

ADDRESS: Phases 3 & 4, Kings Crescent Estate, Queens Drive, N4 2SY	
WARD: Brownswood	REPORT AUTHOR: Nick Bovaird
APPLICATION NUMBER: 2025/2751	VALID DATE: 03/02/2026
<p>DRAWING NUMBERS:</p> <p>K157-HHB-ZZ-XX-DR-A-809000 Rev P02, ZZ-XX-DR-A-809001 Rev P02, ZZ-XX-DR-A-809002 Rev P02, ZZ-XX-DR-A-809200 Rev P03, ZZ-XX-DR-A-809250 Rev P05, ZZ-00-DR-A-809100 Rev P06, ZZ-01-DR-A-809101 Rev P06, ZZ-02-DR-A-809102 Rev P06, ZZ-03-DR-A-809103 Rev P06, ZZ-04-DR-A-809104 Rev P06, ZZ-05-DR-A-809105 Rev P06, ZZ-06-DR-A-809106 Rev P06, ZZ-07-DR-A-809107 Rev P06, ZZ-08-DR-A-809108 Rev P06, ZZ-09-DR-A-809109 Rev P06, ZZ-10-DR-A-809110 Rev P06, ZZ-11-DR-A-809111 Rev P06, ZZ-12-DR-A-809112 Rev P06, ZZ-XX-DR-A-809120 Rev P05, ZZ-XX-DR-A-809121 Rev P03, DZ4-00-DR-A-804100 Rev P05, DZ4-00-DR-A-804300 Rev P02, DZ4-00-DR-A-804350 Rev P02, DZ4-00-DR-A-804351 Rev P02, DZ4-00-DR-A-804352 Rev P02, DZ4-00-DR-A-804353 Rev P02, DZ4-01-DR-A-804101 Rev P05, DZ4-02-DR-A-804102 Rev P05, DZ4-03-DR-A-804103 Rev P05, DZ4-04-DR-A-804104 Rev P05, DZ4-05-DR-A-804105 Rev P05, DZ4-06-DR-A-804106 Rev P05, DZ4-XX-DR-A-804200 Rev P05, DZ4-XX-DR-A-804201 Rev P05, DZ4-XX-DR-A-804202 Rev P05, DZ4-XX-DR-A-804203 Rev P05, DZ4-XX-DR-A-804250 Rev P05, DZ4-XX-DR-A-804251 Rev P05, DZ4-XX-DR-A-804400 Rev P06, DZ4-XX-DR-A-804401 Rev P05, DZ4-XX-DR-A-804402 Rev P06, DZ4-XX-DR-A-804403 Rev P05, DZ4-XX-DR-A-804404 Rev P06, DZ4-XX-DR-A-804500 Rev P05, DZ4-XX-DR-A-804501 Rev P05, DZ4-XX-DR-A-804502 Rev P05, DZ5-00-DR-A-805100 Rev P05, DZ5-01-DR-A-805101 Rev P05, DZ5-02-DR-A-805102 Rev P05, DZ5-03-DR-A-805103 Rev P05, DZ5-04-DR-A-805104 Rev P06, DZ5-05-DR-A-805105 Rev P06, DZ5-06-DR-A-805106 Rev P05,</p>	

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Planning Statement (including Affordable Housing Statement) Rev 4 dated 16 April 2026, Design and Access Statement, Heritage Impact Assessment 2019 Addendum dated 25 January 2026 by Tetra Tech, Daylight & Sunlight Assessment P05 dated 24 February 2026 by Keeping Blue Ltd, Air Quality Assessment dated 17th March 2026 by Redmore Environmental, Preliminary Ecological Appraisal dated 5 March 2024 by Native Ecology LLP, Arboricultural Report and Impact Assessment dated 16 October 2025 by Crown Tree Consultancy, CAVAT Assessment Tree Plan, SPD Child Friendly Impact Assessment P02 dated 28

<p>November 2025 by MUF, Energy & Sustainability Strategy October 2025 by Mendick Waring Ltd, Overheating Analysis Report by Mendick Waring Ltd, Circular Economy Report dated December 2025 by Mendick Waring Ltd, Whole Life Cycle Assessment Report dated December 2025 by Mendick Waring Ltd, Net Zero Carbon Spreadsheet, Transport Assessment Addendum dated December 2025 by EAS, Travel Plan dated December 2025 by EAS, Delivery and Servicing Management Plan dated December 2025 by EAS, Construction Logistics Plan October 2025 by EAS, Road Safety Audit Brief September 2025 by EAS, RSA Designers' Response October 2025 by EAS, Email from James Hawkins "Re: 2025/2751 - Kings Crescent Final Comments" dated 17 Apr 2026, London Plan Fire Statement and Planning Fire Safety Strategy ref S24051102 Issue No: 02 dated 10 April 2025 by Bureau Veritas, Gateway One Fire Statement ref S24051102 dated 19 November 2025 by Bureau Veritas, Fire Safety Strategy ref S24051102 Issue No: 03 dated 19 November 2025 by Bureau Veritas, Flood Risk Addendum K157- WAL - ZZ - XX- RP - C - 01900 1 dated 15 October 2025 by Walsh, Drainage Strategy Addendum dated 17 October 2025 by Walsh, Noise Impact Assessment dated 21st May 2024 by ENS, Statement of Community Involvement, Floorspace Schedule, External Finish Material Palette schedule from Henley Halebrown, Health Impact Assessment Addendum dated January 2026.</p>	
<p>AGENT: Mr James Hawkins (Tibbalds Planning and Urban Design), 30 Kings Bench Street, London, SE1 0QX</p>	<p>APPLICANT: Mr Ron Greenwood (Hackney Council), 1 Hillman Street, London , E8 1FB</p>
<p>PROPOSAL: Variation of condition 2 (approved drawings) of planning permission 2019/1969 dated 27/07/2021, as amended, for "All works associated with site clearance and construction of six buildings ranging in height from 6 to 11 storeys comprising of mixed tenure new homes (Class C3); commercial spaces (Class E) and community space (Class F2(b)) within the ground floors of some buildings; landscaping works comprising the creation of a new public square, residential courtyards, new pedestrian and cycle connections, new tree planting and all associated infrastructure." The amendments would include changes to address the requirements of the Building Safety Act (BSA) through the introduction of secondary escape cores in buildings over 18 metres (DZ6 South); Reduction of heights of DZ6 West, DZ5 North and DZ5 South; Core redesign of DZ4 and DZ6 North; Changes to the tenure and unit mix; Removal of Green Lanes service bay; New loading bay between DZ5 North and DZ6 North; Changes to external materials; Reduction of commercial</p>	

<p>floorspace and increase in community floorspace; internal layout changes; Relocation of cycle stores.</p>
<p>POST SUBMISSION REVISIONS:</p> <ul style="list-style-type: none"> • Receipt of updated Air Quality Assessment. • Receipt of updated Design and Access statement to show improved Urban Greening Factor. • Confirmed Cycle Parking quantum. <p>These amendments are sufficiently minor that it has been considered unnecessary to carry out a further consultation on the application.</p>
<p>RECOMMENDATION SUMMARY:</p> <p>Grant planning permission subject to conditions and a Supplementary Unilateral Undertaking to vary and supplement the existing Unilateral Undertaking.</p>

REASON FOR REFERRAL TO PLANNING SUB-COMMITTEE:	
Major application (not s73)	No
Substantial level of objections received	No
Council Owned Application	Yes

ANALYSIS INFORMATION

ZONING DESIGNATION: (Yes) (No)

CPZ	Brownswood	
Conservation Area		No (Adjoins boundary of Clissold Park and Lordship Park Conservation Areas)
Listed Building (Statutory)		No
Listed Building (Local)		No
Priority Office/Industrial Area		No

LAND USE:	Use Class	Use Description	Floorspace Sqm
Existing	C3 E	Residential Non-Residential	19137 1034
Proposed	C3 E F2	Residential Commercial Community	39430.6 1491.5 225

RESIDENTIAL USE DETAILS:	Residential Type	No. of Bedrooms per Unit				Totals
		1	2	3	4+	
Type		1	2	3	4+	
Existing (whole estate incl. Phases 1 and 2)						
Private	Flats	63	94	71	12	240 (44%)
Social Rent	Flats	52	82	121	17	272 (50%)
Intermediate	Flats	10	24	2		36 (6%)
Totals		125 23%	200 37%	194 35%	29 5%	548
Proposed (whole estate plus Phases 3 and 4)						
Private	Flats	116	121	74	12	323 (42%)
Social rent	Flats	52	101	130	17	300 (39%)
Intermediate	Flats	68	72	3		143 (19%)
Totals		236 31%	294 38%	207 27%	29 4%	766

PARKING DETAILS: (Whole Estate)	Parking Spaces (General)	Parking Spaces (Disabled)	Bicycle storage
Existing	94	2	327 (22 for visitors)
Proposed	74 (9 electric) & 2 car club	8	899 residential (81 for visitors), 27 commercial (6 for visitors)

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

- 1.1 The application site comprises the Kings Crescent Estate, which is a housing estate of six-storey 1960's and 70's blocks around the perimeter of the site, with the recent Phase I and II development of new buildings ranging from 4-12 storeys. The estate is 4 hectares in size and bounded by Kings Crescent to the West, Queens Drive to the South-West, Green Lanes to the East and Brownswood Road to the North-West. The estate also contains a number of commercial units at ground floor level facing Murrain Road and Green Lanes, landscaping and car parking. Much of the central area of the estate has been demolished, which formerly contained terraces of houses and additional blocks of flats. A single-storey community centre and a Multi-use games area (MUGA) in this central portion of the estate, have been demolished since the time of the permission under 2019/1969.
- 1.2 To the north of the estate, across Brownswood Road, is a terrace of 3 storey period terraced properties. At the north east end of the proposal site, between the site and Brownswood Road, there is a part three, part four storey modern residential development of two blocks forming an L-shape.
- 1.3 To the east of the site, across Green Lanes, is Clissold Park, which is a Site of Importance for Nature Conservation. Further north across Green Lanes are residential properties of between 3 and 4 storeys in height.
- 1.4 To the south-west of the site, across Queens Drive, are a number of short terraces of period properties of three storeys plus basements. At the eastern end of Queens Drive, to the south of the site are a number of 20th century housing developments which are 4 storeys in height.
- 1.5 To the west of the site, across Kings Crescent is a modern residential development (with small retail element) of between 5 and 7 storeys in height. This development is formed of a single block with a central courtyard and is triangular in shape.
- 1.6 The site has a Public Transport Accessibility Level (PTAL) of 2-4 (where 1 is the lowest and 6 is the highest). The nearest underground station is Manor House to the north and bus stops are located to the east on Green Lanes. Notable services and facilities in the vicinity of the site include Clissold Park, the Stoke Newington Reservoirs, Stoke Newington shops and facilities and Blackstock Road shops and facilities.

2.0 Conservation Implications

- 2.1 The site is not part of any conservation area and does not contain any statutorily or locally listed buildings.
- 2.2 The land to the east of the site is located within the Clissold Park Conservation Area. Clissold Park itself is on the English Heritage Register of Historic Parks and Gardens. Approximately 120m north of DZ6N is located the Lordship Park Conservation Area. There is a Grade II listed post box at the junction of Queens Drive and Kings Crescent to the south west of the proposal site. The impact of the

proposed development on existing heritage assets is considered in the report that follows.

3. Planning History

- 3.1 2025/2666 - Non material amendment to planning permission 2019/1969 dated 27 July 2021, comprising changes to the development description to remove reference to the residential dwelling numbers and the amount and location of proposed commercial and community floorspace; to be replaced by new conditions in these respects.
Approved 26/01/2026
- 3.2 2024/2247 - Certificate of lawfulness to confirm works associated with planning permission 2019/1969 (as amended) constitute implementation.
Approved 13/03/2025
- 3.3 **2019/1969** - All works associated with site clearance and construction of six buildings ranging in height from 6 to 11 storeys comprising 219 mixed tenure new homes (Class C3); 200sq.m GIA of commercial space (Class A1 / A3) within block DZ6S; 278sq.m GIA of mixed commercial space (A1/A3/B1) within block DZ6N; 198sq.m GIA of community space in block DZ5N (Class D1); 500sq.m of commercial floorspace within the lower ground floor of Weston Court (Class B1). Landscaping works comprising the creation of a new public square, residential courtyards, new pedestrian and cycle connections, new tree planting and all associated infrastructure.
Approved 27/07/2021
- Officer's Note:* Various pre commencement conditions in relation to this application have been approved. Two NMA's (2023/2877 and 2024/0324) relating to the triggers of conditions have also been approved.
- 3.4 2019/2832 - Change of use of Unit C of the Kings Crescent Estate from Use Classes A1/A3 to flexible A1/A3/D1 use for a period of 5 years.
Granted 20/11/2019
- Officer's Note:* A further 5 year temporary permission was granted under 2024/2222.
- 3.5 2017/4607 - Non-material amendment to planning permission 2016/2303 dated 18/10/2016 to convert 6 x 3 bedroom (4 person) dwellings to 6 x 2 bedroom (4 person) dwellings within DZ1 by the removal of a partition between two of the single bedrooms and the alteration to a partition to the living room and third bedroom, to create one larger double bedroom, and an extended living space.
Approved 11/12/2017
- 3.6 2016/3314 - Non material amendment to condition 11: ventilation, attached to permission 2013/1128 dated 27/11/2013. Amendment seeks to clarify prior to occupation does not include shell & core works.
Approved 10/10/2016

- 3.7 2016/2919 - Non - material amendment to planning permission 2013/1128 dated 27/11/2013. Application relates to phases I&II (DZ1, 2 & 3) and the refuse permission which was agreed in full - 2013/1128.
Approved 14/09/2016
- 3.8 2016/2303 - Variation of condition: Approved Drawings attached to 2013/1128 dated 26/11/2013. Application seeks variation for retrospective consent with regards to balcony works and other works minor amendments.
Approved 18/10/2016
- 3.9 2016/0606 - Non-material amendment to outline planning permission 2013/1128 dated 27/11/2013 to allow the temporary use of ground and first floor units fronting Green Lanes, currently under construction, for use as marketing suites and show flats.
Approved 24/03/2016
- 3.10 2015/1389 - Non-material amendment to Outline Planning Permission ref. 2013/1128 to provide for minor external alterations to elevations of Development Zones 1, 2 and 3.
Approved 19/05/2015
- 3.11 2014/0665 - Non-material amendment to planning permission ref. 2013/1128 to provide for the following;
1. Update of unit schedule to reflect approved floor plans.
 2. Amendments to the courtyard walls in Development Zones 1 and 3.
 3. Addition of canopies, signage and paving to the shared entrances of the existing buildings at Kelshall, Lemsford and Therfield Courts.
 4. Raising of the sill height of the windows in Development Zone 1 facing onto the access galleries on the northern courtyard elevation.
- Approved 25/03/2014
- 3.12 **2013/1128** - Outline planning application for the renovation and extension of existing and the erection of new buildings ranging from 4-12 storeys comprising an overall floorspace of up to 45720sqm GIA. New and renovated buildings to comprise up to 44351sqm of residential accommodation (Class C3) (equating to a maximum of 765 new and replacement dwellings), 629 sqm retail. Café/ restaurant (Class A1/ A3); up to 500 sqm mixed use (use class A1/A3/D2) and up to 240sqm community centre (use class D1), car parking, landscaping, multi-use games area and associated energy centre.

Within the outline described above:

Full details are submitted for access, appearance, landscaping, layout and scale of DZ1,2 and 3 and associated works (phases 1 and 2) comprising renovation and extension of existing buildings on site, erection of new buildings between 5 and 12 storeys in height to create 273 new dwellings(96 x 1 bedrooms, 134 x 2 bedrooms, 41 x 3 bedrooms and 2 x 4 bedrooms)and 101 renovated dwellings (use class C3) and 629sqm retail/café/restaurant floorspace (use class A1/A3) together with associated energy centre, landscaping and car parking.

Full details are submitted for access for DZ4, 5 and 6 (phases 3 and 4). Matters of appearance, landscaping, layout and scale of DZ4,5 and 6 are reserved (comprising 21040 sqm of floorspace and up 391 new and renovated dwellings (use class C3), 500sqm mixed use floorspace (use class A1/A3/D2) and 240sqm community centre floorspace (use class D1).

Approved 26/11/2013.

Officer's Note: The planning record includes a number of approved applications for the approval of details relating to this application. For the sake of clarity they are not reproduced here.

- 3.13 2013/0911 - Demolition of an existing Community Centre (D1) and erection of temporary building for use as Community Centre (D1). Approved 28/05/2013
- 3.14 2012/0676 – Outline application for the renovation and extension of existing buildings, erection of new buildings between 4 and 11 storeys in height and associated landscaping, car parking and multi-use games area to create 765 new or renovated dwellings (use class C3), 477sq.m retail floorspace (use class A1), 97sq.m restaurant and café floorspace (use class A3), 230sq.m assembly and leisure floorspace (use class D2) and 205sq.m community centre floorspace (use class D1). Approved 28/03/2013.
- 3.15 2012/1293 - Request for a screening opinion under Regulation 5 of the Town & Country Planning (Environmental Impact Assessment) 1999 (as amended) in respect of renovation and extension of existing buildings, erection of new buildings between 4 and 11 storeys in height to create 765 new or renovated dwellings (use class C3), 477sqm retail floorspace (use class A1), 97sqm restaurant and cafe floorspace (use class A3), 230sqm assembly and leisure floorspace (use class D2) and 205sqm community centre floorspace (use class D1). Determination made that no EIA is required 21/05/2012
- 3.16 2011/2109 - Change of use from vacant residential to a training centre for a temporary period of 12 months, together with creation of a car park, vehicle entrance from Green Lanes, erection of training scaffolding, erection of 3 x temporary buildings, provision of storage container and other ancillary works. Approved 08/12/2011
- 3.17 2011/0107 - Prior approval for demolition of a residential block and associated ground level car parking. This application relates to part of Weston Court and was approved on 15/02/2011
- 3.18 2010/1878 - Prior approval for demolition of a 6 storey residential block and associated underground car parking. This application relates to part of Lemsford Court and was approved on 16/08/2010
- 3.19 2009/2549 - Provision of a new roof to Datchworth Court and Weston Court and replacement of existing windows in Weston Court with new UPVC windows. Approved 23/03/2010
- 3.20 2009/2729 - Erection of a single storey front/side extension at ground floor level to provide a secure entrance, cycle store and lifts; installation of a new metal pitched

roof ; installation of new UPVC windows and doors and a new glazing to walkways on the north elevation and installation of balconies to the east and south elevations. This application relates to Lemsford Court and was approved on 24/02/2010

- 3.21 2002/0905 - Outline planning permission seeking approval for siting and means of access for the regeneration of housing estate comprising partial demolition, refurbishment and new building to provide a total of 880 housing units at its and 440 market housing units) with associated amenity space and parking facilities, and including a new replacement community centre, estate office, retail space (A3 -340 sqm), and other retail/community/office space with vehicular access from Brownswood Road and Queens Drive. Withdrawn by the applicant
- 3.22 2001/0416 - Erection of a part five, part six and part 7 storey development comprising of 40 one and two bed sheltered flats, 66 one and two bed flats and one retail unit (216m2) and provision of 31 off street car parking spaces with various boundary/landscaping works (amended scheme - building moved 2 metres towards Queen's Drive boundary). Approved 29/07/2002. This development relates to the former western end of the Kings Crescent Estate (which previously provided a tower block) and is outside the current application site.
- 3.23 H.7717 – Erection of a temporary community centre until 31/07/79. Approved 31/07/74
- 3.24 B/2320 – Redevelopment of the Kings Crescent Area (1–27 odd and 2–40 even Kings Crescent, 2-66 even Queens Drive, 2-62 even Brownswood Road and 213-269 Green Lanes) to provide a total of 640 dwellings with 604 car parking spaces comprising a variation of the approved stage I and approval of stages II and III. Resolution to be approved from a planning aspect 12/07/68
- 3.25 TP/100020/PG - Redevelopment of the Kings Crescent Area (1–27 odd and 2– 40 even Kings Crescent, 2-66 even Queens Drive, 2-62 even Brownswood Road and 213-269 Green Lanes) to provide a total of 640 dwellings with 604 car parking spaces comprising approval of stage I. Resolution to be approved from a planning aspect 12/05/67
- 3.26 TP/100020/PG/FB - Redevelopment of the Kings Crescent Area (1–27 odd and 2–40 even Kings Crescent, 2-66 even Queens Drive, 2-62 even Brownswood Road and 213-269 Green Lanes) for housing purposes. Resolution to be approved from a planning aspect subject to any observations of the Greater London Council 03/02/67
- 3.4 No relevant enforcement or appeal history.

4.0 Consultation

- 4.1 Date Statutory Consultation Period Started: 27 February 2026
- 4.2 Date Statutory Consultation Period Ended: 24th March 2026
- 4.3 Site Notices: Yes.
- 4.4 Press Advert: Yes

4.5 Neighbours

Letters of consultation were sent to 1202 adjoining owners/occupiers, a site notice was erected on 27 March 2026 and a press notice placed in the Hackney Citizen. At the time of writing the report (20 March 2026) four written objections had been submitted, which are summarised below:

- Impact on neighbouring amenity, including loss of daylight/sunlight and outlook, and an increase in overlooking and the sense of enclosure.
- Lack of clarity as to the impacts on neighbouring amenity
- Lack of clarity as to the impact of the changes to the architectural language and building heights and massing on the streetscape.
- Loss of existing open space.
- Impact of construction period on existing residents, including those who work from home.
- Construction has begun without residents first being informed, or informed of the construction schedule, working hours, and periods of particularly noisy activity.
- Existing tenants on the estate should be helped cope with the difficulties during the construction period.
- Impact on local traffic and parking congestion, including the removal of the Green Lanes service bay and the introduction of a new loading bay.
- Given the density of the development, the LPA should ensure that the proposed public and communal spaces provide adequate green space and landscaping for future and existing occupants.
- It is essential for the building work to consider seep away/soakaway drains and to ensure there is enough drainage to accommodate the new buildings.

These objections are considered in the report that follows.

4.6 Statutory / Local Group Consultees

- 4.6.1 Greater London Authority: We have assessed the details of the application and, given the scale and nature of the proposals, conclude that the amendments do not give rise to any new strategic planning issues. The Council must secure any uplift in affordable housing appropriately and secure a review mechanism as approved under the original application. The Council must also ensure that the amended scheme complies with relevant fire safety regulations. Therefore, under article 5(2) of the above Order the Mayor of London does not need to be consulted further on this application. Your Council may, therefore, proceed to determine the application without further reference to the GLA.
- 4.6.2 Transport for London (TfL): No objection, following clarifications from the applicant.
- 4.6.3 Historic England (GLAAS): Recommend No Archaeological Requirement.

- 4.6.4 Executive (Gateway One): The Building Safety Regulator is content with the fire safety design, to the extent it is relevant to land use planning matters.
- 4.6.5 London Fire Brigade: No objection.
- 4.6.6 Secured By Design (SBD): No objection. We can confirm the design team has been very proactive in ensuring a positive Secured by Design outcome for the scheme, the LB Hackney ASB lead has been contacted and joined up discussions have taken place to ensure the public realm areas have been considered. The proposed cycle stores have been considered and the best outcomes achieved for security, safety and usage. We are satisfied that if the project completes the Secured by Design process in line with and as agreed then the scheme can achieve the SbD Silver aspiring to Gold Award.

4.7 Council Departments

- 4.7.1 Highways: The development is considered acceptable with respect to the level of car and cycle parking, servicing arrangements and the scope of highway works. The proposal promotes the use of sustainable transport modes and will not give rise to any adverse impacts to the surrounding highway network.

Conditions requiring the provision of cycle parking, demolition, construction and delivery/servicing plans have been recommended, written to require compliance with previously approved documents where applicable, along with Unilateral Undertaking clauses restricting future residents from applying for parking permits, Blue Badge spaces, compliance and adoption of a Travel Plan containing a Parking Design Management Plan and Highway Works.

- 4.7.2 Waste: No objection, following meetings with the applicant prior to the application submission, where it was agreed that a weekly charge would be payable for Environmental Operations staff to assist with the collections by moving the bins to the collection points prior to the crew's arrival and returning the bins to the stores once empty.
- 4.7.3 Air Pollution: No objection. Future occupiers of the proposed development are likely to experience acceptable air quality. The proposal is car-free and it appears the new blocks will meet additional hot water demand through non-combustion means. However, it does appear that the blocks will be connected to an existing heat network that is powered by boilers and a CHP. It is unclear from the submission documents how much additional load this would place on the heat network and whether additional emissions to the local environment have been assessed or not. Conditions 8 and 9 of approval 2019/1969 relate to management of air quality issues relating to the CHP and boilers; these were not discharged previously and should be retained.

The proposed development is of high risk of air quality impacts during the construction phase. Compliance with the approved Construction Management Plan should be conditioned and an additional NRMM low emission condition should be recommended. Given the scale of the proposal we recommend an additional condition to require construction dust monitoring, especially in this case given the

proximity to existing residential properties, and albeit that this was not included previously.

4.7.4 Drainage: No objection, subject to the approved drainage condition being updated in line with the submission documents.

4.7.5 Environmental Protection: No objection.

5.0 POLICIES

5.1 Hackney Local Plan 2033 (2020)

- LP1 Design Quality and Local Character
- LP2 Development and Amenity
- LP3 Designated Heritage Assets
- LP4 Non Designated Heritage Assets
- LP8 Social and Community Infrastructure
- LP9 Health and Wellbeing
- LP10 Arts, culture and Entertainment Facilities
- LP11 Utilities and Digital Connectivity Infrastructure
- LP12 Housing Supply
- LP13 Affordable Housing
- LP14 Dwelling Size Mix
- LP17 Housing Design
- LP24 Preventing the Loss of Housing
- LP31 Local Jobs, Skills and Training
- LP36 Shops Outside of Designated Centres
- LP37 Small and Independent Shops
- LP38 Evening and Night Time Economy
- LP41 Liveable Neighbourhoods
- LP42 Walking and Cycling
- LP43 Transport and Development
- LP44 Public Transport and Infrastructure
- LP45 Parking and Car Free Development
- LP46 Protection and Enhancement of Green Infrastructure
- LP47 Biodiversity and Sites of Importance of Nature Conservation
- LP48 New Open Space
- LP49 Green Chains and Green Corridors
- LP50 Play Space
- LP51 Tree Management and Landscaping
- LP53 Water and Flooding
- LP54 Overheating
- 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
- D14 Noise
- H1 Increasing housing supply
- H4 Delivering affordable housing
- H5 Threshold approach to applications
- H6 Affordable housing tenure
- H7 Monitoring of affordable housing
- H8 Loss of existing housing and estate redevelopment
- H10 Housing size mix
- S1 Developing London's social infrastructure
- S2 Health and social care facilities
- S3 Education and childcare facilities
- S4 Play and informal recreation
- E9 Retail, markets and hot food takeaways
- E11 Skills and opportunities for all
- HC1 Heritage conservation and growth
- HC5 Supporting London's culture and creative industries
- HC6 Supporting the night-time economy
- G4 Open space
- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- SI 1 Improving air quality
- SI 2 Minimising greenhouse gas emissions
- SI 3 Energy infrastructure
- SI 4 Managing heat risk
- SI 7 Reducing waste and supporting the circular economy
- SI 12 Flood risk management
- SI 13 Sustainable drainage
- T1 Strategic approach to transport
- T2 Healthy Streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts

- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T6.3 Retail parking
- T6.5 Non-residential disabled persons parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning
- DF1 Delivery of the Plan and Planning Obligations
- M1 Monitoring

Mayor of London Housing Design Standards LPG
Mayor of London Shaping Neighbourhoods: Play and Informal Recreation SPG
Mayor of London Sustainable Design and Construction SPG
Mayor of London Affordable Housing and Viability SPG

5.3 National Planning Policies/Guidance

National Planning Policy Framework (NPPF)
Planning Practice Guidance

5.4 Legislation

Town and Country Planning Act 1990 (as amended)
Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990

6.0 COMMENT

- 6.0.1 Planning permission is sought for minor material amendments to planning permission 2019/1969 dated 27/07/2021. The planning permission was implemented and is extant. The proposed changes include the following:
- Changes in mix and tenure to account for the need of second staircases;
 - Minor changes to heights and massing,
 - Removal of some approved commercial floorspace,
 - Redistribution of cycle parking stores,
 - Changes to duplex units in terms of a reduction in height;
 - Changes to the approved refuse strategy;
 - Removal of Delivery/ Servicing layby on Green Lanes;
 - Improved fire engine access, with resultant changes to Urban Greening Factor;
 - Maximisation of PV panels, at the expense of green roofs;
 - Amendments to the entrances of blocks; and
 - Facade amendments associated with compliance with Part B Fire Regulations.
 - Changes to Urban Greening Factor and
- 6.0.2 The approval of Non Material Amendment 2025/2666 ensures that details of the

number of residential units and the quantum of non residential floorspace were removed from the development description and added as conditions:

Condition 41- Number of Residential Units

The number of units hereby permitted shall be 219, as illustrated in the approved application drawings.

REASON: To define the planning permission and ensure that the development remains consistent with the design intent and provides high quality housing.

Condition 42- Quantum of non residential floorspace

The quantum of non residential floorspace within the development hereby permitted shall be:

- 200sq.m GIA of commercial space (Class E) within block DZ6S;
- 278sq.m GIA of mixed commercial space (Class E) within block DZ6N;
- 198sqm GIA of community space in block DZ5N (Class D1);
- 500sq.m of commercial floorspace within the lower ground floor of Weston Court (Class E).

REASON: To define the planning permission and ensure that the development remains consistent with the design intent and provides the approved quantum of high quality non residential floorspace.

- 6.0.3 As such, the current proposal involves amendment of the following approved conditions in particular:
- Condition 2 (approved drawings).
 - Condition 41 (Number of Residential Units), to allow a change to the number of units from 219 to 218.
 - Condition 42 (Quantum of non-residential floorspace), to allow changes that alter the size and layout.
 - Condition 16 (Cycle Parking)
- 6.0.4 Changes to these conditions, alongside other minor condition amendments, are considered in the relevant sections of the report that follows, including section 6.9 (Condition Amendments).
- 6.0.5 The development, as approved and currently proposed, consists of six new blocks, ranging 6-11 storeys in height, three of which would be arranged along the south side of Murrain Road, with a central courtyard and three other amenity spaces. It also involves the refurbishment of 174 existing dwellings within the Weston, Datchworth, Theobalds and Bramfield Court buildings.
- 6.0.6 Building DZ4 is the most westerly of the new blocks, L-shaped and 6 storeys high, facing Murrain Road. Building DZ5N is the tallest block, an 11 storey tower facing Murrain Road with Casbeard Street opposite. Directly to the south, DZ5S is linked to DZ5N by a single storey element but would be of 6 storeys. DZ6N is to the east of the site, on the corner of Murrain Road and Green Lanes, it would be U-shaped and 8 storeys high. Directly to the south of this DZ6W would be a linear 6 storey block facing the west elevation of Weston Court, an existing 6 storey block that runs alongside Green Lanes. The final building is in the far south east of the site, DZ6S,

a part 6-storey, part 8-storey block on the corner of Queens Drive and Green Lanes. The proposed tenure/unit mix of the new buildings would be as follows:

	1 Bed	2 Bed	3 Bed	Total	%
Private	53	27	3	83	38%
Intermediate	58	48	1	107	49%
Social Rent		19	9	28	13%
Total	111	94	13	218	
%	51%	43%	6%		

- 6.0.7 In addition to the housing element, the following commercial spaces would be provided:
- 167m² (GIA) of flexible commercial (Class E) ground floor space within block DZ6S, facing Green Lanes to the far south of the site;
 - 290m² (GIA) of flexible commercial (Class E) on the ground floor of block DZ6N in three separate units, addressing Green Lanes and Murrain Road;
 - 225m² (GIA) of replacement community (Class F2) space in block DZ5N, centrally located in the site adjacent to Murrain Road and the central courtyard.

- 6.0.8 Also included within the proposals are new landscaping works. This would include the creation of a new public square with play space, residential courtyards, new pedestrian and cycle connections, new tree planting and all associated infrastructure.

Estate Regeneration Programme

- 6.0.9 The redevelopment of the site forms part of a wider housing programme being undertaken by the Council's Estate Regeneration team across a number of housing estates and sites across the borough. The programme, which was first approved by Cabinet in July 2011 and subsequently endorsed in March 2014 and in October 2015, seeks to deliver around 2,760 new homes, a minimum of 50% will be affordable (social rented / shared ownership) across 18 sites over a 10 year period. A table setting out the agreed housing mix and tenure delivery of the Estate Regeneration Programme is attached as an appendix to this report.
- 6.0.10 All projects within the programme are required to contribute to meeting the terms set out in the overarching UU, including tenure mix and unit numbers.

- 6.0.11 The main considerations relevant to this application are:

- 6.1 Principle of the development of the site, land uses and amount of development
- 6.2 Unit and tenure mix of housing provision
- 6.3 Design and Conservation
- 6.4 Quality of Accommodation
- 6.5 Transport and Servicing

- 6.6 Impact on Nearby Residential Amenity
- 6.7 Energy and Sustainability
- 6.8 Trees and Biodiversity
- 6.9 Condition Amendments
- 6.10 Other planning matters
- 6.11 Consideration of Consultee Responses
- 6.12 Planning contributions and Community Infrastructure Levy (CIL)
- 6.13 Equalities Considerations

Each of these considerations is discussed in turn below.

6.1 Principle of the development of the site

- 6.1.1 In land use terms the sole change of note is the loss of 500sqm of employment floorspace at lower ground floor level of Weston Court. This floorspace was approved prior to the introduction of Class E and was not conditioned as employment floorspace so, if the extant permission was built, it would be within the general Class E use. While the loss of this floorspace is not a positive in the planning balance, the submission is clear that further investigations into the structure of Weston Court have shown it would be prohibitively expensive to carry out the excavations needed to provide an adequate floor to ceiling height for an employment use. The use of this space as cycle storage also allows rationalisation of other ground floor spaces that would otherwise have contained cycle parking, including a larger Class E unit in DZ6 and the cycle stores. As a relatively small part of an acceptable scheme, the loss of this floorspace is considered acceptable.
- 6.1.2 In other respects, the scheme will continue to provide an acceptable mix of uses, in line with the permission.

6.2 Unit and tenure mix of housing provision

- 6.2.1 Policy LP13 within the Local Plan sets a requirement for the provision of 50% of housing within major schemes to be affordable and of which 60% should be social rented and 40% intermediate to promote mixed and balanced communities.
- 6.2.2 As above, the regeneration of the Kings Crescent Estate forms part of an ambitious housing programme, which is run across a number of housing estates in the Borough by the Council's Estate Regeneration Team. The programme is seeking to deliver around 2,760 homes of which a minimum of 50% will be affordable (social rented / shared ownership) across 18 sites.
- 6.2.3 The proposed changes to the unit mix have been tabulated:

Unit Size	Consented no.	Consented %	Proposed no.	Proposed %
1 bed:	78	36%	111	51%
2 bed:	126	58%	94	43%
3 bed:	15	7%	13	6%
	219		218	

6.2.4 As such, the overall unit numbers are only reduced by one but the mix is shifted towards smaller units. It is accepted that this is in part a result of the layout changes required by the requirement for two staircases under Building Regulations.

6.2.5 Set against the move towards smaller units, the application proposes an increase in the number of intermediate Affordable units:

	Social rent		Intermediate		Private		TOTAL (units)	TOTAL (hr)
	Units	hr	Units	hr	Units	hr		
2021 Phase 3 and 4 planning consent	28	101	75	204	116	303	219	608
% per tenure (by hr)	50.2%				49.8%			
Affordable tenure split	33.1%		66.9%					
2025 proposed amendment	28	101	107	270	83	199	218	570
% per tenure (by hr)	65.1%				34.9%			
Affordable tenure split	27.2%		72.8%					

6.2.6 As can be seen, the number of social rent units and habitable rooms remains the same. A high number of the Intermediate Affordable units (58 out of 107) are of one bedroom but, because of the increase in units in this tenure, there are still more 2 bedroom (48) units than previously approved and, as per the approval, one family sized 3 bedroom unit is proposed.

6.2.7 Overall, it is considered that the scheme has improved in respect of its tenure mix and that this adequately offsets the increased proportion of smaller units. The context is one in which the wider estate has a high number of family units and the Estate Regeneration Programme is required to provide a policy compliant balance of unit and tenure mixes across its portfolio. In addition, early and late stage review clauses are built into the approved Unilateral Undertaking and would be replicated here. On balance, the proposed development is considered acceptable in terms of its unit and tenure mix and to represent minor material changes from the approved scheme.

6.3 Design and Conservation

Urban Design

6.3.1 Policies D1-D4 of The London Plan 2021 require architecture to make a positive contribution to a coherent public realm, streetscape and wider cityscape, incorporating the highest quality materials and design appropriate to the surrounding context. LP33 Policy LP1 states that all new development must be of the highest architectural and urban design quality. Development must respond to local character and context having regard to the boroughwide Characterisation Study, and be compatible with the existing townscape and local views.

6.3.2 Policy HC1 of The London Plan 2021 requires development proposals affecting heritage assets, and their settings, to conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. LP33 Policies LP3 (Designated heritage assets) and LP4 (Non designated heritage

assets) require the Council to conserve designated and non-designated heritage assets (including their settings).

Context and Site Layout

- 6.3.3 Completed in late 2017, Phase 1-2 on the northern side of the estate delivered 273 new homes across three new buildings and refurbished 101 existing homes. These buildings are arranged around shared landscaped courtyards. This has transformed half of the estate from a place which felt like it shunned surrounding streets and isolated residents, into an outward looking place with animated frontages and streets. A consistent, high-quality material palette unifies old and new structures, with buff brickwork and precast detailing giving the façades a balanced horizontal and vertical emphasis. While DZ1 and DZ3 feature gridded façades with defined frames, DZ2 uses a slightly different buff/yellow brick and stepped brick reveals to define its punched window openings and recessed balconies.
- 6.3.4 The proposals continue the successful approach of Phase 1 and 2 in creating a more outward facing, perimeter block-based development. The relationship of existing blocks to the street would be improved. The north to south connection through the estate would also be completed, creating a clear and legible street, intersecting with Murrain Road and the public square at the centre of the scheme.

Height and Massing

- 6.3.5 The footprint, height and massing of the proposals are broadly as previously approved and are again considered acceptable.

Refurbishment of Existing Buildings

- 6.3.6 As per the approved scheme, existing buildings will benefit from new balconies and fenestration. In line with the approval, a recommended condition requires more detail of the proposed balcony structure, since it amounts to a significant visual change to the existing buildings.

Architecture and Materials

- 6.3.7 The architectural treatment takes a similar approach to the consented scheme, with minor changes, such as to balcony design and fenestration. There are elements where this weakens the design of the individual buildings, such as the east elevation of DZ5, where the quality of detailing is notably diminished at ground floor level, but the overall approach remains acceptable.
- 6.3.8 The principle and indicative design of the chosen material palette appears high quality and is acceptable in design terms. Further details are required by the recommended condition.

Landscaping and play

- 6.3.9 While this is also considered in the biodiversity section below, in design terms it is noted that the overall strategy is to clearly define public, private and communal spaces, thereby to create clarity over who has ownership of each space. Subject to

the proposed landscaping condition and the below assessment of biodiversity considerations, these elements are acceptable in design terms.

- 6.3.10 The quantum of playspace is above the level required by policy and would provide 2920m² of well considered space for the residents of the estate, building upon the successful approved design. This is despite an additional requirement for improved access for fire engines in comparison with the approved scheme.

Conservation and Heritage

- 6.3.11 The scheme faces the historic Clissold Park and to the south it faces Queen's Drive and the Victorian houses which line it. Both outward facing existing frontages will be considerably changed and new buildings will change the sense of enclosure and character of the surrounding streets.
- 6.3.12 Clissold Park is likely to be affected positively by the completion of the enclosure on its northwest side. The additional buildings will be visible from the park but it is considered that they would not be negatively intrusive. As they are lower in height, the most prominent building will remain within phase 1.
- 6.3.13 The new balcony structures will significantly alter the appearance of existing buildings but this is not considered a negative change. It is likely that the balconies will be planted and animated which could add interest and activity to an otherwise inactive frontage, benefitting the streets around.
- 6.3.14 The new southernmost 8 storey building DZ6 will alter the enclosure of Queen's Drive. Arguably this will be closer to the historic layout of the area where the streets were more closely defined and with less undefined green space. As such it is considered that the new building could have a positive impact on Green Lanes and Queen's Drive.
- 6.3.15 For these reasons, and in line with the findings of the report for the approved scheme, the proposals are considered to preserve and enhance the special character of the adjacent conservation area and to be acceptable in heritage terms.

Design and Conservation Conclusions

- 6.3.16 The scheme is considered to remain of a high quality and is considered acceptable in design and conservation terms subject to the recommended conditions, which will ensure high quality detailing and landscaping.

6.4 Quality of Accommodation

Residential Floorspace

- 6.4.1 New residential developments are expected to provide a good standard of amenity for future occupiers and demonstrate compliance with the minimum floorspace standards of national policy and London Plan policy D6. LP33 policy LP17 references these standards and the Mayor's Housing Design Standards provides further guidance.

- 6.4.2 The internal design of the new residential units is of a high quality and meets the overall floorspace requirements of the National Technical Housing Standards. Each unit has good floor to ceiling heights, private amenity space, well sized bedrooms and adequate storage space.
- 6.4.3 Aside from DZ5, all of the units are dual aspect, with access from the atrium deck access, which will provide some cross ventilation. At DZ5, two one bedroom units per floor, 20 in total, would be single aspect and this appears unavoidable, given the proposed design.
- 6.4.4 Each unit would have access to good levels of internal daylight and sunlight. The dual aspect deck access arrangements mean that the majority of the proposed habitable rooms are placed on the other side from the deck access and the proposal is considered acceptable in this regard.
- 6.4.5 In terms of private residential amenity space provision, all dwellings are provided with balconies that either meet or exceed Mayor's Housing SPG requirements. Many of the refurbished units in the existing building are to be provided with balconies for the first time.

Commercial and Community Floorspace:

- 6.4.6 The proposed commercial floorspace provides small units with active frontages in DZ5 and DZ6N. As approved, the commercial floorspace was left quite flexible, with only the space in Weston Court being for office use only. Since that approval, the Class E use class has been introduced and it is considered that the proposed spaces lend themselves to a fully flexible Class E use. The ground floor of Weston Court is no longer proposed as commercial floorspace, as considered in the land use section above. The proposed units would provide good quality accommodation in accessible locations and are considered acceptable.
- 6.4.7 The proposed community floorspace has increased in size from 198m² to 25m². The layout appears flexible for a wide range of potential users and provides high quality space with its outlook onto the Murrain Road play street and the new central open space. It is considered acceptable.

Accessibility of Residential Units:

- 6.4.8 London Plan policy D6 seeks to achieve the highest standards of accessible and inclusive design. To ensure a fully accessible environment, London Plan policy D7 requires 90% of all new housing to be built to the nationally described housing standard Building Regulations M4 (2), which replaced Lifetime Homes standards. The remaining 10% of the residential units should be wheelchair user dwellings, either Building Regulations M4 (3)(a) wheelchair adaptable and/or M4 (3)(b) wheelchair accessible.
- 6.4.9 The applicant has confirmed that all units are designed to comply with Building Regulations M4 (2) standards. Twenty two homes (10%) are required to meet M4(3) wheelchair adaptable standards by the recommended condition, which is in line with the original permission.

6.4.10 Secured by Design:

The applicants have fully engaged with the Secured by Design (SBD) officer, who has confirmed that the scheme would be carried out in accordance with the SBD principles. This is recommended to be a pre-occupation condition, as per the original permission.

Quality of Accommodation Conclusions

- 6.4.11 In light of the above, the proposed development is deemed to provide a high standard of residential accommodation for prospective future residents and good quality commercial floorspace. It is deemed to meet the requirements of policy.

6.5 Transport and Servicing

- 6.5.1 A Transport Statement Addendum has been submitted. The application site is situated on the western side of Green Lanes within the Stoke Newington neighbourhood of Hackney. It is bounded by Murrain Road to the north, Queen's Drive to the south-west, and a spur off Brownswood Road to the west. The London Borough of Hackney serves as both the Local Planning and Local Highway Authority, while Transport for London manages the wider regional networks, including bus and rail services and the adjacent Red Route arterial road network.

- 6.5.2 In terms of transport connections, the area is characterised by a high level of public transport accessibility, with a Public Transport Access Level (PTAL) rating ranging between 2 and 4. This connectivity is supported by proximity to the London Underground at Arsenal and Manor House stations, as well as various local bus routes. The surrounding highway network is also subject to controlled parking under Hackney's Zone G - Brownswood, which manages local road capacity and street parking.

Trip Generation

- 6.5.3 A trip generation assessment has been provided in the Transport Statement Addendum. The proposed development's trip generation is expected to remain largely consistent with the previously consented 2021 scheme, though it features a notable reduction in commercial-related movements.
- 6.5.4 Based on the revised proposal for 218 new units, the estimated residential vehicular traffic is 16 total movements in the AM peak hour and 21 in the PM peak hour. The application states that the overall number of vehicular trips generated through the proposed scheme is in line with the consented proposals (under planning consent 2019/1969) with no new impacts are therefore being introduced.
- 6.5.5 In relation to modal share, the majority of movements are estimated trips occur via non-car modes. The total of non-car trips are projected to reach approximately 135 in the AM peak and 224 in the PM peak.
- 6.5.6 Commercial and servicing impacts will be reduced due to the lesser quantity of commercial floorspace from that previously approved. In relation to the internal servicing bay, the application states that it is expected that the demand for this

Loading Bay would be approximately 16 light goods vehicle movements and 4 heavy goods vehicle movements.

- 6.5.7 The application includes a framework travel plan and notes that its implementation will further support the uptake of sustainable transport modes by future residents, with monitoring in place to ensure its effectiveness.

Car Parking

- 6.5.8 The proposed vehicle parking strategy remains largely consistent with the previously consented 2021 scheme, maintaining the same "car-lite" provision and vehicular access points. The primary refinement involves the repurposing of some ground-floor space within the Weston Court building, which has been reallocated from commercial use to enhanced cycle parking to better support the development's sustainable travel objectives.

- 6.5.9 The vehicle parking proposals are summarised as follows:

- *Car Parking* The development adopts a "car-lite" approach, providing a total of 49 car parking spaces. Key details include:
- *Allocation:* All 49 spaces are exclusively allocated to the residential units.
- *Disabled Access:* The provision includes 6 blue badge parking spaces designed for disabled users.
- *Electric Vehicle (EV) Infrastructure:* 9 of the spaces will be equipped with EV charging infrastructure.
- *Car Club:* There are 2 dedicated car club spaces included in the total.
- *Access:* Vehicular access to these spaces will be provided from different points along Queen's Drive and Brownswood Road, maintaining the arrangements from the previous planning consent.

- 6.5.10 A CPZ exclusion to restrict the issue of parking permits is recommended for all new users of the proposed site (except those with a blue badge). A Parking Design and Management Plan (PDMP) should also be submitted prior to occupation and approved by the Council. These elements would be required by the recommended Heads of Terms.

Cycle Parking

- 6.5.13 Hackney's Local Plan LP33 highlights the importance of new developments making sufficient provisions to facilitate and encourage movements by sustainable transport means. Policy LP42 requires that cycle parking shall be secure, accessible, convenient, and weatherproof and will include an adequate level of parking suitable for accessible cycles, tricycles and cargo bikes. Two-tier cycle parking is generally not supported.

- 6.5.14 Cycle parking must be provided in line with Hackney's Sustainable Transport SPD (<https://hackney.gov.uk/transport-strategy>). The design of cycle parking should be consistent with the London Cycling Design Standards and specifically TfL's London Cycle Design Standards (chapter 8).

- 6.5.15 The applicant has clarified the proposed arrangements following queries from Highways Officers and the quantum of cycle spaces is to be as follows:

	Consented Bicycle Storage	Proposed Bicycle Storage
Residential long-stay	438	572
Residential short stay	46	81
Non-residential long stay	27	27
Non-Residential short stay	19	6
Total	530	686

- 6.5.16 As such, the redistribution of cycle stores around the development has allowed an increase in the overall number of cycle spaces. The reduction in short-stay commercial spaces is acceptable as a result of the reduction in the quantum of commercial floorspace.
- 6.5.17 The application proposes a mixed design, including both two-tier and single-tier spaces and the final cycle parking layout is to be controlled via the amended condition, requiring details of the number, layout, foundation, stand type and spacing, and a design to ensure the personal security of those accessing the compound, including lighting, CCTV and visibility in the compound. This would be assessed in line with the London Cycling Design Standards (LCDS).
- Car Club and Car Club membership*
- 6.5.19 Despite the 'car-lite' nature of the development, Streetscene officers recognise there may be some need for occasional vehicle use, particularly given the site's relatively low PTAL rating.
- 6.5.20 The recommended clause within the legal agreement replicates one within the approved agreement. Car club membership and driving credit would be offered to all residents of the new development, in line with the previous permission. This would discourage the use of private vehicles on occasions when the use of a vehicle cannot be avoided. Residents would be provided with the equivalent of £60 free members and/or driving credit to a registered car club provider.

Road Safety Audit (RSA) and Infrastructure Assessment

- 6.5.20 The applicant has submitted a Stage 1 Road Safety Audit (RSA) to identify and mitigate potential hazards associated with the proposed highway and access arrangements. This initial audit highlights several critical areas of concern that must be addressed to ensure the safety of all road users. Key findings include the risk of footway overruns by large vehicles due to narrow carriageway widths, potential obstructions to emergency access caused by static bollards, and visibility restrictions at internal junctions where existing trees and protective cages block driver sightlines. Furthermore, the audit noted that drivers may struggle with complex maneuvers, such as reversing long distances from the electrical substation onto Queen's Drive.

6.5.20 As such, in line with the findings of the submitted RSA, it is considered that no highway works should be carried out until the problems identified in the Stage 1 RSA have been fully acted upon and resolved through the design process and subsequent RSA stages.

6.5.20 To ensure risks are effectively managed throughout the life of the project, the recommended condition requires that the RSA process will be carried out in consultation with Highways officers, to provide any necessary mitigations. With this new condition, the application is considered acceptable in this regard.

Travel Plan

6.5.21 A Framework Travel Plan Statement has been submitted as part of this application. The Transport Statement Addendum includes a Framework Delivery and Servicing plan. It states that this will be integrated into the overarching full Travel Plan for the site.

6.5.22 A full Travel Plan will be required to establish a long-term management strategy that encourages sustainable and active travel. It would be reviewed and monitored annually for at least 5 years in consultation with Council Officers and an appointed Travel Plan Coordinator (TPC). The recommended clause in the legal agreement requires a full Travel Plan to be produced and implemented on occupation of the development, inclusive of a financial contribution towards the monitoring of the Travel Plan of £7,600.

Construction Management Plan (CMP)

6.5.23 Given the nature and location of the proposed development a Construction Management Plan (CMP) is required to mitigate the negative impact on the surrounding highway network. This has been recommended by condition. As per the approved scheme, a contribution of £8,750 should be secured in the legal agreement to effectively monitor the final CMP.

Delivery and Servicing

6.5.23 The applicant proposes to manage daily servicing via an enlarged 22-metre internal loading bay, intended to accommodate approximately 16 light goods vehicle (LGV) movements and 4 heavy goods vehicle (HGV) movements per day. Notably, the previously consented Loading Bay on Green Lanes has been removed from the application proposals, increasing the reliance on the internal network.

6.5.23 While the reduction in commercial floor space is noted, the submitted Stage 1 Road Safety Audit (RSA) has highlighted several concerns regarding the internal road network. These include narrow carriageway widths that present a risk of footway overruns and concerns regarding complex maneuvers, specifically long-distance reversing maneuvers near the electrical substation. To ensure the structural integrity of the proposed public realm and the safety of all users, the following must be met:

- Swept Path Analysis (Tracking): Further detailed swept path analysis for a standard 11.1m refuse vehicle is required to demonstrate that the internal site layout, junctions, and S278 access points can accommodate maneuvers without vehicles mounting the footways or damaging the proposed high-quality paving.

- Conflict Mitigation: A detailed DSP must explicitly address the RSA's concerns regarding narrow widths and reversing. If safe turning cannot be achieved, a robust management strategy, including the use of banksmen, must be detailed to protect pedestrians and highway assets.

6.5.23 Following discussions with Highways officers the applicant has submitted further information regarding the internal road network, noting that swept path analysis was included in the original submission and proposing adherence to a previously drafted DSP. However, the removal of the Green Lanes loading bay is a material change that places higher operational pressure on the site's internal layout. While the applicant's reference to previously submitted tracking and a generic DSP is noted, the specific unresolved risks identified in the Stage 1 Road Safety Audit (RSA) (including footway overruns and reversing maneuvers) must be addressed in the context of the revised strategy. A bespoke, updated DSP is therefore required via condition to ensure that site-specific mitigations, such as mandatory banksmen and refined scheduling, are secured prior to occupation.

Active Travel Zones

6.5.20 The submitted Active Travel Zone (ATZ) and Night-time ATZ assessments identify several safety concerns and deficiencies regarding "Healthy Streets" indicators along key routes to local transport hubs. These issues include the need for footway resurfacing, crossing upgrades, and traffic calming measures. Specifically, improvements were recommended for:

- The Lyndon Row / Blackstock Road junction (Route 1).
- The western footway of Green Lanes near Springpark Drive (Route 2).
- The Northolme Road crossing on Highbury Park (Route 3).
- The zebra crossing on Green Lanes between Riversdale Road and Highbury Quadrant (Route 4).

6.5.20 These identified improvements have fed into the recommended Section 278 Highways works.

Urban Realm, s278 Highway works and S106

6.5.24 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 (Local Plan 33 policies LP41 - 45).

6.5.25 Owing to the impact of the development on the public highway and surrounding transport network, contributions are sought for highways and urban realm improvements within the site vicinity, as was the case with the approved development. The figure of £497,312 would allow reconstruction of the adjacent footways on Queens Drive and Green Lanes with Fibre Reinforced Artificial Stone Paving and new granite kerb. On Queens Drive a redundant vehicle crossover is to be removed and an existing vehicle crossover expanded to facilitate refuse collection. On Green Lanes a redundant crossover is to be removed and a refuse collection drop installed. Twenty semi-mature trees are to be installed at an adjacent location to the development.

6.5.25 These proposals respond to the ATZ recommendations and, while they focus on issues and improvements in the immediate vicinity of the development, paving issues

highlighted within the ATZ on the Route 2 (Green Lanes / Springpark Drive) have been raised with the LBH maintenance team, as they are best equipped to resolve them as part of their routine maintenance.

- 6.5.25 A Section 38 adoption agreement would be required in two locations along Green Lanes where additional footway width is required, due to the design for a bus stop adjacent to the development. The cost of this is to be confirmed and the approved condition requiring a s38 agreement has been amended to reflect the current proposals. The cost of constructing a new footway on unmade ground has been included in the s278 estimate.

Transport Summary

- 6.5.25 The development is considered acceptable with respect to the level of car and cycle parking, servicing arrangements and the scope of highway works. The proposal promotes the use of sustainable transport modes and will not give rise to any adverse impacts to the surrounding highway network.
- 6.5.26 Approved but amended conditions requiring the provision of cycle parking, demolition, construction and delivery/servicing plans have again been recommended, written to require compliance with previously approved documents where applicable, along with Unilateral Undertaking clauses restricting future residents from applying for parking permits, Blue Badge spaces, compliance and adoption of a Travel Plan containing a Parking Design Management Plan and Highway Works. A new condition requiring a Road Safety Audit has been recommended, in line with the findings of the submission documents for this application.
- 6.5.28 In light of the above, it is considered that the proposed development is acceptable in terms of transport considerations.

6.6 Impact on Nearby Residential Amenity

- 6.6.1 London Plan policy D3 states that development should have regard to the form, character and function of an area, through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions and that they should deliver appropriate outlook, privacy and amenity. Policy D6 requires that the design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context. Local Plan 2033 policy LP2 is concerned with the amenity of neighbouring occupants.

Daylight, Sunlight and Overshadowing Assessment

- 6.6.2 The assessment of the daylight, sunlight and overshadowing impact of the proposal on nearby sensitive receptors is informed by a Daylight and Sunlight Review submitted in support of the application. The methodology adopted for the assessment of daylight, sunlight and overshadowing is set out in the 2011 Building Research Establishment (BRE) Guidance. In accordance with BRE guidelines and with best practice, the assessments undertaken have primarily considered residential properties.

- 6.6.3 When assessing daylight to existing properties, the primary methods of measurement are vertical sky component (VSC); and No Sky Line (NSL).
- 6.6.4 The BRE Report sets out two guidelines for vertical sky component: a) If the vertical sky component at the centre of the existing window exceeds 27% with the new development in place, then enough sky light should still be reaching the existing window and b) If the vertical sky component within the new development is both less than 27% and less than 0.8 times its former value, then the reduction in daylight will appear noticeable to the occupants and more of the room will appear dimly lit. In this urban area, VSC levels of around 15% would be considered typical of the windows in the surrounding streets and is considered to be a reasonable rule of thumb when considering the retained levels of daylight to surrounding properties following the proposed development.
- 6.6.5 The BRE Report also gives guidance on the distribution of light in existing buildings, based on the areas of the working plane which can receive direct skylight before and after the new development. If this area is reduced to less than 0.8 times its value before, then the distribution of light in the room is likely to be adversely affected, and more of the room will appear poorly lit. This is referred to as the No Sky Line (NSL) analysis.
- 6.6.6 For sunlight, the primary method of measurement is annual probable sunlight hours (APSH) to windows of main habitable rooms of neighbouring properties that face within 90° of due south and subtend the new development at an angle of 25 degrees from the centre of the lowest window to a main living room. If a point at the centre of a window can receive more than one quarter of APSH, including at least 5% of APSH in the winter months, then the room should still receive enough sunlight. If these percentages are not met and the reduction in APSH is more than 20% of its former value, then the loss of sunlight will be noticeable.
- 6.6.7 BRE guidance is clear that it needs to be applied with regard to the site context. Sunlight and daylight target criteria as found in the BRE guidance have been developed with lower density suburban situations in mind. In denser inner urban contexts, sunlight and daylight levels may struggle to meet these target criteria in both existing and proposed situations. The target criteria cannot therefore be required for dwellings in denser inner urban locations as a matter of course, in line with guidance set out in paragraph 1.3.46 of the Mayor of London's Housing SPG.
- 6.6.8 In addition, the guidance clarifies that the impact of balconies and other overhangs may be discounted from the calculation of daylight and sunlight impacts, since balconies (and their supporting structures) bring their own amenity but will constrain existing windows by overhanging them. The guidance therefore considers that this aspect of balconies should not be to the detriment of future development.
- 6.6.9 *Daylight Impacts*
- 6.6.10 The impact on the VSC of neighbouring properties has been tested and tabulated within the submitted report. The submitted daylight/sunlight report shows markedly similar results to the approved scheme. This is to be expected given the similarity of the buildings' footprints and massing. It is noted that, when comparing the approved Daylight/Sunlight report and the current submission, there are slight improvements at

some neighbouring buildings, such as Weston Court, and slight worsenings at others, such as DZ1. This mix of impacts is considered to balance out acceptably, across the scheme as a whole.

6.6.11 Neighbouring windows below balconies and at lower levels are significantly affected but where windows are not affected by balconies, they would generally continue to receive at least VSC within the mid-teens. This is considered an acceptable level of daylight amenity in inner London, and was considered so at the time of the parent permission.

6.6.12 *Sunlight Impacts*

6.6.13 The sunlight impacts are similar to the approved scheme as a result of the similar massing. For reference, the height difference between the approved buildings and the proposed is as follows:

	Approved (m)	Proposed (m)	Difference (m)
DZ4	46.75	47.20	0.45
DZ5	64.12	66.10	1.98
DZ6N	54.15	53.80	-0.35
DZ6W	45.9	46.15	0.25
DZ6S	54.15	54.97	0.82

6.6.14 The largest difference is therefore in the increased height of DZ5. Considering the findings of the submitted report on the impacts to neighbouring windows of the constructed earlier phase buildings of DZ1 and DZ2,, the annual sunlight remains good for all those windows that are level with the facing facade and not set back and overshadowed by their own design. Winter sunlight does not achieve the 4% aimed for in the BRE guidance but this is also a feature of the masterplan scheme and the approved scheme.

6.6.15 Overall, it is considered that the sunlight impacts to neighbouring occupants do not form a reason to refuse the scheme and are in line with the previous approval.

6.6.16 *Overshadowing of Private and Public Outdoor Amenity Areas*

6.6.17 While the submitted Daylight and Sunlight report does not consider overshadowing of the existing outdoor amenity spaces, the impacts of the development can be inferred from the rest of the results, being similar to the approved scheme. Also, the proposals include a great deal of additional communal outdoor amenity space for the benefit of future and existing residents and, at the time of the previous report, it was noted that 75% of the proposed external amenity spaces, taken cumulatively, would receive at least 2 hours sunlight on 21st March. The current scheme would provide 64% of the cumulative proposed external amenity spaces with at least 2 hours sunlight on 21st March. Individually, the proposed spaces differ considerably in this regard, with the large central space being well sunlit, while the courtyard space south of DZ6N much less so, and the small space south of DZ4, very little. Overall, the proposed spaces

are considered in line with the BRE recommendations. It is also considered that, despite the lack of detail in the submitted report in respect of the existing outdoor spaces of the site, it is reasonable to conclude that the proposals are again acceptable in this regard.

Daylight/ Sunlight Conclusions

- 6.6.18 At the time of the approval under 2019/1969, it was noted that the proposal is for a greatly increased massing for the site in comparison with the existing long term vacant lots and particularly towards the centre of the estate. As such, it was accepted that there will be a significant impact on the daylight and sunlight for some neighbouring properties, particularly to windows beneath existing balconies.
- 6.6.19 This remains the case because the proposed scheme is notably similar in its layout to the approval, building footprints, heights and massing. The impacts to VSC, NSL and APSH are in line with the approved development and are considered to be acceptable.

Outlook/Sense of Enclosure

- 6.6.20 In line with the assessment above in respect of daylight/sunlight, it is noted that the proposal is for a greatly increased massing for the site in comparison with the existing long term vacant lots and particularly towards the centre of the estate. As such, it is accepted that there will be a restricted outlook for some existing and neighbouring residents over the existing situation and, similarly, an increased sense of enclosure. Nevertheless, the proposal has been sensitively designed to minimise these impacts where possible and it is considered that the impacts, while somewhat redistributed, are overall not significantly more detrimental on existing residents than the scheme already approved. For these reasons, and in line with the assessment at the time of the approval under 2019/1969, the proposal is considered acceptable in respect of its impact on the outlook and sense of enclosure experienced at neighbouring properties.

Privacy and Overlooking

- 6.6.21 The Council has no specific policy guidance on acceptable separation distances for overlooking. This is due to the differing established grain and density of the borough, the potential to limit the variety of urban space and unnecessarily restrict density.
- 6.6.22 The footprints and window layouts are similar to previously approved and would not worsen the approved arrangements in relation to overlooking, when it was considered that the development would be of a layout and design that provides adequate distances between windows in the proposed development and windows (and amenity spaces) in surrounding properties.
- 6.6.23 The development is therefore deemed acceptable in terms of prospective overlooking and so meets London Plan policy D3 and LP33 policy LP2 in these terms.

Noise/Odour

- 6.6.24 London Plan policy 7.15 seeks to manage the amount of noise arising to and from a development, in line with surrounding environs.

- 6.6.25 The accommodation proposed as part of this development is deemed to reflect the existing surrounding context through providing predominantly C3, E and F2 uses. The Council's Environmental Protection team have reviewed the proposal and raise no objection. This aspect is considered acceptable subject to retention of the approved conditions, coupled with demolition, construction and site environmental management conditions for the construction phase, which will limit noise and disturbance to surrounding occupiers. A Considerate Constructor's clause is included within the Unilateral Undertaking to further protect adjoining residents.
- 6.6.26 To safeguard against potential odour impacts on surrounding residential occupiers, each Class E unit will require a flue that discharges at roof level and the approved condition is again recommended in this regard.
- 6.6.27 In relation to the proposed community centre, existing conditions ensuring both specific acoustic protection to adjoining residential units and a management plan providing measures to reduce noise, disturbance and anti-social behaviour to surrounding occupiers are again proposed as part of this assessment.

Amenity Conclusions

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

6.7 Energy and Sustainability

- 6.7.1 London Plan policy SI 2 and LP33 policy LP55 state major development proposals should be net zero-carbon.
- 6.7.2 The applicant has provided an updated Energy Statement to take into account the design changes and reflecting the changes to performance and assessment coming about through Part L 2021. This has resulted in some significant changes, amounting to the following with regard to the GLA energy hierarchy:
- Non-residential carbon savings have increased from 24.4% (Part L13) to 35.2% (Part L21).
 - Residential carbon savings have decreased from 37.9% (Part L13) to 6.38% (Part L21) for the residential aspects, this is due to the:
 - Changes in the Part L methodology & carbon factors: the equivalent Part L13 figure is 46.75% and would have been recorded as an improvement, thanks to the significant increase of the PV array from 27 to 49.8 kWp
 - Retention of Combined Heat and Power (CHP) to provide heating and hot water via the District Heat Network (DHN): CHP no longer being supported under Part L21 but the Kings Crescent DHN already having been built.

- 6.7.3 Policy LP53 & SI3 require prioritising the connection to an existing District Heat Network (DHN) before considering site wide solutions such as communal heat pumps. As such, the connection to the Kings Crescent DHN is supported, and was a feature of the approved scheme. We note that Kings Crescent DHN is CHP (Combined Heat and Power: 55%) with gas boilers (45%), so the carbon savings delivered are inherently limited by the technology. It is also noted that there is no timescale for the expansion and decarbonisation of the Kings Crescent DHN but that it can be reasonably anticipated to happen in the mid-term. Since this is an aspect of the scheme that was previously approved and is in line with policy, this aspect of the scheme is considered acceptable.
- 6.7.4 As a new feature of the proposed scheme, the applicant has sought to offset the negative impact of the DHN on the proposed carbon performance by maximisation of the number PV panels (doubling the approved provision). While this approach compromises the delivery of green roofs, since biosolar roofs are not proposed, during the course of the application, it was considered alongside Sustainability and Biodiversity officers whether it would make sense to reduce the number of PV panels and provide green roofs instead. Following optioneering by the applicant, which showed that the increase in Urban Greening Factor would amount to only 0.01 across the scheme, the maximisation of PV panels is supported in sustainability terms.
- 6.7.5 As such, the Carbon Offset contributions are estimated at £632,215, which reflects a significant uplift from the approved scheme that is reflective of the subsequent changes in carbon pricing and the disincentivisation of CHP systems in legislation, but which would nevertheless be higher still if the PV panels had not been maximised.
- 6.7.6 In line with the amended energy strategy, new and amended conditions are recommended to ensure that the targets of the submitted energy statement and with regard to the PV panels are met.
- 6.7.7 An additional condition is recommended in respect of details of the external shading devices proposed to mitigate the potential for overheating within the residential units, as recommended by the Borough's Sustainability team. A further condition is recommended to ensure that residents are provided with comprehensible, jargon free information as to the best ways to cool their homes at times of overheating. With these two conditions, the proposal is considered acceptable in respect of overheating.
- 6.7.8 BREEAM Excellent would be achieved with 73.05% for Community Center and 71.27% for the S&C retail. It is recommended that the approved BREEAM condition is retained in this respect.
- 6.7.9 A final recommended condition requires the applicant to provide a robust justification of whether the renewable energy generated on-site can be provided to future residents, rather than being passed directly to the grid. This condition is considered necessary on the basis of a lack of certainty in this respect at this planning application stage and as an additional public benefit on this scheme that is to provide a significant quantum of Affordable Housing.
- 6.7.10 In line with all relevant major developments in recent years, an additional clause is recommended in the legal agreement to ensure that Be Seen monitoring is carried out.

- 6.7.11 Subject to the above conditions and legal agreement clauses, the proposal is deemed to be in line with the requirements of local and regional policy.

6.8 Trees and Biodiversity

- 6.8.1 Policy G7 (Biodiversity and access to nature) and G7 (Trees and Woodland), along with Local Plan 2033 policies LP47 (Biodiversity and Sites of Importance of Nature Conservation) and LP51 (Tree Management and Landscaping) stress the importance of trees and biodiversity.

Landscaping/Planting

- 6.8.3 Based on the submitted documents, the proposed landscape plans are acceptable in principle, and the approved conditions are again recommended. In general, the proposed landscaping is again considered positive. The plans include the planting of a significant number of new trees, along with shrubs, small trees, lower herbaceous planting, and an area with planters for food growing.

Green Roofs

- 6.8.2 As discussed in the Sustainability section above, PV panels have been prioritised for roof areas. The applicants have provided optioneering, which shows that maximising green roofs over PV panels would only increase the Urban Greening Factor by 0.01 and the proposed layout is considered acceptable, following joint conversations with Sustainability and Biodiversity officers. Full details of the green roofs that are to be provided is required by the approved condition, which is again recommended.

Urban Greening Factor (UGF)

- 6.8.9 During the course of the application, following comments from Biodiversity officers, the proposed UGF score has increased marginally from 0.235 to 0.246. This is a decrease from the approved score of 0.28 and below the target figure of 0.4 in policy terms.
- 6.8.9 The post submission work between the applicants and Biodiversity officers to increase the achieved UGF means that the LPA is now satisfied that the proposals are as good as can be achieved on this site. The reduction in the score from the approved situation is, in part, due to the access improvements for fire engines. The lack of biosolar roofs also removes an area for potential improvement and it is noted that on a large site, where road infrastructure needs to be created, UGF scores can be lower even where planting has been optimised on a number of new outdoor amenity spaces, as here.
- 6.8.9 The UGF score includes a variety of beneficial features such as, flower-rich perennial planting and ground cover planting; an extensive green roof; permeable paving and tree planting in connected tree pits.
- 6.8.9 The updated Design and Access statement to describe the improvements to the scheme that resulted in the uplift in UGF during the course of the application, contains a statement that:

“Supply exceeds demand for raised planter beds in phases 1 & 2, meaning there is a surplus in the existing provision. As such, it would be inappropriate

to include the proposed raised beds within the UGF calculation as ongoing use and management is not guaranteed. To improve the UGF score, we have looked at removing the proposed beds and replacing the 305sqm of low-scoring amenity grass (required in order to be able to access and move around the planters) with biodiverse groundcover planting. The total measurable area of raised beds is significantly lower than the area of planting and subject to future management decisions, meaning the change to groundcover planting results in an uplift in score in comparison.”

6.8.9 Nevertheless, the applicant team has committed in writing, as well as in the submitted drawings, to including the food growing planter beds, which will be served by a separate water tap, thereby ensuring that they are attractive to future residents. This is in line with officer advice that such flower beds will have a high biodiversity value, aside from the calculated UGF score and going some way to offsetting the shortfall in that regard. The approved landscaping condition has been amended to include this element.

6.8.9 The approved bird and bat box/brick condition has been retained and it is noted that there is an expectation that this will be an area in which on-site biodiversity can be improved at the details stage. In this location, close to the Clissold Park Site of Importance for Nature Conservation, bird and bat boxes and bricks are likely to be well used and will represent a welcome improvement from the current cleared site.

Trees

6.8.10 The approved scheme replaced three removed trees with 58 new ones, which significantly increased canopy coverage and complied with tree policy. However, the current variation proposal suggests removing 14 trees to be replaced by 52 new semi-mature trees.

6.8.9 Within the s278 Highways Works twenty additional off-site trees are to be planted. While this is in line with the approved development, the clause should be strengthened to reflect the increase in on-site canopy loss and the trees should now be required to be ‘semi mature’. This is in line with the Tree Officer recommendation and would ensure that no additional CAVAT payment is required.

6.8.12 A number of further conditions are recommended to ensure the protection of the existing trees during the construction period and their continued health, in line with the recommendations of the Tree officer. While these are new conditions, they are considered reasonable and necessary, given the additional information that is now available, compared to the time of the original permission.

Biodiversity and Tree Conclusions

6.8.13 For these reasons, on balance, the proposal is considered acceptable with regard to its impact on biodiversity and trees, subject to the new and retained conditions detailed above.

6.9 Condition Amendments

6.9.1 As has been detailed in the report above, the scheme seeks to make amendments to a relatively old (2019) application for which some of the conditions requiring

post-planning details have already been addressed and which has already been implemented, so remains extant. In the circumstances, it is important to consider the conditions and legal obligations that should be updated and where new ones should be created. The extant scheme remains a fallback position but the amended elements of the scheme must also be acceptably controlled.

6.9.2 In addition to the additional conditions that are recommended elsewhere in this report, the following approved conditions have been addressed by applications providing details and should therefore be amended to reflect the approved details:

- 14: Contaminated Land
- 19: Demolition and Construction Management Plan.

6.9.5 Condition 5, which required details of the fit out for office floorspace has been removed. The changes to the Use Class Order, which introduced Class E, have encouraged flexibility in the provision of commercial floorspace and it is considered appropriate for the proposed floorspace to be flexible, without the need for a condition requiring it to be in one of the sub-categories of Class E here. As such, the proposed floorspace is likely to move in and out of particular use types within Class E and it would be onerous and unnecessary to require marketing information of any of the proposed floorspace were it to move into an office use.

6.9.3 A Non Material Amendment under 2023/2877 changed the trigger to one condition, which should be reflected in amended wording:

- 28: Sustainable Urban Drainage

6.9.4 As above, the Non Material Amendment under 2025/2666 ensures that details of the number of residential units and the quantum of non residential floorspace were removed from the development description and added as conditions. These conditions should be amended in line with the amended proposals:

- 41: Number of Residential Units
- 42: Quantum of non residential floorspace

6.9.5 The scheme also requires a Deed of Variation to the approved Unilateral Undertaking and the amended and additional Heads of Terms are found in Recommendation B, below.

6.9.6 These additional and amended legal obligations and conditions are considered to be necessary and reasonable to provide an acceptable level of control over the scheme amendments that form this application.

6.10 Other Planning Matters

Ground Contamination

6.10.1 Post planning work in connection with the approved conditions has completed the pre-commencement requirements of the approved condition under 2019/1969. One condition is required to ensure compliance with the pre-commencement findings and the approved pre-occupation condition should be retained. On that basis, the proposal is considered to be acceptable with regards to land contamination.

Fire Safety

6.10.2 In line with Policy D12 of the London Plan, the submission includes documents in relation to the proposed fire safety strategies. Many of the proposed amendments to the design of the scheme are specifically in response to the enhanced fire safety protocols within the Building Regulations since the time of the approved scheme. The proposals have been reviewed by the Building Safety Regulator and by London Fire Brigade, who have not raised any issues in respect of the Gateway One process or fire safety more generally. Adherence to the submitted documents is recommended to be required in an amended fire safety condition, and the application is considered acceptable in this regard.

Waste and recycling

6.10.3 The applicants have met with the Borough's Waste and Recycling officers and together have worked through improvements on the previous designs. The capacities for the bin stores for the new blocks are in line with guidance. The waste plans for the existing units are also an improvement on the approved strategy.

6.10.4 There are some proposed refuse stores where drag distances would be over 10m from the stopping point for collection vehicles and, on that basis, the recommended heads of terms for the legal agreement includes payment of the weekly charge for Environmental Operations staff to assist with the collections by moving the bins to the collection points prior to the crew's arrival and returning the bins to the stores once empty.

6.10.5 Subject to the recommended conditions and legal agreement clauses, the waste and recycling strategy is considered to be acceptable.

Other

6.10.6 In all other respects, the scheme is considered to be in accordance with the approved development and should be subject to the same conditions and legal agreement clauses of that approval.

6.11 Consideration of Consultee Responses

6.11.1 In general, the response to issues raised by consultees has been outlined in the main body of the report, However there were additional consultation questions that are dealt with here:

- *Lack of clarity as to the impacts on neighbouring amenity*
Officer's response: While it is recognised that the submitted Daylight/Sunlight document is not formatted in a manner that is easily comprehensible, extensive work with the applicant team has convinced LPA officers that the underlying data set is reliable and is present in the submission. In addition, as noted in the officer report above, the scheme is shown by the scale drawings and other submissions to be very similar to the 2019/1969 scheme. It is considered that the amenity impacts in comparison to the existing and approved situations are sufficiently clear to allow approval of the application.
- *Lack of clarity as to the impact of the changes to the architectural language and building heights and massing on the streetscape.*

Officer's response: The application comes with an extensive set of scale drawings, which explain the scheme comprehensively at the level of detail that is expected at application stage. In addition, the Design and Access Statement provides CGI images of the proposals. Where further details are required, these have been requested within the recommended conditions.

- *Loss of existing open space.*

Officer's response: As discussed in the report above, the proposed landscaping of the site is considered a public benefit of the scheme. There is marginally less landscaping than as approved but, since this is to improve the fire safety of the scheme (by improving fire engine access), the change is understood and the difference will have a marginal impact on residents' enjoyment of the spaces.

It is noted that the entire middle portion of the site has been empty for a long time but this has not been accessible by residents and was not 'open space' in the common sense of the term.

- *Impact of construction period on existing residents, including those who work from home.*

Officer's response: The amenity impacts of the period of construction, which is temporary by its nature, are considered insufficient grounds to refuse this application.

- *Construction has begun without residents first being informed, or informed of the construction schedule, working hours, and periods of particularly noisy activity.*

Officer's response: There is an extant permission at the site following the original approval, which was commenced following the approval of pre-commencement conditions.

- *Existing tenants on the estate should be helped cope with the difficulties during the construction period.*

Officer's response: The point is noted and has been conveyed to relevant officers at the Council. It would not form a reason to refuse this application.

- *Impact on local traffic and parking congestion, including the removal of the Green Lanes service bay and the introduction of a new loading bay.*

Officer's response: The submission documents have been reviewed by the Borough's Highways and Streetscene officers and are considered to provide acceptable mitigations in respect of traffic and parking congestion, subject to the recommended conditions and legal agreement clauses.

- *It is essential for the building work to consider seep away/soakaway drains and to ensure there is enough drainage to accommodate the new buildings.*

Officer's response: These aspects have been considered in the submission documents, as they were at the time of the original approval. The Borough's Drainage team have considered the application and found it acceptable, subject to the recommended conditions.

6.12 Planning contributions and Community Infrastructure Levy (CIL)

6.12.1 The Mayor of London has introduced a CIL to assist with the funding of Crossrail. In the case of developments within the London Borough of Hackney, Mayoral CIL2 is chargeable at a rate of £60 per square metre of development. Hackney Zone B CIL is applicable to this development, at a rate of £25 per square metre of residential floorspace.

6.12.2 The proposal involves the erection of new buildings with a net additional residential floorspace of 20293.6m² and Class E commercial floorspace of 457.5m². The development is as such liable for both Local CIL and Mayoral CIL. The Hackney and Mayoral CIL liability for the development is calculated as follows:

6.12.3 *LBH CIL*

20293.6m² x £55 (New Residential Floorspace – Zone C) = £1,116,148.00
457.5m² x £25 (New Commercial Floorspace – nil rated) = £0

6.12.4 *Mayoral CIL*

20751.1m² x £60 = £1,245,066.00

6.12.5 We note that a social housing exemption can be applied for at the next stage. Any amounts due will be subject to indexation.

Employment and Skills Obligations

6.12.6 A Ways into Work contribution of £108,486.45 has been secured which will provide employment support to residents, through job brokerage, work placements, local labour programmes, supply chain management and programmes aimed at assisting SMEs. In addition, the Heads of Terms to the Unilateral Undertaking require an Employment and Skills Plan in partnership with the Regeneration Delivery Team to ensure a joined up approach to local provision of employment support. The plan should aim to achieve a 30% commitment to local labour and at least one apprentice to be employed per £2 Million of construction contract value.

Other Obligations

6.12.7 The other obligations secured under the original permission will remain in force, amended as necessary to reflect the changes to the scheme. The Heads of Terms to the Supplementary Unilateral Undertaking are listed at section 8.2, below.

6.13 Equalities Considerations

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

6.13.2 Having regard to the duty set out in the S149 Equality Act 2010, the development

proposals do not raise specific equality issues other than where discussed in this report.

7.0 CONCLUSION

- 7.1 The principle of a mixed use but predominantly residential scheme on this site was agreed at the time of the parent permission. The amended scheme is generally considered to retain the high architectural quality of the original permission and would integrate well with the first two phases and the wider context of the estate. It would provide an increased number of Affordable units, despite the changes necessitated by the subsequent Building Regulation upgrades in respect of fire safety. The public benefit of bringing a long term vacant central space within the site into productive use with new residential blocks and quality landscaping and playspace, is high.
- 7.2 The proposal is considered to be in line with the parent permission and is acceptable in planning terms in all other respects, including the impact on amenity of adjoining residents, transport impact and car parking provision, sustainability and energy efficiency measures and biodiversity.
- 7.3 The proposal is, on balance, therefore deemed to comply with pertinent policies in the Hackney Local Plan 2033 (2020) and the London Plan (2021), and the granting of permission therefore is recommended subject to conditions and completion of a Deed of Variation to the Unilateral Undertaking.

8.0 RECOMMENDATIONS

8.1 Recommendation A

That planning permission be GRANTED, subject to completion of a Supplementary Unilateral Undertaking and the following conditions:

8.1.1 - Development in accordance with plans

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

2025/2751: K157-HHB-ZZ-XX-DR-A-809000 Rev P02, ZZ-XX-DR-A-809001 Rev P02, ZZ-XX-DR-A-809002 Rev P02, ZZ-XX-DR-A-809200 Rev P03, ZZ-XX-DR-A-809250 Rev P05, ZZ-00-DR-A-809100 Rev P06, ZZ-01-DR-A-809101 Rev P06, ZZ-02-DR-A-809102 Rev P06, ZZ-03-DR-A-809103 Rev P06, ZZ-04-DR-A-809104 Rev P06, ZZ-05-DR-A-809105 Rev P06, ZZ-06-DR-A-809106 Rev P06, ZZ-07-DR-A-809107 Rev

P06, ZZ-08-DR-A-809108 Rev P06, ZZ-09-DR-A-809109 Rev P06, ZZ-10-DR-A-809110 Rev P06, ZZ-11-DR-A-809111 Rev P06, ZZ-12-DR-A-809112 Rev P06, ZZ-XX-DR-A-809120 Rev P05, ZZ-XX-DR-A-809121 Rev P03, DZ4-00-DR-A-804100 Rev P05, DZ4-00-DR-A-804300 Rev P02, DZ4-00-DR-A-804350 Rev P02, DZ4-00-DR-A-804351 Rev P02, DZ4-00-DR-A-804352 Rev P02, DZ4-00-DR-A-804353 Rev P02, DZ4-01-DR-A-804101 Rev P05, DZ4-02-DR-A-804102 Rev P05, DZ4-03-DR-A-804103 Rev P05, DZ4-04-DR-A-804104 Rev P05, DZ4-05-DR-A-804105 Rev P05, DZ4-06-DR-A-804106 Rev P05, DZ4-XX-DR-A-804200 Rev P05, DZ4-XX-DR-A-804201 Rev P05, DZ4-XX-DR-A-804202 Rev P05, DZ4-XX-DR-A-804203 Rev P05, DZ4-XX-DR-A-804250 Rev P05, DZ4-XX-DR-A-804251 Rev P05, DZ4-XX-DR-A-804400 Rev P06, DZ4-XX-DR-A-804401 Rev P05, DZ4-XX-DR-A-804402 Rev P06, DZ4-XX-DR-A-804403 Rev P05, DZ4-XX-DR-A-804404 Rev P06, DZ4-XX-DR-A-804500 Rev P05, DZ4-XX-DR-A-804501 Rev P05, DZ4-XX-DR-A-804502 Rev P05, DZ5-00-DR-A-805100 Rev P05, DZ5-01-DR-A-805101 Rev P05, DZ5-02-DR-A-805102 Rev P05, DZ5-03-DR-A-805103 Rev P05, DZ5-04-DR-A-805104 Rev P06, DZ5-05-DR-A-805105 Rev P06, DZ5-06-DR-A-805106 Rev P05, DZ5-07-DR-A-805107 Rev P05, DZ5-08-DR-A-805108 Rev P05, DZ5-09-DR-A-805109 Rev P05, DZ5-10-DR-A-805110 Rev P05, DZ5-11-DR-A-805111 Rev P06, DZ5-12-DR-A-805112 Rev P06, DZ5-00-DR-A-805350 Rev P02, DZ5-XX-DR-A-805200 Rev P05, DZ5-XX-DR-A-805201 Rev P05, DZ5-XX-DR-A-805202 Rev P05, DZ5-XX-DR-A-805203 Rev P05, DZ5-XX-DR-A-805250 Rev P05, DZ5-XX-DR-A-805251 Rev P05, DZ5-XX-DR-A-805400 Rev P06, DZ5-XX-DR-A-805401 Rev P06, DZ5-XX-DR-A-805402 Rev P06, DZ5-XX-DR-A-805403 Rev P05, DZ5-XX-DR-A-805404 Rev P05, DZ5-XX-DR-A-805405 Rev P05, DZ5-XX-DR-A-805406 Rev P05, DZ5-XX-DR-A-805407 Rev P06, DZ5-XX-DR-A-805410 Rev P06, DZ5-XX-DR-A-805411 Rev P05, DZ5-XX-DR-A-805412 Rev P06, DZ5-XX-DR-A-805500 Rev P05, DZ5-XX-DR-A-805505 Rev P05, DZ5-XX-DR-A-805510 Rev P05, DZ5-XX-DR-A-805511 Rev P05, DZ5-XX-DR-A-805512 Rev P05, DZ5N-00-DR-A-805300 Rev P02, DZ5N-00-DR-A-805301 Rev P02, DZ5N-00-DR-A-805302 Rev P02, DZ5N-00-DR-A-805351 Rev P02, DZ5S-00-DR-A-805303 Rev P03, DZ5S-00-DR-A-805304 Rev P02, DZ5S-00-DR-A-805310 Rev P02, DZ5S-00-DR-A-805352 Rev P02, DZ6N-00-DR-A-806100 Rev P06, DZ6N-01-DR-A-806101 Rev P06, DZ6N-02-DR-A-806102 Rev P06, DZ6N-03-DR-A-806103 Rev P07, DZ6N-04-DR-A-806104 Rev P07, DZ6N-05-DR-A-806105 Rev P06, DZ6N-06-DR-A-806106 Rev P06, DZ6N-07-DR-A-806107 Rev P06, DZ6N-08-DR-A-806108 Rev P06, DZ6N-09-DR-A-806109 Rev P06, DZ6N-00-DR-A-806300 Rev P02, DZ6N-00-DR-A-806301 Rev P02, DZ6N-00-DR-A-806350 Rev P02, DZ6N-00-DR-A-806351 Rev P02, DZ6N-00-DR-A-806352 Rev P02, DZ6N-XX-DR-A-806200 Rev P06, DZ6N-XX-DR-A-806201 Rev P06, DZ6N-XX-DR-A-806202 Rev P06, DZ6N-XX-DR-A-806203 Rev P06, DZ6N-XX-DR-A-806250 Rev P06, DZ6N-XX-DR-A-806251 Rev P06, DZ6N-XX-DR-A-806252 Rev P06, DZ6N-XX-DR-A-806401 Rev P07, DZ6N-XX-DR-A-806402 Rev P07, DZ6N-XX-DR-A-806403 Rev P07, DZ6N-XX-DR-A-806404 Rev P07, DZ6N-XX-DR-A-806405 Rev P07, DZ6N-XX-DR-A-806406 Rev P07, DZ6N-XX-DR-A-806407 Rev P07, DZ6N-XX-DR-A-806408 Rev P07, DZ6N-XX-DR-A-806409 Rev P07,

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DZ6W-XX-DR-A-807501 Rev P05, DZ6W-XX-DR-A-807502 Rev P06,

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THC-00-DR-A-801100 Rev P03, THC-00-DR-A-801150 Rev P03, THC-01-DR-A-801101 Rev P03, THC-01-DR-A-801151 Rev P03, THC-02-DR-A-801102 Rev P03, THC-02-DR-A-801152 Rev P03, THC-03-DR-A-801103 Rev P03, THC-03-DR-A-801153 Rev P03, THC-04-DR-A-801104 Rev P03, THC-04-DR-A-801154 Rev P03, THC-05-DR-A-801105 Rev P03, THC-05-DR-A-801155 Rev P03, THC-06-DR-A-801106 Rev P03, THC-06-DR-A-801156 Rev P03, THC-XX-DR-A-801200 Rev P03, THC-XX-DR-A-801201 Rev P03, THC-XX-DR-A-801202 Rev P03, THC-XX-DR-A-801203 Rev P03, THC-XX-DR-A-801250 Rev P03, THC-XX-DR-A-801251 Rev P03, THC-XX-DR-A-801252 Rev P03, THC-XX-DR-A-801253 Rev P03,

WEC-00-DR-A-803100 Rev P03, WEC-00-DR-A-803150 Rev P03, WEC-01-DR-A-803101 Rev P03, WEC-01-DR-A-803151 Rev P03, WEC-02-DR-A-803102 Rev P03, WEC-02-DR-A-803152 Rev P03, WEC-03-DR-A-803103 Rev P03, WEC-03-DR-A-803153 Rev P03, WEC-04-DR-A-803104 Rev P03, WEC-04-DR-A-803154 Rev P03, WEC-05-DR-A-803105 Rev P03, WEC-05-DR-A-803155 Rev P03, WEC-06-DR-A-803106 Rev P03, WEC-06-DR-A-803156 Rev P03, WEC-07-DR-A-803107 Rev P03, WEC-07-DR-A-803157 Rev P03, WEC-XX-DR-A-803200 Rev P03, WEC-XX-DR-A-803201 Rev P03, WEC-XX-DR-A-803202 Rev P03, WEC-XX-DR-A-803250 Rev P03, WEC-XX-DR-A-803251 Rev P03, WEC-XX-DR-A-803252 Rev P03, WEC-XX-DR-A-803602 Rev P03, WEC-XX-DR-A-803604 Rev P03,

K157-MUF-ZZ-EX-DR-L-908100 Rev P02, K157-MUF-ZZ-EX-DR-L-908101 Rev P02, K157-MUF-ZZ-EX-DR-L-908105 Rev P02, K157-MUF-ZZ-EX-DR-L-908120 Rev P03, K157-MUF-ZZ-EX-DR-L-908121 Rev P03, K157-MUF-ZZ-EX-DR-L-908122 Rev P03, K157-MUF-ZZ-EX-DR-L-908123 Rev P03, K157-MUF-ZZ-EX-DR-L-908126 Rev P03, K157-MUF-ZZ-EX-DR-L-908127 Rev P03, K157-MUF-ZZ-EX-DR-L-908200 Rev P02, K157-MUF-ZZ-EX-DR-L-908201 Rev P02, K157-MUF-ZZ-EX-DR-L-908202 Rev P03, K157-MUF-ZZ-EX-DR-L-908203 Rev P03, K157-MUF-ZZ-EX-DR-L-908204 Rev P02, K157-MUF-ZZ-EX-DR-L-908205 Rev P03, K157-MUF-ZZ-EX-DR-L-908206 Rev P02, K157-MUF-ZZ-EX-DR-L-908207 Rev P02, K157-MUF-ZZ-EX-DR-L-908410 Rev P02, K157-MUF-ZZ-EX-DR-L-908420 Rev P02, K157-MUF-ZZ-EX-DR-L-908425 Rev P03, K157-MUF-ZZ-EX-DR-L-908427 Rev P03, K157-MWL-ZZ-ZZ-DR-E-639500 Rev P01,

Planning Statement (including Affordable Housing Statement) Rev 4 dated 16 April 2026, Design and Access Statement, Heritage Impact Assessment 2019 Addendum dated 25 January 2026 by Tetra Tech, Daylight & Sunlight Assessment P05 dated 24 February 2026 by Keeping Blue Ltd, Air Quality Assessment dated 17th March 2026 by Redmore Environmental, Preliminary Ecological Appraisal dated 5 March 2024 by Native Ecology LLP, Arboricultural Report and Impact Assessment dated 16 October 2025 by Crown Tree Consultancy, CAVAT Assessment Tree Plan, SPD Child Friendly Impact Assessment P02 dated 28 November 2025 by MUF, Energy & Sustainability Strategy October 2025 by Mendick Waring Ltd, Overheating Analysis Report by Mendick Waring Ltd, Circular Economy Report dated December 2025 by Mendick Waring Ltd, Whole Life Cycle Assessment Report dated December 2025 by Mendick Waring Ltd, Net Zero Carbon Spreadsheet, Transport Assessment Addendum dated December 2025 by EAS, Travel Plan dated December 2025 by EAS, Delivery and Servicing Management Plan dated December 2025 by EAS, Construction Logistics Plan October 2025 by EAS, Road Safety Audit Brief September 2025 by EAS, RSA Designers' Response October 2025 by EAS, Email from James Hawkins "Re: 2025/2751 - Kings Crescent Final Comments" dated 17 Apr 2026, London Plan Fire Statement and Planning Fire Safety Strategy ref S24051102 Issue No: 02 dated 10 April 2025 by Bureau Veritas, Gateway One Fire Statement ref S24051102 dated 19 November 2025 by Bureau Veritas, Fire Safety Strategy ref S24051102 Issue No: 03 dated 19 November 2025 by Bureau Veritas, Flood Risk Addendum K157- WAL - ZZ - XX- RP - C - 01900 1 dated 15 October 2025 by Walsh, Drainage Strategy Addendum dated 17 October 2025 by Walsh, Noise Impact Assessment dated 21st May 2024 by ENS, Statement of Community Involvement, Floorspace Schedule, External Finish Material Palette schedule from Henley Halebrown, Health Impact Assessment Addendum dated January 2026.

2019/1969: Design and Access Statement, SD2 - Planning Statement, SD3 – Townscape/Heritage Assessment, SD4 – Marketing Strategy for Commercial Floorspace, SD5 – Retail Impact Assessment (For A Class Uses), SD6 – Archaeological Desk Based Assessment, SD7 – Land Contamination Assessment, SD9 – Air Quality Assessment, SD10A – Energy Statement and Overheating Assessment, Kings Crescent Phase 3&4 – Response to Energy Memo: Stage 1 Consultation, SD10B – Sustainability Statement, SD11A – Preliminary Ecological Appraisal, SD11B – Bat Survey, SD12 – Noise and Vibration Assessment, SD13A – Daylight, Sunlight & Overshadowing Assessment, Addendum to Daylight/Sunlight report by Waldrams, SD13B – Internal Daylight and Sunlight Report, SD14 – Stage 1 Road Safety Audit, SD14A – Transport Assessment, SD14B – Framework Travel Plan, SD14C – Delivery and Servicing Plan, SD14D – Construction Logistics Plan, SD15A – Flood Risk Assessment, Price & Myers Flood Risk Assessment September 2019, SD15B – Drainage Strategy, Momentum File Note: Drainage Summary, Momentum – Surface Water Strategy – Managing Surface Water 23rd July 2019, SD16 – Arboricultural Impact Assessment, SD17 – Health Impact Assessment, SD18 – Wind Impact Assessment, SD19 – Statement of Community Involvement, SD20 – Fire Strategy Report, SD21 – Utilities Statement

2024/0865: Remediation Method Statement Rev 1 dated 26 January 2024 by Geotechnical & Environmental Associates

2024/2238: Interim Validation Report from GEA dated 15 October 2024, Email from Domantas Lape "RE: 2024/2238 – Kings Crescent Estate Queens Drive, Hackney, London, N4 2SY" dated 22 January 2025

2024/0872: Demolition and Construction Management Plan (DCMP) Rev: 004 dated 31/05/24

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

8.1.2 - Design details to be approved

Prior to commencement of above ground works of the development hereby approved, the following details shall be submitted to and approved in writing by the Local Planning Authority:

- a) Details of ground floor residential, shopfront and workspace entrance design, and signage strategy
- b) Details of proposed signage on residential and community buildings;
- c) Detailed section drawings of all types of walls, including doors and windows, triple glazing to residential units, sills, thresholds and joints with the adjoining materials; interfaces with balconies, balustrades and balcony soffits. This should include details of the transition between materials on blocks with front and rear materials. (All at scale 1:5, 1:10 and 1:20)
- d) Details of proposed balcony structure for existing buildings

REASON: To ensure that the external appearance of the building is satisfactory and does not detract from the character and visual amenity of the area and to ensure an acceptable standard of accommodation for future occupants.

8.1.3 - Design samples to be approved

Prior to commencement of above ground works of the development hereby approved, the following details shall be submitted to and approved in writing by the Local Planning Authority:

- a) On site mock up mock-up to demonstrate appearance and detailing of external, Green Lanes facing, balcony structure;
- b) On site mock-ups of brick, mortar and windows for main facade types, with red line drawing provided to show location in facade of mock-up;
- c) Material samples of all externally appearing features, including lobby materials and the Weston Court screen to the bicycle store;
- d) Provision of a detailed materials sheet showing the location of materials, their manufacturer and product reference and precedent photographs.
- e) The submitted details shall include bricks, and not brick slips.

REASON: To ensure a high standard of design.

8.1.4 - Community Use Management Strategy

Prior to occupation of the F2 floorspace hereby approved, a community floorspace management plan shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall include the following details:

- a. Details of how the space will be managed and operated (including days/times it will be open for use by general public)

- b. Rates of hiring/using the space (including details of any discounted rates to local groups or users)
- c. measures to mitigate any noise, disturbance and wider impacts, arising from the uses. The details shall include but not limited to: Confirmation of the activities to be undertaken, measures to be introduced to control noise levels propagating from the premises, including measures to address noise from patrons congregating outside and leaving the area.
- d. Maximum number of visitors/guests attending individual events.

The use shall not be operated otherwise than in accordance with the details thus approved.

REASON: To ensure the community floorspace is accessible to all members of the community and to ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of general disturbance.

8.1.5 - Hard and soft landscaping scheme

Prior to commencement of the landscaping works, a detailed hard and soft landscaping scheme illustrated on detailed drawings, shall be submitted to and approved in writing by the Local Planning Authority. Details shall include but not be limited to:

- a) All trees and other planting showing location, species, type of stock, numbers of trees/plants and areas to be seeded, turfed or left as a natural/biodiverse zone.
- b) The food growing planter beds shown on drawing K157-MUF-Z-EX-DR-L-908123 P03 and including a water faucet for use by residents.
- c) Play equipment and areas.

All landscaping in accordance with the scheme, when approved, shall be carried out within a period of twelve months from the date on which the development of the site commences or shall be carried out in the first planting (and seeding) season following completion of the development, and shall be maintained to the satisfaction of the Local Planning Authority for a period of ten years, such maintenance to include the replacement of any plants that die, or are severely damaged, seriously diseased, or removed.

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

8.1.6 - Connections to Heat Networks (pre-commencement)

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

- a) Updated evidence of two way correspondence between the applicant, the relevant local authority and network provider confirming the identified DHN has the capacity to serve the development, as well as supporting estimates of the CO2 emission factor to meet the limit set out in Part L 2021, installation cost and timescales for connection
- b) Layout of energy centre/plant room showing space for future heat exchanger
- c) Layout of obstacle free safeguarded route between heat exchanger and incoming DEN entry point
- d) Details of on-site connection with pre-installed and capped with flange
- e) Details of pre-installed pipework connecting identified plant room/ heat exchanger to proposed heating system(s)

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

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

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

8.1.7 - Connections to Heat Networks (pre-occupation)

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

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

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

8.1.8- Non CHP boilers

Any non-CHP space and hot water fossil fuel (or equivalent hydrocarbon based fuel) boilers must achieve dry NOx emission levels equivalent to or less than 30 mg/kWh.

REASON: To protect air quality and people's health by ensuring that the production of air pollutants, such as nitrogen dioxide and particulate matter, are kept to a minimum during the course of building works and during the lifetime of the development.

8.1.9 - Photovoltaic Arrays (prior to installation)

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

- a) Solar PV panels annual electricity peak generation of 49.7 kWp
- b) Solar PV panels array of 142 units

- 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

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

8.1.10 - Photovoltaic Arrays (prior to installation)

Prior to the occupation of the development hereby approved, full details and installation certificates by a MCS registered contractor must be submitted to and approved by the Local Authority to demonstrate at least the consented standards have been met or improved upon:

- a) Solar PV panels annual electricity peak generation of 49.7 kWp
- b) Solar PV panels array of 142 units
- c) Installation certificate by MCS register installer
- d) As built roof plan (1:50) showing PV array, maintenance and access paths, other plants and services, landscaping including fire breaks where applicable
- e) Final Operation & Maintenance manual including fire risk assessment where applicable

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

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

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

8.1.11 - Energy Statement

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

- a) Minimum carbon savings of 30.43 % /72.4 tonnes CO₂e for the residential units against Part L 2021 through fabric efficiency (Be Lean)
- b) Minimum overall carbon savings of 6.73 % / 16 tonnes CO₂e for the residential units area against Part L 2021
- e) Maximum Air permeability (m³/h/m²@50pa): residential 3 / non residential 3, unless otherwise agreed in writing with the Local Planning Authority
- f) Maximum Space Heating demand of 12.5 kWh/sqm/yr using a predictive modelling calculation methodology such as PHPP, TM54 or equivalent - the applicant will be expected to demonstrate and quantify how further design works have been carried out to seek to achieve the target, unless otherwise agreed in writing with the Local Planning Authority
- g) Maximum Energy Use Intensity of 85.8 kWh/sqm/yr for residential units and between 24.3 to 81.3 kWh/sqm/yr for non residential areas using a predictive modelling calculation

methodology PHPP, TM54 or equivalent - the applicant will be expected to demonstrate and quantify how further design works have been carried out to seek to achieve the aspirational target of 35 kWh/sqm/yr for residential units and 55 kWh/sqm/yr for non residential areas unless otherwise agreed in writing with the Local Planning Authority - the applicant will be expected to benchmark the results against the UK Net Zero Carbon Building Standard relevant data sets

h) A third party review report of the as-design predictive modelling calculations

i) Updated GLA Carbon Emission Reporting Spreadsheet

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

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

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

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

8.1.12 - BREEAM Assessment

Prior to the above grade works of the development hereby approved, the BREEAM Interim Design Certificate shall be submitted to and approved by the Local Planning Authority, providing full details to demonstrate attainment of BREEAM Excellent as set out in the hereby approved BREEAM Pre Assessment:

- BREEAM Excellent 73.05% for Community Center
- BREEAM Excellent 71.27% for the Shell & Core retail

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

Within 12 weeks of occupation of the development hereby approved, the BREEAM Final Design Certificate shall be submitted to and subsequently approved by the Local Planning Authority, providing full details confirming the final rating and credits have been achieved or improved upon the pre-commencement figures.

Achieved credits must be presented in a tracker comparing credits achieved at BREEAM Interim Certification stage.

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

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

8.1.13 - Sustainable waste management

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

- a) Municipal waste recycling rate of 65%
- b) Business waste recycling rate of 75%
- c) Minimum of 95% demolition or site waste diverted from landfill for reuse, recycling or recovery
- d) Minimum of 95% of excavation waste diverted from landfill for beneficial use
- e) Minimum of 20% of the new building material elements are comprised of recycled or reused content

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

8.1.14 - No new pipes and plumbing

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

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

8.1.15 - Contaminated Land: Pre-development

Part A: Unless further documents are submitted and approved by the Local Planning Authority prior to the commencement of development (other than demolition and site clearance, which does not include any works below existing ground level), the development hereby approved shall be carried out in accordance with the details approved in application 2024/0865 (Remediation Method Statement Rev 1 dated 26 January 2024 by Geotechnical & Environmental Associates)

Part B: The development shall not commence (other than demolition and site clearance, which does not include any works below existing ground level) until all pre-development remedial actions, set out in the remedial action plan, are complete. The approved documents in this regard (application 2024/2238: Interim Validation Report from GEA dated 15 October 2024, Email from Domantas Lape "RE: 2024/2238 – Kings Crescent Estate Queens Drive, Hackney, London, N4 2SY" dated 22 January 2025) shall be followed at all times, unless further documents relating to this part of the condition are approved by the Local Planning Authority. Work shall be completed and reporting produced by a competent person/company in line with current best practice guidance, including the Council's contaminated land planning guidance. The Local Planning Authority must receive notification at least 5 days before investigation and remedial works commence.

REASON: To protect the end user(s) of the development, any adjacent land user(s) and the environment from contamination.

8.1.16 - Contaminated Land: Pre-occupation

Part A: Prior to the occupation of the development, a post-development verification report must be produced to the satisfaction of and approved in writing by the Local Planning Authority. The verification report must fully set out any restrictions on the future use of the development and demonstrate that arrangements have been made to inform future site users of the restrictions. Work shall be completed and reporting produced by a competent person/company in line with current best practice guidance, including the Council's contaminated land planning guidance.

Part B: Any additional, or unforeseen contamination encountered during the course of development shall be notified to the Local Planning within 2 working days. All development shall cease in the affected area. Any additional or unforeseen contamination shall be dealt with as agreed with the Local Planning Authority. Where development has ceased in the affected area, it shall recommence upon written notification of the Local Planning Authority.

REASON: To protect the end user(s) of the development, any adjacent land user(s) and the environment from contamination.

8.1.17 - Refuse Strategy

Prior to the commencement of above ground works, full details of the arrangements for storage for refuse and recycling areas, including details of doors to storage chambers, details of locking arrangements, details of ventilation, position of dropped kerbs and details of the management arrangements and proposed collection points for residential and commercial waste to be presented twice weekly (general waste/recycling) and once weekly (food waste) prior to collection, to facilitate collection of waste shall be submitted to and approved in writing by the Local Planning Authority. Such details as approved shall be implemented prior to the occupation of the development and shall thereafter be retained, unless otherwise agreed in writing with the Local Planning Authority.

REASON: To protect the amenity of future residents, to ensure that there is adequate provision for the hygienic and convenient storage of refuse and recycling and to ensure that the drag distances for refuse are appropriate each collection day.

8.1.18- Cycle Parking

Prior to the commencement of above ground works, details of secure bicycle storage facilities in respect of 572 long-stay and 81 short-stay residential cycle parking spaces and 27 long-stay and 6 short-stay non-residential cycle parking spaces, including layout, stand type and spacing, shall be submitted to and approved in writing by the Local Planning Authority. Such details as are approved shall be implemented prior to the occupation of the development and shall thereafter be retained, unless otherwise agreed in writing with the Local Planning Authority.

REASON: To ensure that adequate provision for the safe and secure storage off bicycles is made for occupants and visitors.

8.1.19 - Parking for People with Disabilities

Prior to occupation of the residential use hereby approved, at least 6 car parking spaces shall be marked and retained permanently for use by the vehicles of people with disabilities.

REASON: In order to ensure that a reasonable minimum of parking spaces are located conveniently for use by people with disabilities.

8.1.20 - Demolition and Construction Management Plan

Unless the development is carried out in accordance with the approved details under application 2024/0872 (Demolition and Construction Management Plan (DCMP) Rev: 004 dated 31/05/24), no development shall take place until a detailed Demolition and Construction Management Plan covering the matters set out below has been submitted to and approved in writing by the Local Planning Authority. The development shall only be implemented in accordance with the details and measures approved as part of the demolition and construction management plan, which shall be maintained throughout the entire construction period.

- 1) A demolition and construction method statement covering all phases of the development to include details of all noise and vibration (including noise from ancillary or temporary power supplies, details and locations of noisy activities including mobile plant machinery) and details of the best practicable means of mitigation employed against noise and vibration in accordance with British Standard Code of Practice BS5228 and measures to control dust and preserve air quality (including a risk assessment of the demolition and construction phase);
- 2) A detailed demolition and construction logistics plan to include the following: the construction programme/ timescales; the number/ frequency and size of construction vehicles; construction traffic route; location of deliveries; pedestrian and vehicular access arrangements; any temporary road/ footway closures during the construction period;
- 3) A demolition and construction waste management plan setting out how resources will be managed and waste controlled at all stages during the construction project;
- 4) Details and locations of all noisy activities including mobile plant machinery, and details of the best practicable means of mitigation employed against noise and vibration in accordance with British Standard Code of Practice BS 5228;
- 5) A Dust Management Plan to control dust emissions during demolition and construction;
- 6) Procedures for maintaining good public relations including complaint management, public consultation and liaison. Arrangements for liaison with the Council's Community Safety Team.

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

8.1.21 - Delivery and Servicing Plan

Prior to the first occupation of the development a Delivery and Servicing Plan shall be submitted to and approved by the Local Planning Authority including, but not limited to, the following considerations:

- a) Frequency of deliveries per day/week
- b) Size of vehicles
- c) How vehicles would be accommodated on the public highway
- d) Site-specific mitigations, to address the findings of the Road Safety Audit here by approved, such as mandatory banksmen and refined scheduling.
- e) Provision for low-emission, consolidation and last mile delivery modes.

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

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

8.1.22 - Commercial/Community Use to Residential Acoustic Protection

A scheme of sound insulation designed to prevent the transmission of excessive airborne noise between the proposed commercial or community uses and the residential use of the development shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of above ground works. The airborne sound insulation performance shall achieve, as a minimum, a 10db increase in the minimum requirements of Approved Document E of the Building Regulations. The sound insulation shall be installed and maintained only in accordance with the details so approved. A test shall be carried out prior to occupation of the residential units to show the standard of sound insulation required shall be met and the results submitted to the Local Planning Authority for approval.

REASON: To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of noise nuisance from commercial uses.

8.1.23 - Plant Noise

The total noise level from fixed plants shall be 10dB(A) or more below the measured LA90 level at the nearest noise sensitive premises at any time. The method of assessment shall be carried out in accordance with BS4142:2014 (Methods for rating and assessing industrial and commercial sound). The equipment shall be installed and constructed in accordance with the approved scheme and be permanently maintained thereafter.

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

8.1.24 - Plant Vibration

Before commencement of the use hereby permitted, a scheme of anti-vibration designed to prevent the transfer of noise as vibration from all fixed plant (including the CHP unit, substations, switchgear, MVHR, fans and pumps) to adjacent properties as well as any sensitive areas with the same building shall be submitted to and approved by the Local Planning Authority

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

8.1.25 - Installation of Kitchen Extract Systems

Prior to the commencement of any Class E use involving the cooking of food hereby permitted, full particulars of the kitchen Extract System and an Odour Management Plan (setting out cleaning, maintenance and filter replacement policies according to the proposed extract system) shall be submitted to the Local Planning Authority for approval. The details of the extract system shall include:

- a) Details of extraction equipment including manufacturers data sheet, component parts of the filtration system and a plan for cleaning and maintenance
- b) Details of the route of extraction system showing relevant parts including filters, fan(s), noise attenuator, anti-vibration mounts and exhaust flues

No Class E use involving the cooking food shall commence until the extract system is installed to comply with the following:

- 1) Discharge the extracted air not less than 1m above the roof ridge of any building within 20m of the building housing the commercial kitchen
- 2) If point 1 above cannot be complied with for planning reasons, then the extracted air shall be discharged not less than 1m above the roof of the building housing the commercial kitchen.
- 3) If points 1 and 2 cannot be complied with for planning reasons, then an exceptionally high level of odour control will be required.

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

REASON: To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of smell/odour nuisance from food preparation activities

8.1.26 - Community buildings - external doors and windows to remain shut:

The use shall not commence until all external doors and windows associated with the Community Buildings have been fitted with self-closing devices, which shall be maintained in an operational condition and at no time shall any external door or windows be fixed in an open position when the buildings are in use.

REASON: To ensure that the amenity of occupiers surrounding the buildings when they are in use are not adversely affected by noise break out.

8.1.27 - Hours of Use

The uses within the development shall only be open to the public between the following hours, unless otherwise agreed in writing by the Local Planning Authority:

- 1) Any restaurant use (Class E) Monday to Sunday between 07:00 hrs – 23:00hrs
- 2) Community use (F2) Monday to Saturday between 07:00 hrs – 22:00hrs and 08:00hrs -18:00hrs on Sundays

REASON: To ensure the amenity of neighbouring residents is not adversely affected by noise.

8.1.28 - Noise Breakout- Community Building

All sound emitted from the Community Buildings (patron noise & amplified music), excluding plant noise associated with this application, shall be inaudible at any residential receptor during the permitted hours of use.

REASON: To ensure that occupiers of neighbouring residential premises do not suffer a loss of amenity by reason of noise nuisance.

8.1.29 - Sustainable Urban Drainage (and maintenance)

No development shall commence, other than works of demolition, site clearance and utilities diversions works 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/blue roofs (with a substrate depth of at least 80mm not including vegetative mats), permeable paving, bioretention features (rain gardens and tree pits), rainwater harvesting system (or a written technical justification for its omission), underground attenuation system and the flow control system, which shall be submitted and approved by the LPA in consultation with the LLFA.

Surface water from the site shall be managed in accordance with the Drainage Strategy Addendum prepared by Walsh (Ref: K157-WAL-ZZ-XX-RP-C-019000, Rev P01, dated 17/10/2025). The drainage scheme shall limit the total surface water discharge from the site to 29.42 l/s for all return periods up to and including the 1 in 100 year storm event plus climate change allowance.

The development shall be carried out in accordance with the approved details and the SuDS and/or attenuation features will be suitably maintained for the lifetime of the development

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

REASON: To safeguard against flooding and pollution and to improve local biodiversity.

8.1.30 - Thames Water Surface Water Network Upgrades

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

- 1) All surface water network upgrades required to accommodate the additional flows from the development have been completed; or
- 2) A housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied.

Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

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

8.1.31 - Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. Thames Water Waste Water Network Upgrades

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

- 1) All wastewater network upgrades required to accommodate the additional flows from the development have been completed; or
- 2) A housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied.

Where a housing and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

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

8.1.32 - Bird and Bat Box Provision

Details of bird and bat bricks and boxes to be implemented as part of the development, shall be submitted to and approved in writing by the local planning authority, prior to occupation of the development hereby approved.

REASON: To provide potential habitat for local wildlife, in line with the recommendations of the submitted habitat survey.

8.1.33 - Public Realm Lighting Strategy

Prior to the commencement of above ground works, a public realm lighting strategy is to be submitted and approved by the Local Planning Authority. The development shall not be carried out other than in accordance with the details thus approved.

REASON: To ensure safe and satisfactory living conditions for residents and visitors to the estate and to ensure the suitability of the scheme with regard to local biodiversity.

8.1.34 - CCTV

Any CCTV system to be installed at the development hereby by approved shall only be installed in full compliance with the standards set out in the Council's guidance document 'CCTV Systems in Housing Estate Premises belonging to the London Borough of Hackney and Its Partners' (or such any amendment, variation or update of that guidance).

REASON: In the interests of assisting with designing out crime and anti-social behaviour

8.1.35 - Secured by Design

Prior to occupation of the development, details of measures to minimise the risk of crime to meet the specific security needs of the application site/development (as informed by the principles of Secured by Design), shall be submitted to and approved in writing by the Local Planning Authority. Once approved the development shall be carried out in accordance with the approved details and thereafter maintained as such.

REASON: To ensure satisfactory living and working standards and safeguard against potential crime and anti-social behaviour.

8.1.36 - Accessibility

Twenty two of the residential units hereby approved shall be completed in compliance with Building Regulations Optional Requirement Part M4 (3) 'wheelchair user dwellings' (or any subsequent replacement) prior to first occupation and shall be retained as such thereafter.

All other dwellings within the development hereby approved shall be completed in compliance with Building Regulations Optional Requirement Part M4 (2) 'accessible and adaptable dwellings' (or any subsequent replacement) prior to first occupation and shall be retained as such thereafter.

REASON: To assist in meeting the Local Development Framework Core Strategy objective of reducing carbon emissions.

8.1.37 - NOx Emissions

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

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

8.1.38- Building Management System

A Building Management System (BMS) will be set up to ensure that the annual maintenance regime of the existing CHP system will be arranged to coincide with the

submission of annual maintenance reports and compliance with the air quality emissions limit.

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

8.1.39- Section 38 Agreement

Prior to occupation, the applicant must enter into a section 38 Highways Act adoption agreement to provide land for a bus stop to be adopted on Green Lanes.

REASON: To provide a dedicated loading/servicing bay and thereby ensure the free flow of traffic along Green Lanes

8.1.40 - Minimum Playspace Requirements

Within each Development Zone hereby approved a playable area of at least the area detailed below shall be provided, unless otherwise agreed in writing with the Local Planning Authority:

- 1) Development Zone IV: Bramfield Court, 320m²
- 2) Development Zone V – Theobalds Court (South), 200m²
- 3) Development Zone V – Central Playspace/ Muga, 1360m²
- 4) Development Zone VI – Datchworth-Weston Court, 360m²
- 5) Play Street (Murrain Street), 608m²

REASON: To ensure that adequate provision is made as part of the development for playable space for children.

8.1.41 - Tree Protection Measures

Tree protection for all retained trees at the site and on adjacent land shall be undertaken in accordance with BS5837:2012 (Trees in relation to construction - Recommendations) and will protect the root protection area calculated as described in Table 2 of that British Standard for the duration of all site works (including demolition) undertaken in connection with the development hereby approved. The protective fencing will be 2.4m high and conform to Figure 2 of BS5837:2012 i.e. a scaffold framework comprising a vertical and horizontal framework, well braced to resist impacts, with vertical tubes spaced at a maximum interval of 3m. On to this weldmesh panels should be securely fixed with wire or scaffold clamps.

REASON: In order to protect the existing trees during building operation and site works.

8.1.42- Compliance with Arboricultural Method Statement

The works hereby approved shall not be carried out unless in accordance with the Arboricultural Method Statement hereby approved. 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 as outlined within the report.

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

8.1.43 - Arboricultural Supervision and Inspection

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 shall include the methodology and programme 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.

8.1.44- Fire Strategy

The details and measures set out in the “London Plan Fire Statement and Planning Fire Safety Strategy ref S24051102 Issue No: 02 dated 10 April 2025 by Bureau Veritas”, the “Gateway One Fire Statement ref S24051102 dated 19 November 2025 by Bureau Veritas” and the “Fire Safety Strategy ref S24051102 Issue No: 03 dated 19 November 2025 by Bureau Veritas” hereby approved shall be carried out in full and maintained to the satisfaction of the Local Planning Authority for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that the measures outlined to mitigate the risks of fire remain part of the development as constructed.

8.1.45- Number of Residential Units

The number of units hereby permitted shall be 218, as illustrated in the approved application drawings.

REASON: To define the planning permission and ensure that the development remains consistent with the design intent and provides high quality housing.

8.1.46- Quantum of non residential floorspace

The quantum of non residential floorspace within the development hereby permitted shall be:

- 167sqm GIA of commercial space (Class E) within block DZ6S;
- 290sqm GIA of mixed commercial space (Class E) within block DZ6N;
- 225sqm GIA of community space in block DZ5N (Class F2);

REASON: To define the planning permission and ensure that the development remains consistent with the design intent and provides the approved quantum of high quality non residential floorspace.

8.1.47 Non-Road Mobile Machinery

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance “Control of Dust and Emissions During Construction and Demolition” dated July 2014 (SPG), or subsequent guidance. Unless it complies with the

standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>.

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

8.1.48 Road Safety Audits (RSA)

No highway works shall commence until the Stage 1 RSA recommendations have been fully implemented into the detailed design. All subsequent audit requirements, including Stage 2 (Detailed Design), Stage 3 (Completion), and Stage 4 (Monitoring) reports, must be submitted to and agreed upon in writing by the Local Highway Authority in consultation with Streetscene.

These audits, where required, must demonstrate that all identified safety issues, such as internal loading bay dimensions and emergency access routes, have been effectively resolved.

REASON: To ensure the development provides safe and suitable access for all users and to protect the safety of the public highway in accordance with planning policy.

8.1.49- Overheating - external shading

Prior to the occupation of the development hereby approved, a final “as-built” overheating risk assessment shall be submitted and approved in writing by the Local Planning Authority, assessing all units and following the CIBSE TM52 (non residential) & TM59 (residential) methodology, confirming % pass rates for each TM49 weather file as set out in the hereby approved Energy Statement and Overheating Risk Assessment have been achieved or improved upon.

As built details of all external shading measures such as the approved retractable awnings to the southern facade must be submitted and approved by the Local Authority. The details shall include 1:50 drawings, as built specifications, provision and location, as well as the maintenance strategy.

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

8.1.50- Resident guide for 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 should explain:

- a) Key concepts underlying overheating and cooling in buildings and urban places.

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

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

This guidance should be developed to be accessible and inclusive, avoiding overly technical jargon and considering an appropriate range of needs of likely future residents and occupiers. The guidance shall include visual aids, including diagrams and infographics.

Digital and hard copies should be provided as part of welcome packs and made easily accessible on an ongoing basis, especially at times of extreme heat. The guidance shall be updated at appropriate intervals as building management practices and systems change or as the climate changes.

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

8.1.51 - Affordable energy

The applicant shall submit information to demonstrate consideration of and minimisation of the estimated energy costs to occupants and outline how they are committed to protecting the consumer from high prices from communal heat and potential future heat network connection. This shall cover the parameters set out in the guidance for CIBSE Code of Practice for Heat Networks and as referred to at outline planning stage. This should include a confirmation of the quality assurance mechanisms that will be considered as part of the strategy which shall be submitted to and approved in writing by the Local Planning Authority.

This should consider making full use of renewable energy generated on site to benefit residents as preference to exporting energy to the national grid.

REASON: to support the implementation of Be Clean as part of the Energy Hierarchy and maximise carbon savings while minimising vulnerability and supporting climate resilience in

accordance with the London Plan, GLA guidance, Hackney Local Plan policy and the NPPF.

8.2 Recommendation B

That the above recommendation is subject to completion of a Unilateral Undertaking which secures the following matters to the satisfaction of the Head of Planning and the Director of Legal and Governance Services.

The following are the amended and new clauses to be captured by the Deed of Variation:

The landowner/developer agrees to the following: -

- That the provision of all Affordable Housing be secured by an approved RSL;
- That the tenure mix will be as follows:

	1 bed	2 bed	3 bed
Private	53	27	3
Social rent		19	9
Intermediate	58	48	1

- An amended Ways into Work contribution of £108,486.45 payable prior to the implementation of the development covering the construction (£94,392.45) and end use (£14,094.00) phases of the development.
- A contribution towards essential Highways Works of £497,312.
- An amended Carbon Offset contribution of £632,215
- Be Seen monitoring.
- Weekly charge (to be agreed between Environmental Operations and Housing) for Environmental Operations staff to assist with weekly bin collections by moving the bins to the collection points prior to the refuse crew's arrival and returning the bins to the stores once empty.
- A Parking Design and Management Plan, provided prior to the occupation of the development. To provide a comprehensive strategy for the management of all on-site parking, including the definitive allocation of blue-badge spaces and a detailed implementation plan for both active and passive EV charging infrastructure.

All the other Heads of terms are to remain as previously approved. For reference, these are as follows:

Affordable Workspace

- Early/Late Stage Review to ensure maximisation of Affordable Housing

Highways and Transportation

- Car Free Agreement – to restrict new residents and business uses of the development from obtaining parking permits to park in the surrounding CPZ bays.
- Contribution towards the car club membership (£60 per unit within the development)
- Travel Plan and Travel Plan monitoring fee of £7600
- A contribution of £8750 towards Construction Logistics and Community Safety (CLOCS) and Construction Logistics Plan (CLP) monitoring
- Prior to occupation of the residential units: 20% of residential parking spaces to have charging points, with passive infrastructure for the rest.

Employment, Skills and Construction

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

Other

- The community centre use to be provided in perpetuity
- Payment by the landowner/developer of all the Council's legal and other relevant fees, disbursements and Value Added Tax in respect of the proposed negotiations and completion of the proposed Unilateral Undertaking, payable prior to completion of the deed.
- Monitoring costs of £22,629 payable on or prior to completion of the Unilateral Undertaking.

8.3 Recommendation C

That the Sub-Committee grants delegated authority to the Director of Housing, Climate and

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

9.0 INFORMATIVES

1- Building Control Your attention is drawn to the provisions of the Building Act 1984 and other Building Control legislation, which must be complied with to the satisfaction of The Building Control Service, 2 Hillman Street, LONDON, E8 1FB. Telephone No: 020 8356 8124. Before any building work (including improvements to means of escape and changes of use) is commenced on site, detailed plans, together with the appropriate application form must be submitted for approval and early consultation is advised.

2- Works Affecting Public Highway The Highways and Engineering Team, Environment Services Division, 300 Mare Street, London, E8 3HT, Telephone 0208 356 5000, should be consulted regarding any works to, on or under the public highway, including vaults and thresholds, vehicle crossing, access, parking and sight lines. Any vehicle crossing works are to be carried out by the London Borough of Hackney. The developer/landowner will be responsible for all costs relating to the closure of existing vehicular and pedestrian accesses to the site, the construction of new accesses and the reinstatement and repair of public footways where they adjoin the site boundaries.

3- Sanitary, Ventilation and Drainage Arrangements Before any drainage works are commenced on site, detailed plans, giving notice of intention to build/permission to drain/construct/reconstruct or alter pipes and drains must be submitted for approval under the Building Regulations 1991 to Building Control Service, Hackney Service Centre 1 Hillman Street, LONDON, E8 1DY, Telephone No: 020 8356 5000. Please note that it will be necessary to consult the Thames Water Utilities Ltd., Waste Water Connections, Kew Business Centre, Brentford, Middlesex, TW8 0EE. Telephone No: 020 7713 3865, Fax No: 020 7713 3875. 1) All information appertaining to the existing public sewerage system. 2) Requests for sewer connections. All works will be carried out by the London Borough of Hackney at the applicant expense. All new developments will be required to have new sewer connections. 3) Building over sewers. 4) System of drainage to be provided on site. 5) Adoption of sewers. Advisory Note: It should be noted that most sewers throughout the Borough flow full or surcharge during periods of heavy storm and conditions may be imposed restricting discharge to the system. The prime condition is that any large development shall not cause an increase in the rate of flow to the public sewerage system. This requirement is normally met in the case of new developments by separation on site and storage of surface water flows in tanks or oversized pipes on sites. Where sites adjoin a suitable watercourse or storm relief sewer into which surface water can be discharged by gravity then the policy is for sites to be separated and have their surface water discharged to the watercourse or storm relief sewer. In the case of developments/ rehabilitation/

conversions etc., involving the use of basements these are likely to be particularly vulnerable to the effects of surcharge and applicants must therefore demonstrate that adequate drainage arrangements exist at all times.

4- Control Of Pollution (Clean Air, Noise, Etc) The Pollution Control Service, 28-33 Independent Place, Shackwell Lane, E8 2HE, Telephone No: 0208 356 4455, should be consulted regarding the Environmental Protection Act 1990. Disabled Persons' Provision

5- Your attention is drawn to Section 4(1) of the Chronically Sick and Disabled Persons' Act 1981, which states that any person undertaking the provision of any building or premises to the public are to be admitted, whether on payment or otherwise, shall, in the means of access both to and within the building or premises, and in the parking facilities and sanitary conveniences to be available (if any) make provision, insofar as it is in the circumstances both practicable and reasonable, for the need of members of the public visiting the building or premises who are disabled.

6- The Regulatory Reform (Fire Safety) Order 2005 Your attention is drawn to the need to comply with the provisions of the Regulatory Reform (Fire Safety) Order 2005 where applicable. The provision of satisfactory means of escape in the event of a fire is the concern of the London Fire and Emergency Planning Authority as fire authority, and information relating thereto may be obtained from the Fire Safety Department, 210 High Street, East Ham, E6 3RS

7- Naming And Numbering Your attention is drawn to Section 5, and the Regulations made under Section 12 of the London Building Acts (Amendments) Act 1939. Section 5 requires that any proposed name for a street, way, place, row of houses or block of buildings should be submitted to the Council for approval, allowing sufficient time for the statutory consultation process. Section 12 relates to the marking of numbers and names of buildings and to the necessity for you to display such number(s) or name(s). Information may be obtained from, and application under Section 5 should be made to, The Naming and Numbering Officer, The Building Control Service, Directorate of Safer Neighbourhoods, 2 Hillman Street, E8 1FB, Telephone No: 020 8356 5000.

8- Refuse Storage And Disposal Arrangements The Borough Services Waste Management Client Group, at Mill Fill Depot, Mill Fill Road, London, E5 0AR Tel: 0208356 6688 should be consulted regarding storage, collection and disposal arrangements for all types of refuse.

9- Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections

are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

10- Developers should ensure that any proposed piling methods do not pose a pollution risk to controlled waters. Piling to facilitate building foundations or the installation of ground source heat pumps has the potential to create a pathway between contaminated shallow soils and deeper geological formations and aquifers. Deep piling can also result in physical disturbance of aquifers. If piling is proposed, a Piling Risk Assessment will be required to demonstrate that the chosen piling method does not increase the risk of near-surface pollutants migrating into deeper geological formations and aquifers. A Hydrogeological Risk Assessment of physical disturbance to the aquifer should also be undertaken and if unacceptable risks are identified, appropriate mitigation measures must be provided. The best practical means available in accordance with British Standard Code of Practice BS5228 shall be employed at all times to minimise the emission of noise from the site. A Trade Effluent Consent will be required for any Effluent discharge other than 'Domestic Discharge'. Applications for this consent should be made to Thames Water. Thames Water recommends the installation of a properly maintained fat trap on all catering establishments.

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

12- The Fire Brigade recommends the use of sprinklers within the development. The applicant should contact the Brigade (032085551200) for further advice.

13- The provision of deadwood and/or rubble piles to enhance wildlife value is strongly supported. These features will provide additional microhabitats to support a broader range of plants and invertebrates, and will benefit Hackney BAP target bird and moth species.

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

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

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

RICKARDO HYATT
Group Director, Housing, Climate and Economy

NO.	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>	Nick Bovaird x8291	Hackney Service Centre, Hillman Street, London E8 1FB

APPENDIX 2– Site photos:



View of the site, looking south from the Murrain Road play street:



Looking north from Datchworth Court with DZ6N site on right:



DZ6 site, looking north:



Site of DZ4, open space and DZ5, looking northwest:



Site of DZ4, open space and DZ5, looking west:



Looking north west from corner of Theobalds Court, towards site of DZ5 and DZ4:



Looking east down Murrain Road, at site of DZ4, with Bramfields Court behind:



Looking east down Murrain Rd play street (DZ4 site on right, phases 1 and 2 on left):



Phases 1 and 2 (DZ2 on left, DZ1 on right):



Looking west down Murrain Road (Phases 1 and 2 on the right):



Looking south from Murrain Road, between site of DZ5 (right) and DZ6N (left):



Green Lanes looking south towards site of DZ6N:



Green Lanes looking west towards site of DZ6N:



Green Lanes looking south from Weston Court:



Green Lanes looking north from Weston Court:



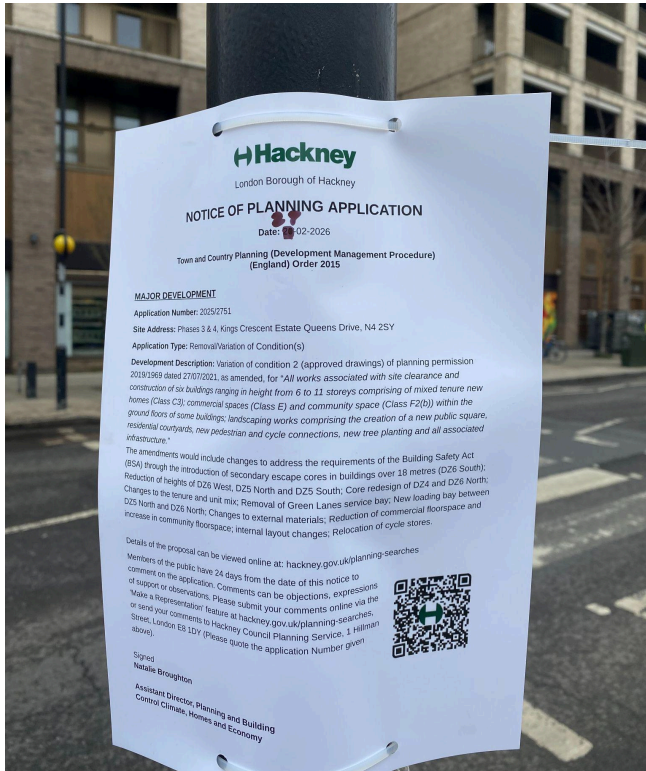
Southeastern corner of site, where DZ6S would be located:



DZ6S site:



Looking east towards DZ6S site:



One of 6 site notices placed around the site: