

ADDRESS: Selman And Wellday Garages, Gascoyne Estate , London, E9 5AP	
WARD: Hackney Wick	CASE OFFICER: James Bellis
APPLICATION NUMBER: 2025/2565	VALID DATE: 26/11/2025
DRAWING NUMBERS: <ul style="list-style-type: none"> ● Site Location Plan Dwg No. 114_00_00 Rev P01 Dated 14/11/25 ● Proposed Demolition Plan Dwg No. 114_01_10 Rev P01 Dated 14/11/25 ● Proposed First Floor Plan Dwg No. 114_11_01 Rev P01 Dated 14/11/25 ● Proposed Second Floor Plan Dwg No. 114_11_02 Rev P01 Dated 14/11/25 ● Proposed Third Floor Plan Dwg No. 114_11_03 Rev P01 Dated 14/11/25 ● Proposed Fourth Floor Plan Dwg No. 114_11_04 Rev P01 Dated 14/11/25 ● Proposed Fifth Floor Plan Dwg No. 114_11_05 Rev P01 Dated 14/11/25 ● Proposed Roof Plan Dwg No. 114_11_06 Rev P01 Dated 14/11/25 ● Proposed Ground Floor Detail Plan Dwg No. 114_11_10 Rev P01 Dated 14/11/25 ● Proposed Typical Floor Detail Plan Dwg No. 114_11_11 Rev P01 Dated 14/11/25 ● External Fabric Details Typical Podium Section Dwg No. 114_20_03 Rev P01 Dated 14/11/25 ● Paving Details Dwg No. 0111-PR-ZZ-ZZ-DR-L-6000 Rev 002 Dated 17/11/25 ● Kerb and Edge Details Dwg No. 0111-PR-ZZ-ZZ-DR-L-6010 Rev 002 Dated 17/11/25 ● Urban Furniture Details Dwg No. 0111-PR-ZZ-ZZ-DR-L-6020 Rev 002 Dated 17/11/25 ● Boundary Details Dwg No. 0111-PR-ZZ-ZZ-DR-L-6030 Rev 002 Dated 17/11/25 ● Play Details Dwg No. 0111-PR-ZZ-ZZ-DR-6040 Rev 002 Dated 17/11/25 ● Soft Landscape Details Dwg No. 0111-PR-ZZ-ZZ-DR-L-6100 Rev 002 Dated 17/11/25 ● Tree Planting Details Dwg No. 0111-PR-ZZ-ZZ-DR-L-6110 Rev 002 Dated 17/11/25 ● General Arrangement Plan Dwg No. 0111-PR-ZZ-ZZ-DR-L-0001 Rev 009 Dated 17/11/25 ● Soft Landscape and Roof Plan Dwg No. 0110-PR-ZZ-ZZ-DR-L-0004 Rev 005 Dated 17/11/25 ● Proposed Section 01 Dwg No. Dwg No. 0111-PR-ZZ-ZZ-DR-L-2001 Rev 003 Dated 17/11/25 ● Proposed Section 02 Dwg No. 0111-PR-ZZ-ZZ-DR-L-2002 Rev 003 Dated 17/11/25 ● Proposed Section 03 Dwg No. 0111-PR-ZZ-ZZ-DR-L-2003 Rev 003 Dated 17/11/25 <p>Also:</p> <ul style="list-style-type: none"> ● Cover Letter by HTA Dated 21/11/25 ● Application Form Dated 21/11/25 ● CIL Form Dated 20/11/25 ● Design and Access Statement by Al-Jawad Pike Dated November 2025 (including Child Friendly Assessment) ● Planning Statement by HTA Issue 01 November 2025 ● Construction Management Plan by SLR Dated 11/11/25 Issue 02 ● Fire Safety Strategy Report by Trigon Dated 11/11/25 Issue 02 ● Transport Statement by by SLR Rev 02 Dated 17/10/25 	

- Residential Travel Plan by SLR Rev 02 Dated 17/10/25
- Flood Risk Assessment by SLR Rev 03 Dated 17/10/25
- Hackney SUDS Proforma
- Foul and Surface Water Strategy by Momentum Dated 14/11/25
- Outline Site Waste Management Plan by SLR Rev 01 Dated 15/9/25
- Arboricultural Impact Assessment by TMA Ref. 240333-TMA-XX-RP-AP-2700-P01 Dated November 2025
- Sustainability Statement by XCO2 Dated November 2025
- Planning Noise and Vibration Report by NSL Rev 04 Dated 6/11/25
- Preliminary Ecological Appraisal by Temple Version 1.0 Dated 26/10/23
- Shadow Habitat Regulations Assessment by TMA Ref. 240333-ED-01a Dated April 2025
- Biodiversity Net Gain Assessment by TMA Ref. 240333-ED-02 Dated November 2025 (inc BNG Metric)
- Daylight, Sunlight and Overshadowing Assessment by XCO2 October 2025
- Air Quality Assessment by XCO2 Dated November 2025
- Energy Statement by XCO2 Dated November 2025
- Foul and Surface Water Strategy Dated November 2025
- Heritage Impact Assessment by Portico Heritage Dated October 2025
- Phase 1 Geotechnical and Environmental Desk Study by SLR Dated 9/10/25
- Landscape and Public Realm Document by Periscope Ref. 0111-PR-RP-L-0003 Dated November 2025

APPLICANT:

Angela Jones
Housing Regeneration and Delivery Team
London Borough of Hackney
Hillman Street
London
E18 1DY

AGENT:

Michaela Oberhuber
HTA Design
75 Wallis Road
London E9 5LN

PROPOSAL: Demolition of existing garages and structures and construction of 22 new residential dwellings (Use Class C3) with associated amenity space, cycle parking, refuse stores, hard and soft landscaping, play space, improvements to public realm, and other associated works

POST SUBMISSION REVISIONS:

Additional and amended information has been submitted by the applicants to demonstrate compliance with relevant planning policy.

Revisions

- External Fabric Details Typical Window Section Dwg No. 114_20_00 Rev P02 Dated 4/12/25
- External Fabric Details Typical Balcony Section Dwg No. 114_20_01 Rev P02 Dated 4/12/25
- External Fabric Details Typical Colonnade Section Dwg No. 114_20_02 Rev P02 Dated 4/12/25
- Proposed Elevation East Dwg No. 114_17_01 Rev P02 Dated 4/12/25
- Proposed Elevation South Dwg No. 114_17_02 Rev P02 Dated 4/12/25
- Proposed Elevations West Dwg No. 114_17_03 Rev P02 Dated 4/12/25
- Proposed Section AA Dwg No. 114_16_00 Rev P02 Dated 4/12/25

<ul style="list-style-type: none"> ● Proposed Section BB Dwg No. 114_16_01 Rev P02 Dated 4/12/25 ● Proposed Section CC Dwg No. 114_16_02 Rev P02 Dated 4/12/25 ● Proposed Site Plan Dwg No 114_10_00 Rev P02 Dated 8/1/26 ● Soft Landscaping Plan Dwg No. 0111-PR-ZZ-ZZ-DR-L-0003 Rev 007 Dated 16/2/26 ● Soft Landscaping Schedule Dwg No. 0111-PR-ZZ-SH-L-9055 Rev 003 Dated 16/2/26 ● Tree Shrub Schedule Dwg No. 0111-PR-RP-ZZ-ZZ-SH-9050 Rev 03 Dated 16/2/26 ● Pictorial Specification Dwg No. 0111-PR-SP-L-0001 Dated February 2026 ● Stage 3 Report Ref. 0111-PR-RP-L-0003 Dated 16/2/26 ● Proposed Ground Floor Plan Dwg No. 114_11_00 Rev P03 Dated 24/02/26 ● Proposed Ground Floor Detail Plan Dwg No. 114_11_10 Rev P03 Dated 02/02/26 ● Proposed Elevation North Dwg No. 114_17_00 Rev P03 Dated 24/02/26 ● External Fabric Details Communal Entrance Section Dwg No. 114_20_10 Rev P03 Dated 24/02/26 ● Landscape Management Plan Ref. 0111-PR-RP-L-0040 Rev 003
<p>RECOMMENDATION SUMMARY:</p> <p>Grant conditional planning permission subject completion of a Legal Agreement as set out in the report.</p>
<p>NOTE TO MEMBERS: None.</p>

ANALYSIS INFORMATION

ZONING DESIGNATION: (Yes) (No)

CPZ	Zone This restricts parking by non-permit holders between 08:30 and 18:30 Monday to Friday and during events at the Queen Elizabeth Olympic Park.	
Conservation Area		X
Statutory Listed Building		X
Locally Listed Building		X
Priority Employment Area (PEA)		X
City Fringe Opportunity Area		X
Central Activities Zone		X



EXISTING LAND USE DETAILS

USE CLASS	DESCRIPTION	GIA (SQM)
Other	Residential Garages	229

PROPOSED LAND USE DETAILS

USE CLASS	USE DESCRIPTION	GIA (SQM)
C3	Residential	1299
TOTAL		

PROPOSED RESIDENTIAL MIX

PROPOSED RESIDENTIAL MIX BY TENURE	NO OF UNITS	TENURE SPLIT	RESIDENTIAL MIX WITHIN TENURE GROUP (%) (rounded)
Private			
1	0	0%	-
2	0		-
3	0		-
4	0		-
Total:	0		-
Social Rented			
1	7	100%	33
2	10		45
3	5		23
4	0		-
5	0		-
Total:	22		-
Intermediate/ Shared Ownership			
1	0	0%	-
2	0		-
3	0		-
4	0		-
Total:	0		-
Overall Total:	22		-

PARKING DETAILS:

	PARKING SPACES (OFF STREET)	PARKING SPACES (ON STREET)	PARKING SPACES (DISABLED)	BICYCLE STORAGE
Proposed	11 (reduction from 18 existing)	0	2	37 long stay and 10 short stay

1. SITE CONTEXT

- 1.1 The site to which this application relates is known as Selman and Wellday Garages and is located between Wick Road and Cassland Road. It sits within an established residential area characterised by a mix of mid- and high-rise housing. This site comprises 0.16 hectares, within the Hackney Wick Ward and near to the residential element of Selman House and Wellday House. The is currently formed by garaging for the estate (28 separate garages) and car parking.
- 1.2 The surrounding estate is bounded to the south by Wellday House, a 1970s four-storey block of 23 flats with basement undercroft parking, and to the west by Selman House, a part 12/part 13-storey residential tower with a large undercroft area up to third-floor level, some of which has since been infilled to create two additional dwellings. To the north, the site adjoins the former Wick Health Centre, now in private ownership, while the eastern boundary is defined by a Notting Hill Genesis residential development. The wider estate includes taller buildings such as Vaine House and Granard House, reinforcing the area's high-density character.
- 1.3 The site is not within a conservation area but the site is in proximity to the Victoria Park Conservation Area, this proposal therefore has the potential to impact on its setting. The nearest listed buildings are at the Convent of Sacred Heart and however the proposal is unlikely to impact its setting.
- 1.4 The Site is located within Flood Zone 1, with nearby access to local buses and is located approximately 15 minutes' walk from both Homerton Station to the north and Hackney Wick Station to the east. These stations are served by the London Overground Mildmay line.

1. CONSERVATION IMPLICATIONS

- 2.1 The proposal has the potential to impact on the following heritage assets.
- Victoria Park Conservation Area
 - North Wing of the Convent of Sacred Heart (Grade II Listed Building)

3. RELEVANT HISTORY

None

4. CONSULTATION AND PUBLICITY PROCEDURE

- 4.1 Notices, Notifications and Consultations
- Date Statutory Consultation Period Started: 27th November 2025
 - Date Statutory Consultation Period Ended:
 - Site Notices Placed: 10th December 2025
 - Press Advertisement: 12th December 2025

NEIGHBOURS AND INTERESTED GROUPS

- 4.2 In addition to site notices and press advertisements, 153 letters were sent to the occupiers of nearby properties notifying them of the application.

4.3 2 individuals have submitted representation in relation to this application, this was from a nearby occupier, 1 was an objection. To summarise, these raise the following issues

- Amenity Issues
 - Related to the Construction Process
 - Related to the impact of the proposal in terms of daylight, sunlight, visual impact and outlook.

1 letter of support has been received from nearby occupiers in relation to the new housing and its design. This also mentioned that the proposal should re-provide the parking spaces to be lost for residents elsewhere.

The Hackney Society have also commented with the following:

“The Hackney Society Planning Group initially queried the monolithic character of the concept ‘physical study model’ and the plan orientation that is shifted from that of the street edge. But after in-depth discussions and with a greater understanding of the detail of the proposals, and nature of the context, the group offer their support for the approval of the proposals. It is considered the new building will provide a striking contribution to the street scene, and welcomed additional housing to a very mixed and complex built environment. The group take the opportunity to raise the fact that this application was very difficult to navigate because most document references comprise codes without descriptive reference to their contents. If neighbours and voluntary amenity societies are to be given a genuine opportunity to consider submissions and make comment, then this (repeated) problem needs to be rectified by the council.”

CONSULTATION RESPONSES - STATUTORY, LOCAL AND OTHER

4.4 The following comments have been received in response to the current application

Metropolitan Police

4.5 No objection, subject to suggested a condition related to secure by design, and an informative.

LBH Environmental Protection - Air

4.6 No objection, subject to suggested conditions.

LBH Environmental Protection - Land

4.6 No objection, subject to suggested conditions.

LBH Environmental Protection - Noise

4.7 No objection, subject to suggested conditions.

LBH Drainage

4.8 No objection following justification provided, subject to conditions.

LBH Transport, Highways and Streetscene

4.9 No objection subject to conditions, obligations and alterations to the format of longstay cycle parking.

Transport for London

4.10 *Site Location & Accessibility*

The site is located on Wick Road, which is LBH highway. As such, any proposals are for Hackney Council to determine. The nearest part of the Transport for London Road Network (TLRN) is Kenworthy Road / Wick Road approximately 100 metres east of the site. Wick Road / Kenworthy Road (Stop J) is adjacent to the site, where TfL operate bus services 26, 30, and N26. Wick Road (Stop H) is approximately 30 metres south of the site, where TfL operate bus services 26, 388, and N26. The Public Transport Accessibility Level (PTAL) of the site is 3, on a scale of 0 to 6b

where 6b is highest. TfL supports the addition of new pedestrian and cycle access along Wick Road to enhance permeability through the site and provide a direct connection with Cassland Road, in line with London Plan policy D8 Public Realm.

Car parking

The applicant is proposing to relocate 11 of the 18 existing car parking spaces, including one Blue Badge parking space, to the podium of Wellday House south of the site, for use by existing permit holders only. Despite not meeting London Plan policy T6 Car parking requirements, on balance the provision of car parking is accepted given the existing permits for residents. TfL welcomes the addition of 2 Blue Badge parking spaces on-site, meeting London Plan policy T6 Car parking requirements.

Cycle parking

The applicant has set out that there will be 44 long-stay and 10 short-stay cycle parking spaces, in line with London Plan policy T5 Cycling and the London Cycling Design Standards (LCDS). TfL welcomes that 5% of cycle parking spaces will be enlarged and accessible, in line with the LCDS. However, the current design raises concerns. While 52% of total cycle parking will be Sheffield stands, most long-stay spaces (59%) are proposed as semi-vertical stands. Semi-vertical stands generally require lifting, limiting accessibility for many users, and does not comply with the LCDS principles for inclusive design. The LCDS does not list semi-vertical stands as an acceptable form of cycle parking for new residential development. To address this, TfL requests that the applicant revise the proposal to ensure semi-vertical stands are not present. Two-tier racks or additional Sheffield stands should be provided instead. The current store layout also appears undersized, lacking the minimum aisle width of 2.5m required for two-tier racks. Relocating or resizing the bin store could improve the cycle store layout and allow for compliant revision.

Delivery and servicing

Delivery vehicles will access the site in reverse gear and egress in forward gear from Hedger's Grove. TfL requests access to the site is only via forward gear, in line with the Mayor's Vision Zero strategy. TfL also requests that deliveries are consolidated, avoid peak periods and are scheduled, when possible. Construction TfL supports that full existing on-street parking north of Hedger's Grove and on Cassland Road be temporarily suspended to ensure forward gear access and egress for construction vehicles, in line with the Mayor's Vision Zero strategy. TfL also welcomes the use of qualified banksmen along Hedger's Grove, implementation of a delivery scheduling system, and avoidance of deliveries during peak periods.

Trip generation

Trip generation has been derived from 2011 Census data. The applicant has proposed that the development will result in 14 two-way trips in the AM peak, and 7 two-way trips in the PM peak, with 106 two-way trips daily. No deliveries will take place during the AM or PM peaks, with 6 two-way delivery and servicing trips expected daily. As such, there is expected to be minimal disruption to the surrounding transport network, and TfL have no issues with the trip generation.

Officer Note: Following discussions with the applicant team Cycle Parking has been revised to be more accessible, which overcomes the concerns raised.

LBH Waste Management

4.11 No objection, the proposal is generally in line with the scheme as discussed during pre-application advice stage, subject to the provision of a further additional 1x1100 litre Eurobin for mixed recycling (bringing the total of the proposal to 3x1100 litre eurobins for mixed recycling)

Officer note: Additional bin has now been accommodated within the waste/refuse store and shown on amended plans LBH Waste Management have confirmed acceptability of proposals.

5. POLICIES

5.1 LBH Local Plan 2033 (2020)

- PP1 Public Realm
- PP5 Enhanced Corridor
- LP1 Design Quality and Local Character
- LP2 Development and amenity
- LP3 Designated heritage assets
- 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
- LP18 Housing Older and Vulnerable People
- LP31 Local Jobs, Skills and Training
- LP41 Liveable Neighbourhoods
- LP42 Walking and cycling
- LP43 Transport and development
- LP44 Public transport and infrastructure
- LP45 Parking and car free development
- LP46 Protection and enhancement of green infrastructure
- LP47 Biodiversity and Sites of Importance of Nature Conservation
- 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 quality 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
- H2 Small sites
- H4 Delivering Affordable Housing
- H5 Threshold approach to applications
- H6 Affordable housing tenure
- H10 Housing size mix
- S4 Play and informal recreation
- S5 Sports and Recreation Facilities
- E11 Skills and Opportunities for All
- HC1 Heritage Conservation and Growth
- G1 Green Infrastructure
- G5 Urban Greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emission
- S13 Energy Infrastructure
- S14 Managing heat risk
- S15 Water infrastructure
- S16 Digital connectivity infrastructure
- S17 Reducing waste and supporting the circular economy
- S112 Flood risk management
- S113 Sustainable drainage
- T1 Strategic approach to transport
- T2 Healthy streets
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning
- DF1 Delivery of the Plan and Planning Obligations

5.3

SPD/SPG/Other

Mayor of London:

- Affordable Housing LPG (draft)
- Accessible London - Achieving an Inclusive Environment SPG (2014)
- Air Quality Neutral LPG (2023)
- Air Quality Positive LPG (2023)
- Affordable Housing and Viability SPG (2017)
- “Be Seen” Energy Monitoring Guidance LPG (2021)

- Characterisation and Growth Strategy LPG (2023)
- Control of Dust and Emissions During Construction and Demolition SPG (2014)
- Energy Assessment Guidance (2022)
- Fire Safety LPG (draft)
- Housing Design Standards LPG (2023)
- Housing SPG (2016)
- Optimising Site Capacity: A Design-led Approach LPG (2023)
- Planning for Equality and Diversity in London SPG (2007)
- Play and Informal Recreation SPG (2012)
- Public London Charter LPG (2021)
- Social Infrastructure SPG (2015)
- Sustainable Transport, Walking and Cycling LPG (2022)
- Urban Greening Factor LPG (2023)

London Borough of Hackney

- Child Friendly Spaces SPD (2021)
- Public Realm SPD (2012)
- S106 Planning Contributions SPD (2020)
- Sustainable Transport SPD (2014)
- Sustainable Design and Construction SPD (2016)

5.4 National Planning Policies

National Planning Policy Framework (2025), Planning Practice Guidance and National Design Guide (2019)

6. COMMENT

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.
- 6.1.3 The application has been assessed against national planning policy and guidance, development plan policies and other material planning considerations and the advice of statutory consultees. The key planning issues raised by the proposal include:-
- The Principle of the Development (land use);
 - Loss of garages;
 - Housing Mix and delivery

- Quality of Accommodation;
- Amenity Impacts;
- Design (inc heritage);
- Sustainability, Climate Change and Energy;
- Highway Safety and Transportation;
- Flood Risk and Drainage;
- Ecology, Biodiversity and Landscaping Matters;
- Waste Management;
- Planning Obligations.

6.2 Principle of Development (land use)

6.2.1 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.

6.2.2 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.”*

6.2.3 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 potentially acceptable in principle, subject to compliance with other relevant policies.

6.3 Acceptability of the Loss of the Garages

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

6.3.2 In total, 28 garages are to be removed as part of the proposals. These are currently rented out by the Council to members of the public. As such, the Council retains the right to end rental arrangements for the garages at their discretion. However, it is noted that people do not primarily rent garages for the purpose of parking vehicles, with many of the garages used for storage purposes. The Proposed Development will lead to the loss of the existing garages and will be car-free except for two Blue Badge parking spaces, which are to be provided within the site and 11 reprovided spaces from within the site (seeing a reduction from the 18 currently provided within the application site boundary).

6.3.3 Car parking surveys undertaken in the vicinity of the Site, in accordance with the Lambeth methodology, recorded a worst-case peak occupancy of 205 parked vehicles out of 217 available spaces, equivalent to 94% occupancy. When factoring in the loss of the seven parking spaces, the adjusted capacity becomes 210 spaces, of which 205 were occupied during peak conditions; an occupancy rate of 98%, indicating that five spaces remained available within the survey area.

6.3.4 The findings confirm that the surrounding streets have sufficient spare capacity to absorb the displaced parking. Combined with the Site's car-free design, strong public transport accessibility, and location within a CPZ, the proposals align with London-wide objectives to reduce car dependency. Overall, the loss of parking is not expected to have a material impact on the local highway network or on-street parking conditions. This supports the Council's wider strategy to make more effective use of its land and to reduce car parking provision where appropriate, in line with the aims of Local Plan Policy LP45. A Parking Design and Management Plan should be secured via condition, with a suitable condition appended to this report.

6.3.5 The reduction in parking and the non-reprovision of existing garages enables the proposed infill development and supports the delivery of new high-quality social housing. It also facilitates significant improvements to the public realm, shifting the focus of the site from vehicle access to people-friendly, inclusive spaces

6.3.6 Comment has been received by a nearby occupier that parking should be reprovided in the locality, as referred to above, it is considered that demand can be accommodated elsewhere in the locality, subject to eligibility criteria for parking permits being satisfied.

6.4 Housing Matters

Housing Delivery

6.4.1 The proposed development seeks full planning permission for Social Rent 22 dwellings, to be a mixture of 1, 2 and 3 bedroom homes. London Plan Policy H10 together with the Mayor of London Housing SPG seek to promote housing choice and a balanced mix of unit sizes in new developments. In addition to this, Local Plan Policy LP14 sets out the preferred unit mix for different tenure types. It is understood that across the suite of sites included within the New Homes Programme, an overarching UU is in preparation to secure the affordable housing quantum ensures the delivery of policy compliant housing mix across the sites as a whole.

6.4.2 The delivery of high quality affordable housing is recognised as an important planning objective in the adopted Development Plan and the National Planning Policy Framework. The proposed development would make a significant contribution to that delivery within Hackney. The current London Plan sets a minimum target of 1,328 net homes per annum for Hackney (13,280 over ten years).

6.4.3 The proposed development would help meet these housing targets by providing 22 new social rent homes that meet a specific need that exists within Hackney and London more widely. National, regional and local planning policies are supportive of intensification of the Site for residential development given it comprises infill development that makes efficient use of brownfield and underutilised land and is in close proximity to local services and public transport.

Housing Mix

6.4.4 London Plan Policy H10 seeks to promote housing choice and a balanced mix of unit sizes in new development. Local Plan policy LP14 seeks that for: Social Rent/London Affordable Rent properties 30-34% should be 1 bed, 30-34% should be 2 bed, 33-36% should be 3+ beds; 1 bed Intermediate properties should be a lower proportion than than the 2 bed proportion of dwellings, 2 bed intermediate properties should be a higher proportion than the 1 bed properties, and 15-25% of the intermediate dwellings in a

scheme, 3+ bed dwellings should form 15-25%; The proportion of 1 bed market properties should be a lower proportion than 2 bed market properties, with 2 bed market properties forming a higher proportion than 1 bed properties, and 3+ bed properties should make up 33% of the market properties within a scheme.

6.4.5 The proposed housing mix diverges from the Council's evidenced policy requirement in terms of housing mix. However, it is understood that a policy compliant mix will be secured across the combined sites included in the New Homes Programme, however the scheme will provide 22 affordable homes of varying sizes, helping to meet acute demand within the borough. While the proposed mix does not fully align with local policy, it represents a well-considered response to the Site's specific constraints, the need to maintain scheme viability, and the opportunity to maximise the delivery of affordable housing, including 23% family-sized homes

6.4.6 The proposed overall unit mix can be viewed favourably against the requirements of Local Plan Policy LP14 as it responds to the diverse range of housing needs and requirements, ensuring that a balanced range of housing types and tenures are built within Hackney. While it is acknowledged that the scheme delivers a higher proportion of one- and two-bedroom homes than typically required by policy, it has been agreed with Officers that this approach will support LBH in meeting borough-wide housing targets across the portfolio of NHP sites overall. Estate regeneration schemes are afforded a degree of flexibility in relation to unit mix, particularly where this has been agreed as part of the wider development strategy, and within constrained urban infill sites. Overall, it is considered that the proposed housing mix and tenure split is in accordance with the London Plan as well as Local Plan Policies LP13 and LP14, when considered across the portfolio of sites within the NHP.

6.4.7 For these reasons, on balance, the adoption of a more flexible approach in the application of the Local Planning Authority's preferred housing mix is considered acceptable in the circumstances of this case.

Affordable Housing Provision

6.4.8 Development Plan policy (both regional and local) requires major residential proposals to provide a minimum of 50% affordable housing. The London Plan specifies the following in terms of tenure split: 30% should be Social Rented/London Affordable Rent; 30% should be intermediate tenure; and, the remainder (40%) to be low-cost rented homes or intermediate products subject to local need and viability. Local Plan Policy LP13 requires: 60% to be Social Rent/London Affordable Rent; and, 40% to be intermediate housing products.

6.4.9 The application, as submitted, proposes 100% affordable housing by unit numbers, and 100% by habitable room. Within this, the tenure split is 100% Social Rent. However, it is understood that a policy compliant affordable housing quantum will be secured across the sites included in the whole New Homes Programme, this is secured via an overarching Unilateral Undertaking. The Applicant's priority is to maximise the delivery of social rented family homes on this underutilised site, while responding sensitively to its various physical and contextual constraints.

6.5 Quality of Accommodation

6.5.1 All new residential developments are expected to provide a good standard of amenity for future occupiers, and to comply with policy requirements in both the London Plan and Local Plan.

6.5.2 The residential units proposed will all meet the requirements of the Nationally

Described Space Standards, Where possible, units have been oversized in light of the aspiration of the best practice space standards in Table A1.1 of the Housing Design Standards London Plan Guidance (LPG) (2023). Private amenity space is provided in accordance with the London Plan through the inclusion of balconies and terraces. In addition, future residents and users will benefit from access to the new shared amenity to the east of the housing block, as well as a landscaped thoroughfare to the west with planting and play.

6.5.3 In accordance with London Plan Policy D7, all homes are designed to meet M4(2) standards, with 2 homes meeting M4(3) standards for accessible and adaptable dwellings.

6.6 Neighbour Amenity Matters

6.6.1 NPPF Paragraph 135 requires that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Paragraph 180 requires that planning decisions should aim to avoid impacts on health and quality of life. Chapter 12 of the NPPF stresses the importance of planning positively for the achievement of high quality and inclusive design for all development. The relevant local policies in relation to this are LP2 and LP17 of the Local Plan, and Policy D3 of the London Plan.

6.6.2 The NPPF (Chapter 12) requires that planning should always seek to secure high quality design and seek to secure better places in which to live and work. Paragraph 191 requires that planning decisions should aim to avoid impacts on health and quality of life. Paragraph 96 of the NPPF stresses the importance of aiming to achieve healthy, inclusive and safe places.

6.6.3 Access to sunlight and daylight is important when assessing schemes such as this, and an internal daylight and sunlight assessment has been undertaken and submitted with this application. A Daylight, Sunlight and Overshadowing (DSO) Assessment has been prepared by XCO2 in support of this planning application. The DSO Assessment analysis indicates that there is unlikely to be a significant impact on surrounding properties arising from the Proposed Development. In terms of the on-site assessment, the vast majority of the habitable rooms of the Proposed Development will achieve good levels of daylight and sunlight.

6.6.4 The Proposed Development is not anticipated to result in any significant or unacceptable impact on the daylighting levels for potentially affected windows of surrounding developments by the proposed development were found to be acceptable. The impact of the development has been tested on a total of 218 windows from neighbouring buildings. In summary, 4 windows passed the 25-degree line test; 10 windows achieved a Vertical Sky Component (VSC) of at least 27% and passed the NSL where tested; 44 windows achieved a VSC of at least 27%; 62 windows achieved relative VSCs over 0.8 of their former values; 2 windows retained 0.78 of their former VSC, marginally below the 0.8 BRE threshold; 11 windows achieved VSCs of at least 20%, considered good in an urban context; 17 windows achieved VSCs of at least 15%, also considered acceptable in dense urban locations; and, The remaining 68 windows, though not meeting the above criteria, achieved VSCs above the mirror-image baseline. Of these, 66 are located beneath existing deck access, where existing VSC levels are already low (less than 15%) due to self-obstruction. Overall, the development is not anticipated to have any notable impact on the daylight received by neighbouring properties.

6.6.6 In terms of sunlight, A total of 46 windows within 90° of due south from buildings

surrounding the site were assessed for sunlight access. The analysis indicated that 4 windows passed the 25-degree line test, 38 more windows satisfied the BRE criteria for annual probable sunlight hours (APSH) and winter probable sunlight hours (WPSH), and 2 windows experienced reductions in APSH less than 4%, thereby meeting the BRE criteria. The remaining 2 windows retained 0.70 and 0.44 of their former APSH values, falling short of the 0.8 target but showing no change to WPSH, indicating a minor overall impact. Therefore, the proposed development at is not considered to have any notable impact on sunlight access to windows of surrounding developments

6.6.7 In terms of overshadowing, All the amenity spaces tested are predicted to receive a minimum of 2 hours of sunlight on 21 March over at least 50% of each assessed amenity space, thereby meeting the BRE recommendations.

6.6.8 In terms of the development itself, an internal daylight assessment was undertaken for all the proposed homes. All 64 habitable rooms within the 22 dwellings have been included in the assessment. The analysis results indicated that 51 rooms satisfy the recommendations set out by the BRE's "Site Layout Planning for Daylight and Sunlight, A Guide to Good Practice" (2022), which is accepted as good practice by Planning Authorities. 12 LKD (Living, Kitchen Dining) rooms fall short of the BRE recommendations, 10 of which follow a repeating pattern along the western façade where south-facing windows are notably obstructed by Selman House. One additional ground floor room is constrained by its close proximity to Wellday House, and a ground floor bedroom marginally falls short of the criteria achieving an sDA of 48%. The remaining first-floor room achieves sDA 39%, indicating that a reasonable portion of the space would receive good daylight levels. Overall, the proposed development as a whole is anticipated to achieve good levels of daylighting to most dwellings and habitable spaces, and is therefore considered to provide good quality of accommodation to the future occupants in terms of daylight.

6.6.8 In terms of the Sunlight assessment for the development itself, 21 of the 22 living spaces have at least one main window facing within 90° of due south and were therefore assessed for solar access. The analysis has shown that 16 LKDs will receive adequate annual and winter sunlight based on the BRE guide. The remaining 5 follow the western pattern, where south-facing windows are obstructed by Selman House, and all other windows within these units face within 90° of due north. Overall, it can be concluded that the proposed design offers good accessibility to sunlight in living spaces considering the context and limitations of the site.

6.6.9 In terms of overshadowing for the development itself, One proposed amenity space, located south of the development, was assessed. The results indicated that the amenity falls short of BRE guidance on 21 March, receiving less than two hours of sunlight over 50% of its area. However, this is a common outcome in dense urban settings where overshadowing from multiple surroundings occurs at low solar angles. The summer analysis confirmed 100% of the space will receive at least 2 hours of sunlight on 21 June, aligning with expected peak usage.

6.6.10 In terms of internal daylight, sunlight and overshadowing technical assessments, and given the constraints of the site, it is considered that levels of daylight and sunlight amenity within the proposed development area acceptable, given the proposal's urban location within Inner London.

6.6.11 The layout and scale of the development is deemed to be acceptable and demonstrates satisfactory separation distances can be achieved between the dwellings proposed, which ensure that residential amenity is protected, subject to conditions attached to this report. In the context of the above, the proposals are not considered to be

in conflict with Section 12 of the NPPF.

6.6.12 It is therefore considered that the proposal, subject to conditions, is compliant with the relevant policies in the Development Plan, relevant sections of the NPPF; and other material considerations, where these can be given weight.

6.6.13 Whilst it is noted that an objection with regards to neighbour amenity issues has been received with specific reference to construction impacts as well as longer term impacts of the proposal in terms of daylight/sunlight. In terms of the dwelling in question, it is considered that in daylight terms, while the rooms fall short of BRE VSC targets, the NSL results, existing situation and contextual considerations mean the overall impact on this dwelling (flat) would likely be moderate. In terms of sunlight, both the kitchen and bedroom windows of the representors dwelling have a north-east orientation and do not face within 90° of due south. Accordingly, a sunlight assessment is not required for these rooms. The primary living space window that faces south is located on the opposite side of Selman House and is therefore not affected by the proposed development. In terms of construction impacts, these are temporary and the proposed development will be controlled via a suitably worded construction management plan condition.

6.6.14 On the basis of the amenity impacts as assessed in this section, and subject to suitably worded conditions appended to this report, it is not considered that the impacts on nearby occupiers are sufficient enough as to warrant withholding planning permission on the basis of the matters raised in the objection(s) given its urban location within Inner London.

6.7 Heritage Matters

6.7.1 The Council is under statutory duties contained within sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 which require that special attention shall be paid to the desirability of preserving or enhancing the character and appearance of the Conservation Area and Listed Buildings, or its setting or any features of special architectural or historic interest which it possesses.

6.7.2 The NPPF provides a range of policies relating to heritage protection at paragraphs 200 to 214 . The Council has considered the proposed development in relation to these policies and particularly Paras 205 to 214. Policy HC1 of the London Plan (2021) and Policies LP3 and LP4 of LP33 require that development preserves or enhances the character of designated heritage assets.

6.7.3 The proposals will have no impact on the special architectural or historic interest of the nearby listed buildings and the character and appearance of the nearby conservation area (Victoria Park Conservation Area) (i.e. the designated heritage assets). The proposed development thus complies with S.66(1) and S.72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

6.7.4 Impact on Locally Listed buildings, the Tiger Pub and Heart of Mary & St Dominic Roman Catholic Church, are both interesting local buildings in their own right – both having notable and long-standing roles in the local community. In all views within the context of the locally listed buildings, the proposals will always be seen in the shadow of Selman House, but nevertheless the architectural response is one that will sit comfortably regardless of its backdrop – linking materiality, form and scale to the mixed context within which it sits. Overall, it is considered that the proposals will have a positive impact on the setting of the nearby heritage assets – even though their sensitivity to change is relatively low. In terms of Hackney's Local Plan Policy LP4 (Non-Designated Heritage Assets) the proposals 'conserve or enhance and reveal the significance of the assets and their setting'

for the reasons given above.

6.7.5 The proposal is considered to accord with the provisions of Local Plan policy LP3, London Plan policy HC1 and the provisions and intentions of the NPPF; where this can be given weight.

6.8 Design Matters

6.8.1 The NPPF, the London Plan and the Local Plan seek to ensure that development is sited appropriately, without an unacceptable, adverse impact on the local environment. The NPPF's presumption in favour of sustainable development is based on securing a balance between its economic, social and environmental dimensions.

6.8.2 General design matters are covered locally by policy LP1 of the Local Plan; this states that all development will be expected to achieve a high standard of design, reflecting local character and distinctiveness in traditional or contemporary design and materials. Policy D2 (Optimising site capacity through the design-led approach) of the London Plan (2021) require that development respond in a positive manner to the existing context, where possible enhancing it, whilst Policy D3 (Delivering good design) seeks to ensure that buildings and structures are of the highest architectural quality.

6.8.3 The site comprises garages in the middle of Selman and Wellday Estate that are accessed both from Wick Road and Cassland Road. The Selman and Wellday House Estate is located between Wick Road and Cassland Road in Hackney Wick. Wellday House is situated along the southern boundary of the site facing onto Cassland Road. Selman House sits at right angles to Wellday House, facing onto Hedgers Grove. Within the site there are four garage blocks alongside parking spaces which appear to be well used, facing onto the northern boundary of the site. Street trees run along this boundary of the site. There is a change in levels across the site rising from Wick Road to Cassland Road by approximately one storey. The Wick Health Centre is located on Wick Road immediately to the north of Selman House. The Health Centre has a small area of parking accessed from Hedgers Grove, with pedestrian entrances from both Wick Road and Hedgers Grove. The site does not contain any listed buildings and is not within a conservation area, however it would be visible in views of and from the Victoria Park Conservation Area to the south of the site. The layout of the building continues to evolve around the principle of a single communal core, as recommended at previous pre-app meetings. This strategy is considered appropriate, as it reinforces legibility, encourages social interaction, and supports efficient circulation throughout the building. An additional entrance has been introduced to provide direct activation of the courtyard. This responds positively to previous feedback, improving permeability and helping to animate the shared space. The approach is acceptable and supported.

6.8.4 The overall form, massing and height of the building, defined by the butterfly roof profile, has not changed following the pre-application stage and remains appropriate in scale and for the wider townscape of the site. The stepping of the building footprint in response to Wick Road and existing trees is supported and demonstrates sensitivity to site context and helping to reduce perceived bulk. The development of the colonnade through brickwork buttresses clearly expresses their structural role and integrates them with the primary material palette. The use of brick adds depth and coherence to the overall form. The rooftop plant is considered to have been sensitively integrated within the roof profile to minimise visual impact and preserve the integrity of the butterfly roof. The inset balconies are supported, as they maintain the clarity of the building envelope while providing appropriate façade articulation. This reinforces the reading of the building as a robust brick form, with balconies expressed as protected external rooms. The architectural treatment, including generous punched window openings, expressive rooflines, and

well-articulated ground floor elements, is considered to be of high quality. This provides a strong and confident response to the scale of Selman House and contributes positively to street presence.

6.8.5 The resolved building layout around a single communal core is supported and reflects previous pre-application advice. This approach promotes legibility, efficient circulation, and social interaction, and is appropriate for the scale and function of the development. The additional entrance to activate the courtyard is supported as it responds positively to earlier feedback, improves permeability, and enhances the use of shared spaces. The communal entrance is well considered, with clear emphasis on legibility, security, accessibility, and sociability. The stepped form and ground floor colonnade provide a strong civic presence and clearly define the primary entrance. The permeability of the colonnade and its connection to surrounding routes is welcomed and contributes positively to site integration.

6.8.6 The proposed massing is considered appropriate and does not give rise to concerns in relation to scale, bulk, or visual impact within the immediate context or the wider townscape. The development is therefore regarded as acceptable in townscape terms. Townscape assessments demonstrate that rooftop plant integrated within the butterfly roof will not be perceptible from key street-level approaches, particularly from the east, which is supported. The recommended views, including those focusing on the ground floor entrance colonnade, have been sufficiently developed. These views demonstrate a positive response to earlier feedback and provide further reassurance regarding the quality of the proposal in key public-facing locations.

6.8.7 The proposals improve the podium and undercroft areas within the wider estate and make a positive contribution to the quality of the public realm. The reuse of brickwork from the existing car park for new public realm features is supported, as it strengthens material continuity and helps establish a coherent sense of place. The creation of a direct northern connection to Wick Road is welcomed, as it enhances permeability and improves integration with the surrounding urban context. The narrowing of the pedestrian ramp is supported, as it allows for a more generous and legible north-south pedestrian route. In response to officer comments and consultation feedback, the courtyard has been redesigned to integrate play features within the soft landscape and along its edges, keeping the central area clear for movement and flexible use. This approach is considered appropriate and acceptable. The raised planter, curved approach, varied paving treatments, and integrated seating are supported, as they clearly define thresholds, provide defensible space, and encourage informal social interaction.

6.8.8 The overall material palette is considered appropriate for a robust, long-lasting building. The proposed pink-to-red toned masonry façade, with subtle colour variation and matching pointing, establishes a coherent and durable architectural language. The articulation through lintels, cills, and recessed windows contributes positively to the façade's depth and solidity. Generous window proportions and 1.5-brick-deep reveals are supported, providing good daylight access, solar shading, and visual robustness. The articulated parapet and strong roof silhouette are supported. The use of pigmented pre-cast concrete copings and integrated spouts for the butterfly roof is acceptable and contributes to weathering performance and visual coherence. The powder coated metal balustrades are considered acceptable. The proposed communal entrance treatment, including glazed tiling to the soffit and internal wall, reeded glass, and integrated lettering, is supported and considered acceptable. Globe lights provide a civic feeling to the space and cast light widely along the colonnade space. The approach is well-articulated and enhances the legibility and civic presence of the entrance. The integrated signage strategy, including cast embossed lettering and pre-cast architectural elements, is supported. The approach ensures durability and reinforces the architectural identity of the

building. Bespoke tiled finishes within the colonnade are welcomed and contribute positively to character and heritage reference. All materials will need to be conditioned with samples, product specifications and detailed drawings to ensure tone matching and design quality.

6.8.9 The proposed hard and soft landscape strategies across the site are acceptable and provide a strong basis for delivering a coherent and high-quality public realm. The approach to site levels, responding to surface water flood risk by raising the building above surrounding external areas, is supported. The colonnade successfully addresses Wick Road and reinforces the primary entrance, with clear and inclusive access provided via steps to the east and a gently graded route from the west. The replacement of the existing vehicular ramp and steps with a new pedestrian ramp and stair arrangement is welcomed. This will improve accessibility and provide clear, legible connections between the upper and lower levels of the site. It is noted that one tree out of 8 mature trees on site is proposed for removal to enable the scheme to be constructed.

Design Conclusion

6.8.10 Overall, the proposal demonstrates a high-quality, well-resolved design that responds positively to its urban context and is consistent with relevant local and London Plan policies. The form, massing, and layout are appropriate in scale and character, contributing positively to the townscape. The development provides a coherent and legible arrangement, with strong architectural detailing, a well-defined entrance, and improved public realm and landscape provision. The integration of play, enhanced permeability, and high-quality materials further strengthen the scheme's contribution to placemaking. Subject to appropriate conditions securing detailed material samples, specifications, drawings, and landscape delivery, the development is considered acceptable in design, townscape, and public realm terms.

6.8.11 It is therefore considered that the design of the proposal, and subject to conditions will respond appropriately to constraints and that it is compliant with the relevant policies of the NPPF, the London Plan and the Local Plan, where these can be apportioned weight.

6.9 Climate Change and Sustainability

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

6.9.2 Policies LP54, LP55, and LP56 of the Local Plan (LP33) are relevant to this section, as are policies SI2, SI3, SI4, SI5C and SI7 of the London Plan, as well as Chapter 14 of the NPPF. LETI Climate Emergency Design Guide and LETI Embodied Carbon Alignment form best practice. All developments must be net zero carbon which means both their embodied and operational carbon footprint have been minimised. They must:

- Minimise their upfront and whole life cycle carbon (Be Lean)
- Adopt a fabric first approach (Be Lean)
- Have an ultra low level of energy use (Be Clean and Be Green)
- Be fossil fuel free (Be Clean and Be Green)
- Use renewable energy for heating, water and electricity (Be Clean and Be Green)
- Maximise their energy generation and storage (Be Green)
- Mitigate overheating risk with no active cooling (Overheating)

6.9.3 Any energy assessment must clearly present both Hackney and London Plan targets, current London Plan Policy SI2 clearly targets major development to be net zero carbon and include a requirement for a detailed energy assessment to demonstrate how the zero carbon target will be met within the framework of the energy hierarchy. Policy SI2 also states that a minimum of 35% reduction beyond building regulations emissions targets must be achieved through major development, where this cannot be achieved on site, a financial contribution can be used to mitigate for the shortfall.

6.9.4 Decentralised Energy is supported by the London Plan and major developments should explore opportunities to connect to these. It also requires major development proposals to select energy systems in accordance with a specified hierarchy and where future network opportunities are identified, proposals should be designed to connect to these networks.

6.9.5 The London Plan seeks an increase in the proportion of energy generated from renewable sources, and states that major development proposals should provide a reduction in expected CO₂ emissions through onsite renewable energy generation, where feasible.

6.9.6 Energy Assessments must demonstrate how the zero carbon target for both residential and non residential developments will be met with at least a 35% onsite reduction beyond Building Regulations Part L(2021) and proposal for making up the shortfall to achieve zero carbon, where required, which may include a financial contribution to off-setting. The London Plan and Local Plan require new residential developments to achieve 10% CO₂ emission reductions over the baseline model at the 'be lean' stage alone and 15% for the new non residential developments.

6.9.7 The scheme exceeds minimum policy requirements on a number of counts and should be considered to be a good level of performance if the proposed standard is fully met in the scheme's delivery. Exemplary performance is reliant on securing the AECB Carbonlite New Build Standard through legal agreement in addition to a number of technical aspects to ensure this level of performance is delivered.

6.9.8 In terms of Net zero operational carbon the scheme results in Be Lean savings of 19.5%, which is a considerable improvement over the savings of 10% required by the GLA. The scheme results in Be Green savings of 59.5% through incorporation of PVs and ASHPs. Overall this results in a combined carbon saving of 79%. The development is targeting AECB Carbonlite New build standard - it is noted that this standard ensure high levels of energy efficiency, thermal comfort, and build quality as Passivhaus but allows greater flexibility for typical UK construction practices and constraints - the standard energy and fabric performance far exceeds LP55 requirements, and similarly to Passivhaus, therefore demonstrate compliance with the policy. As there is no immediate connection to an existing DHN, the applicant proposes to adopt a communal ASHP and local Heat Interface Units based approach, with HIUs located in the utility cupboard for each residence. This system should be designed to enable future connection and this aspect should be secured through planning conditions and legal agreement. The applicant has confirmed that the PV array has been designed to deliver 20.21 kWp over 98 sqm of array area - this is acceptable subject to condition The scheme follows the AECB New Build level of performance, has therefore very high levels of fabric performance and is therefore supported. It is noted however that the predicted Energy Use Intensity (58.44 kWh/m²/yr) exceeds the best practice figure of 35 kWh/m²/yr due to the calculation methodology and assumption made, the applicant confirms the figure is likely to be lower post planning - this is acceptable subject to conditions. A carbon offset payment is proposed for £12,711 however AECB New Build attainment may be considered to be sufficiently acceptable to exempt the scheme from payment of this. Overall the scheme

more than complies with local policy on the basis of attainment of AECB New Build certification and is welcomed.

6.9.9 In terms of Climate change & overheating risk, The applicant has outlined that the habitable residential rooms and communal corridors are all found to meet required Part O overheating risk criteria for the DSY1 weather data incorporating solar control measures and thermal mass in the design. Passive overheating mitigation measures include balconies overhangs, deep window recess, optimised g-value glazing and natural cross ventilation through dual aspect layouts. The applicant has cited that night time cooling is of particular challenge, and incorporation of shading devices will of course not support further cooling at nighttimes. There are concerns about opening windows in relation to both safety (falling) and with regards to external noise, with noise of concern particularly at night time. In addition to enabling a summer bypass, a cooling coil is therefore proposed to be incorporated into MVHR units. The cooling strategy using a cooling coil by MVHR should be secured by planning conditions. More testing of overheating risks is recommended in subsequent design stages and to be secured by planning condition(s) to ensure that the overheating strategy is fully policy compliant as the design progresses, including with fuller assessment of the full range of accommodation. It is also recommended that there be a planning condition on excess heat management practices for future residents. As the applicant has noted, the success of the overheating strategy will depend on some degree of awareness and involvement from residents. Consideration should be given to particularly vulnerable residents.

6.9.10 In terms of Whole Life Carbon (WLC) and Waste and Circular Economy, appropriate conditions should be attached to the grant of permission so that these aspects can be considered through planning to exceed requirements in policy and demonstrate good practice, for Waste and Circular Economy this should be in the form of a Site Waste Management Plan condition.

6.9.11 In respect of Water Efficiency, The scheme is targeting policy compliance for water efficiency and has shared proposed specifications for sanitary fittings towards this. This is recommended to be secured by condition. The scheme is also proposing to incorporate rainwater harvesting through water butts. This is recommended to be secured by condition.

6.9.12 In health and wellbeing terms, AECB Carbonlite New Build standard should support healthier internal environments, however may increase the role that internal finishes play towards health and wellbeing due to the airtightness being so optimised. As such, it is welcomed that the applicant will be specifying healthier finishes including low VOCs paints and other products. We would recommend this be secured by planning conditions to safeguard health and wellbeing of Hackney residents.

6.9.14 To conclude on matters in relation to Sustainability and Climate Change, the Proposed Development will meet or exceed the relevant sustainability requirements of both the London Plan (2021) and Hackney Local Plan (2020). The scheme exceeds minimum policy requirements on a number of counts and should be considered to be a good level of performance, and potentially towards exemplary if this proposed standard is fully met in the scheme's delivery. Exemplary performance is reliant on securing the Passivhaus Certification as a planning condition, amongst some other technical aspects to ensure this level of performance is realised in practice. Suitable conditions are appended to this report.

6.10 Highway Safety and Transportation Matters

6.10.1 This section seeks to appraise the impacts that the proposal may have on

the surrounding Highways and Transport Network. Typically, the key issues around Highways and Transport matters in relation to residential developments, such as this, are Highway Safety, Access, Car Parking and Sustainable Transport Options. Policies LP41, LP42, LP43, LP44 and LP45 of the Local Plan are relevant in relation to this section, as well as Chapter 10 of the London Plan and paragraphs 114-117 of the NPPF. Consultation has been undertaken with the Highways & Transport Team on this application. The application has been submitted with the following that relate to transport matters: Transport Statement and Travel Plan.

6.10.2 Pedestrian and cycle access will be provided from Wick Road from the north of the Site, creating a new connection that improves permeability for residents of both the proposed site and the nearby existing residential plots. Vehicular access will be achieved via Cassland Road to the south and Hedger's Grove to the west. Of the 18 existing parking spaces contained within the Site, 11 (including one Blue Badge bay) will be reprovided for existing residents, along with two additional BB parking bays. As such, it is envisaged the only vehicles accessing the Site will be those associated with either the Blue Badge bays, reprovided parking spaces, or refuse/delivery/emergency requirements.

6.10.3 The trip generation shows a minimal number of vehicular, and delivery and servicing trips generated by the proposed development. As such, the proposed development is anticipated to have an insignificant impact on the local highway network. Furthermore, the Site is designed to be car-free, with vehicle trips limited to the re-provision of existing on-site parking. As such, the majority of car driver trips are already present on the network. The availability of multiple public transport links and services indicates that there is no risk of the site resulting in overcrowding on local buses and trains. LBH Transport have reviewed the trip generation assessment and believe 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 shall be secured via condition/legal agreement.

6.10.4 The scheme is proposed to be car-free which is supported by the London Plan and Hackney's Local Plan, LP33. These state that to reduce car usage and promote active travel, new developments in the borough must be car-free. The application states that the demolition of existing garages and on-site parking bays will result in the displacement of some vehicles. It notes that the garages are often used for general storage rather than vehicle parking, so the displacement is not expected to be significant. In addition, the applicant has conducted a parking survey which shows there is enough parking capacity on the local highway network to accommodate vehicles displaced by the proposed development. The survey results indicate that parking spaces along the surveyed roads operate at a peak occupancy of 94%. Following the removal of seven car parking spaces, the parking survey indicates that five spaces remain unoccupied within a 200m radius of the Site, resulting in a parking occupancy rate of 98%. This suggests that the local area has sufficient parking capacity to accommodate the displaced vehicles. In conclusion, the loss of seven car parking spaces would not have a significant impact on the local highway network and the on-street parking environment. A CPZ exclusion to restrict parking permits being issued is recommended for all users of the proposed site (except those with a blue badge). Whilst one representation has been received regarding the loss of parking, this is not deemed to be an appropriate reason to withhold planning permission in this instance.

6.10.5 The Hackney Local Plan states that disabled parking should be provided in accordance with the London Plan. The London Plan states that all developments irrespective of their size must provide at least one disabled parking space. The application states that two blue badge parking bays will be provided within the site. This provision

complies with London Plan standards, and the spaces are situated within the site boundary, ensuring step-free access to the building entrance is maintained within a walking distance of less than 50 metres.

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

Cycle Parking

6.10.7 Hackney Policies LP41, LP42 and LP43 in LP33 highlight the importance of new developments making sufficient provisions to facilitate and encourage movements by sustainable transport means. Local Plan 2033 policy LP42 requires that cycle parking shall be secure, accessible, convenient, and weatherproof and will include an adequate level of parking suitable for accessible bicycles, tricycles and cargo bikes. Two-tier cycle parking is generally not supported. 37 long-stay cycle spaces are provided within the Bike Store which is integral to the block. Additionally, 10 short-stay spaces will be provided within the public realm via 5 Sheffield stands, ensuring convenient access for visitors and supporting active travel. This quantum provided is below compliant levels when compared with Hackney Cycle Standards, however this is compliant with London Plan standards. To achieve this quantum the internal layout comprises a mix of with a majority of spaces (51.3%) provided through (19) sheffield stand spaces including some with larger spaces to accommodate cargo bikes, with the remainder (49%) as two tier spaces (18). The quality and specification of these cycle stores will be ensured via appropriately word condition.

Construction Management

6.10.8 Given the nature of the proposed development, a final Construction Management Plan (CMP) has been submitted, this is considered to be satisfactory and compliance with this should be secured by condition. To effectively monitor the final CMP the base fee of £8,750 is recommended to be secured via the s106 legal agreement.

Delivery and Servicing

6.10.9 The proposal for Delivery and Servicing will continue to use the existing arrangement within the Site to the west, accessible via Hedger's Grove. This is also to be used for refuse servicing. The Waste/Refuse Team have confirmed the provisions made are acceptable from their perspective.

Urban Realm, s278 and S106 contributions/obligations.

6.10.10 In accordance with Local Plan policies, new developments and their associated transport systems should contribute towards transforming Hackney's places and streets into one of the most attractive and liveable neighbourhoods in London (see Local Plan policies LP41 - 45 for further details). Developments are required to manage demand through the introduction of measures to prioritise the needs of pedestrians, cyclists and public transport users. Highways works, transport mitigation measures and other S106 transport mitigation measures may be sought based on the final application and transport statement. An estimate for these works has been confirmed and is detailed

later in this report.

Transport Conclusion

6.10.11 In the context of the above, it is therefore considered that the proposal has been well thought out in highways and transport terms, conditions and obligations will respond appropriately to constraints, subject to the matters raised which require resolution via condition or legal agreement.

6.11 Flood Risk, Drainage and other water related matters

6.11.1 This section seeks to appraise the proposal in the context of flood risk and drainage matters. Chapter 14 of the NPPF forming the national planning policy context, Policy LP53 of the Local Plan, and Policies SI12 and SI13 of the London Plan are relevant to this section. The applicant has submitted the following: Flood Risk Assessment, Foul and Surface Water Strategy; and, a Design and Access Statement that are relevant to Flood Risk and Drainage matters.

6.11.2 The National Design Guide is also relevant to this element of the report, particularly the section relating to 'resources. In relation to 'resources' the National Design Guide states "Well designed places: have a layout, form and mix of uses that reduces their resource requirement, including for land, energy and water; are fit for purpose and adaptable overtime, reducing the need for redevelopment and unnecessary waste; use materials adopt technologies to minimise their environmental impact"

6.11.3 Consultation has taken place in relation to surface water drainage with the drainage team at LBH who represent the Lead Local Flood Authority (LLFA) and Thames Water who have differing remits with regards to Flood Risk, Drainage and Water related matters.

6.11.4 The site is shown to be located in EA Flood Zone 1, and the closest area within a Flood Zone (Zones 2 or 3) is 300m east of the site. The site is at risk of flooding from surface water, groundwater, sewers, and infrastructure failure. Analysis of flood mechanisms revealed that the primary source of flooding originates from Wick Road, north of the site, with water ingress flowing south across the existing car park over a 100mm verge. Groundwater emergence at the site is also possible in the grass areas to the south and west, but mitigation measures for higher-risk sources will account for emerging groundwater. To mitigate the primary flood risk to the site, the proposed residential units will have a finish floor level of 8.15m (extreme flood with climate change plus a 150mm freeboard allowance) with the floor level for other aspects of the scheme at 7.65m aOD (design flood level plus a 50mm freeboard allowance). Access and egress will be provided on the southern side of the building where flooding is less likely and areas of green space will be landscaped to the south of the building, providing permeable ground to reduce run off rates.

6.11.5 The drainage strategy proposes green roofs, below-ground geocellular attenuation storage, and bioretention features, including rain gardens. Surface water runoff from the site will be restricted to a maximum discharge rate of 2.0 l/s via a flow control device for all return periods up to and including the 1 in 100-year storm event, with an allowance for climate change. .

6.11.5 The Drainage team at LBH (Lead Local Flood Authority) have reviewed the documentation submitted with the application and do not object to the proposal, the drainage team have also suggested appropriate conditions to make the development acceptable in planning terms.

6.11.6 Following consideration of the responses of consultees, it is considered that the application has demonstrated that appropriate flood risk, drainage and water related matters can be successfully achieved on site. It is considered that sufficient evidence has been provided to show that the proposed development would not increase the risk of flooding to the area.

6.11.7 The proposal is therefore considered not to be in conflict with the NPPF, and with those policies in the Development Plan in relation to surface water drainage, flood risk and other water related matters e.g. water supply.

6.12 Ecology and Biodiversity Matters (including arboricultural matters)

6.12.1 This section seeks to appraise the proposal and protect and enhance the biodiversity and geodiversity of the borough, particularly in relation to its impact on habitats and protected species and, especially those areas designated as of national and local importance. Policies G5, G6 and G7 of the Local Plan (LP33) are relevant to this section, as is Section 15 of the NPPF. The following ecological information has been submitted in support of the planning application: Preliminary Ecological Appraisal (PEA); Biodiversity Net Gain (BNG) Assessment; Landscape Design Statement; Arboricultural Assessment and Design and Access Statement (DAS).

6.12.2 NPPF, Chapter 15, Paragraph 180 requires the planning system to contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity. The site also triggers the requirement for a mandatory biodiversity net gain of 10%.

6.12.5 The ecology survey, landscaping plans and biodiversity documentation provided with the application suggests a range of biodiversity and ecological enhancements, which form part of the mitigation package for the proposed development. It is suggested that the recommendations are followed, and a suitably worded condition is appended to this report to secure this.

Biodiversity Net Gain

6.12.6 The proposal is supported by a biodiversity net gain assessment, this states that development will provide a biodiversity net gain of 66.94% (a net gain of 0.26 biodiversity units). This is largely due to the proposed addition of new areas of planting, rain gardens, biodiverse roof and trees (retained and new) in the new development. The proposed development meets the statutory requirement of 10% Biodiversity Net Gain. This will need to be secured either through the legal agreement or a suitably worded condition.

Urban Greening Factor

6.12.7 The proposed Urban Greening Factor (UGF) score of 0.34 falls short of the 0.4 target, with the calculation for the proposed UGF score primarily derived from: Green roof; Permeable paving; Trees; Semi-natural vegetation; Rain garden; Green walls; Groundcover planting. Given the site constraints all reasonable measures to improve the UGF have been taken and as set out in para 6.12.16 below the landscaping is considered to be acceptable.

Arboricultural Matters

6.12.8 Policy LP51 of the Local Plan seeks to protect trees which are considered to have amenity value. The loss of trees can be permissible in exceptional circumstances and where there are overriding planning benefits. The policy goes on to state that it will seek adequate replacement planting within developments where trees are to be lost.

6.12.9 London Plan Policy G7 states that: '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, for example, i-tree or CAVAT or another appropriate valuation system. The planting of additional trees should generally be included in new developments – particularly large-canopied species which provide a wider range of benefits because of the larger surface area of their canopy.'

6.12.10 Within and adjacent to the red line boundary that identifies the extents of the Site that is subject to the Proposed Development, the surveyed trees are located along the northern flank of the Site - both within (T28, T29, & T30) and adjacent (T31, G32, T33, T34, T35, T36, T37, & T38) to its bounds. With regard to T38, this is a multi-stemmed sycamore tree (category B) that is located almost upon the boundary line. Judging by the position of the adjacent boundary treatments, this is located outside of the bounds of the Site. The Proposed Development does not require the removal of any of the trees within the bounds of the Site (i.e., within its red line boundary). However, it is the case that T38 will be removed, on the basis that an agreement has been made to remove it in the context of implementing the Proposed Development (as removal represents the most sensible option in the holistic sense). It is understood that this agreement has been obtained in writing with the neighbouring landowner. In amenity terms, using the Capital Asset Value for Amenity Trees ('CAVAT') methodology - T38, which is to be removed, is calculated as having a value of £61,002. Taking into consideration trees to be planted on the site, a suitable CAVAT contribution is deemed to be £55,739, and is intended to be secured via the S106 agreement. This is considered to adequately mitigate the loss of the tree.

6.12.11 The Proposed Development includes the planting of 10no. new trees within the Site, of which 3no. are situated to the front (i.e. north) of the new proposed building and 7 no. to its rear (i.e., south). With regard to the removal of T38, this degree of new tree planting is considered sufficient in extent to address its loss on a numerical basis (by introducing new trees in a logical manner commensurate with the altered general arrangements of the Site).

6.12.12 The pruning of 3no. Category B trees are required as part of the implementation of the Proposed Development - this affects 2no. trees located inside the Site (T29 & T30) and 1no. tree outside of the Site (T36). With regard to T29, T30, and T36, these 3no. trees will need to be pruned to establish a lateral separation from the massing of the proposed building of 2.0m, which requires the pruning-back of their crowns by approximately 1.5m for T29 and T30 and by approximately 0.5m for T36. The heights of these trees are unaffected and their visual qualities are therefore maintained; these trees are considered to be subject only to a low impact in the context of this degree of pruning being undertaken.

6.12.13 The Proposed Development is considered to have the capacity to carry mostly a low impact to retained and off-site trees, on the basis that arboricultural involvement is maintained through to the end of RIBA Stage 5 - this will include a clerk of works role during implementation. The protection of trees is best served through adherence to a detailed AMS that the LPA can require in response to a planning condition.

6.12.14 A finalised TPP should be produced to reflect this as well as a finalised

arboricultural monitoring plan outlining a programme for inspections and reporting. This can be secured via condition and a suitably worded condition is appended to this report.

Biodiversity & Arboricultural (Tree) Matters Conclusion

6.12.15 Overall, the proposals demonstrate a commitment to retain existing trees and enhance the site from a biodiversity and arboricultural perspective. All other points can be addressed through the planning conditions that have been provided. To confirm, there are no objections to the proposal from either the biodiversity officer or the tree officer, subject to the conditions suggested and legal obligations, which are appended to this report.

6.12.16 In conclusion, the on-site and off-site ecological & biodiversity impacts arising from the proposal can be suitably mitigated in accordance with relevant policies of the Local Plan, the London Plan, the NPPF, and other material considerations e.g. National Design Guide, subject to appropriate conditions and S106 legal agreement contributions/obligations.

6.13 Waste Collection

6.13.1 Waste and recycling storage is located within each relevant core for residents and the non-residential uses. The capacity has been based on the Council's Refuse and Recycling Storage Requirements (2020) guidance. The Council's Waste Management and Servicing Planning Policy is Policy LP57 of the Local Plan.

6.13.2 In terms of the waste strategy for the new units this is in line with the discussions we have had with the applicant at pre-application stage, with the new flatted block having space to enable the satisfactory storage of waste and recycling, with a satisfactory solution to enable the waste team to service the development. The Waste Management Team are supportive of this as it would mean the development should not put additional pressures on the communal bin stores in the locality.

6.13.3 It is therefore understood that the scheme in its current form meets the requirements of the Waste Management Team, and is considered to have been designed suitably in waste management terms. To conclude, the waste impacts arising from the proposal can be suitably mitigated in accordance with relevant policies of the Local Plan, the London Plan, the NPPF, and other material considerations e.g. National Design Guide.

6.14 Contamination

6.14.1 Paragraph 189 of the NPPF states "Planning policies and decisions should ensure that: a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation) b) after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and c) adequate site investigation information, prepared by a competent person, is available to inform these assessments."

6.14.2 The proposal has been submitted with Phase 1 Geotechnical and Environmental Desk Study. The Land, Water, Air Team have reviewed the relevant documents submitted with this report and have provided comments on the proposal and

have advised that they agree with the recommendations of the Study, and have recommended suitable conditions, which are appended to this report.

6.14.3 Therefore from a Contamination perspective, the proposal is therefore considered to be compliant with the relevant policies in the Development Plan, the NPPF, and other material considerations where these can be apportioned weight.

6.15 Planning Obligations

6.15.1 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. A draft S106 heads of terms has been provided. Contributions/Provisions for the following are sought:

Contributions

- £5,845.50 towards employment training during the construction phase;
- £51,159.05 towards educational costs (Primary £26,254.40, Secondary £19,279.50 Post 16 £5,625.16);
- £1,320 towards car club credits;
- £2,000 towards the monitoring of the travel plan;
- £8,750 towards the monitoring of the demolition and construction management plans;
- £43,421.26 towards the cost of highway works associated with the development (S278 works);
- £10,439.42 towards BNG monitoring costs;
- £12,711 towards Carbon Offset fund (In the event Passivhaus/AECB Carbonlite is not attained)
- £55,739 CAVAT Contribution

Obligations:

- 25% Local Labour Apprenticeships
- Employment and Skills Plan
- Securing a car free development (A CPZ exclusion to restrict parking permits being issued is recommended for all users of the proposed site (except those with a blue badge)).
- Participation in the LBH Hackney Works Scheme; and
- Full framework apprentice for every £2 Million of construction contract value
- Participation in the Considerate Constructors Scheme.
- Energy Statement Compliance
- Travel Plan
- Affordable housing provision of 22 social rent dwellings
- AECB Carbonlite New Build certification (if not achieved appropriate Carbon Offset adjustment shall be made)
- Be Seen - renewable energy monitoring agreement with monitoring fees
- Securing Connection to the Energy Network

- Contributions towards monitoring fees (as set out in the Planning Contributions and Obligations SPD); and
- 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.

6.16 Other Matters

Local Finance Considerations

6.16.1 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

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

7. CONCLUSION

7.1 The application in accordance with the provisions of the National Planning Policy Framework and the adopted Development Plan, concluding that the harm, which would largely be mitigated by way of conditions and contributions secured under a Legal Agreement, would be outweighed by the wider benefits of the scheme in terms of delivery of high quality housing and estate regeneration opportunity.

7.2 The application has now also been assessed in accordance with the relevant policies of the Development Plan and, on balance, the merits and benefits of the proposal, which include the provision of a substantial proportion of affordable housing, high quality spaces and overall landscape and biodiversity enhancement of the proposal, are considered to outweigh any harm caused by the development.

7.3 The proposal would have an acceptable impact in respect of all other material planning considerations as outlined above, subject to the recommended conditions and Legal Agreement provisions.

8. RECOMMENDATIONS

Recommendation A

8.1.1 Time limit

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

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

8.1.2 Development in accordance with plans

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 plan:

- Site Location Plan Dwg No. 114_00_00 Rev P01 Dated 14/11/25
- Proposed Demolition Plan Dwg No. 114_01_10 Rev P01 Dated 14/11/25
- Proposed First Floor Plan Dwg No. 114_11_01 Rev P01 Dated 14/11/25
- Proposed Second Floor Plan Dwg No. 114_11_02 Rev P01 Dated 14/11/25
- Proposed Third Floor Plan Dwg No. 114_11_03 Rev P01 Dated 14/11/25
- Proposed Fourth Floor Plan Dwg No. 114_11_04 Rev P01 Dated 14/11/25
- Proposed Fifth Floor Plan Dwg No. 114_11_05 Rev P01 Dated 14/11/25
- Proposed Roof Plan Dwg No. 114_11_06 Rev P01 Dated 14/11/25
- Proposed Ground Floor Detail Plan Dwg No. 114_11_10 Rev P01 Dated 14/11/25
- Proposed Typical Floor Detail Plan Dwg No. 114_11_11 Rev P01 Dated 14/11/25
- External Fabric Details Typical Podium Section Dwg No. 114_20_03 Rev P01 Dated 14/11/25
- Paving Details Dwg No. 0111-PR-ZZ-ZZ-DR-L-6000 Rev 002 Dated 17/11/25
- Kerb and Edge Details Dwg No. 0111-PR-ZZ-ZZ-DR-L-6010 Rev 002 Dated 17/11/25
- Urban Furniture Details Dwg No. 0111-PR-ZZ-ZZ-DR-L-6020 Rev 002 Dated 17/11/25
- Boundary Details Dwg No. 0111-PR-ZZ-ZZ-DR-L-6030 Rev 002 Dated 17/11/25
- Play Details Dwg No. 0111-PR-ZZ-ZZ-DR-6040 Rev 002 Dated 17/11/25
- Soft Landscape Details Dwg No. 0111-PR-ZZ-ZZ-DR-L-6100 Rev 002 Dated 17/11/25
- Tree Planting Details Dwg No. 0111-PR-ZZ-ZZ-DR-L-6110 Rev 002 Dated 17/11/25
- General Arrangement Plan Dwg No. 0111-PR-ZZ-ZZ-DR-L-0001 Rev 009 Dated 17/11/25
- Soft Landscape and Roof Plan Dwg No. 0110-PR-ZZ-ZZ-DR-L-0004 Rev 005 Dated 17/11/25
- Proposed Section 01 Dwg No. Dwg No. 0111-PR-ZZ-ZZ-DR-L-2001 Rev 003 Dated 17/11/25
- Proposed Section 02 Dwg No. 0111-PR-ZZ-ZZ-DR-L-2002 Rev 003 Dated 17/11/25
- Proposed Section 03 Dwg No. 0111-PR-ZZ-ZZ-DR-L-2003 Rev 003 Dated 17/11/25
- External Fabric Details Typical Window Section Dwg No. 114_20_00 Rev P02 Dated 4/12/25
- External Fabric Details Typical Balcony Section Dwg No. 114_20_01 Rev P02 Dated 4/12/25
- External Fabric Details Typical Colonnade Section Dwg No. 114_20_02 Rev P02 Dated 4/12/25
- Proposed Elevation East Dwg No. 114_17_01 Rev P02 Dated 4/12/25
- Proposed Elevation South Dwg No. 114_17_02 Rev P02 Dated 4/12/25
- Proposed Elevations West Dwg No. 114_17_03 Rev P02 Dated 4/12/25
- Proposed Section AA Dwg No. 114_16_00 Rev P02 Dated 4/12/25
- Proposed Section BB Dwg No. 114_16_01 Rev P02 Dated 4/12/25
- Proposed Section CC Dwg No. 114_16_02 Rev P02 Dated 4/12/25

- Proposed Site Plan Dwg No 114_10_00 Rev P02 Dated 8/1/26
- Soft Landscaping Plan Dwg No. 0111-PR-ZZ-ZZ-DR-L-0003 Rev 007 Dated 16/2/26
- Soft Landscaping Schedule Dwg No. 0111-PR-ZZ-SH-L-9055 Rev 003 Dated 16/2/26
- Tree Shrub Schedule Dwg No. 0111-PR-RP-ZZ-ZZ-SH-9050 Rev 03 Dated 16/2/26
- Pictorial Specification Dwg No. 0111-PR-SP-L-0001 Dated February 2026
- Stage 3 Report Ref. 0111-PR-RP-L-0003 Dated 16/2/26
- Proposed Ground Floor Plan Dwg No. 114_11_00 Rev P03 Dated 24/02/26
- Proposed Ground Floor Detail Plan Dwg No. 114_11_10 Rev P03 Dated 02/02/26
- Proposed Elevation North Dwg No. 114_17_00 Rev P03 Dated 24/02/26
- External Fabric Details Communal Entrance Section Dwg No. 114_20_10 Rev P03 Dated 24/02/26
- Landscape Management Plan Ref. 0111-PR-RP-L-0040 Rev 003

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

8.1.3 Demolition and Construction Management, Environmental and Logistics Plan

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

- I. Demolition and construction method statement, covering all phases of the development, including the details of the construction dust risk assessment
- II. Site waste management plan, setting out how resources will be managed and waste controlled at all stages of the project, including details of dust mitigation measures to deal with construction waste during site clearance, demolition and construction works (including any breaking or crushing of concrete), and details of measures to be employed to mitigate noise and vibration demonstrating best practical means
- III. An air quality and dust management plan, to include details of measures to control and mitigate emissions of dust from site clearance, demolition and construction activity, following best practice guidance. This will include Noise, Vibration and Dust (NVD) monitoring systems at appropriate locations around the site to monitor and record the noise, vibration and dust levels from the demolition and construction activities and take appropriate steps to mitigate them when recommended levels are exceeded.
- IV. Details of locations where deliveries will be undertaken, the size and number of vehicles expected to access the site per day, access arrangement (including turning arrangements if necessary), details of parking suspensions (if required) and the duration of works.
- V. Details of how the site will comply with the relevant Non-Road Mobile Machinery (NRMM) regulations

Within the Demolition and Construction Management Plan this 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: In order to ensure that the development does not prejudice the amenity of adjoining occupiers and in the interests of highway safety, and in accordance with LP58 and LP of the Hackney Local Plan as well as Sections 9 and 12 of the National Planning Policy Framework.

8.1.5 Sound Insulation

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

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

8.1.6 Plant

Any new plant shall be installed, 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 1m external from the nearest 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 acceptable local noise levels

8.1.7 Post Installation Testing

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.

8.1.8 Secured by Design

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

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

8.1.9 Externally Facing Materials

Prior to the construction 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 retrained 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 LPA. 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.

8.1.10 Biosolar Roof

Prior to construction of the development above damp proof course level 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;
- 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; 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 Hackney's Local Plan LP33, policy LP46.

8.1.11 Survey for Nesting Birds

Survey for Nesting Birds

1. Demolition works are recommended to be carried out outside of the bird nesting season. If this is not possible, a pre-works ecological check for nesting birds must be carried out by a

- suitably qualified ecologist during the nesting season (March - August).
2. The pre-works check for nesting birds (during the nesting season) must be undertaken no longer than 48 hours prior commencement of any demolition or site clearance works. If nesting birds are identified on site then no demolition works or site clearance works may commence until a further pre-works ecological check for birds are undertaken (no longer than 48 hours before any demolition or site clearance commences) and which identify no nesting birds.
 3. The findings and recommendations of all surveys, including any necessary mitigation or avoidance measures, must be submitted to the Local Planning Authority (LPA) within 2 weeks of the commencement of any demolition or site clearance works. Works shall proceed strictly in accordance with the recommendations. This condition will not be fully discharged until the LPA has approved the surveys in writing.

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

8.1.12 Bat and Bird Boxes

Prior to the occupation of the development hereby approved, details and full specifications of 2 bird boxes and/or swift bricks/boxes, and 2 bat boxes, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

A minimum of 2 swift bricks (same requirements for swift box) incorporated into the design of the development. They shall be installed in groups of at least 2, and placed at or close to eaves level of the development hereby approved. They shall 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 shall not be placed immediately above doors or windows. Where possible, swift bricks should be set flush into the external wall to match adjacent brickwork.

And/or a minimum of 2 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 shall be installed at or close to the eaves level of the development hereby approved. The boxes shall be between 3 and 5 metres from the ground, and there shall 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 shall not be placed immediately above doors or windows. Boxes located in the same area should not be placed too close together.

A minimum of 2 bat boxes incorporated into the design of the development. Boxes shall be placed at or close to the eaves level of the development and at least 4m above the ground. The boxes shall be placed away from artificial light sources and ideally located near dark tree lines or hedgerows where possible. The boxes shall be located facing south, southeast or southwest, and exposed to sun for part of the day. The details hereby approved shall be delivered, in full, prior to the first occupation of the development and shall be maintained for the lifespan of the development

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

8.1.13 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. Shall 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).

8.1.14 Biodiversity Net Gain

Development shall not commence excluding demolition works unless a biodiversity gain plan has been submitted and approved in writing by the Local Planning Authority. The biodiversity gain plan must include:

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

The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP)], prepared in accordance with the approved Biodiversity Gain Plan for the whole site and including:

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

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

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

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

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

8.1.15 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 TMA dated November 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.

8.1.16 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).

8.1.17 Arboricultural Supervision

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

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

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

8.1.18 SuDS System

No development shall commence, other than works of demolition until full detailed specification of

the sustainable drainage system supported by appropriate calculations, construction details, drainage layout and a site-specific management and maintenance plan of the sustainable drainage system has been provided. Details shall include but not limited to the proposed green roofs (with a substrate depth of at least 80mm not including vegetative mats), grasscrete surfacing, bioretention systems (tree pits and raingardens), underground attenuation systems 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 Foul and surface water strategy (Ref.: 6122-MOM-XX-XX-RP-S-11032-P02, dated: 14/11/2025) by Momentum Consulting Engineers and limit the peak discharge rate to 2.0 l/s for all return periods up to and including the 1 in 100 year event plus 40% climate change. Evidence (including as-built drawings, photographs, post-construction surveys) and a final completion statement signed off by a qualified drainage engineer should be submitted and approved by the LPA showing that the sustainable drainage system has been constructed as per the approved designs and in accordance with best practice.

8.1.19 Levels

Prior to commencement of the superstructure works hereby permitted, full details of the proposed land levels across the site, drainage low points, exceedance flow paths, threshold levels of all buildings, and safe access and egress routes, shall be submitted to and approved in writing by the LPA, in consultation with the LLFA. The submitted details shall comply with the recommendations set out in the Flood Risk Assessment Report (Ref. 425.065246.52004, dated 18/11/2025) prepared by SLR Consulting, and shall demonstrate that finished floor levels will be set no lower than 8.15m AOD for residential units and no lower than 7.65m AOD for cycle storage and utilities, and that exceedance flows will be directed away from buildings and towards areas of lower flood vulnerability. The development shall thereafter be carried out in accordance with the approved details, which shall be implemented in full prior to the first occupation of the development and thereafter retained.

8.1.20 Remediation, verification etc.

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 generic and detailed quantitative risk assessment that identifies the risk to all receptors potentially affected, including those off site;
- b) In the event that remediation measures are deemed necessary following the results of (a), an options appraisal identifying feasible remediation options, detailing evaluation of options, and selecting the most appropriate remediation option(s);
- c) A remediation strategy focused on the remediation option(s) selected in (b) setting site specific monitoring objectives and criteria, providing details of monitoring and maintenance, and containing full details of the remediation measures required, and how they are to be undertaken.
- d) A verification plan explaining how the effectiveness of the remediation works set out in (c) will be measured, and how data will be collected and assessed to demonstrate that the remediation objectives and criteria will be met.
- e) A verification report demonstrating that remediation objectives and criteria identified in (d) 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, LP 58 of the Hackney Local Plan 2033 and the Hackney contaminated land strategy 2022/2030.

8.1.21 Temporary lighting (Construction & Demolition)

All temporary lighting used during the demolition and construction works associated with the development hereby permitted shall only be illuminated during hours of construction, unless required for matters of health and safety e.g. to illuminate construction cranes.

REASON: To safeguard the residential amenity of occupiers of neighbouring properties, prevent harm to biodiversity, enhance the character and ecology of the development and provide undisturbed refuges for wildlife, and ensure accordance with LP2 and LP47 of the Hackney Local Plan as well as Sections 8, 9, 12 and 15 of the National Planning Policy Framework.

8.1.22 Energy Statement

Prior to the above ground works of the development hereby approved, a revised Sustainability & Energy Statement shall be submitted to and approved by the Local Planning Authority, providing full details to demonstrate at least the following standards and key metrics have been achieved or improved upon as set out in the hereby approved Energy Statement (November 2025, P02, XCO2),

Sustainability Statement (November 2025, P02, XCO2) and any supporting relevant documents:

- A. Minimum cumulative carbon savings of 79% for the residential units against Part L 2021 regulated emissions.
- B. Minimum carbon savings for the Be Lean category of 19.5% against Part L 2021 regulated emissions.

The operational carbon emissions shall be calculated using the appropriate methodology, following guidance as set out by the GLA Guide for Energy Assessments.

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, LP55 and LP56 of the Hackney Local Plan, SI2, SI3, SI4 and SI7 of the London Plan, and Section 14 of the National Planning Policy Framework

8.1.23 Overheating

Prior to any above ground works an updated dynamic overheating risk assessment shall be submitted to and approved by the Local Authority, assessing all units and areas following the relevant CIBSE TM52 (non residential) & TM59 (residential) methodology and in accordance with GLA Energy Assessment Guidance.

The assessment must include design specific details of how each step 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 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 should be used. This is to 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
- (c) having limited opening windows.

The applicant should provide supporting evidence such as scope drawings highlighting what units or areas have been included in the modelling and demonstrating the above criteria have been met in any sampling.

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

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

8.1.24 Site Waste Management Plan (SWMP)

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

- Municipal waste recycling rate of 65%
- Business waste recycling rate of 75%
- Minimum of 95% demolition waste diverted from landfill for reuse, recycling or recovery
- Minimum of 95% of excavation waste diverted from landfill for beneficial use
- Minimum of 20% of the 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.

8.1.25 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 by the Local authority to demonstrate that the consented standards have been achieved or improved upon as set out in the

hereby approved Energy Statement (November 2025, P02, XCO2), Sustainability Statement (November 2025, P02, XCO2) and relevant supporting documents:

- A. Solar PV panels annual electricity peak generation of 20.21kWp
- B. Solar PV panels array of net area circa 98 m²
- C. Detailed roof plan (1:50) showing PV array, maintenance and access paths, other plants and services, landscaping including fire breaks where applicable
- D. Detailed Operation & Maintenance manual including fire risk assessment where applicable

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

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

8.1.26 ASHPs

Prior to the installation of the heating and hot water system, full details including heating system (or any other related fixed plant adopted) specification and supporting drawings must be submitted to and approved by the Local Authority to demonstrate at least the following standards been achieved or improved upon as set out in the hereby approved Energy Statement (November 2025, P02, XCO2):

- A. Minimum Heat pump Seasonal Coefficient of Performance of 3.24 for the residential hot water supply / heating supply;
- B. Details of location of the condenser units from the heat pump systems and noise solutions to mitigate impact for nearby sensitive receptors;
- C. Details of refrigerants that are required confirming a Low or Zero Global Warming Potential (GWP) and Zero Ozone Depleting Potential (ODP)

The 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 and LP56 of the Hackney Local Plan, SI2 and SI3 of the London Plan, and Section 14 of the National Planning Policy Framework

8.1.27 Water Efficiency

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

The development shall be carried out in accordance with the submitted Sustainability Statement (November 2025, P02, XCO2), including ensuring that sanitaryware and fittings do not exceed the water efficiency targets set out therein. The applicant shall also ensure that rainwater butts, rain gardens and planters are prioritised in the development of wider landscaping proposals.

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

8.1.28 Healthy Materials

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

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

REASON: Passivhaus buildings are very airtight, and so the impact of internal finishes on human health is of increased relevance to ensure LP9 Health and Wellbeing is met alongside securing sustainable construction.

8.1.29 Low Energy Building User Guide

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

- A. An explanation of what are the difference between a standard (building regulation compliant) building and a low energy certified building which have been designed to work to provide more sustainable outcomes;
- B. An explanation of renewable energy systems and low carbon technologies in place and how these should be operated; and,
- C. Troubleshooting and guidance on where any technical issues are encountered and provision for feedback on the performance of the building systems in place to ensure the building is performing as expected.

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

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

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

8.1.29 MVHR

Prior to the above grade works of the development hereby approved, full details including ventilation system (or any other related fixed plant adopted) specification and supporting drawings must be submitted to and approved by the Local Authority to demonstrate at least the following

standards been achieved or improved upon as set out in the hereby approved Energy Statement (XCO2, November 2025, P02):

- A. Minimum MVRH efficiency of 85% for residential units unless otherwise agreed in writing with the Local Planning Authority;
- B. Details of summer by pass where applicable including provision and location across the development and how this will work in relation to other cooling provisions such as peak lopping to provide adequate cooling while reducing carbon emissions.

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

8.1.30 Excess Heat Management

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

- A. Key concepts underlying overheating and cooling in buildings and urban places. How buildings and systems are designed to operate to address overheating, with an explanation of any cooling measures in place.
- B. 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.
- C. 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.
- D. 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.
- E. 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

8.1.29 Parking, Design and Management Plan

Prior to first occupation of the proposed development, 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:

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

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

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

8.1.30 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.

To ensure that adequate provision of bicycle spaces is made within the development in the interests of discouraging car use, relieving congestion in surrounding streets, safeguarding

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.

10.2 Recommendation B

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

Contributions/Obligations:

Contributions

- £5,845.50 towards employment training during the construction phase;
- £51,159.05 towards educational costs (Primary £26,254.40, Secondary £19,279.50 Post 16 £5,625.16);
- £1,320 towards car club credits;
- £2,000 towards the monitoring of the travel plan;
- £8,750 towards the monitoring of the demolition and construction management

plans;

- £43,421.26 towards the cost of highway works associated with the development;
- £10,439.42 towards BNG monitoring costs;
- £12,711 towards Carbon Offset fund (In the event Passivhaus/AECB Carbonlite is not attained)
- £55,739 CAVAT Contribution

Obligations:

- 25% Local Labour Apprenticeships
- Employment and Skills Plan
- Securing a car free development (A CPZ exclusion to restrict parking permits being issued is recommended for all users of the proposed site (except those with a blue badge)).
- Participation in the LBH Hackney Works Scheme; and
- Full framework apprentice for every £2 Million of construction contract value
- Participation in the Considerate Constructors Scheme.
- Energy Statement Compliance
- Travel Plan
- Affordable housing provision of 22 social rent dwellings
- AECB Carbonlite New Build certification (if not achieved appropriate Carbon Offset adjustment shall be made)
- Be Seen - renewable energy monitoring agreement with monitoring fees
- Securing Connection to the Energy Network
- Contributions towards monitoring fees (as set out in the Planning Contributions and Obligations SPD); and
- 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.

○ **Recommendation C**

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 heads of terms and/or recommended conditions as set out in this report provided this authority shall be exercised after consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee (who may request that such alterations, additions or deletions be first approved by the Sub-Committee).

● **INFORMATIVES**

- The following informatives should be added:
 - Building Control
 - Hours of Building Works
 - Naming and Numbering
 - CIL Informative
 - S106 Informative

- NPPF

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

Assistant Director - Planning and Building Control

	BACKGROUND PAPERS	NAME/DESIGNATION AND TELEPHONE EXTENSION OF ORIGINAL COPY	LOCATION CONTACT OFFICER
1	<p>Application documents and LBH policies/guidance referred to in this report are available for inspection on the Council's website.</p> <p>Policy/guidance from other authorities/bodies referred to in this report are available for inspection on the website of the relevant authorities/bodies</p> <p>Other background papers referred to in this report are available for inspection upon request to the officer named in this section.</p> <p>All documents that are material to the preparation of this report are referenced in the report</p>	James Bellis x4757	HSC, Hillman Street, London E8 1FB