

Subject: TSVC Building, Land bounded by Hepscoot Road and Rothbury Road, E9 5HH - 17/00222/FUL

Meeting date: 23 October 2018

Report to: Planning Decisions Committee

Report of: Richard McFerran, Principal Planning Development Manager

FOR DECISION

This report will be considered in public

1. EXECUTIVE SUMMARY

- 1.1. The application seeks consent for the redevelopment of the TSVC/BT site which covers an area of 0.54ha and is bound by Rothbury Road and White Post Lane to the north, Hepscoot Road to the west, the Lea Tavern and 92 White Post Lane site to the east and the McGrath waste site to the south.
- 1.2. The application is for the demolition of existing buildings and structures and the erection of two urban blocks with four separate buildings (A-D) of six-storeys in height which would provide 145 residential units (2 x studio units; 45 x one-bedroom units; 88 x two-bedroom units and 10 x three-bedroom units); and 2,213 sqm of commercial floorspace, together with associated parking, access and landscape arrangements.
- 1.3. The proposals include the provision of new public realm in the form of a new north-south route known as Davey Way which would link into a wider adopted pedestrian route linking Hackney Wick Overground Station with Fish Island via the proposed replacement Roach Point Bridge. The urban blocks would be located either side of Davey Way. The block to the west would be a larger podium style block containing Buildings A-C. The smaller urban block, Building D, would be located on the eastern side of Davey Way. The proposals also include residential amenity areas, provision of 16 x Blue Badge parking spaces, a loading bay, cycle parking and refuse areas.
- 1.4. The application includes the provision of 35% affordable housing (when measured by habitable room), equating to a total of 50 units. The commercial floorspace would be located at ground floor level and would consist of two units to the north of the site fronting onto Rothbury Road and 1 unit to the south of the site fronting onto Davey Way.
- 1.5. The application site currently comprises a large low-rise industrial building which is used for storage purposes (Use Class B8) by BT Ltd. It covers an area of 1,349 sqm and adjoins a three-storey ancillary office building (630 sqm). These

buildings are broadly located in the centre of the site, set back from all sides, surrounded by car parking areas.

- 1.6. The site has a PTAL ranging between 2 and 3 with bus routes along White Post Lane and Rothbury Road and London Overground services at Hackney Wick Station (150m to the north).
- 1.7. The key matters for assessment set out in the report include the following:
 - Principle of Development including Affordable Housing and Employment Provision
 - Setting of Adjacent Conservation Area, Urban Design Analysis and Layout
 - Housing Tenure, Quality and Amenity
 - Transport
 - Environmental matters, including Energy and Sustainability
 - Planning Obligations
- 1.8. The scheme is considered to be acceptable on land use grounds noting that the proposed development includes a net uplift in the amount of employment floorspace provided on site and a significant increase in employment density. The proposed commercial space would be provided as flexible B1/B2/B8 use and would therefore respond to the aspirations for Hackney Wick and Fish Island as contained within the Hackney Wick and Fish Island SPD. The residential component is also considered to be acceptable noting that the 145 units are of an acceptable unit-mix and of acceptable quality noting their compliance with the standards contained within the Mayor's Housing SPG. The housing provision will also make a welcome contribution to LLDC's housing targets.
- 1.9. With respect to affordable housing, the original offer constituted 15%, which was considered unacceptable by PPDT. Following subsequent assessment of the submitted viability statement, officers were able to negotiate 35% onsite affordable housing which PPDT's Viability Consultant has confirmed exceeds their view of what is the technically viable amount of 19.4%. The tenure split has been negotiated as 20% London Living Rent units, 31% London Affordable Rent units and 49% shared-ownership units. The affordable offer is therefore considered to be acceptable and would comply with the guidance contained within the Mayor's Affordable Housing and Viability SPG.
- 1.10. The proposals are considered to be of an acceptable density for the site's accessibility level and surrounding context. The layout, scale and massing has been assessed as acceptable and in accordance with Policy BN.10 noting that the proposals have been subject to QRP review who considers the architecture to have the potential to be 'outstanding' subject to conditions. The architectural expression and selection of materials is considered to be of a very high quality and combined with the massing is considered to respond positively to the surrounding area. It is acknowledged that PPDT's Heritage Consultant considers that the development would result in less than substantial harm to nearby heritage assets including the adjacent Fish Island & White Post Lane Conservation Area. However, in accordance with the test set out at para. 196 of the NPPF it is considered that the public benefit associated with the scheme, including a good affordable housing offer, increased employment floorspace and provision of land for a new north/south pedestrian route, would outweigh the limited harm.

- 1.11. The proposals would also deliver a high quality public realm and would comply with the Hackney Wick and Fish Island SPD through the provision of the provision of new public realm in the form of a new north-south route known as Davey Way which would link into a wider adopted pedestrian route linking Hackney Wick Overground Station with Fish Island via the proposed replacement Roach Point Bridge.
- 1.12. The proposed development would perform well in environmental terms. The units within the scheme would receive good levels of sunlight and daylight and would have a minimal impact on surrounding buildings and consented schemes. Subject to appropriate conditions the scheme would also have an acceptable performance in energy and sustainability terms and a carbon offset payment of £184,068.00 would be secured through the s106 agreement.
- 1.13. Subject to conditions, and measures proposed to be secured by s106 legal agreement, it is considered that the impacts of the scheme can be robustly mitigated. The scheme is considered to represent a sustainable form of development in compliance with relevant planning policies and subject to legal obligations to be secured through a s106 Agreement.

2. RECOMMENDATIONS

2.1 The Committee is asked to:

- a) Approve the application for the reasons given in the report and grant planning permission subject to:**
- 1. the satisfactory completion of a legal agreement under s.106 of the Town and Country Planning Act 1990 and other enabling powers to secure the planning obligations set out in the recommended heads of terms which are set out in this report; and**
 - 2. the conditions set out in this report.**
- b) Agree to delegate authority to the Director of Planning Policy and Decisions to:**
- 1. Consider any direction from the Mayor of London and to make any consequential or necessary changes to the recommended conditions and/or recommended heads of terms;**
 - 2. Finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions (including to dovetail with and where appropriate, reinforce, the final planning obligations to be contained in the section 106 legal agreement) as the Director of Planning Policy and Decisions considers reasonably necessary;**
 - 3. Finalise the recommended legal agreement under section 106 of the Town and Country Planning Act 1990 and other enabling powers as set out in this report, including refining, adding to, amending and/or deleting the obligations detailed in the heads of terms set out in this**

report (including to dovetail with and where appropriate, reinforce the final conditions and informatives to be attached to the planning permission) as the Director of Planning Policy and Decisions considers reasonably necessary; and

- 4. Complete the section 106 legal agreement referred to above and issue the planning permission.**

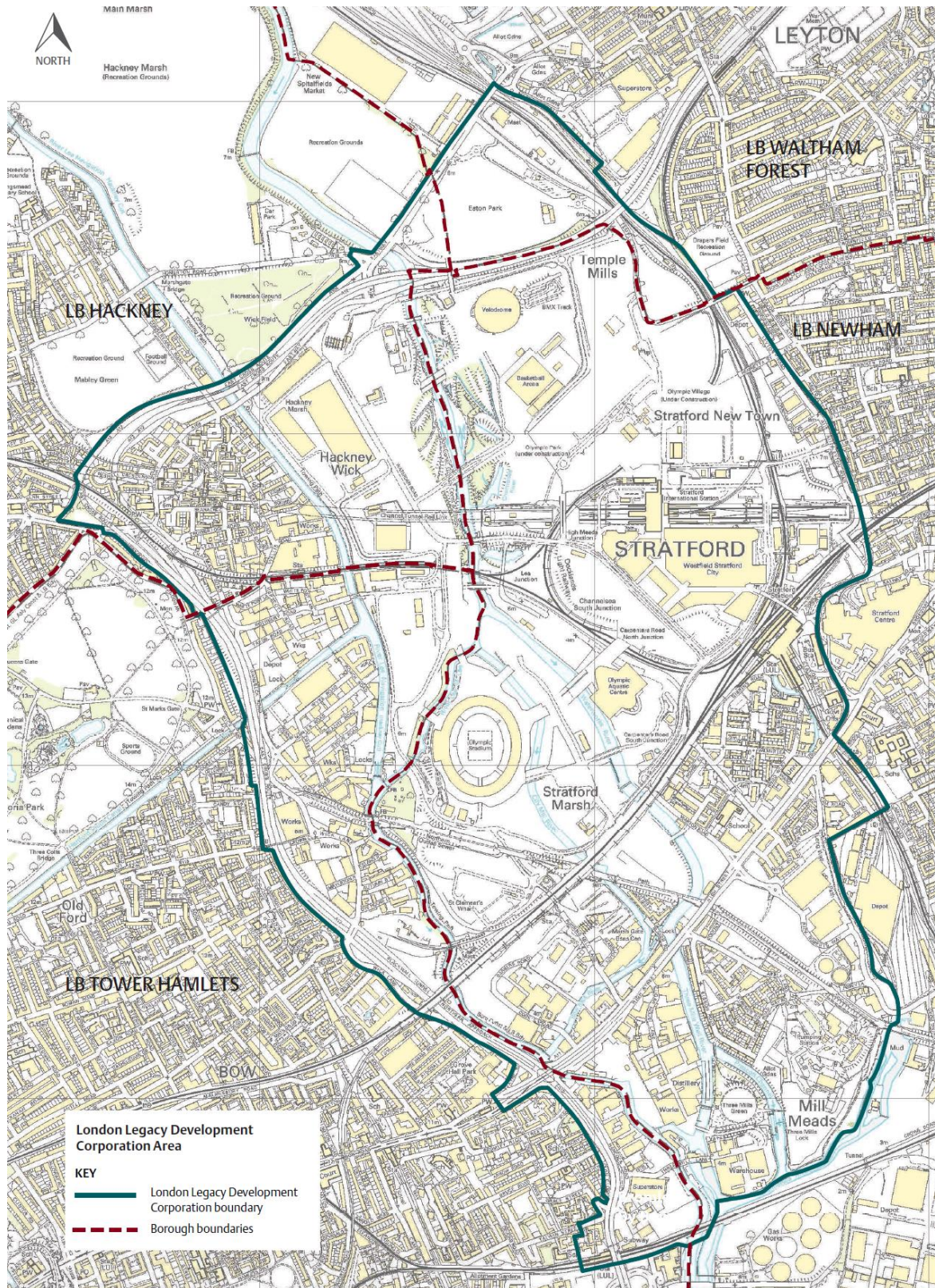
3. FINANCIAL IMPLICATIONS

- 3.1. There are no financial implications as a result of this application.

4. LEGAL IMPLICATIONS

- 4.1. The recommendation is that planning permission is granted, subject to completion of a s106 legal agreement to ensure adequate mitigation of the impacts of the development. The contents of the required s106 agreement is described in this report (Draft Heads of Terms).

Site Plan



Location:	Land bounded by Hepscoth Road and Rothbury Road, TSVK Building, London, E9 5HH
London Borough:	London Borough of Tower Hamlets
Proposal:	Demolition of existing buildings/structures and the erection of four blocks of six-storeys in height comprising 145 residential units (2 x studio units; 45 x one-bedroom units; 88 x two-bedroom units and 10 x three-bedroom units) and 2,213 sqm of commercial floorspace (Use Class B1/B2/B8), together with associated parking, access and landscape arrangements.
Applicants:	Telereal General Properties GP Limited
Agent:	GL Hearn
Architecture:	Carey Jones Chapman Tolcher (CJCT)

Figure 1: Application site (highlighted in red) in the context of the wider Fish Island area.



5. SITE & SURROUNDINGS

5.1. The application site is a 0.54-hectare site that is located in Hackney Wick within the London Borough of Tower Hamlets (LBTH). The site is bounded by Rothbury

Road to the north, Hepscott Road to the west, the Lea Tavern and 92 White Post Lane sites to the east and the McGrath recycling/waste transfer site to the south.

- 5.2. The site currently comprises a large single storey warehouse, a three-storey office building and surface car-parking around the perimeter of the site. The site is enclosed on all sides by metal security fencing. Existing vehicular access to the site is from Hepscott Road and the junction of White Post Lane and Rothbury Road.
- 5.3. Historically the site had been occupied by residential development. However, this was cleared in the mid-20th Century and has been used for commercial purposes ever since. The site is currently occupied by TSVC and is utilised by BT Ltd for warehouse/storage purposes; however, BT have advised that the facilities are no longer fit for purpose and that the existing operations will be relocated to another site in due course. The current use of the site is considered to be Use Class B8 (storage and distribution), with some ancillary office floorspace.
- 5.4. Hackney Wick is an area that is undergoing substantial change as supported by the relevant policies within the LLDC Local Plan (2015). The character of the area over recent decades has been largely industrial intermixed with a community of artists and makers who have been attracted by low rents within a number of warehouse buildings in the area. New development in the area seeks to re-provide employment floorspace but also deliver a significant number of new homes that takes advantage of the strategic location close to Hackney Wick Overground Station and the amenities of the Queen Elizabeth Olympic Park.
- 5.5. Construction has already commenced on a number of nearby development sites including 54-56 White Post Lane (15/00416/FUL) and 24-26 White Post Lane (15/00540/FUL) which are residential schemes with employment floorspace at ground floor level, whilst a similar scheme at nearby 25 Trego Road (17/00225/FUL) was approved in September 2018. A larger scheme (16/000451/OUT) of a similar nature for the McGrath site to the south of the application site also benefits from committee resolution for approval and the s106 is currently being finalised. As part of the regeneration of the surrounding area an application (17/00307/FUL) for a new pedestrian bridge, to connect into the Neptune Wharf development and Roach Road to the south of the Hertford Union Canal, was approved in October 2017.
- 5.6. The site is not located within a conservation area; however, it is adjacent to the Fish Island and White Post Lane Conservation area which abuts the site to the north, east and south and is characterised by small clusters of industrial buildings which date from the 1860s onwards. The nearby buildings at 92 White Post Lane and the McGrath House and outbuildings are recognised within the conservation area appraisal as non-designated heritage assets.
- 5.7. The site currently has a public transport accessibility (PTAL) rating of between 2 and 3 noting that it is approximately 150m from Hackney Wick Overground Station and is within a 20-25-minute walk of Stratford Station (providing access to DLR, Underground and National Rail services). There are also three bus routes running within close proximity of the site. The site is located within LBTH's Controlled Parking Zone (CPZ) B4.

- 5.8. The site lies outside the Hackney Wick neighbourhood centre boundary (which runs to the north along Rothbury Road and White Post Lane) as proposed within the Hackney Wick & Fish Island SPD. The site is also located within an area of flood risk noting that the EA flood maps for planning show that the site is located within Flood Zone 3 in an area benefitting from flood defences and protected from river flooding up to the 1 in 100-year (1% annual probability) event.
- 5.9. The application site is not subject to a site allocation policy as identified within the LLDC Local Plan. However, the adjoining Wickside and Trego Road sites are subject to Site Allocation Policy SA1.3: Hepscott Road, which promotes the comprehensive mixed-use redevelopment of the site to include employment, residential, creative and cultural uses and a linear park.

6. RELEVANT PLANNING HISTORY

Application Site

- 6.1. PA/77/00342 – Development of Telephone Service Centre (TSVC) for the Post Office, comprising section stock storage, office and welfare and vehicle parking (Approved – January 1978).
- 6.2. PA/78/00377 – Erection of perimeter fence 2.9-3.0 metres high to enclose site (Approved – August 1978).
- 6.3. PA/05/00048 – Erection of single storey extension to existing storage building (March 2005).
- 6.4. The following planning applications for neighbouring sites are also a relevant consideration to this application:

Neptune Wharf Site

- 6.5. 12/00210/OUT - Outline planning application for comprehensive mixed use redevelopment of the site known as 'Neptune Wharf', as set out in the Development Specification (October 2013), in up to 4 phases/zones containing up to 18 buildings to provide for a mix of land uses: Phases/Zones 1 and 2 comprising: Application for outline permission (all matters reserved) for 1 No. Building (Block A); and Application for outline permission (landscaping reserved) for 13 No. Buildings (Blocks B-N) including: Residential floorspace (Use Class C3) comprising 422 dwellings (37,440sqm GIA); Non-residential floorspace (Use Classes A, B and D) comprising 3,348sqm GIA; Phases/Zones 3 and 4 Application for outline planning permission (with all matters reserved except access) to provide 4 Buildings (Blocks O, P, Q and R) including development comprising: Residential floorspace (Use Class C3) providing up to 7,691sqm GIA or up to 100 dwellings; Non-residential floorspace (Use Classes A, B and D1) providing up to 6,255sqm to include: Local retail, service, and food and drink uses (Use Classes A1-A4); Business premises (Use Classes B1); and 3 Form Entry Primary School (Use Class D1).

(Application Approved – March 2014)

52 – 54 White Post Lane, E9 5EN

- 6.6. 15/00416/FUL - Demolition of existing buildings and structures and erection of a five (5) to six (6) storey building to provide 2367 sqm (GIA) of commercial space

(use class B1c) with commercial yard area for servicing, 55 residential dwellings (19 x 1 bed, 19 x 2 bed and 17 x 3 bed), upper level amenity areas, cycle parking and refuse/recycling stores.

(Application Approved – April 2016)

24 – 26 White Post Lane, E9 5EN

- 6.7 15/00540/FUL - Demolition of existing buildings and structures and erection of four new linked buildings of up to six storeys and 21.3m in height (maximum of 26.2m AOD) to provide 2,916sqm business floor space (Use Class B1c), 103 residential units (Class C3), commercial yard, new public realm, vehicular access, together with car and cycle parking, landscaping and other associated works.

(Application Approved – May 2016)

1 – 2 Hepscoth Road, E9 5HB

- 6.8 15/00446/FUL - Full planning permission for mixed use redevelopment comprising: Demolition of existing buildings and construction of a new 6 storey building to provide 917 sqm (GIA) of commercial space (use class B1c) with yard area, 31 residential dwellings (13 x 1 bed, 12 x 2 bed, 5 x 3 bed and 1 x4 bed), amenity areas, disabled parking, cycle parking and refuse/recycling stores.

(Application Approved - June 2016)

Hackney Wick Central

- 6.9 16/00166/OUT - Outline planning application (with all matters reserved except access) as set out in the Development Specification for the demolition of 28,281sqm GIA of existing buildings on site and development of a phased comprehensive mixed-use development (Phases 1, 2 and 3) of up to 119,242sqm GIA floor space to be compliant with Design Code. Residential (Use Class C3) of up to 78,931sqm to deliver approx. 874 units; Employment (Use Classes B1a and B1c) of a minimum of 29,908sqm; Retail (Use Classes A1-A4) of up to 4,493sqm; and Community Facilities (Use Class D1/D2) for a minimum of 381sqm and up to 2,318sqm; with up to 3,593sqm of on plot undercroft or basement car parking, together with a minimum of 23,359sqm public realm, play space, open space and associated vehicle access.

(Application reported to Planning Decisions Committee on 25th April 2017 and benefits from committee resolution to approve. Application currently awaiting GLA stage II decision and signing of s106 agreement.)

Queen's Yard, White Post Lane, E9 5EN

- 6.10 16/00271/OUT - Hybrid planning application for the mixed-use redevelopment comprising: 1) Application for planning permission for the demolition of all buildings on site. 2) Application for Outline planning permission for a new theatre (use class sui generis) providing up to 1,500 sqm (GIA) of floorspace with associated access and servicing arrangements. 3) Application for full planning permission for mixed use redevelopment to provide 2,562sqm (GIA) of flexible commercial floorspace (use class B1(a), (b)&(c)), 116 residential units (use class C3), an enhanced public realm (including working yard), amenity space, car parking, cycle parking and all associated works.

(Application Pending Consideration)

McGrath Depot, 3 – 13 Hepscoth Road, E9 5HB

6.11 16/00451/OUT - Proposal: 'Hybrid' planning application for mixed-use redevelopment of 2.88ha site comprising:

- 5 retained/part-retained/refurbished buildings, demolition of all remaining operational buildings, structures and plant.
- up to 39 blocks to provide for a mix of land uses comprising: Residential (476 units) (up to 51,758sqm GIA) (Use Class C3); Commercial and Community Uses (up to 10,849sqm GIA) (Class A, B, D1/2);
- new open space and public realm including canal-side urban park, private and communal amenity space, and associated landscaping;
- Provision of new site access points, pedestrian and vehicular access routes, surface and underground car parking and cycle parking, servicing.
- Associated site works including excavation and re-grading of levels, utility diversions/upgrades and other supporting infrastructure/engineering works.

(Application went to Planning Decisions Committee on 22nd May 2018 and benefits from committee resolution to approve. Application currently awaiting GLA stage II decision and signing of s106 agreement.)

25-37 Rothbury Road, E9 5EN

6.12 16/00441/FUL - Application for full planning permission for mixed use redevelopment comprising: construction of a new 6 storey building to provide 645 sqm (GIA) of commercial space (use class B1) with yard area, 23 residential dwellings (7 x 1 bed, 11 x 2 bed and 5 x 3 bed), amenity areas, cycle parking and refuse/recycling stores.

(Application Approved – December 2017)

25 Trego Road, E9 5HJ

6.13 17/00225/FUL - Application for full planning permission for demolition of the existing building and erection of a new building ranging between one and six storeys in height to provide 1,915sqm of commercial floorspace (Use Class B1) at ground and lower-ground floor level and 52 residential units (Use Class C3) on the upper floors, together with associated landscaped public open space, communal amenity terraces, cycle parking and refuse stores.

(Application Approved – September 2018).

Roach Point Bridge

6.14 17/00307/FUL - Removal of existing Roach Point pedestrian bridge and erection of a replacement pedestrian and cycle bridge across the Hertford Union Canal, with new northern and southern approaches and associated infrastructure and landscaping.

(Application Approved – October 2017)

7. APPLICATION PROPOSALS

- 7.1. The application seeks consent for the demolition of the existing buildings and structures and the erection of four blocks of six storeys in height comprising 145 residential units (2 x studio units; 45 x one bedroom units; 88 x two bedroom units; and 10 x three bedroom units) and 2,213m² of commercial floorspace, together with associated parking, access and landscape arrangements including the provision of a new public connection through the site to enable the pedestrian link between Hackney Wick Station and Fish Island.
- 7.2. Following submission of the application, amendments have been made to:
- Increase the provision of affordable housing, from 15% to 35% by habitable room.
- 7.3. The overall number of units and the height and massing of the development remains as submitted.
- 7.4. The proposed development would take the form of two urban blocks. This has largely been derived from the requirement to provide the north-south route, known as Davey Way, through the site. The larger urban block would be located on the western side of Davey Way and would feature commercial space at ground floor level and residential units on the upper floors. It takes the form of a podium block with three separate buildings, Buildings A, B and C, of 6 storeys in height. The podium level at first floor would be used as communal amenity space. At ground floor level, the commercial floorspace would wrap around the central service area, car park, cycle stores and refuse stores. The car park would be accessed from Hepscoth Road and would have the capacity for 16 blue badge spaces together with a loading bay for the commercial use. Half of the units within Building A would be accessed from a central core and internal corridor, whilst the remaining half would be accessed via an external deck access. All of the units within Buildings B and C would be accessed from central cores and internal corridors.
- 7.5. The smaller urban block, known as Building D, would be located on the eastern side of Davey Way and would also be 6 storeys in height. Building D would have a commercial unit at ground floor level with residential units on the upper floors. All residential units would be accessed from external access decks and would have access to an area of communal amenity space. Building A would house a total of 40 residential units (max 8 units per core), Building B would house a total of 50 residential units (max 5 units per core), Building C would house a total of 40 residential units (max 8 units per core) and Building D would house a total of 15 residential units (max 3 units per core).
- 7.6. The external elevations of the buildings have been designed to respond to the surrounding context. The elevations of Buildings A, B and C which would front onto the existing streets, Rothbury Road and Hepscoth Road, would have a formal repetitive aesthetic which would be resultant from a brick frame which would delineate repeating bays across the elevations. Depth and texture to these elevations would be provided by inset brickwork and soldier course detailing. The fenestration to these elevations would continue the formal approach, whilst balconies would be inset and feature metal balustrades to reference the industrial heritage of the area.

- 7.7. The elevations of Buildings C and D, which would front onto Davey Way, would also feature regular bays in order to reinforce this as an important public thoroughfare. However, the language of these elevations would shift to a less formal arrangement by way of a more playful approach to fenestration with windows within the vertical bays being offset from each other.
- 7.8. The rear elevations of Buildings A, B and C would front onto the residential courtyard and would feature a formal fenestration arrangement with less formal balcony strategy to include projecting metal balconies that would be offset from one another to provide visual interest. The rear of the eastern wing of Building A and the rear of Building D would contain the access decks which would connect the building core with unit entrances within these buildings.
- 7.9. All units within the proposed development would benefit from access to balconies, either inset balconies where they face the public realm or projecting balconies where they would face onto the podium courtyard. The scheme would also provide 1,474 sqm of communal amenity space, including 1,324 sqm to the podium between Buildings A, B and C and 150 sqm to the east of Building D. 438 sqm of play space would also be provided.
- 7.10. Buildings A and C would be finished in dark multi-stock facing brickwork with a lighter multi-stock facing brickwork used on courtyard facades. Buildings B and D would be finished in stock brickwork to reflect the different character of the new north-south public route.
- 7.11. The podium between the buildings would have a pre-cast concrete finish whilst the openings to the commercial units would feature a bronze metal surround. The glazed elements would also be designed to be able to accommodate perforated metal screens which could be used to provide privacy to occupants of the commercial units where necessary.
- 7.12. The development would also provide the northern portion of the north-south through route which is known as Davey Way. The route is designed to improve pedestrian connections in this part of Hackney Wick and will provide a direct route between Hackney Wick Overground Station and the Hertford Union Canal. The pedestrian route has been designed to mirror the alignment, width, gradient and design of the southern end of the through route as approved under 17/00307/FUL. A sculptural wall and pedestrian steps would be included in order to deal with the change in level between Davey Way and the ground floor level of Building C.
- 7.13. A total of 244 cycle spaces for the residential use would be provided in secure stores adjacent to the separate entrance cores within the development. A further 4 spaces for visitor parking would be provided within the public realm. 22 cycle spaces would also be provided for the commercial uses in separate stores.
- 7.14. The residential accommodation of 145 units is broken down by unit type and tenure as follows:

Table 1: Breakdown of unit and tenure mix.

	Private	London Affordable Rent	London Living Rent	Shared Ownership	Total
Studio	2	0	0	0	2
1 bed 2 person	24	0	5	16	45
2 bed 3/4 person	69	9	2	8	88
3 bed 5 person	0	4	3	3	10
Total	95	13	10	27	145

- 7.15. The 145 residential units would comprise 2 x studio units (1.3%); 45 x 1-bedroom units (31%), 88 x 2-bedroom units (60.7%) and 10 x 3-bedroom units (7%).
- 7.16. A total of 50 units would be affordable. 13 of these would be on an London Affordable Rent basis (9 x 2-bedroom units; and 4 x 3-bedroom units).
- 7.17. 10 of the affordable units would be made available on a London Living Rent basis (5 x 1-bedroom units; 2 x 2-bedroom units; and 3 x 3-bedroom units). London Living Rent is described within the Draft London Plan (2017) as a new type of intermediate housing designed to help households on average earnings save for a deposit to buy a home of their own. Eligibility for London Living Rent is restricted to households renting privately or socially with a maximum household income of £60,000.
- 7.18. The remaining 27 affordable units would be available on a shared ownership basis. The shared ownership units would be marketed to a range of income thresholds below the GLA cap of £90,000 in order to ensure affordability. 50% of the shared ownership units would be available on the GLA income thresholds, whilst the remaining 50% would be available on lower income thresholds (£45,000 for 1-bed units and £65,000 for 2-bed units). The marketing would be for a minimum period of 6 months after which the income cap would revert to the GLA cap.
- 7.19. The affordable housing would be located in Blocks C and D of the development. All London Affordable Rent units would be located in Block D alongside 2 x London Living Rent units. The remaining 8 x London Living Rent units would be located in Block C together with all Shared Ownership units.
- 7.20. The development has a residential density of 265 dwellings per hectare; which falls outside the density range set by The London Plan of 100 -240 dwellings per hectare, for the accessibility level of the site.
- 7.21. 10% of all dwellings within the development would be designed as wheelchair accessible or adaptable dwellings.
- 7.22. The 2,213sqm of commercial floorspace (Use Class B1 a - c) would be located on the ground floor of the development and would front on to Davey Way, McGrath Road and Rothbury Road. The commercial space has been designed to be flexible in layout so that it can accommodate a range of unit sizes with floor to ceiling heights of up to 4.5m to accommodate creative uses.

8. POLICIES & GUIDANCE

National Planning Policy Framework

- 8.1. The revised National Planning Policy Framework was published in July 2018. This document sets out the Government's planning policies for England including the presumption in favour of sustainable development. It is a material consideration in the determination of all applications. The policies in the NPPF are therefore material considerations in the determination of applications.
- 8.2. The following NPPF sections are relevant to this planning application:
- 4. Decision making
 - 5. Delivering a sufficient supply of homes
 - 6. Building a strong, competitive economy
 - 8. Promoting healthy and safe communities
 - 9. Promoting sustainable transport
 - 10. Supporting high quality communications
 - 11. Making effective use of land
 - 12. Achieving well-designed places
 - 14. Meeting the challenge of climate change, flooding and coastal change
 - 16. Conserving and enhancing the historic environment
- 8.3. For the purposes of S.38(6) of the Planning and Compulsory Purchase Act 2004, the adopted 'Development Plan' for this site current is The London Legacy Development Corporation's Local Plan 2015-2031 (July 2015) and the London Plan (2016).

The Draft London Plan (December 2017)

- 8.4. The Mayor of London published a draft new London Plan on 29th November 2017, which has been submitted for its Examination in Public along with minor suggested changes. The policies in the draft new London Plan currently have limited material weight when making planning decisions. This report may make reference to policies within the new London Plan where they are directly relevant to the assessment of the application proposal. However, the relevant development plan policies remain those within the current London Plan (March 2016) and the LLDC Local Plan (July 2015).

The London Plan (March 2016)

Policy 2.4	The 2012 Games and their legacy
Policy 2.9	Inner London
Policy 2.13	Opportunity areas
Policy 2.14	Areas for regeneration
Policy 3.4	Optimising Housing Potential
Policy 3.5	Quality and Design of Housing Developments
Policy 3.9	Mixed and Balanced Communities
Policy 3.10	Definition of Affordable Housing
Policy 3.12	Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
Policy 3.12	Affordable Housing Thresholds
Policy 4.1	Developing London's Economy

Policy 4.12	Improving Opportunities for All
Policy 5.2	Minimising Carbon Dioxide Emissions
Policy 5.3	Sustainable Design and Construction
Policy 5.5	Decentralised Energy Networks
Policy 5.6	Decentralised Energy in Development Proposals
Policy 5.7	Renewable Energy
Policy 5.9	Overheating and Cooling
Policy 5.11	Green Roof and Development Site Environs
Policy 5.12	Flood Risk Management
Policy 5.13	Sustainable Drainage
Policy 5.15	Water Use and Supplies
Policy 5.17	Waste Capacity
Policy 5.21	Contaminated Land
Policy 6.3	Assessing the Effects of Development on Transport Capacity
Policy 6.9	Cycling
Policy 6.10	Walking
Policy 6.13	Parking
Policy 7.1	Building London's Communities and Neighbourhoods
Policy 7.2	An inclusive environment
Policy 7.4	Local character
Policy 7.5	Public realm
Policy 7.6	Architecture
Policy 7.7	Location and Design of Tall and Large Buildings
Policy 7.8	Heritage Assets and Archaeology
Policy 7.14	Improving Air Quality
Policy 7.15	Reducing Noise and Enhancing Soundscapes
Policy 7.19	Biodiversity and access to nature
Policy 8.2	Planning Obligations

London Legacy Development Corporation Local Plan (July 2015)

Policy SP.1	Building a strong and diverse economy
Policy S.1	Health and Wellbeing of prospective residents.
Policy B.1	Location and maintenance of employment uses
Policy B.2	Thriving town, neighbourhood and local centres
Policy B.4	Providing low-cost and managed workspace
Policy B.5	Increasing local access to jobs, skills and employment training
Policy Cl.1	Providing new and retaining existing community infrastructure
Policy H.1	Providing a mix of housing types
Policy H.2	Delivering affordable housing
Policy SP.2	Maximising housing and infrastructure provision
Policy SP.3	Integrating the built and natural environment
Policy SP.4	Planning for and securing infrastructure
Policy BN.1	Responding to place
Policy BN.3	Maximising biodiversity
Policy BN.4	Designing residential schemes
Policy BN.5	Requiring inclusive design
Policy BN.8	Maximising opportunities for play
Policy BN.10	Proposals for tall buildings

Policy BN.11	Reducing noise and improving air quality
Policy BN.12	Protecting archaeological interest
Policy BN.13	Improving the quality of land
Policy BN.16	Preserving or enhancing heritage assets
Policy T.2	Transport Improvements
Policy T.4	Managing development and its transport impacts to promote sustainable transport choices and prioritise pedestrians and cyclists
Policy T.5	Street Network
Policy T.6	Facilitating local connectivity
Policy T.7	Transport assessments and travel plans
Policy T.8	Parking and parking standards in new development
Policy T.9	Providing for pedestrians and cyclists
Policy T.10	Using the waterways for transport
Policy SP.5	A sustainable and healthy place to live and work
Policy S.1	Health and wellbeing
Policy S.2	Energy in new development
Policy S.3	Energy infrastructure and heat networks
Policy S.4	Sustainable design and construction
Policy S.5	Water supply and waste water disposal
Policy S.6	Waste reduction
Policy S.7	Overheating and urban greening
Policy S.8	Flood risk
Policy 4.2	Bringing forward new connections to serve new development
Policy 1.1	Managing change in Hackney Wick and Fish Island
Policy 1.2	Promoting Hackney Wick and Fish Island's unique identity and appearance
Policy 1.3	Connecting Hackney Wick and Fish Island
Policy 1.4	Preserving or enhancing heritage assets in Hackney Wick and Fish Island
Policy 1.5	Improving the public and private realm in Hackney Wick and Fish Island
Policy 1.6	Building to an appropriate height in Hackney Wick and Fish Island

8.5. Other relevant material considerations:

- Mayor of London –Housing SPG (2016)
- Mayor of London –Olympic Legacy SPG (2012)
- Mayor of London –Affordable Housing and Viability SPG (2017)
- LLDC Planning Obligations SPD (2016)
- LLDC Hackney Wick and Fish Island SPD (2018)

9. CONSULTATIONS

- 9.1. The application was advertised in the press through publication in the East London Advertiser on 6th July 2017, and a total of three site notices were displayed around the site on 30th June 2017. Details of the consultation responses received are set out in the table and paragraphs below:

External Consultees

<p>LB Tower Hamlets Planning</p>	<p>Objections to the overall affordable housing provision and accessibility. Conditions recommended with respect to design.</p> <p><u>Officer comment:</u></p> <p>It should be noted that the affordable housing offer has increased from 15% to 35% throughout the lifespan of the application. At the time of the objection the affordable housing offer was 23% by habitable room. This has subsequently increased to 35% and therefore meets the relevant policy requirements.</p> <p>With respect to accessibility, a condition is recommended to ensure that 90% of the units comply with Building Regulations Part M 4(2) and 10% comply with Part M 4(3). This is considered to be compliant with London Plan guidance.</p> <p>Conditions are also recommended for material samples and detailed drawings of architectural elements to ensure a high-quality appearance.</p>
<p>LB Tower Hamlets Highways</p>	<p>Further information was requested in relation to servicing arrangements and cycle parking which was subsequently provided and considered acceptable. No objection subject to conditions regarding details of cycle parking, a construction management plan, and a delivery and servicing plan, and legal obligations relating to public right of way through Davey Way, a travel plan and highway improvement works.</p> <p><u>Officer Comment:</u></p>

	<p>Conditions and legal obligations are recommended to be imposed as requested.</p>
<p>LB Tower Hamlets Environmental Health</p>	<p>No objections subject to conditions regarding contaminated land and air quality.</p> <p><u>Officer Comment:</u></p> <p>A contaminated land condition is imposed as requested.</p>
<p>LBTH Tower Hamlets Flooding</p>	<p>No response received.</p>
<p>Environment Agency (EA)</p>	<p>The Environment Agency originally objected to the application on flood risk grounds. Specifically, they considered that the Flood Risk Assessment submitted with the application did not comply with the requirements of para. 102 of the NPPF (2012) which requires LPAs to adopt proactive strategies to adapt to climate change, taking full account of flood risk and coastal change. This was on account of the development proposals not adequately demonstrating that there would be no loss of flood storage capacity on site.</p> <p>In response to this the applicant worked closely with the EA and produced further modelling information which was considered satisfactory by them subject to two conditions relating to flood storage compensation and flood water entry design.</p> <p><u>Officer Comment:</u></p> <p>Flooding conditions imposed as requested.</p>
<p><u>Transport for London</u></p>	<p>No objection subject to a condition regarding cycle parking.</p>

	<p><u>Officer Comment:</u></p> <p>A cycle parking condition is recommended to be imposed as requested.</p>
Historic England	No comment to make.
Greater London Archaeology Advisory Service	<p>No objection subject to a suitable archaeological condition.</p> <p><u>Officer Comment:</u></p> <p>An archaeological condition is recommended to be imposed as requested.</p>
Met Police	<p>No objection subject to a condition relating to Secure by Design measures.</p> <p><u>Officer Comment:</u></p> <p>A Secure by Design condition is recommended to be imposed as requested.</p>
London Fire and Emergency Planning Authority	No objection.
London Cycling Campaign	No response received.
London Overground	No objection.
Natural England	No objection subject to the Natural England standing advice for development in and around the Queen Elizabeth Olympic Park.
Canal Rivers Trust	No comment to make.
LB Hackney Planning	No objection.
East End Waterways	No response received.
HWFI Planning and Development Group	No response received.

Affordable Wick	No response received.
Stour Space	No response received.
Lea Rivers Trust	No response received.
HWFI Cultural Interest Group	No response received.

Internal Consultees

- 9.2. **LLDC Design** – LLDC Design have worked with the officers at the planning authority over the duration of the pre-application and application process to resolve a site constraint in terms of flooding and to shape the footprint to incorporate access to a new bridge.
- 9.3. The planning authority supports the application in design terms with endorsement from the Quality Review Panel. The authority finds that the scheme satisfies the criteria for BN.10 for its height most specifically in its greater role to the neighbourhood by contributing public realm to facilitate access to a new connection in Fish Island. The scheme has a simple external appearance but proposes quality residential accommodation within.
- 9.4. As a relatively simple building there is an importance placed on the detail which will be secured by condition, a very high-quality brick choice and design of the ground floor unit fronts being of importance.
- 9.5. **PPDT's Environmental Consultant (Arup)** – PPDT's Environmental Consultant reviewed the submitted information within the application. Clarification was originally sought with respect to air quality, arboriculture, sunlight/daylight/ ecology, sustainability and contaminated land. Further information was subsequently provided by the applicant and considered acceptable subject to conditions in relation to dust management, non-road mobile machinery, an air quality neutral assessment, plant equipment, surface water drainage and contaminated land. These conditions are recommended to be imposed as requested.
- 9.6. **PPDT's Transport Consultant (Jacobs/CH2M)** – PPDT's Transport Consultant reviewed the relevant information within the application and raised no objections subject to further clarification on trip rates, servicing, accessible parking, a travel plan and the methodology regarding the parking survey within the surrounding area. Conditions have been requested in relation to details of visitor cycle parking, updated travel plans, a delivery and servicing plan and a construction management plan. These conditions are recommended to be imposed as requested.
- 9.7. **PPDT's Heritage Consultant (MOLA)** – PPDT's Heritage Consultant reviewed the relevant information within the application and concluded the development would result in less than substantial harm to the adjacent Fish Island & White Post Lane Conservation Area and the non-designated heritage assets at 92 White Post Lane and within the adjoining McGrath site. The less than substantial harm is considered to be resultant from the long street frontages that present themselves to the heritage assets. Paras. 10.63 – 10.64 of this report weighs up the public

benefit of the scheme against this identified harm as per the requirement of the NPPF.

- 9.8. **The Quality Review Panel (QRP)** - The application has been subject to three QRP reviews with a final review having taken place in September 2018. QRP support the approval of the application and consider that the scheme would make a significant contribution to the regeneration of the area, including the provision of the new north-south pedestrian route. The panel consider that the scheme proposes high quality accommodation and supports the scale, massing and architectural expression – but stresses the importance of high quality detailing, materials and construction, together with the retention of the design team. The panel concluded that the scheme has the potential to meet the tests of Policy BN.10. The suggested conditions and legal obligations are recommended to be imposed as requested.

10. ASSESSMENT OF PLANNING ISSUES

Principle of Development

- 10.1. The application site is located within Sub-Area 1 (Hackney Wick and Fish Island) of the Legacy Corporation's Local Plan. The Sub-Area has the development potential for 2,500 homes to be delivered, in addition to those already with consent (to total 4,500) across the Plan period. The delivery of new homes is envisaged to come forward in a genuinely mixed-use environment, interlaid amongst business, retail and community uses.
- 10.2. The principle of a mixed-use redevelopment, delivering residential and employment floorspace in this location is considered therefore to be well-established. The proposals are considered to accord with the area objectives as set out within Sub-Area 1 of the Local Plan. In particular the development will deliver new homes (including a high proportion of affordable homes), an uplift in commercial floorspace and an architectural and massing approach that seeks to improve visual amenity and responds to surrounding heritage assets and historic context.

Employment Floorspace

- 10.3. LLDC's Local Plan Policy B.1 (Location and maintenance of employment uses) is applicable in the assessment of the employment component of the proposed development. This policy states that Class B Uses shall be focused within the identified Employment Clusters and District Centres where there is an expectation that new development should deliver a range of B Class Use employment and business space in a range of sizes.
- 10.4. Further guidance on employment floorspace is provided within Local Plan Policy 1.1 (Managing change in Hackney Wick & Fish Island). It emphasises the importance of managing change resultant from new development in the area, and seeks to address this by stating that proposals will only be acceptable where they maintain the overall amount of existing floorspace.
- 10.5. The applicant is compliant with this approach in that the existing quantum of employment floorspace would be re-provided as part of the redevelopment of the site. The total existing floorspace within the site is 1,979 sqm comprising the

warehouse and ancillary office floorspace. The development proposals would include 2,213 sqm of commercial floorspace (Use Class B1/B2/B8) which would be provided at ground floor level within Buildings A-D. This therefore represents an uplift of 234 sqm in comparison to the existing employment provision.

- 10.6. In addition, the existing uses on site are considered to be of a relatively low employment density. The applicant has advised that the current operation supports a total of 10 full time employees; albeit it is considered that using the Homes and Community Agency Employment Density Guide (2015) the established lawful B8 use of the site could support up to 25 full time jobs. In comparison, the proposed B1 floorspace could support a significant uplift in employees of up to 184 jobs (based on 12 sqm per employee for B1a use).
- 10.7. The proposed employment floorspace is also considered to be of a high standard. It has been designed to be as flexible in order that it can be operated as larger units or subdivided into smaller tenanted spaces if required. The units would benefit from active frontages which would provide outlook onto surrounding streets and provide good levels of daylight. They would also feature floor-to-ceiling heights of up to 4m in order to accommodate a range of users. They would also benefit from an internal loading bay within the ground floor car park.
- 10.8. It is noted that para. 4.12 of the Local Plan requires that yard space is taken into account when considering industrial floorspace. In relation to this it is acknowledged that a northern part of the car park, which covers approximately 600 sqm, is currently used as open storage. However, this open storage is considered to be carried on an informal basis within the car park and it is therefore not considered reasonable to include this space within the overall amount of existing industrial floorspace.

Residential provision

- 10.9. London Plan Policy 3.3 seeks to increase the housing capacity in London and sets out targets for planning authorities, which will improve housing choice, housing quality and affordability. The policy requires planning authorities to identify and seek to enable '*...additional development capacity to be brought forward having regard to the other policies of The London Plan and in particular the potential to realise brownfield sites...*' Policy 3.5 requires the design of new housing development to enhance the quality of local places. The Mayor's Olympic Legacy Supplementary Planning Guidance indicates that the '*...Wick and Fish Island Sub-area as a whole has the potential to accommodate around 6,000 new homes and 160,000m² of new and improved business floorspace in its main areas of change...*'
- 10.10. The Draft London Plan was also published in December 2017. It remains at an early stage in the adoption process and therefore holds limited weight in the decision-making process. However, with respect to housing targets it specifies that the 10-year target for the LLDC area is 21,610 units with an annualised average of 2,161.
- 10.11. Local Plan policy SP2 sets out LLDC's strategic vision with respect to housing, which is to provide in excess of The London Plan target of 1,471 per annum. Within the Hackney Wick and Fish Island sub area it is anticipated that over the plan period some 4,500 new homes could be delivered. The proposed 145 residential

units would provide a welcome contribution towards meeting LLDC's housing requirements identified in The London Plan and Policy SP.2 of the Local Plan.

- 10.12. The mixed-use development is consistent with the development plan policies and accords with the specific London Plan policies referred to above. Further assessment of the development proposals against Local Plan Policies H.1 and H.2, and the Mayor's affordable housing and viability SPG in terms of the proposed tenure, mix and affordability of the residential accommodation are discussed in the paragraphs below.

Mix and Affordable Housing Provision

- 10.13. Policy H.1 of the Local Plan requires that residential proposals provide a mix of housing types to create sustainable new neighbourhoods that contribute towards mixed and balanced communities. Policy H.1, part (1) requires that development proposals provide at least 50% of units at two bedrooms or more. The scheme is in accordance with the policy, in that it proposes 98 units that are two-bedroom or more which equates to 68% of units.
- 10.14. Policy 3.11 of The London Plan sets the current strategic affordable housing target for London as at least an average of 17,000 additional affordable homes a year. Policy SP.2 of the Local Plan states that of the 1,471 residential units target per annum, a minimum of 455 will be affordable; this translates into a LLDC area-wide 35% target for affordable housing. Policy 3.12 of The London Plan requires LPA's to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to affordable housing targets.
- 10.15. The Local Plan states that providing for housing needs, including through different affordable tenures, is crucial to achieving mixed and balanced communities. Policy H.2 requires affordable housing to be maximised on sites capable of providing ten units or more, with a tenure split of 60:40 between affordable rent and social rent (60%) and intermediate (40%).
- 10.16. The Mayor's affordable housing and viability SPG provides further guidance on acceptable affordable tenure provision noting that the Mayor is keen to maintain flexibility to meet local needs while ensuring the delivery of his preferred affordable housing products, described as:
- At least 30% low cost rent (social rent or affordable rent), with rent levels set at levels that the LPA considers 'genuinely affordable';
 - At least 30% as intermediate products, with London Living Rent* and /or shared ownership being the default tenures assumed. The split between these tenures is advised to be determined by the Applicant, in discussion with registered providers on a site-by-site basis; and
 - The remaining 40% to be determined by the relevant LPA.
- * London Living Rent is a new type of intermediate affordable housing that will help, through low rents on time-limited tenancies, households with a maximum household income of £60,000 to save for a deposit to buy their own home.
- 10.17. The application originally proposed an affordable housing offer of 15% of units which equated to 10 units. However, as a result of discussions between the

applicant and PPDT officers the affordable housing offer has increased to 50 units which equates to 35% of the total development when measured on a habitable room basis. Details of the proposed mix and tenure of the affordable housing offer are set out as per the below table:

Table 2: Breakdown of affordable housing offer.

AFFORDABLE TENURE					
	UNITS		HABITABLE ROOMS		TENURE SPLIT
	(Type)	(No.)	(No.)	(% of total scheme)	(% of affordable housing)
LONDON LIVING RENT	1 Bed	5	10	2.5%	
	2 Bed	2	6	1.5%	
	3 Bed	3	12	3%	
TOTAL		10	28	7%	20%
LONDON AFFORDABLE RENT	1 Bed	0	0	0%	
	2 Bed	9	27	7%	
	3 Bed	4	16	4%	
TOTAL		13	43	11%	31%
SHARED OWNERSHIP	1 Bed	16	32	8%	
	2 Bed	8	24	6%	
	3 Bed	3	12	3%	
TOTAL		27	68	17%	49%
COMBINED TOTAL		50	139	35%	100%

10.18. The provision of 35% affordable housing is supported on the basis that it complies with LLDC's strategic target as per the Local Plan. Furthermore, it also complies with the strategic target as set out within the Mayor's Affordable Housing and Viability SPG (2017). This document sets out a 'threshold' approach to viability and

ensures that schemes which provide 35% affordable housing will not be required to undergo a viability review or be subject to a future affordable housing review (other than an early review, when an agreed level of implementation has not been achieved within two years from the date of decision). It should also be noted that the 35% affordable housing offer is a commercial offer which significantly exceeds the agreed technically viable amount of 19.4%.

10.19. It is acknowledged that Draft London Plan Policy H6 (in conjunction with draft London Plan Policies E4 and E7) seeks 50% affordable housing to be provided in order to follow the threshold approach where development is on industrial land appropriate for residential use and would result in a net loss of industrial capacity. In response to this it is noted that the application proposes an uplift in commercial floorspace and includes the possible provision of B1c/B2/B8 use and as such does not preclude a potential uplift in industrial floorspace. However, it is acknowledged that the commercial space could also be used for B1a (Offices) and B1b (Research and Development) purposes which are not considered to be industrial uses. In order to ensure that there is no loss of industrial capacity a condition is recommended requiring details of the commercial uses, including the breakdown of the employment uses, to be approved by the Local Planning Authority. The condition permits up to 630 sqm of B1a use noting that this would replace the existing ancillary office with the rest expected to be industrial use. The condition therefore ensures that there would be no reduction in industrial capacity and as such the 35% threshold is appropriate and the overall percentage of affordable housing is therefore supported.

10.20. In terms of tenure mix, it is acknowledged that the Local Plan states that in order to provide for housing need, different affordable tenures are crucial to achieving mixed and balanced communities. Policy H.2 requires affordable housing to be maximised on sites capable of providing ten units or more, with a tenure split of 60:40 between affordable rent and social rent (60%) and intermediate (40%).

10.21. In relation to the above, the proposed affordable housing tenure for this application is broken down as follows:

- London Affordable Rent (31%);
- London Living Rent (20%); and
- Shared Ownership (49%).

10.22. Whilst not compliant with the Local Plan guidance on tenure mix, PPDT officers are satisfied that the tenure mix can be supported on the basis that it is fully compliant with the approach to tenure mix within the Mayor's Affordable Housing and Viability SPG. This states that a flexible approach should be taken with respect to tenure mix in order to meet local need and ensure the delivery of the Mayor's preferred affordable products. The scheme is considered to be compliant with the Mayor's preferred tenure split which is set out as follows:

- At least 30% low cost rent (social rent or affordable rent). London Affordable Rent should be the default level of rent;
- At least 30% as intermediate products, with London Living Rent and/or shared ownership the default tenures assumed in this category; and
- The remaining 40% to be determined by the LPA.

- 10.23. For the purposes of clarification, London Affordable Rent is rent for households on low incomes with the rent levels based at social rent levels, and in viability terms is a lower value housing product in comparison to intermediate housing products. London Living Rent is a new type of intermediate housing that is designed to help households with around average earnings to save for a deposit to buy a home of their own. Eligibility is restricted to households renting privately or socially with a maximum household income of £60,000.
- 10.24. It is acknowledged that Tower Hamlets have their own framework rent levels, however this would further reduce the values generated by these units and would further reduce the viability of the scheme and the numbers of affordable housing units that could be delivered. In terms of the shared ownership units, these would be available on the following range of income levels below the GLA maximum cap:
- 33% of accommodation to households with a gross income of up to £50,000;
 - 33% of accommodation to households with a gross income of between £50,000 to £65,000; and
 - 33% of accommodation to households with a gross income of above £75,000.
- 10.25. The above income caps would be secured for a minimum 6-month marketing period after which the caps would revert to those set out within The London Plan.
- 10.26. The quantum of affordable housing would be secured in the s106 Agreement which would also include an early affordable housing review mechanism should works on site not be commenced within 18 months of the granting of planning permission. Given that the affordable housing offer complies with the 35% 'fast track' affordable housing target as per the Mayor's Affordable Housing and Viability SPG, a late review mechanism is not required.
- 10.27. The London Affordable Rent units would be located in Building D, the London Living Rent units would be located in Buildings C and D and the Shared Ownership units would be located in Building C. Whilst there is communal amenity space (including play space as discussed at para 10.59) to the rear of Building D, a legal obligation will be used to ensure that occupants of Building D also benefit from access to podium garden between Buildings A, B and C. Although Building D is a smaller block from the other larger proposed urban block this is resultant from the need to provide the north-south route through the site and align with the pedestrian connection to be provided as part of the McGrath scheme and Roach Point Bridge further to the south. Officers are satisfied that the scheme is 'tenure blind' in that Building D is of the same high quality of the other buildings within the development. It should also be noted that there is no policy requirement for the affordable housing to be pepper potted throughout the scheme.

Density

- 10.28. The density of the new development should be considered in light of London Plan policy 3.4 and the Mayor's Housing SPG. The London Plan Density Matrix indicates that for a central setting (noting the site falls within 800m of the Stratford Metropolitan Centre) with an accessibility level of PTAL 2/3, a density range of 100 to 240 dwellings per hectare is acceptable, albeit it should be noted that local

context and character, design and public transport capacity should also be considered.

- 10.29. The proposed development is marginally above the London Plan density range, with a density of 265 dwellings per hectare. However, officers consider that despite this the density of the development is appropriate for the site and its setting (a detailed assessment of design is made in paras. 10.34 to 10.68). The proposed massing and heights of the building would be in keeping with the emerging built environment in the area and is considered to be acceptable in the context of the site and surrounding area. The site is also within short walking distance from Hackney Wick Station and benefits from regular bus services along White Post Lane, Hepscott Road and Rothbury Road. On this basis officers consider that the density for the site is acceptable noting that paragraph 3.28 of The London Plan specifically states that the density ranges within it are broad and that they should not be applied mechanistically. Public transport accessibility is also predicted to increase to PTAL 4 by 2021, due to planned improvements to public transport infrastructure. It should also be noted that Policy D6 of the Draft London Plan moves away from a standardised approach to density to one which optimises housing density in appropriate locations.

Waste Transfer Site

- 10.30. As per the recently approved scheme at 25 Trego Road (17/00225/FUL), it is noted that the application site abuts the adjacent McGrath's (Wickside) site to the south which is used as a demolition contractor's depot and a waste transfer station. Permission (16/00451/OUT) for the comprehensive redevelopment of this site is currently pending the completion of a s106 Agreement as discussed at para. 6.11. Should that redevelopment come forward, then a range of uses would be provided which would be compatible with the residential proposals subject of this application.
- 10.31. However, as there is no guarantee redevelopment would take place, consideration needs to be given to whether the principle of the development proposal at hand is acceptable, in the context of the existing waste transfer and demolition contractors' depot uses.
- 10.32. The adjacent McGrath site covers an area of 2.88 hectares with the waste transfer facility having a maximum throughput of over 200,000 tonnes of waste per annum. It is acknowledged that the Environment Agency's Waste Data Interrogator shows that in 2016 the site handled a significantly lower amount of waste – 26,353 tonnes. However, it is considered pertinent to consider the 'worst case scenario' of the proposed development adjoining such an intensive waste transfer use and the environmental effects that would be associated with such a use.
- 10.33. With respect to the above, it is considered that there would likely be significant environmental effects on a residential use being situated in such proximity to an intensive waste use. This includes air quality, odours and noise issues. It is also considered that there would be poor visual amenity from occupants of a significant number of units which would overlook the adjoining McGrath site. As such it is considered reasonable to recommend a Grampian condition, as per the 25 Trego Road consent, that would prevent the occupation of any block within the site until the waste transfer and demolition contractor depot uses have permanently ceased.

Urban Design Analysis and Layout

- 10.34. Strategic Policy SP.3 of the Local Plan deals with how development integrates with the natural, built and historic environment. It states that LLDC will create a high-quality built and natural environment, by ensuring development that contributes to place making, enhances its surroundings, maintains and promotes local distinctiveness, supports delivery of the priorities for the various sub-areas and respects LLDC's Design Quality Policy.

Form/Massing/Siting

- 10.35. The application was subject to extensive pre-application dialogue which is considered to have resulted in a scheme of significant quality. The siting of the buildings is considered to suitably address the existing street layout including Rothbury Road to the north and Hepscott Road to the west, providing active frontages along these routes and knitting back together the historic street pattern and urban grain in this part of Hackney Wick.
- 10.36. An important factor in the layout of the development has been the welcome inclusion of the north-south pedestrian connection through the site in accordance with requirements of the Hackney Wick & Fish Island SPD. The alignment of this route to provide a direct pedestrian connection to Hackney Wick Station and its generous 14m width would run through the site and the scheme's design reflects this with one larger urban block and one smaller urban block. However, officers are satisfied that this approach is appropriate to the surrounding context noting that the grain of the smaller urban block responds to the grain of the Lea Tavern site directly to the north and the existing buildings to the west.
- 10.37. The siting of Buildings C and D, together with the inclusion of commercial uses and residential entrances at ground floor level, would also help provide strong frontages to both sides of the new public route helping to provide activity and overlooking to the public realm.
- 10.38. The massing of the larger urban block would also be successfully broken up by the arrangement of the three separate buildings and the gaps that would be created between them. This would allow each of the buildings to take on a slightly different character and also increase the amount of light into the courtyard and residential units and also allows views out from the first-floor podium garden.
- 10.39. All four buildings would be six storeys in height noting that as a result of an iterative pre-application process, and a QRP steer, the height reduced from a maximum of eight storeys to seven storeys and then finally to six storeys as per this application. Six storeys are considered to result in a more comfortable massing which is in keeping with the emerging character of this part of Hackney Wick.

BN.10 Assessment

- 10.40. Policy BN.10 of the Local Plan is also an important consideration in design assessment. It deals with proposals for tall buildings which the sub-area policy (Policy 1.6) has identified as being over 20m height in this location. Specifically, Policy BN.10 requires buildings to exhibit outstanding architecture and incorporate high quality materials, finishes and details. It also requires development to respect scale/grain; make a positive contribution to streetscape; provide active frontages;

provide publicly accessible space; incorporate sufficient communal space; contribute to public routes; promote legibility; suitably deal with micro-climatic conditions; and protect views of heritage assets. The policy therefore requires a comprehensive assessment of design matters.

- 10.41. All buildings on the site would be six storeys in height; however due to variations in ground level across the site their heights would vary from between 23m and 24m AGL. Given that the development exceeds the 20m threshold an assessment has been made against each of the criteria of Policy BN.10 below:

BN.10(1): Exhibit outstanding architecture and high-quality materials, finishes and details:

- 10.42. The proposed development has been presented to QRP on three separate occasions. QRP have expressed their support for the proposed development and that it has the potential to meet the requirements of Policy BN.10, including the requirement for outstanding architecture, subject to the quality of detailing, materials and construction. Conditions are recommended to ensure that the quality of these elements are suitably achieved and delivered as part of the finished scheme. QRP have also recommended the retention of the design team through to detailed design and construction. A legal obligation is therefore recommended within the draft Heads of Terms to require the retention of the design team or ensure that a payment is made to allow the original design team to monitor and review any submitted details from an alternative design team.
- 10.43. In terms of architectural expression, subject to the aforementioned conditions, officers are satisfied that the design and materiality of the scheme would result in a series of well-mannered buildings which would have a high-quality appearance and which would complement the existing and emerging built environment in Hackney Wick. Officers agree with the QRP conclusion that, in the specific context of Hackney Wick, the buildings could be considered as 'outstanding'.
- 10.44. The buildings would be predominantly finished in brick which is considered to be in keeping with the historic industrial character of the surrounding area and the distinctive character of the emerging developments on nearby sites. Whilst the predominant material of existing and emerging buildings within the area is brick; it is considered that there is no prevalent tone. The selection of brick tones to the proposed buildings is considered to reflect this varied appearance in brickwork in the wider area and would help lend the individual buildings separate identities and reinforce different character areas. In particular, the commonality of the stock brick facades that would be used on Buildings B and D would create a strong relationship across Davey Way and provide a distinct sense of place to this northern end of the public route.
- 10.45. The street facing elevations of the development would feature a brick frame detail. Despite the proposed variation in brickwork across the site it is considered that this brick frame detailing would help tie the development together and allow them to be read as a family of buildings. The frame approach would lend the elevations a robust aesthetic with strong horizontal and vertical proportions. This, in combination with the 'punched' balcony voids and fenestration, would lend the elevations a regular and formal appearance. This is considered to be in keeping with the requirement of the Hackney Wick and Fish Island SPD which requires

buildings that front onto primary streets to be designed with a strong sense of definition with a composed and ordered character. The infill panels and soldier course banding to these elevations would provide additional visual interest.

- 10.46. The single storey podium element in between buildings would present itself to the street frontages in a pre-cast concrete finish. The use of concrete is considered to be appropriate as it too reflects the industrial heritage of the area and picks up on some of the materiality of emerging developments nearby, including Hackney Wick Station. The use of concrete is considered to contrast successfully with the adjoining brick buildings to allow visual separation. whilst the tone of the concrete would successfully reconcile with the tone of the adjacent brickwork. Full details of the proposed pre-cast concrete finish will be secured via condition.
- 10.47. It is also noted that bronze would be used to frame ground floor windows to the commercial uses, whilst a proposed perforated bronze screening system could be used to provide privacy to the commercial uses and at the same time provide visual interest to passers-by. Bronze would also be used for balcony balustrading throughout the development. It is considered that the use of this proposed material is acceptable in principle and would further reflect the industrial character of the area. The warm colour would also provide a pleasant contrast with the proposed brickwork tones. Further details of all these elements, including the screening system, are secured by condition.
- 10.48. Overall the development is considered to exhibit a high-quality design which, subject to conditions, would have a sensitive and well-mannered appearance and would successfully contribute to the regeneration of this part of Hackney Wick. The buildings are therefore considered to exhibit outstanding architecture and demonstrate high quality materials and finishes, complying with part (1) of Policy BN.10.

BN.10(2): Respect the scale and grain of their context:

- 10.49. The proposed development is considered to successfully respond to the positive urban grain in the area. As discussed previously, the siting of the Buildings A & C is considered to successfully address the existing street layout including Rothbury Road to the north and Hepscott Road to the west, providing active frontages along these routes and knitting back together the historic street pattern and urban grain in this part of Hackney Wick. The finer grain of Building D would respond to the grain of the Lea Tavern site directly to the north and the existing buildings to the west.
- 10.50. As per the guidance contained within the Hackney Wick and Fish Island SPD, the longer blocks within the development would also successfully break down the massing of these elements with defined five storey breaks from podium level up. This would give the appearance of individual buildings of a finer grain which is more responsive to the surrounding area.
- 10.51. The larger urban block has also been arranged as a series of development blocks around a central courtyard at podium. This further complies with the guidance for new development as per the Hackney Wick and Fish Island SPD. The provision of a new north/south route through the site, reinstating the historic street layout, would also improve permeability and respond to the proposed layout of the adjacent

McGrath scheme. It is therefore considered that the proposals suitably reflect the scale and urban grain of the area and as such part (2) of Policy BN.10 has been suitably addressed.

BN.10(3): Relate well to street widths and make a positive contribution to the streetscape:

- 10.52. The development is considered to contribute strongly to streetscape. It would reinstate building frontages to Hepscoot Road and Rothbury Road and would help create well defined and legible streets. As discussed above, it is considered that the architecture incorporates a number of elements which would successfully break up the massing of the development, and which would help ensure that the buildings don't appear overbearing to passing pedestrians and make a positive contribution to the street, contrasting successfully with the emerging development on nearby sites.
- 10.53. Importantly, the development also includes the provision of a well-defined new north-south route with active frontage at ground floor levels on both sides. The scheme is therefore considered to relate well to street widths and make an important contribution to streetscape- thereby complying with part (3) of Policy BN.10.

BN.10(4): Generate an active street frontage:

- 10.54. The scheme has been designed to maximise active frontages across the site. The proposals include significant provision of commercial space at ground level within the development – including on both sides of the new north/south pedestrian route. These would be served by large shopfront style windows to maximise glazing on these elevations and provide activity to the new and existing streets/routes. These shopfronts would be supplemented by the residential entrances to the building, which would provide further activity.
- 10.55. It is noted that at QRP in September 2018, the panel expressed some concern about the proposed use of full height glazing to the proposed ground floor shopfronts. The particular concern was in relation to a lack of a stallriser which would provide a degree of privacy and hide any clutter placed on the ground within the proposed commercial spaces. In light of this a condition is recommended to require further details of the proposed shopfront system to include the provision of a stallriser within it. Subject to the above condition, it is considered that the proposals would make a positive contribution to active street frontage and the scheme is therefore compliant with part (4) of Policy BN.10.

BN.10(5): Provide accessible public space within their curtilage:

- 10.56. The proposed development is considered to contribute significantly to public open space through the provision of the Davey Way pedestrian route which is a requirement of the Hackney Wick and Fish Island SPD. The proposed scheme would contribute the northern end of this north/south pedestrian route covering an area of 736 sqm.
- 10.57. The indicative landscaping proposals for Davey Way are considered to be of a high quality, including the sculptural wall which would help address the level change between the graded (fully inclusive) route and the ground floor level of Block B.

Final details of the landscaping are reserved through a condition which is recommended to ensure full integration with the design of the remainder of the pedestrian route – through the McGrath site and the consented Roach Point Bridge. Public accessibility to Davey Way would be secured through the s106 Agreement. The provision of this quality public space is considered to comply with part (5) of Policy BN.10.

BN.10(6): Incorporate sufficient communal space:

10.58. The proposed scheme would provide a total of 1,474 sqm of shared amenity space in the form of two communal gardens – a podium level courtyard between Buildings A, B & C covering 1,324 sqm and a ground floor garden to the rear of Building D covering 150 sqm. These landscaped spaces are considered to be of high quality and would successfully serve a number of purposes, including acting as a transition space for residents to access their front doors/building cores, play space and communal amenity space. Full details of all landscaping will be reserved via condition. A legal obligation is also recommended to ensure that residents of all blocks, irrespective of tenure, have access to the podium level courtyard space between Buildings A, B & C.

10.59. In terms of play space, the approximate number of children predicted to live in the development is based on the Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG. In total 28 children are predicted to live at the proposed development, which results in a play space requirement of 280 sqm. The proposals would provide an on-site total of 438 sqm of playable space, in excess of minimum requirements, located within the podium courtyard and within the communal garden to the east of Building D. As described above, residents of Building D would have access to the play space within the podium garden between Buildings A, B & C, in addition to the play space within the communal garden to the rear of Building D. No information has been provided in relation to the specific details of the play space and the provision for the target age groups as contained within the Mayor's Play and Informal Recreation SPG and it is therefore recommended that these details are secured by condition. For children over the age of 12, it is also noted that the site falls approximately 200m to the Queen Elizabeth Olympic Park, within the 400m maximum desirable distance set out within the Mayor's Play and Informal Recreation SPG. Play space would also be further supplemented by the significant open/play spaces within the McGrath development should it come forward.

10.60. In light of the above it is considered that part (6) of Policy BN.10 is met.

BN.10(7): Contribute to defining public routes and spaces and (8): promote legibility:

10.61. As discussed, the proposed development is considered to significantly contribute to public routes and public space through the provision of 736 sqm of land for the northern end of Davey Way. The siting and design of the proposed buildings would also significantly strengthen and define the public routes around the site which would make a significant improvement to legibility in this part of Hackney Wick. The proposed development is therefore considered to be well defined and legible in accordance with parts (7) and (8) of Policy BN.10.

BN.10(9): Create new or enhance existing views, vistas and sightlines and (10) Preserve or enhance heritage assets and the views to/from these, and contribute positively to the setting of heritage assets including conservation areas:

- 10.62. The proposed development would represent a significant improvement in visual amenity in comparison to the existing poor-quality buildings that exist on the site. The development would provide strong street frontages with articulated elevations that would enhance views along existing streets and provide new views from the new pedestrian route through the site.
- 10.63. There are no designated or non-designated heritage assets on the site, however it is noted that the Fish Island and White Post Lane Conservation Area lies immediately adjacent to the site, as do the non-designated heritage assets at 92 White Post Lane and within the McGrath site. PPDT's Heritage Consultant has reviewed the proposals and concluded that they would result in less than substantial harm to these heritage assets given proximity of the application site and the long frontages that would be presented to them.
- 10.64. In accordance with para. 196 of the NPPF (2018) the public benefits of the scheme have been weighed up against the identified harm. It is concluded that the significant public benefit associated with the scheme includes:
- The provision of 145 high quality residential units towards LLDC's housing targets;
 - A good affordable housing offer of 35% which is in excess of the technically viable position of 19.4%;
 - An uplift in employment floorspace with the potential to significantly job density; and
 - The provision of part of a new north/south pedestrian route which would significantly improve connectivity in Hackney Wick and Fish Island including access to Hackney Wick Station.
- 10.65. This significant public benefit is considered to outweigh the limited harm to the setting of nearby heritage assets which is confined to a limited number of views.
- 10.66. Historic England considers that there is potential for evidence of archaeological significance on the site noting that this part of the River Lea has attracted human activity from prehistoric times onwards. A condition is therefore attached to safeguard any potential archaeological remains within the site.
- 10.67. Officers therefore consider that parts (9) and (10) of Policy BN.10 has been met.

BN.10: Proposals for tall buildings are likely to be refused where they would have a significant adverse (11) impact on micro-climatic conditions (wind/down-draughts), (12) impacts to the surrounding area (overlooking/daylight /overshadowing/reflection etc), (13) existing views of landmarks, parkland, heritage assets, waterways, views along streets etc.

- 10.68. The proposals have been subject to environmental testing and the associated technical documents have been reviewed by PPDT's Environmental Consultants who have raised no objection. The scheme is not considered to give rise to any significant adverse micro-climatic conditions and its massing would work to ensure good levels of natural light penetrate into the amenity spaces and adjoining

scheme. A more detailed assessment of the impact on the surrounding area is discussed further in paras. 10.80 to 10.94

- 10.69. As discussed previously the scheme is also considered to work successfully with the emerging developments within this part of Hackney Wick and would make improvements to existing views, particularly along street corridors. There is considered to be no significant adverse impacts on any nearby heritage assets including the adjacent conservation area.
- 10.70. Officers therefore consider that parts (11), (12) and (13) of Policy BN.10 has been met.

Residential Quality

Minimum Space Standards

- 10.71. Policy BN.4 of the Local Plan deals with the quality and design of residential development and seeks to ensure an appropriate standard of accommodation is provided, and that schemes are built to the highest environmental standards. In terms of space standards, the policy requires all development to meet the National Technical Standards which have been adopted as part of the Mayor's Housing SPG. In response to this it should be noted that all proposed units within the development would comply with the all the relevant technical standards including the overall size of the units, the size of bedrooms, the amount of storage space and minimum floor to ceiling heights.
- 10.72. In accordance with the Housing SPG all of the proposed residential units would include private amenity areas in the form of private balconies. The proposed balconies are also considered to comply with, and in many cases exceed, the requirements set out within the Housing SPG in terms of minimum sizes and widths and would provide quality usable amenity spaces to each of the flats.

Access

- 10.73. Access to the residential units would require accessing the respective buildings from their entrance lobbies on either Hepscott Road or Davey Way and rising through the building using the staircase or lifts that would service each core. The individual units within Buildings B and C and the eastern wing of Building A would be accessed via internal corridors. These would not receive natural daylight or ventilation as desired (but not required) by the Mayor's Housing SPG; however, the corridors are not of an excessive length and would therefore provide suitable accessibility.
- 10.74. It is noted that the through units within the eastern wing of Building A and the entirety of Building D would be accessed via an external deck access arrangement. Officers are supportive of the use of deck access to these residential units noting that they have been designed to include void areas, with depths of 1m adjacent to windows which front onto the deck access. These voids help provide defensible space within the scheme and help improve daylight penetration to the windows immediately below. The access decks within Building A would serve a maximum of four units, whilst the access decks within Building D would serve a maximum of three units.

10.75. In terms of units per core, Buildings A and C would feature eight units per core, Building B would feature five units per core and Building D would have three units per core. The development therefore complies with the Mayor's Housing SPG which recommends no more than eight units per core for schemes of this nature.

Aspect

10.76. The Mayor's SPG suggests that single aspect north-facing units should be avoided where they would be exposed to noise levels or contain three or more bedrooms. Within the scheme 69% of all units would be dual aspect; the applicant has sought to minimise the number of single aspect units, those that are single aspect have been designed to be one or two-bedroom flats. There are no north facing single aspect units within the scheme

Inclusive Design

10.77. The residential units have been designed to meet inclusive design standards; 90% of dwellings would be in accordance with Optional Requirement M4 (2) Category 2 of Part M of the Building Regulations. This would ensure that reasonable provision is made for all people to gain access and use the development; meet the needs of occupants with differing needs including some older or disabled people; and to allow adaption of the dwellings to meet the changing needs of occupants over time.

10.78. 10% of dwellings have also been designed in accordance with Optional Requirement M4 (3) Category 3 of Part M. This would ensure that these dwellings would be provided to meet the needs of occupants who use wheelchairs and be designed to allow for simple adaption for users' needs. These requirements will be secured via condition.

10.79. In addition, all commercial spaces, communal areas and public spaces, including Davey Way, have been designed to be fully inclusive. The proposals therefore meet Policy BN.5 in requiring inclusive design.

Daylight and Sunlight

10.80. Local Plan Policy BN.4 (6) sets out that new residential development should receive adequate levels of daylight and sunlight and that existing surrounding development will not experience an unacceptable loss of sunlight and daylighting in accordance with the BRE guidance.

10.81. A daylight and sunlight assessment has been submitted with the application using a range of BRE methodologies including Vertical Sky Component (VSC), Direct Daylight (DD) (also known as the No Sky Line test), Average Daylight Factor (ADF) and Annual Probable Sunlight Hours (APSH). Two daylight/sunlight testing scenarios were undertaken. The first (baseline) assessed the current form plus all neighbouring sites with planning consent. The second (cumulative) assessed the above plus all detail and outline planning applications at the time of submission. This includes the McGrath/Wickside scheme and represents the maximum-impact scenario. The Applicant's Daylight and Sunlight assessment has been reviewed by PPDT's Environmental Consultants who have confirmed the information is acceptable.

- 10.82. The assessment examines the impact on surrounding buildings, both existing buildings and consented schemes including 29 White Post Lane, 43 White Post Lane, 51 White Post Lane, 92 White Post Lane (Units 1, 2 & 3), Roach Works, 1-2 Hepscott Road and 52-54 White Post Lane.
- 10.83. In terms of daylight impact, it is considered that the proposed development would have minimal impact. Three windows within Unit 1, 92 White Post Lane would fall short of BRE daylighting standards in both the baseline and cumulative scenario. These windows would retain VSC values of between 0.61 and 0.66 their former value, just short of the BRE VSC guidance of 0.8. Unit 2, 92 White Post Lane would see a more significant impact with five windows falling short of BRE VSC targets with retained values ranging between 0.35 and 0.51 of their former value. However, it is noted that these windows do not serve residential units and as such the impact is considered acceptable. In terms of Unit 3, 92 White Post Lane all windows would be BRE compliant in the baseline scenario. Five windows would fall short of BRE VSC standards in the cumulative scenario however this is resultant from the impact from the Wickside scheme. Again, these windows do not serve residential units.
- 10.84. In terms of 1-2 Hepscott Road which is currently under construction, the assessment demonstrates that there would only be one window which would fail BRE daylighting standards in the baseline scenario. This window would serve a bedroom and would have a retained VSC of 0.63 in comparison to the BRE guidance of 0.8. However, it should be noted that bedrooms are considered to have a lesser requirement for daylight amenity and as such the impact is acceptable. In the cumulative scenario, a total of five windows would not meet BRE guidance. Four of these five windows would serve bedrooms where there is a lesser requirement for daylight amenity. The remaining window would serve a Living/Kitchen/Dining (LKD) room. However, it is one of three windows serving this room with the others meeting the BRE guidance.
- 10.85. The development at 52-54 White Post Lane is also under construction. In the cumulative scenario one window would not meet BRE guidance. However, this window would serve a LKD with the other window to this room remaining in excess of BRE guidance.
- 10.86. With regards to the sunlight impact on surrounding properties, there would be a small number of windows affected, including 9 to 51 White Post Lane which would experience a reduction in winter sunlight beyond BRE recommendations whilst four windows to Unit 2, 92 White Post Lane which would see reductions in summer and winter sunlight. This is considered to be an acceptable impact within an urban environment.
- 10.87. In terms of the daylighting performance of the proposed development itself, a total of 75% of all rooms would pass the BRE ADF recommendation, including 68% of all LKDs and 86% of all bedrooms. A further DD (or No Sky Line) test was undertaken, which demonstrates that 76% of all rooms would meet BRE guidance, including 87% of LKDs and 74% of bedrooms where there is a lesser requirement for daylight amenity. Out of the 26 LKDs that would not meet BRE daylight guidance, 10 would achieve a DD value of between 70% and 79%, narrowly below

the BRE recommended 80%. The remaining 16 LKDs are located across all four buildings and include units within all three tenures.

- 10.88. With respect to sunlighting, it is considered that the scheme would have a generally acceptable performance with 63% of all rooms achieving BRE guidance for annual sunlight. This would rise to 79% for winter sunlight. Of those rooms that would not meet BRE sunlighting guidance, this is largely due to the presence of overhanging balconies or external access decks.
- 10.89. In terms of the communal amenity spaces, the BRE test was undertaken with respect to the amount of sunlight received on 21st March. The test suggests that at least 50% of amenity spaces should receive at least two hours sunlight on this day. The podium level courtyard between Buildings A, B and C would perform well (61%) against this guidance, however the communal garden to the rear of Building D would not meet the BRE test with none of the space achieving two hours of sunlight on 21st March. On balance, it is considered that the sunlighting performance of the amenity spaces is acceptable noting that during the summer months, when the amenity space to Building D is likely to be more intensively used, 59% of the space would receive at least two hours of sun on the June solstice. Furthermore, it should also be noted that access to the podium level garden for residents of Building D will also be secured through a legal obligation. With regards to sunlight amenity to Davey Way, 17% of the area would receive direct sunlight on 21st March, which would increase to 92% on 21st June.
- 10.90. In summary, it is considered that the proposed scheme would have an acceptable performance in sunlight and daylight terms and the communal amenity spaces would be suitably lit.

Overlooking

- 10.91. Policy BN.4 states that development should minimise the impact upon existing surrounding development and not result in an unacceptable loss of privacy or an unreasonable degree of overlooking towards habitable rooms and private amenity spaces within or around existing development. The Mayor's Housing SPG also provides guidance on overlooking and privacy and suggests that minimum distances can be useful yardsticks for visual privacy but adhering rigidly to these measures can sometimes restrict density. Instead the position and aspect of habitable rooms and amenity spaces should be considered, and windows should avoid directly facing each other where distances are tight.
- 10.92. Separation distances between windows in the proposed development and the consented developments on the opposite side of Rothbury Road would be 12.5m, whilst the separation distances to the blocks within the proposed Wickside scheme would be 15m to the blocks on the opposite side of Hepscott Road and 15.5m to the blocks on the opposite side. All of these separation distances are considered to be acceptable and in keeping with the grain of Hackney Wick and it is considered there would be no actual or perceived overlooking to and from these units.
- 10.93. It is acknowledged that the closest separation distance is between Building D and the west facing elevations of the existing buildings at Units 2 and 3, 92 White Post Lane. The separation distance to Unit 2 is 9.5m whilst the separation distance to Unit 3 is only 6m at its closest point, albeit this building is offset from Building D.

However, these buildings are used as offices, workshops/studios, galleries and storage space as opposed to residential use and as such there is considered to be no loss of residential amenity. It should also be noted that there are no windows on the eastern or southern elevations of Building D which directly face any windows within Unit 3.

- 10.94. In terms of within the development itself, the separation distances would generally be in excess of 30m across the podium courtyard and 14m between Buildings B and D. The closest separation distances would be between the flank walls of Buildings A, B and C with the 'pinch point' being the 10m gap between the southern elevation of Building A and the northern elevation of Building C. However, all of the affected units would be dual aspect and would also benefit from an uninterrupted primary outlook over Hepscott Road or the podium courtyard. The outlook from units within the development is therefore considered to be acceptable.

Transport

- 10.95. Policy T.4 of the Local Plan provides guidance on managing development and its transport impacts to promote sustainable transport choices, facilitate local connectivity and prioritise pedestrians and cyclists. Policy T.8 of the Local Plan also provides guidance with respect to vehicle parking and parking standards within new developments including a requirement that parking is provided at a low level appropriate to the location with minimum levels of provision in locations with the highest levels of public transport accessibility.
- 10.96. Policy T.9 of the Local Plan builds on the requirements for pedestrians and cyclists and includes guidance on parking provision for cyclists which should meet or exceed the current London Plan standards. For residential development, this includes provision of one secure and covered parking space per studio and one-bedroom units. Two secure and covered spaces should be provided for all other unit sizes. London Plan Policy 6.3 is also a relevant consideration and states that development should not adversely affect safety on the transport network and that development effects on transport capacity should be fully assessed.
- 10.97. The applicant has submitted a Transport Assessment in order to explain how relevant policy issues have been addressed. This has been reviewed by PPDT's Transport Consultant and TfL who have raised no objections to the application subject to relevant conditions and s106 obligations in order to suitably mitigate any relevant transport impacts.
- 10.98. In terms of vehicular parking, the proposals would be car-free other than the provision of blue badge parking. A total of 16 blue badge spaces would be provided. Given that there would be 15 wheelchair accessible units, the blue badge parking provision would marginally exceed London Plan standards which requires one space for each wheelchair accessible unit. The car park would be located at ground floor level beneath the podium garden and would be accessed from Hepscott Road. Building B has been designed to include an access corridor at ground floor level, so residents of Building D have a direct route to the car-park.
- 10.99. Residents of the development, other than blue badge holders, would be prohibited from applying for on-street parking permits from LB Tower Hamlets and this is recommended to be secured through a condition. Permit-free parking is supported

in this location given the good access to public transport and is in keeping with other recent permissions for similar development in the area. Public transport accessibility is also predicted to increase to PTAL 4 by 2021, due to planned improvements to public transport infrastructure. A condition is also attached which requires details of electric charging provision within the development.

- 10.100. These parking arrangements have been reviewed by LLDC's Transport Consultant and the Local Highway Authority (LBTH) who consider the proposals to be acceptable in principle.
- 10.101. In terms of servicing for the commercial uses, a servicing bay would be provided within the car-park area underneath the podium garden. Delivery vehicles would be able to load/unload within this space subject to agreeing a delivery slot with the estate management team. A swept path analysis demonstrates that vehicles of up to the size of Luton box vans (average 6.9m length) would be able to enter and exit the service bay in forward gear. Larger vehicles, including refuse collection vehicles, would be able to avail of a proposed service bay on Rothbury Road. Details of this and for pavement improvements will be secured through a s278 agreement with LBTH. Conditions are also recommended to secure details of servicing, deliveries and waste management.
- 10.102. The low level of car parking provided would ensure that the impact on trip-generation by the development, both residential and commercial, on the local highway would be negligible with only 31 predicted trips in the morning peak hour. There would therefore be no negligible impacts upon highway capacity or safety resultant from the application with the largest proportion of trips expected to be undertaken by public transport.
- 10.103. In terms of public transport capacity, the impact from the proposed application is considered to result in negligible increases in public transport journeys. The worst-case scenario is all residents using Hackney Wick Station, travelling in the same direction, during the peak AM and PM hours. However, this would result in less than six additional trips per train during these peak hours, which can easily be absorbed within the existing and cumulative capacity scenarios. TfL have reviewed this and confirmed that the increases are not significant, and that there is sufficient capacity in their networks to accommodate these additional journeys.
- 10.104. In terms of cycle parking, the proposals would provide 243 cycle spaces for the residential accommodation, meeting the standards set out in The London Plan. The residential cycle parking would be provided in stores at ground and lower ground floor level. The scheme also proposes 4 cycle spaces for visitors and 22 spaces for the commercial uses, which would also comply with London Plan requirements. Full details of long-term and short-term cycle storage are recommended to be required via condition.
- 10.105. As previously discussed, the scheme makes provision for the northern end of the new north/south pedestrian connection which is required by the Hackney Wick and Fish Island SPD. The proposed scheme would therefore allow for improved connectivity in this part of Hackney Wick & Fish Island, significantly improving accessibility to Hackney Wick Station from the numerous developments to the south. Conditions are recommended in order to secure full details of the final design and materials of the public realm in order to ensure that the landscaping

proposals for Davey Way successfully integrate with the remainder of the route. Conditions are also imposed with respect to construction management, waste management and service and deliveries to mitigate against any impact on local residents. A s106 obligation would also require details of a public realm management strategy to be submitted and approved by the Local Planning Authority; and there would be an obligation to secure public access over Davey Way. As per the comments received from PPDT's Transport Consultants, legal obligations are also recommended requiring the submission of updated travel plans for both the residential and commercial uses.

- 10.106. In summary, it is considered that the transport related matters arising from the proposed development is acceptable. Subject to the aforementioned conditions and s106 obligations it is considered that the proposals are policy compliant and would not result in any undue impacts upon transport capacity or safety.

Environmental matters

Flooding

- 10.107. Local Plan Policy S.8 (Flood risk and sustainable drainage measures) provides guidance on dealing with flood risk as part of development proposals. It states that where development is proposed within Flood Zones 2 and 3 and does not benefit from a designated Local Plan site allocation then the sequential test should be applied, and if failed, the exception test should be applied.
- 10.108. The site is currently within Flood Zone 2 – however parts of the site are expected to fall within Flood Zone 3 in the future and the site is therefore considered to have a medium risk of flooding. However, as agreed by PPDT's Environmental Consultant and the Environment Agency (EA), the submitted flood risk assessment demonstrates that that the sequential test is passed and the exception test is not therefore required.
- 10.109. It is noted that the EA originally objected to the proposals on the basis that they considered they were inadequate as the development was not resilient to the flood levels for the 1 in 100 year +35% allowance for climate change scenario. Particular concern was expressed in relation to flood storage compensation, finished floor levels, resistance and resilience measures and safe access and egress routes in a flood event. In response, the applicant made revisions to the scheme and provided updated modelling information. Resultantly, the EA have confirmed that they have no objections subject to conditions dealing with flood storage compensation and flood water entry design. These conditions are included as per the EA recommendation.
- 10.110. The proposed development is therefore considered to be in accordance with Policy 5.12 of the London Plan and Policy S.8 of the Local Plan.

Sustainability and Energy

- 10.111. Policy S.2 of the Local Plan deals with energy in new developments. It states that developments will be expected to minimise carbon dioxide emissions to the fullest extent possible by application of the Energy Hierarchy as set out below:

- 1) Reducing energy requirements.

- 2) Supplying the energy that is required more efficiently.
- 3) Meeting remaining energy requirements through renewable energy sources where viable.

10.112. Policy S.2 also states that residential developments should meet the regulated zero carbon emissions standard of zero emissions. Where this cannot be met then a financial contribution to the Legacy Corporation Carbon Offsetting Fund will be required. The Legacy Corporation's Carbon Offset SPD sets out the cost and methodology for carbon offsetting as follows:

- 'Carbon gap' (Tonnes of Co2) X Price of Carbon (£60) x 30 (years) = offset payment.

10.113. Related to the above, it should also be noted that Policy S.3 of the Local Plan deals with energy infrastructure and heat networks. It places an emphasis on connecting to existing heat networks or the creation of new networks, subject to certain conditions.

10.114. The application is supported by an Environmental Sustainability Statement (which includes an appended Energy Statement) which have been reviewed by PPDT's Environmental Consultant. The statement discusses how the development proposals have followed The London Plan energy hierarchy. This includes a description of how a number of 'be-lean' measures would be incorporated to reduce the energy consumption of the development, reduce Co2 emissions and meet or exceed Building Regulation requirements. This includes high levels of insulation, air tightness levels, efficient lighting and energy saving controls for heat and lighting.

10.115. In terms of 'be-clean' measures the statement also examines possible connections to existing decentralised energy networks and concludes that it is not feasible to connect to the Queen Elizabeth Park Heat Network. Officers accept that this is not possible in the short term, however given that this is only a snapshot of decentralised energy in the area at this particular time, it is considered appropriate to ensure that an updated report, secured through the s106, is submitted in advance of substantial commencement to allow the Local Planning Authority to ascertain whether a connection to an existing network is possible at that stage.

10.116. Only where it is demonstrated that connection to the existing heat network is not reasonably likely will an on-site CHP scheme be permitted. This approach is considered to suitably address The London Plan energy hierarchy and the requirements of the Local Plan. It should also be noted that a s106 obligation would ensure that the development is future proofed to enable connection to a wider district heating network should it one come forward.

10.117. However, despite the aforementioned measures, the scheme would still not meet the zero-carbon emissions target as set out within the Local Plan and would produce residual Co2 emissions of 102.6 tonnes per annum. In accordance with the Local Plan and the LLDC Carbon Emissions SPD this triggers a Carbon Offset payment of £184,068.00 which would be secured through the s106 Agreement.

10.118. Local Plan Policy S.4 deals with sustainable design and construction. It requires development to demonstrate that it achieves the highest standards of sustainable design and construction. For non-domestic uses within development it is expected

that the application will demonstrate that it is capable of achieving a minimum of BREAAAM level (2011) of 'Very Good', whilst achieving a maximum score for water use. Conditions are imposed to ensure that the development complies with these requirements.

- 10.119. In summary, subject to the aforementioned conditions and s106 obligations, it is considered that the scheme would accord with the sustainability goals of the Legacy Corporation as contained within the Local Plan. The energy and sustainability strategy would help ensure that the redeveloped site is a sustainable place to live and work and that there is suitable mitigation in place to deal with departures from local or regional planning policy.

Noise and Air Quality

- 10.120. Policy BN.11 of the Local Plan deals with reducing noise and improving air quality. It states that development will be expected to:

- Be constructed and designed in a manner that minimises emissions of pollutants to the air and public exposure to the adverse impact of noise.
- Demonstrate compliance with policies in the Local Plan and the London Plan which contribute to minimise the effect of emissions and noise.

- 10.121. The application has been supported by an Environmental Assessment which has been assessed by PPDT's Environmental Consultant and LB Tower Hamlet's Environmental Health Officer. It is considered that, subject to appropriate mitigation, the development would be acceptable in both noise and air quality terms in the event that the existing waste transfer and associated industrial uses on the McGrath site are ceased in advance of occupation. A condition has also been recommended by both PPDT's Environmental Consultant and LB Tower Hamlet's Environmental Health Officer requiring the submission of an Air Quality Neutral Assessment.

- 10.122. The proposed redevelopment of the McGrath site would result in compatible uses with the proposed residential led proposals for the application site. However, as previously discussed, safeguards need to be put in place to prevent residential occupation of the site until these adjacent incompatible uses have ceased. This is noting that PPDT's Environmental Consultant has confirmed that there would likely be an unacceptable impact with regards to air quality and noise levels resultant from an operational waste transfer station on the adjacent site. As such a Grampian condition is recommended to prevent residential occupation until the Environment Agency waste carrier licence for the use of the McGrath site has expired or been formally revoked, and the demolition contractor's depot use has ceased; and any existing waste on the site has been cleared.

- 10.123. In addition, the construction activities from the redevelopment of the site have the potential to have a significant impact upon residential amenity by way of undue noise and vibration. A condition is therefore recommended which requires the submission of a Demolition and Construction Management Plan to be submitted and approved in writing prior to the commencement of works. The submitted details are required to include details of hours of work as well as how noise would be mitigated, managed and monitored during construction to ensure nearby sensitive receptors are protected from unacceptable levels of noise.

10.124. From an air quality perspective, the proposed development would be within relevant short and long-term air quality standards, however there is likely to be an exceedance of annual nitrogen dioxide emissions. As such the residential units would be fitted with a mechanical ventilation with heat recovery system. It is recommended that details of this system are secured via condition. Conditions are also imposed with respect to dealing with air quality impacts and dust resultant from demolition and construction activities. A separate condition is also imposed with respect to the use of non-road mobile machinery (NRMM) on the site and compliance with the NRMM Low Emission Zone requirements in order to minimise air quality impacts. The aforementioned conditions are considered to ensure that the development accords with Policy BN.11 of the Local Plan.

Contamination

10.125. The application site and the wider masterplan area have historically been used for a variety of industrial uses and is adjacent to a large waste transfer site. Contamination of the ground is therefore a concern and a desk-top study has been undertaken of the application site. The study report has identified that there are potentially unacceptable risks associated with ground contamination at the site which require further investigation and assessment.

10.126. PPDT's Environmental Consultants and the Environment Agency have both reviewed the submitted desk study and agree with its conclusions. No objections have been raised, however a condition has been recommended with respect to a robust scheme of ground investigation measures and monitoring to suitably mitigate against any pollution discovered during construction and impacts upon long term health. The condition includes a requirement to produce a remediation strategy to suitably deal with any in-ground pollution and a verification report to suitably demonstrate that the remediation works have been completed in accordance with the approved details. Conditions have also been recommended in relation to unexpected contamination and controlled waters.

10.127. Subject to the imposition of the aforementioned conditions, it is considered that any contaminated land can be properly treated and made safe before development of the site and as such the long-term health of future users or occupiers of the site can be suitably mitigated. The proposals are therefore considered to accord with London Plan Policy 5.21 and Local Plan Policy BN.13.

Ecology

10.128. Policy BN.3 of the Local Plan requires protection and enhancement of biodiversity within open spaces, parks and built-up areas. The proposed development is considered to make an improvement to the ecology of the application site by incorporating significant areas of soft landscaping within the communal gardens and through the inclusion of biodiverse roofs to each of the four buildings. Conditions of all landscaping and biodiverse roofs are recommended. It should also be noted that Natural England were consulted on the proposals and raised no objections.

Planning Obligations

10.129. The following heads of terms for the Section 106 Agreement are recommended to mitigate the effects of the development:

Affordable Housing

- 35% affordable housing (measured on a habitable room basis).
- Affordable housing tenure mix to include the following (by habitable room):
 - 31% London Affordable Rent (13 units: 9 x 2 bed; 4 x 3 bed);
 - 20% London Living Rent (10 units: 5 x 1 bed; 2 x 2 bed; 3 x 3 bed); and
 - 49% Shared Ownership (27 units: 16 x 1 bed; 8 x 2 bed; 3 x 5 bed).
- London Affordable Rents to be based on the weekly rents (exclusive of service charge) published annually by the GLA for London Affordable Rent.
- London Living Rents to be based on the maximum rent levels (inclusive of service charges) applicable to the site published by the GLA annually for affordable housing for middle-income Londoners.
- Shared ownership income caps (to be secured for a minimum marketing period of 6 months and thereafter revert to London Plan income caps) to include:
 - Nine units to a household with a gross income of up to £50,000;
 - Nine units to a household with a gross income of between £50,000 to £60,000; and
 - Nine units to a household with a gross income of above £75,000.
- An early stage viability review (upwards only) to be triggered on the basis that development is not substantially implemented within 18 months of the date of planning permission.
- 10% (5 units) of the affordable housing provision (to include at least 2 x London Affordable Rent units) shall be provided as easily adaptable dwellings for wheelchair users.

Transport

- Car club membership for a period of one year to the first household to occupy each residential unit.
- Membership and attendance of local construction management group.
- Requirement to enter into a s278 agreement with LBTH in relation to the provision of the on-street servicing bay and improve the footway adjacent to the boundary of the site.
- North/south route to be delivered prior to occupation of an agreed number of residential units.
- Pedestrian and cyclist access to the land comprising the new north/south route to be provided in perpetuity.

Sustainability

- Payment of carbon offset payment of £184,068.00 to be paid prior to commencement of development to be spent on carbon offset projects as per the adopted LLDC Carbon Offset SPD (2016).
- The developer shall use reasonable endeavours to connect to the Olympic Park District Energy Network.

- If it is demonstrated that it will not be possible to connect to a new or proposed district energy network then an on-site CHP system shall be provided prior to first occupation.
- The development shall be futureproofed as to enable future connection to a new or existing district energy network.

Other

- Residents of all blocks and all tenures to have access to the podium level amenity space between Buildings A, B and C.
- All demolition and construction activities to be carried out in accordance with the National Considerate Constructors Scheme.
- No residential units shall be occupied until the commercial space has been completed to shell and core.
- Agreement to enter into local labour and business schemes.
- Architect retention or payment to the local planning authority to allow design monitoring.
- Public realm management strategy to be submitted and public access to north/south pedestrian route within the development.
- Commercial space to be fitted out to shell and core.
- Submission of a workplace strategy to include details on the processes for lettings, management and maintenance of the commercial space.

Community Infrastructure Levy (CIL)

- 10.130. The site is liable for both Mayoral and LLDC CIL which based on the proposed scheme and current price index results in an approximate payment (not taking any social housing relief that might be applied for) of £1,081,584.56.

11. HUMAN RIGHTS & EQUALITIES IMPLICATIONS

- 11.1. Members should take account of the provisions of the Human Rights Act 1998 as they relate to the application and the conflicting interests of the Applicants and any third party *opposing* the application in reaching their decisions. The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report. In particular, Article 6 (1), of the European Convention on Human Rights in relation civil rights and a fair hearing; Article 8 of the ECHR in relation to the right to respect for private and family life and Article 1 Protocol 1 of the ECHR in relation to the protection of property have all been taken into account
- 11.2. In addition, the Equality Act 2010 provides protection from discrimination in respect of certain protected characteristics namely: age, disability, gender reassignment, pregnancy and maternity, race, religion, or beliefs and sex and sexual orientation. It places the Local Planning Authority under a legal duty to have due regard to the advancement of equality in the exercise of its powers including planning powers. Officers have taken this into account in the

assessment of the application and Members must be mindful of this duty inter alia when determining all planning applications. In particular Members must pay due regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

and;

- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it

11.3. Officers are satisfied that the application material and Officers' assessment has taken into account these issues. Officers consider that the effects of the proposal would not be so adverse as to cause harm and justify a refusal of consent or permission.

12. CONCLUSION

12.1. The proposed redevelopment of this site is considered to be in accordance with the regeneration objectives for Fish Island and Hackney Wick as set out within the Local Plan (Sub-Area 1). The provision of 145 high quality residential units is supported and would make a welcome contribution to the Legacy Corporation's housing targets. Officers also welcome the affordable housing package which equates to 35% affordable housing when calculated on a habitable room basis. The tenure split within this is also acceptable on the basis that it provides a range of tenures including London Affordable Rent, London Living Rent and Shared Ownership. A broad range of income caps have also been secured for the Shared Ownership units to ensure affordability. The overall affordable housing percentage and tenure split would ensure that the development would comply with the Mayor's 'Fast Track Route'.

12.2. The quality of the residential units that would be provided are also considered to be generally very good. 68% of all units would be family sized units in excess of the Local Plan requirements of 50%. All units within the scheme would be compliant with nationally described space standards, 69% would be dual-aspect, and have access to private amenity space in the form of balconies and communal amenity space. A condition is recommended to ensure that 10% of the new residential units would be wheelchair adaptable dwellings. The remaining units would also be required to be delivered in accordance with the access guidance and standards set out in Building Regulations M4(2). The scheme is also considered to have acceptable lighting conditions, and an acceptable impact with regards to sunlight and daylight on neighbouring property.

12.3. The proposed development is considered acceptable on the basis that the 2,213 sqm of commercial floorspace would represent an uplift from existing employment floorspace and therefore exceed requirements for re-provision. The re-provided employment floorspace would be provided at ground floor level and is planned to

be a high-quality space with generous floor-to-ceiling heights of up to 4m. The space has been designed to be flexible, so that it could operate successfully as larger units or be subdivided into smaller tenanted spaces. Officers welcome the likely substantial uplift in employment density as a result of this re-provision noting that the Homes and Communities Agency Employment Density Guide (2015) indicates an uplift from 25 jobs to up to 184 jobs.

- 12.4. The proposal is considered to be of an acceptable density for its accessibility level and surrounding context. The layout, scale and massing has been assessed as acceptable and in accordance with Policy BN.10; the new public realm would open the site up and create new routes and spaces that connect to the existing urban fabric and street network, including a new north-south link. The architectural expression and selection of materials is considered to be of a very high quality and combined with the massing is considered to respond positively and appropriately to the setting of the adjacent conservation area and nearby non-designated heritage assets.
- 12.5. The proposals have been assessed as meeting the 'liveability' standards under the Mayor's Housing SPG, and Officers consider that the quality of the residential accommodation and amenity areas is high.
- 12.6. The proposal is considered to be compliant with national, regional and local plan policies and guidance. The proposal is considered to represent sustainable development, as presumed in favour in the NPPF.
- 12.7. Subject to conditions, and other measures proposed to be secured by s.106 legal agreement, it is considered that the impacts of the scheme can be mitigated. The scheme is considered to represent a sustainable form of development in compliance with relevant planning policies.
- 12.8. It is recommended that the Committee resolve to grant planning permission for the development proposed subject to the satisfactory completion (under authority delegated to the Director of Planning Policy and Decisions) of a legal agreement under section 106 of the Town and Country Planning Act 1990.
- 12.9. The application is also recommended for approval subject to the conditions set out below.

12 CONDITIONS

1) Time Period

The development to which this permission relates must be begun no later than three years from the date of this decision notice.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2) Approved Plans

The development shall be carried out and retained thereafter in accordance with the following drawings and documents:

XXX

Reason: To ensure that the development is undertaken in accordance and retained with the approved drawings.

3) Phasing of Development

Prior to the commencement of above ground works, a phasing plan requiring details of the sequence of construction and first use of buildings and public realm shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent piecemeal development and to facilitate the early delivery of the north/south pedestrian route.

4) Non-Road Mobile Machinery

No non-road mobile machinery (NRMM) shall be used on the site unless it is compliant with the NRMM Low Emission Zone requirements (or any superseding requirements) and until it has been registered for use on the site on the NRMM register (or any superseding register).

Reason: To ensure that air quality is not adversely affected by the development.

5) Archaeology

A) No development (except demolition above ground floor level) hereby permitted shall commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved in writing by the local planning authority. The scheme shall include an assessment of significance and research questions, and all of the following:

- i. The provision of a site deposit model.
- ii. The programme and methodology of site investigation and recording.
- iii. The programme for post investigation assessment.
- iv. Provision to be made for analysis of the site investigation and recording.
- v. Provision to be made for publication and dissemination of the analysis and records of the site investigation.
- vi. Provision to be made for archive deposition of the analysis and records of the site investigation.
- vii. Nomination of a competent person or persons/ organisation to undertake the works set out within the Written Scheme of Investigation.

B) No development (except demolition above ground floor level) shall take place other than in accordance with the Written Scheme of Investigation approved under part (A) of this condition.

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under part (A) of this condition and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: To safeguard the heritage assets by ensuring that any archaeological remains that may exist on site are not permanently destroyed.

6) Demolition and Construction Management Plan

No demolition or development hereby permitted shall commence until full details of the proposed demolition and construction methodology, in the form of a Method of Demolition and Construction Statement, have been submitted to and approved in writing by the local planning authority. The Method of Demolition and Construction Statement shall include details regarding:

- a) Hours of work and noise mitigation and monitoring measures;
- b) Safeguarding of buried services;
- c) The notification of neighbours with regard to specific works;
- d) Advance notification of road closures;
- e) Details regarding parking, deliveries, and storage (including hours of deliveries);
- f) Details of measures to prevent the deposit of mud and debris on the public highway;
- g) A feasibility survey to consider the potential for moving demolition and construction material from the site by waterborne freight.
- h) Details of compliance of construction vehicles with Construction Logistics and Community Scheme (CLOCS) standards and Fleet Operator Recognition Scheme (FORS) registration;
- i) Details of collaboration with adjoining development sites to mitigate against detrimental impacts; and
- j) Any other measures to mitigate the impact of construction upon the amenity of the area and the function and safety of the highway network.

No demolition or construction shall commence until provision has been made to accommodate all site operatives', visitors' and construction vehicles loading, off-loading, parking and turning within the site or otherwise during the construction period in accordance with the approved details. The demolition and construction shall thereafter be carried out in accordance with the details and measures approved in the Method of Demolition and Construction Statement.

Reason: To avoid hazard and obstruction being caused to users of the public highway and to safeguard residential amenity from the start of the construction process.

Pre-commencement justification: To ensure that demolition and construction impacts are appropriately mitigated in advance of commencement of works.

7) Demolition & Construction Dust Monitoring and Mitigation

Prior to commencement of development hereby permitted, a scheme for dust monitoring, assessment and mitigation for all demolition and construction activities shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be substantially in accordance with the best practice guidance entitled 'The control of dust and emissions from construction and demolition' published by the GLA in November 2006 (or any subsequent revision) and shall include:

- a) The identification of dust sensitive premises to be used as the location for dust monitoring, including any arrangements proposed for amending the selected locations if new dust sensitive premises are introduced;
- b) The frequency and other arrangements for dust monitoring; and
- c) The arrangements for reporting the results of dust monitoring and the implementation of mitigation measures to the Local Planning Authority.

The demolition and construction shall thereafter be carried out in accordance with the scheme for dust monitoring, assessment and mitigation for all demolition and construction activities.

Reason: To ensure that the construction of the development minimises its environmental impacts.

Pre-commencement justification: submission required prior to commencement to ensure that the Local Planning Authority to ensure that the impact of the construction is appropriately mitigated.

8) Demolition and Construction Waste Management Plan

The development shall not be commenced until a Demolition and Construction Waste Management Plan has been submitted to and approved in writing by the Local Planning Authority. The objectives of the management plan shall be to ensure all waste arising from demolition and construction works are managed in a sustainable manner, maximising the opportunities to reduce, reuse and recycle waste materials. The management plan shall also detail the compliance and assurance requirements to be maintained on the Site during all phases of works including site-preparation and remediation. The management plan shall include as a minimum the following information:

- a) Classification of all waste including hazardous waste according to current legislative provisions;
- b) Performance measurement and target setting against estimated waste forecasts;
- c) Reporting of project performance on quantities and options utilised;
- d) Measures to minimise waste generation;
- e) Opportunities for re-use or recycling;
- f) Provision for the segregation of waste streams on the Site that are clearly labelled;
- g) Licensing requirements for disposal sites;
- h) An appropriate audit trail encompassing waste disposal activities and waste consignment notes;
- i) Measures to avoid fly tipping by others on lands being used for construction. Returns policies for unwanted materials;
- j) Measures to provide adequate training and awareness through toolbox talks; and
- k) Returns policies for unwanted materials.

The demolition and construction shall thereafter be carried out in accordance with the Demolition and Construction Waste Management Plan.

Reason: To ensure that the construction of the Development minimises its environmental impacts.

Pre-commencement justification: The submission is required prior to commencement to ensure that the Local Planning Authority to ensure that the impact of the construction is appropriately mitigated.

9) Drainage Strategy

Prior to the commencement of the development hereby permitted (except demolition above ground floor level), full details of the proposed surface water drainage, for the demolition, construction and operation phases of the development, shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved details unless otherwise agreed in writing.

Reason: To determine the potential for pollution of the waterway and likely volume of water. Potential contamination of the waterway and ground water from wind blow, seepage or spillage at the site, and high volumes of water should be avoided to safeguard the waterway environment and integrity of the waterway infrastructure.

10) Flood Storage Compensation

The development hereby permitted shall be carried out in accordance with the approved Flood Risk Assessment Addendum Report, Ref. 1620004486-RAM XX-00-RP-YE-002 Rev A (September 2018, Ramboll) and the compensatory flood storage measures detailed within the report. The mitigation measures shall be fully implemented prior to occupation, and there shall be no reduction in flood storage until the subsequent compensatory storage space is made available.

Reason: To prevent flooding on site and elsewhere by ensuring that any flood storage loss resulting from the development is compensated for at all times.

11) Flood Water Entry Design

No development (except demolition above ground floor level), shall take place until a detailed scheme for flood water entry within the development has been submitted to and approved in writing by the Local Planning authority, in consultation with the Environment Agency. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed and retained thereafter.

Reason: To ensure that the final detailed design, including steel podium deck, culverts and louvres, do not reduce the flood storage provision as demonstrated within hydraulic modelling contained within the Flood Risk Assessment Addendum Report, Ref. 1620004486-RAM XX-00-RP-YE-002 Rev A (September 2018, Ramboll).

12) Piling Method Statement

No piling, including impact piling, shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for impact on ground water, damage to subsurface water

infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority, in consultation with Thames Water and The Environment Agency. All piling shall be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure and some piling techniques can cause preferential pathways for contaminants to migrate to groundwater and cause pollution.

13) Contamination

A) No demolition or development hereby permitted shall commence until the following components of a scheme to deal with the risks associated with contamination of the site have been submitted to and approved in writing by the local planning authority:

- i) A site investigation scheme, based on previous findings to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site;
- ii) The site investigation results and the detailed risk assessment resulting from i);
- iii) An options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken;
- iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in iii) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

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

B) Prior to occupation of any part of the development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan ('long-term monitoring and maintenance plan') for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.

C) If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unexpected contamination will be dealt with.

Reason: To protect the health of future users or occupiers of this site and the wider environment.

Pre-commencement justification: to ensure there is no detrimental health impacts on future users or occupants of the site.

14) Materials

Prior to the commencement of above ground construction works pursuant to the development hereby permitted, mock up sample panels of each façade type, including its junctions with adjoining facades, shall be provided at a scale and location to be agreed with the Local Planning Authority. The mock up sample panels shall be accompanied by a schedule of all materials to be used in the external elevations of the buildings. The details shall be approved in writing by the Local Planning Authority and the development shall be thereafter built in accordance with the approved details. The following details are required:

- a) Brick (including mortar);
- b) Pre-cast concrete;
- c) Windows frames;
- d) External doors;
- e) Balustrades;
- f) Balconies;
- g) External access decks
- h) 'Shopfronts';
- i) Perforated screens; and
- j) Rainwater goods.

Reason: To ensure that the external appearance of the building is satisfactory.

15) Detailed Design

Prior to the commencement of above ground construction works pursuant to the development hereby permitted, detailed architectural drawings (at scales of 1:5, 1:10 or 1:20 where appropriate) shall be submitted to and approved in writing by the local planning authority. The development hereby permitted shall be thereafter built in accordance with the approved details. The following details are required:

- a) Detailed brick elements;
- b) Detailed pre-cast concrete elements;
- c) Windows;
- d) Building entrances (including vehicle entrance and cycle, plant and refuse stores);
- e) Shopfronts (including provision of a stallriser);
- f) Perforated screens;
- g) Soffits;
- h) Parapets; and
- i) Balconies (including soffits and balustrade detailing).

Reason: To ensure that the construction detailing and external appearance of the building is satisfactory, and to protect the amenity of residents.

16) Landscape Plan

Prior to the commencement of above ground construction works pursuant to the development hereby approved, a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be thereafter carried out in accordance with the approved details

prior to the date of first occupation. All tree, shrub and hedge planting included within the above specification shall accord with BS3936:1992, BS4043:1989 and BS4428:1989 (or subsequent superseding equivalent) and current arboricultural best practice. The submitted details shall demonstrate the following:

- a) The quantity, size, species (including invasive non-native species and associated control methods), position and the proposed time of planting of all trees and shrubs to be planted;
- b) An indication of how they integrate with the proposal in the long term with regard to their mature size and anticipated routine maintenance and protection;
- c) Specification of which shrubs and hedges to be planted that are intended to achieve a significant size and presence in the landscape;
- d) Details of hard landscaping, street furniture, lighting and short-stay cycle parking;
- e) Details of any proposed root barrier systems;
- f) Details of play space and play equipment;
- g) Details of green/brown roofs; and
- h) Details of how the landscaping maximises biodiversity and provides new habitats.

Reason: In order to ensure high quality soft and hard landscaping in and around the site in the interests of the ecological value of the site and in the interests of visual amenity.

17) North/South Pedestrian Route Details

Prior to the commencement of above ground construction works pursuant to the development hereby approved, final details of the design and finish of the proposed north/south pedestrian route shall be submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be thereafter carried out in accordance with the approved details prior to the date of first occupation.

- a) Detailed architectural drawings of the public realm (including cross-sections) at scales of 1:20 or 1:50 where appropriate;
- b) Specification of trees (including indication of anticipated mature size, routine maintenance and tree pits) and planting; and
- c) Details of hard landscaping, street furniture, lighting and short-stay cycle parking.

Reason: In order to ensure a high quality public realm and in the interests of visual amenity.

18) Replacement of dead/damaged planting

Any trees, shrubs or hedges included in the landscaping scheme for the development hereby permitted that die, are removed, become seriously damaged or diseased, within five years of planting, shall be replaced within the first planting season following death, removal, damage or disease.

Reason: In order to ensure long term retention of the landscaping in and around the site in the interests of the ecological value of the site and in the interests of visual amenity.

19) Updated Travel Plans

Prior to the occupation of the development hereby permitted, updated travel plans for both the commercial and residential uses shall be submitted to and approved in writing by the Local Planning Authority. The use hereby permitted shall thereafter be operated in accordance with the approved details.

Reason: To avoid obstruction of the surrounding streets and limit the effects of the increase in travel movements within the locality.

20) Cycle Parking

Prior to the occupation of the relevant phase of the development hereby permitted, details of the provision to be made for long-stay cycle parking (minimum capacity: 243 long stay residential spaces; four short stay spaces; and 22 workspace spaces) shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shall thereafter be implemented in full in accordance with the approved details before the occupation of the relevant block and shall thereafter be retained solely for its designated use.

Reason: To ensure adequate cycle parking is available on site and to promote sustainable modes of transport.

21) Waste and Recycling Storage

Prior to the first occupation of the development hereby permitted, details of waste and recycling storage for the development shall be submitted to and approved in writing by the Local Planning Authority. The waste and recycling storage shall be provided in accordance with the approved details prior to the commencement of the development hereby permitted, and shall thereafter be retained solely for its designated use. The waste and recycling storage areas/facilities are expected to demonstrate the following:

- a) The facilities are appropriately ventilated.
- b) They have a suitably robust design including walls that are fitted with rubber buffers and that any pipes/services are fitted with steel cages.
- c) They feature gates/doors with galvanised metal frames/hinges and locks.
- d) They have sufficient capacity to service the relevant building/use.
- e) They have maintenance facilities, including a wash-down tap and floor drain.

Reason: To ensure suitable provision for the occupiers of the development, to encourage the sustainable management of waste and to safeguard the visual amenities of the area.

22) BREEAM New Construction (Interim Rating)

Within three months of the commencement of works on site, certificates from the Building Research Establishment shall be submitted to and approved in writing by the Local Planning Authority demonstrating that the commercial units hereby permitted have achieved an interim BREEAM rating of 'Very Good' (shell only) under the BREEAM New Construction 2014 Scheme. The works shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the development has an acceptable level of sustainability.

23) BREEAM New Construction (Final Certificates)

Within three months following the first occupation of the commercial units hereby permitted, certificates from the Building Research Establishment shall be submitted to and approved in writing by the Local Planning Authority demonstrating that they have achieved a final BREEAM rating of 'Very Good' shell only under the BREEAM New Construction 2014 Scheme. The approved details shall thereafter be maintained onsite.

Reason: To ensure that the development has an acceptable level of sustainability.

24) Secured by Design

The development shall be constructed and operated thereafter to 'Secured by Design Standards'. A certificate of accreditation to Secured by Design Standards shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the residential development hereby permitted.

Reason: To ensure that the development maintains and enhances community safety

25) Electric Charging Provision

Prior to the commencement of ground floor construction works, details of electric vehicle charging provision shall be submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall thereafter be operated in accordance with the approved details.

Reason: To enable vehicles to draw off, park and turn clear of the highway, minimising danger, obstruction and inconvenience to users of the adjoining highway and to minimise impact on amenity.

26) Service and Delivery Plan

Prior to the occupation of the development hereby permitted, a Service and Delivery Management Plan (including details of refuse collection for residential and commercial uses) shall be submitted to and approved in writing by the Local Planning Authority. The approved arrangements shall be put in place prior to first occupation, and the development hereby permitted shall thereafter be operated in accordance with the approved details.

Reason: To avoid obstruction of the surrounding streets and limit the effects of the increase in travel movements within the locality as well as safeguarding public safety and the amenity of the surrounding area.

27) Internal and External Plant Equipment

Prior to the commencement of above ground construction works, full details of internal and external plant equipment and trunking, including any CHP equipment, building services plant, ventilation and filtration equipment and any commercial kitchen exhaust ducting/ventilation, shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details and all flues, ducting and other equipment shall be installed in accordance with the approved details prior to the use commencing on site and shall thereafter be maintained in accordance with the manufacturers' instructions.

Reason: To ensure appropriate appearance and that no nuisance or disturbance is caused to the detriment of the amenities of adjoining occupiers or to the area generally.

28) Noise Levels – Internal Noise Levels

There shall be no occupation of any residential unit hereby permitted, unless it is designed and constructed in accordance with BS 8233:2014 'Guidance on sound insulation and noise reduction for buildings' to attain the below internal noise levels.

Bedrooms- 30dB LAeq,T* and 45dB LAfmax

Living rooms- 35dB LAeq, D*

*T- Night-time 8 hours between 23:00-07:00

*D- Daytime 16 hours between 07:00-23:00.

The composite sound reduction of the building envelope (including openings or vents for background ventilation) shall ensure that appropriate internal noise levels can be achieved.

Reason: To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excess noise from environmental and transportation sources.

29) Noise Levels – Mechanical Equipment or Plant

Noise from any mechanical equipment or building services plant, as measured in accordance with BS4142: 2014, shall not exceed the background noise level L90B(A) 15 minutes, when measured outside the window of the nearest noise sensitive or residential premises.

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

30) Lighting Strategy

Prior to the commencement of above ground construction works, a lighting strategy for the streets, buildings and open spaces shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall demonstrate that the lighting scheme has been designed to ensure that it minimises impacts on bats and other species impacted by artificial lighting and minimises any impact upon residential amenity. The development hereby permitted shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that habitat provisions achieve their stated aim of providing value for biodiversity by ensuring a considerate lighting design.

31) Hours of Operation

Prior to the first occupation of the development hereby permitted, details of the hours of operation for the commercial units hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The commercial units shall thereafter be occupied solely in accordance with the approved details.

Reason: To ensure that no nuisance or disturbance is caused to the detriment of the amenities of adjoining occupiers or users of the area generally.

32) Adaptable & Wheelchair Accessible Housing

At least ten per cent of the residential units hereby permitted shall be constructed to comply with Part M4(3) of the Building Regulations. Any communal areas and accesses serving the M4(3) compliant Wheelchair User Dwellings shall also comply with Part M4(3). All other residential units, communal areas and accesses hereby permitted shall be constructed to comply with Part M4(2) of the Building Regulations.

Reason: To secure appropriate access for disabled people, older people and others with mobility constraints.

33) Potable Water

Prior to the commencement of the development hereby permitted (except demolition above ground floor level), a copy of the water efficiency calculator for new dwellings from Building Regulations Approved Document Part G shall be submitted to and approved in writing by the local planning authority for each dwelling type with a unique sanitary ware and water-consuming appliances specification. This shall demonstrate that each dwelling will achieve water use of not more than 110 litres per person per day (including a 5 litre per person per day allowance for external water use) in line with the optional requirements of Approved Document G.

The calculator tools shall be accompanied by specification documents demonstrating the water consuming fittings and fixtures which have been specified within the dwellings in order to achieve the calculated water use

Reason: To ensure a high standard of sustainability is achieved.

34) Parking Permit Free

No occupiers of the residential units hereby permitted, with the exception of disabled persons who are blue badge holders, shall apply to the Council for a parking permit or retain such permit, and if such permit is issued it shall be surrendered to the Council within seven days of written demand.

Reason: To avoid obstruction of the surrounding streets.

35) Air Quality Neutral Assessment

Any proposed CHP equipment to be installed within the development hereby permitted shall ensure that NO_x emissions of <95mgNm⁻³ are achieved and maintained, in order to ensure that the building emissions is air quality neutral.

Reason: To ensure the development does not have an adverse impact upon local air quality.

36) Ventilation Strategy

Prior to the commencement of above ground construction works, a ventilation strategy for the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The approved strategy shall demonstrate adequate mitigation measures with respect to NO_x filtration or ventilation. The development shall be thereafter carried out prior to first occupation in accordance with the approved details and the mitigation measure maintained as part of the development.

Reason: To ensure that residential units within the development are appropriately ventilated and achieve a suitable level of internal air quality.

37) Removal of Permitted Development Rights – Change of Use B1(a) (Offices) to C3 (residential)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 no change of use permitted by Schedule 2, Part 3, Class O of the Order shall be carried out or erected without the prior written permission of the Local Planning Authority.

Reason: To safeguard the provision of B1a office space within the development.

38) Grampian Condition – Cessation of existing uses on adjacent site

Prior to the first occupation of any residential unit within the development hereby permitted, the existing waste transfer and demolition contractor depot uses on the adjacent McGrath site shall have permanently ceased, and any waste material on the site shall have been cleared.

Reason: To protect the amenity of future occupants.

39) Details of commercial uses

Prior to the commencement of above ground works, details of the breakdown of the proposed commercial uses, to include no more than 630 sqm B1a (office) use, shall be submitted to and approved in writing by the Local Planning Authority. The commercial units shall not be occupied until they have been laid out as per the approved details, and they shall be retained as such thereafter.

Reason: To ensure the development does not result in any loss of industrial floorspace.

14 INFORMATIVES

- 1) Your attention is drawn to the following comments from Thames Water:

Waste Water Comments

Surface Water Drainage - 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. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you email us a scaled ground floor plan of your property showing the proposed work and the complete sewer layout to developer.services@thameswater.co.uk to determine if a building over / near to agreement is required.

Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

Water Comments

Thames Water recommend the following informative be attached to this planning permission. 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.

- 2) Your attention is drawn to the following comments from the London Fire Brigade:

The development shall conform with Part B5 of Approved Document B of the Building Regulations.

- 3) In relation to Condition 13, it should be noted that the historical uses of the site are likely to have resulted in a significant level of contamination of soil and groundwater by volatile hydrocarbons which may result in significant requirements for remediation. LLDC PPDT will expect a robust process of investigation, assessment and remediation design and implementation to be followed and will closely review the details submitted in order to discharge the contamination related planning conditions. The applicant is advised to make appropriate time and cost allowances within project programmes and cost plans and to ensure that the development layout and design is compatible with any

remediation elements such as gas/vapour protection measures that may need to be incorporated in the design of built development elements on the site.

- 4) In relation to Condition 15, it should be noted that the use of full height glazing within the shopfronts to the commercial units is not supported as per the QRP comments made in September 2018. You are therefore advised that the shopfront details pursuant to Condition 15 are required to include provision of a stallriser to these windows which should be in keeping with the appearance of the building.

Appendices

Appendix 1 CGI image as viewed from north (White Post Lane)

Appendix 2 CGI image as viewed from south (McGrath site)

Appendix 3 Proposed Ground Floor Plan

Appendix 4 Proposed First Floor Plan

Appendix 5 Proposed Second to Fifth Floor Plan

Appendix 6 North and South Elevations

Appendix 7 East and West Elevations

Appendix 8 Building D Elevations

Appendix 9 Heritage Assets

Appendix 10 Report of QRP