Layout Plan must clearly indicate the locations of all foundation/piles to be installed on the development site, the positions of the foundation/piles in relation to Thames Water clean water mains and sewers and local topography such as roads, existing buildings and/or any other notable features.

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. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure.

9.1.26 Sound Insulation within Residential Flats

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” achieve 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 in writing.

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

9.1.27 Plant Noise

Any new plant shall be installed, including but not limited to the proposed mechanical ventilation with heat recovery system, together with any associated ancillary equipment, so as to prevent the transmission of noise and vibration into neighbouring premises. The rated noise level from all plant and ancillary equipment shall not increase the existing background noise level (10dB below) when measured from any residential or noise sensitive premises. An assessment of the expected noise levels shall be carried out by a suitably qualified (IOA accredited) and experienced acoustic consultant, in accordance with BS 4142:2014+A1:2019 ‘Methods for rating and assessing industrial and commercial

sound,' and any mitigation measures necessary to achieve the above required noise levels shall be submitted to the Local Planning Authority in writing for approval.

The plant shall thereafter be installed and maintained in accordance with the approved details.

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

9.1.28 Post-installation Noise Assessment

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

9.1.29 Air Source Heat Pumps (Pre-commencement)

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, in writing, by the Local Planning 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 01 by AES Sustainability dated 10/09/25) and relevant supporting documents:

- a. Minimum Heat pump Seasonal Coefficient of Performance of 2.5 for the residential system and 6.3 for the non residential system at a network operating temperature of 55o.
- b. ASHPs to provide hot water supply and heating supply to provide 100% of heating and hot water for all units and use types.
- c. Details of location of the condenser units from the heat pump systems and noise solutions to mitigate impact for nearby sensitive receptors;
- d. Details of refrigerants that are required confirming a Low or Zero Global Warming Potential (GWP) and Zero Ozone Depleting Potential (ODP)

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.

9.1.30 Air Source Heat Pumps (Pre-occupation)

Prior to the occupation of the development hereby approved, full details confirming the installation of the communal heat pump system, 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 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.

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.

9.1.31 **DHN future connection readiness (Pre-commencement)**

Prior to the commencement of relevant parts 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 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 on-site connection with pre-installed and capped with flange
- e. Details of pre-installed pipework connecting identified plant room/ heat exchanger to proposed heating system(s)

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:

1. 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
2. Identify who will be responsible to implement the upgrade

9.1.32 **DHN future connection readiness (Pre-occupation)**

Prior to the occupation of the development hereby approved, the as built drawings and specifications to 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

9.1.33 **Solar 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 in writing by the Local Planning Authority to demonstrate that the consented standards have been achieved or improved upon as set out in the hereby approved Energy Statement (Revision 01 by AES Sustainability dated 10/09/25) and relevant supporting documents:

- a. Solar PV panels annual electricity peak generation of 36.98kWp
- b. Detailed roof plan (1:50) showing PV array, maintenance and access paths, other plants and services, landscaping including fire breaks where applicable
- c. 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.

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.

9.1.34 **Mechanical Ventilation and Heat Recovery (Pre-commencement)**

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 in writing by the Local Planning Authority to demonstrate at least the following standards been achieved or improved upon as set out in the hereby approved Energy Statement (Revision 01 by AES Sustainability dated 10/09/25):

- a) Minimum MVRH efficiency of 92% for residential units and minimum MVRH efficiency of 95% for non-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 and how this will work in relation to other cooling provisions through the EAHP to provide adequate cooling while reducing carbon emissions.

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

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.

9.1.35 Ventilation System (Pre-occupation)

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.

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

9.1.36 Overheating Risk and Cooling Strategy (Pre-commencement)

Prior to the above grade works of the development hereby approved, a dynamic overheating risk assessment shall be submitted to and approved in writing by the Local Planning 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 mitigation (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 at least one unit for each identified flat type/area type, and any unit subject to the following criteria:

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
- f. 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 in writing by the Local Authority detailing how further mitigation measures can be installed and who will be responsible to manage future overheating risk for 100% of units to pass under both weather files DSY2 and DSY3

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

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

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

9.1.37 **Overheating Risk and Cooling Strategy (Pre-occupation)**

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.

9.1.38 **Active Cooling**

Prior to the installation of any cooling system for the non residential areas, full details including cooling system (or any other related fixed plant adopted) specification and supporting drawings installation certificates by an MCS registered installer must be submitted to and approved by the Local Authority to demonstrate at least the following standards been achieved or improved upon as set out in the hereby approved Energy Statement (Revision 01 by AES Sustainability dated 10/09/25)

- a. System Energy Efficiency Ratio of 6.5 for the non residential system
- b. System Seasonal Energy Efficiency Ratio of 6.5 for the non residential system
- c. Details of location of the condenser units from the VRF systems (or any other fixed plant adopted) and noise solutions to mitigate impact for nearby sensitive receptors;
- d. Details of refrigerants that are required confirming a Low or Zero Global Warming Potential (GWP) and Zero Ozone Depleting Potential (ODP)

Where compliance is not met, a remedial plan and associated cost plan must be prepared and submitted to the Local Planning Authority for approval in writing detailing the necessary measures to meet the required level of performance.

REASON: to ensure that health and wellbeing of building residents and occupants is supported and to reduce risk to health and life at times of extreme heat, to support Hackney Policy LP9. To support climate resilience for Hackney residents in a changing climate, to support Hackney Policy LP54.

9.1.39 **Water Efficiency (Pre-commencement)**

Prior to above ground construction works, strategy, evidence and supporting documentation should be provided and approved in writing by the Local Planning Authority 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: To address 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, Hackney Local Plan policy and the NPPF.

9.1.40 **Water Efficiency (Pre-occupation)**

Prior to first occupation, a statement must be submitted to approved in writing by the Local Planning Authority, confirming that the development has been designed and constructed 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.

For commercial development aspects, the full available BREEAM Water credits shall be attained.

REASON: To address 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, Hackney Local Plan policy and the NPPF.

9.1.41 **BREEAM (Pre-commencement)**

Prior to the above grade works of the development hereby approved, the BREEAM Interim Design Certificate shall be submitted to and approved in writing by the Local Planning Authority, providing full details to demonstrate attainment of BREEAM Excellent as set out in the hereby approved hereby approved Sustainability & Energy Statement (Revision 01 by AES Sustainability dated 10/09/25) and relevant supporting documents.

All the targeted credits must be presented in a tracker comparing credits targeted at the BREEAM Pre Assessment stage.

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

9.1.42 BREEAM (Pre-occupation)

Within 12 weeks of occupation of the development hereby approved, the BREEAM Final Design Certificate shall be submitted to and approved in writing by the Local Planning Authority, providing full details confirming the final rating and credits have been achieved or improved upon the pre-commencement figures. Achieved credits must be presented in a tracker comparing credits achieved at BREEAM Interim Certification stage.

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

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

9.1.43 Sustainable Management of Site Waste

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.

9.1.44 Resident Guidance for Managing Heat

Prior to first occupation, appropriate guidance must be developed by a relevant specialist and provided for residents and occupiers to understand how to minimise overheating risks, including in heatwaves and about the building's expected performance in a changing climate. This should explain:

- a. Key concepts underlying overheating and cooling in buildings and urban places.
- b. How buildings and systems are designed to operate to address overheating, with an explanation of any cooling measures in place.
- c. How building management systems will adapt in times of overheating concern, and how residents and occupiers will be kept informed of any adaptations being taken centrally.
- d. Any measures can be taken by residents/occupants to reduce overheating risk, including using the building systems and designs effectively. This should also include suitable additional personal behaviour measures that residents may be recommended to take to further reduce heat risk.
- e. Emergency procedures for periods of extreme and dangerous heat, referring to relevant contact details and support for residents and occupants, including reference to Cool Spaces.

- f. How residents can provide feedback on the performance of cooling systems in place centrally in the building to ensure these perform as intended.

This guidance shall be developed appropriately in a context of other concerns including affordability, air pollution, acoustics and net zero, highlighting any trade-offs that may need to be considered by residents in empowering them to choose their own preferred cooling methods.

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, especially at times of extreme heat. The guidance shall be updated at appropriate intervals as building management practices and systems change or as the climate changes.

REASON: To ensure that health and wellbeing of building residents and occupants is supported and to reduce risk to health and life at times of extreme heat, to support Hackney Policy LP9. To support climate resilience for Hackney residents in a changing climate, to support Hackney Policy LP54.

9.1.45 **Archaeology - Written Scheme of Investigation**

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- a. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- b. Where appropriate, details of a programme for delivering related positive public benefits
- c. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON: In the interest of safeguarding the archaeological interest on the site.

9.1.46 **Public Art**

Prior to occupation of the development hereby permitted, a Public Art Strategy shall be submitted to, and approved in writing by, the Local Planning Authority, for the integration of art into the public realm. The strategy should be developed in consultation with Council's Arts and Culture Team and set out processes for engaging artists and the

community in the selection and procurement of an art work in strategic locations within the public realm of the site.

The approved Public Art Strategy shall be implemented in full within 1 year of first occupation of the development.

REASON: To enhance the public realm, legibility and the appearance of the development.

9.1.47 **Secure 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: To ensure that the building functions securely, in a manner consistent with the principles of 'Secured by Design'.

9.1.48 **Waste**

Prior to the occupation of the development, the waste storage facilities for the residential and commercial units, hereby permitted, shall be constructed and shall be maintained as such for the lifetime of the development.

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

9.1.49 **Accessible Dwellings**

At least 10% units within the development hereby approved shall be completed in compliance with Building Regulations Optional Requirement Part M4 (3) 'wheelchair user dwellings' (or any subsequent replacement) prior to first occupation and shall be retained as such thereafter. The remaining dwellings should also be built and maintained to a minimum of M4 (2) standard.

REASON: To ensure that the development is adequately accessible for future occupiers.

9.1.50 **Hours of Operation**

The commercial units within the North and South buildings shall not operate outside of the hours 07.00-22.00 Monday to Saturday and 09.00-20.00 Sunday and Public/Bank Holidays.

REASON: To protect the amenity of surrounding residents

9.1.51 **Residents' room management plan**

Prior to the use of the residents' room, a plan setting out the use of the residents' room including its management shall be submitted to and approved in writing by the Local Planning Authority. The use shall be carried out hereafter in accordance with the details thus approved.

REASON: To ensure suitable management and use of the facilities

Recommendation B

- 9.2 That the above recommendation be subject to the landowners and their mortgagees entering into a Legal Agreement by means of a legal deed in order to secure the following matters to the satisfaction of the Director of Legal Democratic and Electoral Services:

Affordable Housing

- Provision of 25 Social Rent (10 x 1-bed, 10 x 2-bed, 5 x 3-bed) and 11 Intermediate (11 x 1-bed) units

Highways & Transportation

- Car Free Development (Non-Blue Badge Holders) to restrict new business uses of the development from obtaining parking permits to park in the surrounding CPZ bays
- Car Club Credit of £60 per new residential unit to the first occupant of each unit
- £10,000 towards introduction of an Electric Vehicle Car Club
- Travel Plan monitoring fee of £2,000
- Travel Plan
- Construction Logistics and Community Safety (CLOCS) and Construction Logistics Plan (CLP) monitoring fee of £8,750
- S278 Highways Works of £30,000 for the relocation of the bus stop on Murray Grove

Hackney Works Contribution

- Employment and Training Contribution of £32,121

Employment, Skills & Construction

- Employment and Skills Plan to be submitted and approved prior to implementation
- Commitment to the Council's local labour and construction initiatives (25% local labour on site employment and 25% local labour for first five years of operational phase) in compliance with an Employment and Skills Plan
- Active programme for recruiting and retaining apprentices and as a minimum take on at least one apprentice per £2 million of construction contract value and provide the Council with written information documenting that programme within seven days of a written request from the Council
- A support fee of £1,500 per apprentice placement
- If the length of the build/project does not allow for an apprenticeship placement, and it can be demonstrated that all reasonable endeavours have been undertaken to deliver the apprenticeship, a £7,000 fee per apprentice will be payable to allow for the creation of alternative training opportunities elsewhere in the borough
- A full written Procurement Plan detailing the goods, materials, services and works that will be used during the Construction Phase of the Development and the location of the suppliers they have been sourced from
- Considerate Constructors Scheme

Sustainability

- Carbon Offset contribution of £64,249 (£63,022 for residential and £1,227 for non residential)
- Be Seen reporting and monitoring in line with the London Plan requirements

Costs

- Payment by the landowner/developer of all the Council's legal and other relevant fees, disbursements and Value Added Tax in respect of the proposed negotiations and completion of the proposed Legal Agreement, payable prior to completion of the deed.
- Monitoring costs of £12,423 payable on completion of the agreement.

Recommendation C

- 9.3 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 to the recommended conditions and legal agreement heads of terms 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).

10.0 INFORMATIVES

The following informatives should be added:

- SI.1 Building Control
- SI.7 Hours of Building Works
- SI.24 Naming and Numbering
- SI.50 S106 Agreement
- SI.59 CIL

Underground Water Assets (Thames Water)

The proposed development is located within 15m of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. Should you require further information please contact Thames Water.

Minimum Pressure (Thames Water)

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

Written Scheme of Investigation

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

Secure by Design

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

Radon

Whilst the site is located in an area with a Radon potential of less than 1% (According to UK Radon), guidance br211 mentions that all basements are at increased risk of elevated levels of radon regardless of geographic location. This risk should be adequately assessed.

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.

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

Natalie Broughton - Assistant Director of Planning & Building Control

No.	Background Papers	Name, Designation & Telephone Extension of Original Copy	Location Contact
1.	<p>Application documents and LBH policies/guidance referred to in this report are available for inspection on the Council's website</p> <p>Policy/guidance from other authorities/bodies referred to in this report are available for inspection on the website of the relevant authorities/bodies</p> <p>Other background papers referred to in this report are available for inspection upon request to the officer named in this section.</p> <p>All documents that are material to the preparation of this report are referenced in the report</p>	Alix Hauser Planning Officer X 6377	1 Hillman Street London E8 1DY