

**18-28 HATTON WALL**

**PLANNING STATEMENT  
PREPARED BY DP9**

**APRIL 2008**

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## **1.0 INTRODUCTION**

1.1 This planning statement is submitted in support of a detailed planning application and conservation area consent application made on behalf of Diamondpool Ltd, for the part redevelopment and part change of use of 18-28 Hatton Wall to provide a mixed use development comprising office, light industrial, residential and retail uses. This statement sets out the planning case in support of the proposals.

1.2 The proposals are described in greater detail in section 3. In summary the proposal involves; the redevelopment of 20-24 Hatton Wall to provide a new six storey plus basement building for office and light industrial uses, the refurbishment and change of use of the upper floors of no. 26 - 28 Hatton Wall to provide ground floor retail and three flats above and, the change of use of the existing office reception area at no. 18 Hatton Wall to retail.

1.3 This statement provides a general description of the proposals and sets out a planning assessment of the development. It assesses the development in the context of national, regional and local planning guidance. This statement should be read in conjunction with the plans and drawings submitted as part of the application as well as the following documents, which are all submitted in support of the application:

- Design and Access Statement, prepared by Tate and Hindle Architects;
- Heritage Statement, prepared by DPP;
- Sustainability Statement, including a BREEAM pre assessment, prepared by Hyder Consulting;
- Energy Statement, prepared by Mendick Waring;
- Transport Statement, including Travel Plan, prepared by JMP;
- Noise Report, prepared by Sharps Redmore Partnership;
- Historical and Archaeological Assessment, prepared by CGMS

- A Daylight and Sunlight Report, prepared by Drivers Jonas.

1.4 The submission of this application follows detailed consultation with the planning, transport and business initiatives departments of the London Borough of Camden and the Crime Prevention Design Advisor of the Metropolitan Police. The proposals have been developed to respond to comments made during the consultation process.

1.5 This statement is arranged as follows:

- Section 1 provides an introduction to the application;
- Section 2 describes the site and surrounding area;
- Section 3 provides the background of the development and a description of the development proposals;
- Section 4 provides an analysis of the proposals against planning policy relevant to the site;
- Section 5 sets out the planning obligation heads of terms for the development; and
- Section 6 sets out the conclusions

## **2.0 DESCRIPTION OF SITE AND SURROUNDINGS**

### **The Site**

- 2.1 The site is located within a block of buildings bounded by Hatton Wall to the south, Leather Lane to the west, Clerkenwell Road to the north and Hatton Garden to the east.
- 2.2 The site comprises 18, 20-24 and 26-28 Hatton Wall and rear courtyard area with ground floor level access at no. 18.
- 2.3 No. 18 Hatton Wall comprises a recently constructed infill brick building of six storeys, with the two top floors set back from the street frontage. The property contains 10 residential flats and a ground floor entrance and reception area to existing offices and light industrial accommodation at 20-24 Hatton Wall.
- 2.4 No. 20-24 Hatton Wall is a four storey brick building comprising office and light industrial use. The property was originally built in the late 19<sup>th</sup> Century as a warehouse and has undergone substantial rebuilding following wartime damage.
- 2.5 No. 26-28 Hatton Wall is a Victorian building comprising ground floor retail and three further storeys of office use. This building is in good condition and faced in brick with the façade terminating with a high parapet and is completed by a mansard roof.

### **The Surrounding Area**

- 2.6 The site falls within the Hatton Garden Conservation Area in an area comprising a mix of uses, age and style of properties. Surrounding uses include offices, retail and residential. The area is also historically known for its contribution to the

jewellery trade and a number of jewellery workshops can be found within the area, including within the existing site.

- 2.7 Hatton Wall is a narrow street comprising buildings of predominantly three to four storeys along the street frontage, with further storeys set back at 18 Hatton Wall. To the west, the properties of Leather Lane comprise a mix of building heights of mainly three to five storeys. Immediately to the north of the site no. 85 Clerkenwell Road is a prominent six storey building, while no. 83 Clerkenwell Road comprises a three to four storey building which turns the corner into Hatton Garden.

### **Accessibility**

- 2.8 As set out within the Transport Statement, the site benefits from a Public Transport Accessibility Level (PTAL) score of 6b indicating that it has an excellent level of public transport accessibility.
- 2.9 The closest bus stops are located approximately 200m from the site on Clerkenwell Road (for east-west services) and Farringdon Road (for north-south services). The nearest Underground stations are Farringdon Station (approximately 500m away) and Chancery Lane Station (approximately 550m away). Mainline rail services also operate from Farringdon Station.

### **Planning History**

- 2.10 In October 2003, planning permission (PSX0104353/R1) was granted for a mixed use redevelopment of 18-28 Hatton Wall and 98 Leather Lane. The approved development proposal comprised:

- 1) The refurbishment, recladding and extension of 18-28 Hatton Wall to include:

- 4,156 sq. m office accommodation;
- 271 sq. m light industrial workshop accommodation;
- 194 sq. m retail accommodation;
- A two storey roof extension stepped back from Hatton Wall street elevation

2) The erection of a new building of five storeys on Leather Lane to provide 111 sq. m retail accommodation and four residential flats.

3) Ancillary access, car parking and servicing.

2.11 The October 2003 planning permission was subject to conditions and the completion of a S106 agreement which secured the following planning obligations:

- Car free residential development at Leather Lane;
- To develop and implement a green travel plan to reduce reliance on car travel and promote sustainable alternatives;
- To provide a contribution towards small scale environmental improvements in Leather Lane and Hatton Wall, including improvements to the existing paving and lighting;
- Two of the Class B1(c) light industrial units (180 sq m) to be provided for the jewellery trade as start up units, with a 75% market value rent for ten years, the level of which to have been agreed by the Council with nomination rights for tenants reserved by the Council;
- The light industrial B1 (c) units to be completed and available for occupation prior to completion of the remainder of the works on site;
- The proposed light industrial units to remain solely within the auspices of Class B1 (c), and all existing lawful uses rights permitting to a change to uses within Class B1 (a) and B1 (b) to be discontinued.

- 2.12 This planning permission has been partly implemented with 98 Leather Lane built out for retail and residential accommodation.
- 2.13 A further planning permission (2004/4957/P) was granted in February 2005 for the erection of a new infill building to provide 10 flats with associated refuse storage and cycle parking at 18 Hatton Wall, and a new entrance and reception area to 20-24 Hatton Wall. This application predominantly involved an exchange of land use within the Black Bull Yard infill element granted as part of the 2003 permission from office to residential use.



### **3.0 DESCRIPTION OF PROPOSALS**

3.1 The proposal has three main elements:

- The demolition of 20-24 Hatton Wall and its replacement with a building of six storeys plus basement, with the upper two storeys set back from the street frontage. B1 (c) light industrial use is proposed at basement level, with office use proposed throughout the ground and five upper storeys.
- Improvements and alterations to 26-28 Hatton Wall including a new mansard roof the refurbishment of the existing retail unit at ground floor level and the provision three residential units on the upper floors.
- The change of use the existing office entrance at no. 18 Hatton Wall to provide a new retail unit.

3.2 The principal element of the proposal relates to 20-24 Hatton Wall, which was previously granted planning consent in 2003 for refurbishment to provide a mix of office and light industrial workshop space. Diamondpool Ltd remains committed to providing a mix of uses and the redevelopment of the site allows the opportunity to provide more appropriate accommodation to its occupants compared to the existing building, which has the following problems:

- No disabled access to the elevated ground floor and the varied levels within each floor;
- Outdated services that are not adequate for modern office accommodation;
- Poor quality external fabric as a result of partial demolition and unsympathetic alterations;

- Existing fabric with an environmental performance that is not of current Building regulation standard;
- Existing basement workshop space with inadequate floor to ceiling heights.

3.3 Overall, the proposals have been developed in accordance with established development principles of the 2003 planning permission, but offer the opportunity to match and improve upon these in the following ways:

- The proposal will provide an uplift in modern flexible office accommodation capable of being multi-let to suit the demand from tenants in the area.
- The proposal provides the opportunity to significantly increase the long term provision of floorspace available for the jewellery trade. The development proposes 646 sq m B1(c) floorspace to be permanently retained in light industrial use. This represents an uplift in the amount of light industrial floorspace currently provided, as well as a significant increase over the 271 sq m B1 (c) granted in the 2003 consent. In accordance with the consented 2003 scheme and the Council's objectives, a proportion of the proposed B1(c) floorspace will be provided as affordable start up jewellery workshops.
- The proposal will increase the mixed use nature of the site through the introduction of residential use to the upper storeys of 26-28 Hatton Wall. A new retail unit is also proposed at 18 Hatton Wall.
- The height, bulk and massing of the new development is consistent with the previously consented 2003 development to refurbish and extend the existing building at 20-24 Hatton Wall and is acceptable in terms of design, conservation and environmental quality.

- The development will be essentially car free in nature, with only two disabled parking bays for commercial use to be provided on site. 22 cycle parking spaces will also be provided in total in accordance with Camden’s parking standards.

3.4 The existing, consented and proposed areas comprise the following floorspace figures (GEA):

Land Use	Existing GEA (sq m)	Consented 2003 GEA (sq m)*	Proposed GEA (sq m)	Uplift GEA (Existing – Proposed) (sq m)
Office	2,682	4,156	3,417	735
Workshop B1c	563	271	646	83
Residential	-	320**	337	337
Retail (A1)	202	305	235	33
<b>Total</b>	<b>3,447</b>	<b>5,052</b>	<b>4,635</b>	<b>1,188</b>

\* Includes 18 Hatton Wall

\*\* Built out at 98 Leather Lane

3.5 The proposed floorspace areas are based on figures provided by Tate and Hindle. The Gross External Area of existing uses on site has been calculated by subtracting the existing Net Internal Areas (NIA) of uses within individual units (based on a lease schedule provided by Diamondpool dated March 2008).

3.6 A full discussion of the proposals and how they accord with Camden’s planning policies is set out within the following section. A more detailed description of the proposals is also provided within the Design and Access Statement prepared by Tate and Hindle.

## **4.0 PLANNING POLICY ASSESSMENT**

- 4.1 The planning policy framework for the site can be divided into three levels; national, regional and local. National policy is set out in Government circulars and guidance notes (PPG/PPS). At regional level, the London Plan (consolidated with Alterations since 2004) sets out guidance for key London-wide matters. At the local level, the relevant Development Plan is the Camden Unitary Development Plan (UDP) adopted in 2006.
- 4.2 Reforms to the planning system were introduced through the Compulsory Purchase Act 2004, bringing in the requirement to prepare Development Plan Documents (DPDs). A key DPD document is the preparation of the Local Development Framework (LDF), of which the Core Strategy (CS) is one key document. Consultation on the Issues and Options stage of the LDF ended in November 2007 and these documents will eventually replace the UDP.

### **Land Use**

- 4.3 The proposal seeks the part redevelopment and part change of use of the site to provide a mixed use development comprising office, residential, light industrial and retail uses.
- 4.4 The proposal is consistent with the requirements of Policy SD3 (Mixed Use Development) and Policy E2 (Retention of existing business uses), as it seeks the retention and uplift of the existing office, retail and B1(c) light industry uses of the site, as well as the introduction of residential use. 3,417 sq m of modern office accommodation will be provided from ground floor level upwards, representing an uplift of 735 sq m. The new office accommodation has been designed for flexibility and will be capable subdivision for multi-letting to suit the demand from tenants in the area.

- 4.5 In accordance with UDP Policy SD3 (mixed use development) a mix of secondary uses are also provided as part of the development. The site is located within the Hatton Garden Area, London's pre-eminent jewellery sector. The proposal seeks to support this long established jewellery sector by providing 646 sq m of workshop accommodation at basement level to be safeguarded for B1 (c) light industry. The proposal provides a significant improvement in light industrial accommodation contained on site, supplying purpose built modern workshop accommodation and an uplift in B1 (c) floorspace. The proposal also represents a significant increase in new workshop accommodation in comparison with the 2003 scheme, which if completed would provide 271 sq m B1 (c) workshop floorspace. As with the 2003 proposal, Diamondpool are fully supportive of any planning obligations to retain the basement area as light industrial accommodation and to provide a proportion of the accommodation for the jewellery trade as start up units at an affordable rent.
- 4.6 The design of the B1 (c) accommodation has been developed in consultation with Camden Council's Business Initiatives Team, who support the provision of the new and affordable workshops as part of the proposal.
- 4.7 Three one bedroom flats will also be introduced to the site by converting the 1<sup>st</sup> to 3<sup>rd</sup> floors of 26-28 Hatton Wall, which are currently used as offices. The proposal results in a 337sq m (GEA) uplift in residential accommodation on site, which is the maximum amount considered appropriate for the site given the Council's priority for affordable B1(c) jewellery workshop accommodation within the Hatton Garden Area, which is to be provided as part of the proposal.
- 4.8 The proposal also provides the opportunity to convert the existing ground office reception area at no. 18 to retail use and to refurbish the existing retail unit at Nos. 26-28, providing a more active and attractive street frontage.

- 4.9 In summary the mix of uses proposed is appropriate to the Hatton Garden Area and the proposal provides an opportunity to significantly increase the provision of floorspace available for the jewellery trade. The proposal fully complies with UDP land use and housing policies, maintaining a range of business use, providing economic diversity and contributing to Camden's supply of housing.

### **Design and Conservation**

- 4.10 The site is located within the Hatton Garden Conservation Area and in considering the acceptability of the proposals the Council will have regard to; PPG15: Planning and the Historic Environment, planning policies B1 (General Design Principles), B7 (Conservation Areas), B3 (Alterations and Extensions) B4 (Shopfronts) of the adopted 2006 UDP, Camden Planning Guidance SPG (2006) and the Hatton Garden Conservation Area Statement (1999).
- 4.11 In considering development proposals with a conservation area, Policy B7 (A) seeks that proposals preserve and enhance the special character and appearance of the area. Policy B7 (B) states that the Council will only permit the demolition of unlisted buildings that are considered to make a positive contribution to a conservation area in exceptional circumstances that are shown to outweigh the case for retention, based on guidance contained within PPG15. The Council's Conservation Area statements identify buildings that make a positive contribution to the special character and appearance of the areas, using the criteria set out in the English Heritage leaflet 'Conservation Area Appraisals' (1997).
- 4.12 When a building is considered to make little or no contribution to the character or appearance of a conservation area, the Council will assess the contribution made by any replacement building. The replacement building should enhance the conservation area to an appreciably greater extent than the existing building.

- 4.13 The proposal seeks the demolition and redevelopment of no. 20-24 and the refurbishment and part change of use of no. 26-28 Hatton Wall. The property was originally constructed as a warehouse in the late 1800s, but has undergone significant alteration since, suffering substantial bomb damage during WWII and unsympathetic alterations after this time. The property has been severely compromised as a result of these factors. The exterior of the building comprises a variety of poor quality brickwork and crude concrete lintels above the window openings, while the two distinct phases of development are clearly noticeable as a result of rebuilding the main bulk of the building after the war, compromising the internal layout of the building.
- 4.14 Although the property is not listed as an unlisted building within the Hatton Garden Conservation Area, DPP Heritage have nonetheless undertaken an independent assessment of the contribution made by the building to the Conservation Area using the criteria set out in the English Heritage document 'Guidance on Conservation Appraisals' (2006). The assessment concludes that nos. 26 to 28 are found to make a positive contribution, while nos. 20-24 is of very limited historical or architectural interest and makes a mildly negative contribution to the character and appearance of the Conservation Area, given the appearance of its frontage, modest detailing and use of different facing bricks and materials. The principle test in this case is therefore the design of the proposed replacement building and how it relates to the character and appearance of the conservation area.
- 4.15 The proposed new building has been developed in accordance with UDP Policy B1 (General Design Principles) and developed through a thorough understanding of its immediate and surrounding environs with the Hatton Garden Conservation Area. The proposed scheme respects its immediate surroundings and the wider street scene, with its four storeys along the street frontage reflecting the three to four storey scale of the street. The principle façade is of brick construction and adopts a regular vertical rhythm to the openings, introducing a building which

- reflects the townscape character of the area, based on the surrounding industrial architecture.
- 4.16 The other elevations to the side and rear continue the overall nature of the fenestration pattern, providing an enhanced sense of unity to the building in comparison with the existing building.
- 4.17 The two upper storeys proposed have been set back from the street frontage to tie in with the upper levels of no. 18 Hatton Wall and to reflect the height and bulk of the proposed extension to the existing building which was consented as part of the 2003 proposal. Verified computer generated images of the existing and proposed views towards Hatton Wall from the junctions Leather Lane and Hatton Garden are included as part of this application. The images demonstrate how the proposal is respectful of the scale of the Hatton Wall street frontage as well as the existing townscape views from within the Conservation Area.
- 4.18 In contrast to no. 20-24, no. 26-28 Hatton Wall is believed to make a positive contribution to the character and appearance of the Conservation Area and is to be retained and sensitively refurbished as part of the proposal. At ground floor level a traditional shop frontage will be maintained with the existing access rearranged to provide access to the residential flats proposed at each of the three upper levels. A replacement mansard roof to match that of the 2003 consented scheme completes the improvements to the building.
- 4.19 The new retail unit at no. 18 completes the extent of the development and its shopfront has been designed to respect the general characteristics of others found within the area.
- 4.20 Careful consideration of existing amenity enjoyed by neighbouring occupiers has informed the design of the development, which is discussed in further detail below. The proposals will also meet the needs of people with disabilities and



have been designed with the objective of minimising the susceptibility to crime. Further details of these matters can be found within the Design and Access Statement.

- 4.21 In conclusion, the existing building at 20-24 is not considered to be of historical or architectural merit and is considered to detract from the character and appearance of the Conservation Area. Its demolition is therefore considered acceptable. The proposed redevelopment has been shown to enhance the character and appearance of the Conservation Area. The infill development will provide a seamless frontage to the street emphasising the inherent defining characteristics in terms of rhythm, material and detail of the properties. The main bulk of the proposed scheme will not be visible from the street and is based on the current on site massing of nos. 20-24. It reflects the outstanding 2003 planning permission for the redevelopment of the site and generally follows the precedent set at no. 18. Further consideration of these matters can be found within the Statement of Heritage Issues produced by DPP Heritage and the Design and Access Statement produced by Tate and Hindle in support of the proposals.

### **Amenity**

- 4.22 Policy SD6 (Amenity for occupiers and neighbours) resists developments that would could harm to the amenity of occupiers and neighbours. The design of development should give consideration to overlooking and the potential effects on privacy, and allow sufficient daylight and sunlight into buildings and land. Occupiers and neighbourhoods should also be protected from excessive artificial light, noise and vibration pollution and from odour, fumes and dust. Adequate provision should be made for waste facilities and the effect of the design of any development on the surrounding microclimate should also be taken into consideration.

- 4.23 Development likely to cause light pollution is resisted by Policy SD7 (A), while SD7 (B) resists development likely to generate noise or vibration pollution, or development sensitive to noise/vibrations in locations with noise/vibration pollution, unless appropriate measures are available and are included.
- 4.24 Policy SD8 (A) states that planning permission will only be granted for plant or machinery, including ventilation or air handling equipment, if it can be operated without causing loss to local amenity and does not exceed the threshold set out in appendix 1 – Noise and Vibration (Table E). SD8 (B) seeks the impact of demolition and construction phases of development to be minimised.
- 4.25 The impact of the proposals on nearby residents has been a key consideration in the design of the scheme. Daylight and sunlight and noise reports are included as part of the planning application. The daylight and sunlight report concludes that the level of daylight and sunlight provided to neighbouring residential properties is comparable to that provided by the consented 2003 scheme and is therefore acceptable. The noise report sets appropriate limits to noise levels emitted from the proposal in accordance with the London Borough of Camden requirements.
- 4.26 A Construction Management Plan (CMP) will also be provided as part of a S106 agreement in order to ensure that the impact of demolition and construction on adjoining neighbours is minimised.

### **Sustainability**

- 4.27 Policy SP9 (Resources and Energy) expects all developments to incorporate sustainable design principles. Development proposals over 1000m<sup>2</sup> in floorspace are expected to achieve a Very Good rating using the BREEAM assessment and to achieve 60% of the available credits in each of the Energy and Water sections and 40% in the Materials and Resources section. Major developments are also

required to demonstrate the energy demand of their proposals and how they would generate a proportion of the site's predicted energy requirements.

- 4.28 In accordance with Camden's policies a sustainability appraisal has been produced by Hyder Consulting to demonstrate that the development will achieve a 'Very Good' BREEAM rating, including 60% of the available credits in the Energy and Water and 40% in the Materials and Resources sections. An Energy Statement has also been produced by Mendick Waring, which demonstrates that up to 20% of predicted energy requirements can be met through the provision of on site renewable energy, resulting in a 14% reduction in carbon dioxide emissions.
- 4.29 The redevelopment of 20-24 Hatton Wall will also provide the opportunity to increase the biodiversity of the site through the provision of a green sedum roof, creating a new wildlife habitat within a highly urbanised area.

### **Transport, Parking and Servicing**

- 4.30 Policy SD1 of the Camden UDP seeks to ensure that development fosters sustainable communities. In terms of sustainable transport provision, the Council has developed an integrated Green Transport Strategy: 'Taking steps for a people friendly Camden', which seeks to reduce dependence on private vehicles, and maximise the potential of walking, cycling and public transport as alternative methods of travel. UDP transport policies require that development is located to promote this change. Policy T1 (Sustainable Transport) states that Camden will grant planning permission for development that would encourage travel by walking, cycling and public transport, while transport assessments and travel plans are required in support of applications to assess and manage any travel arising from a development that significantly or would otherwise have a significant impact on travel or the transport system.

4.31 In accordance with Policy T1, both a Transport Assessment and Travel Plan have been prepared in support of the application and developed in consultation with Highway Officers of the London Borough of Camden. The site is located within an area of excellent public transport accessibility (PTAL rating 6b) and is predicted to result in a net decrease in the number of two way person trips for all modes compared to the previously consented scheme. It is therefore considered that the development can be accommodated by the capacity of the existing transport provision in accordance with UDP Policy T2 (Capacity of Transport Provision). The needs of pedestrians and cyclists will be accommodated throughout the demolition and construction phase and are provided for within the development, which fully adheres to Policy T3 (Pedestrians and Cycling) and Camden's Parking Standards in providing:

- Seventeen secure, sheltered cycle parking storage spaces for staff of the office, workshop and retail land use elements, as well as two visitor cycle parking spaces are proposed for visitors;
- One for one dedicated, secure, sheltered cycle storage spaces for the three proposed residential flats, to be conveniently located within the courtyard and easily accessible from the nearby pedestrian entrances;
- Pedestrian access via Hatton Wall and via the pedestrian entrances leading to and from the existing courtyard area.
- A Construction Management Plan (CMP) to be secured by S106 Agreement, which seeks to ensure that the demolition and construction phase of the development is carried out in a way which does not compromise the safety and convenience of pedestrians, cyclists, public transport users or users of the surrounding highway network.

- A planning contribution towards highway works relating to the scale of the development to be secured via a S106 Agreement.
- 4.32 Access to the cycle parking storage will be via the existing vehicular access and service road between Hatton Wall and the existing courtyard area. Secure sheltered cycle parking will be conveniently located within the courtyard area and in close proximity to the pedestrian entrances and vehicular access point between Hatton Wall and the courtyard area.
- 4.33 In accordance with UDP Policies T8 (Car free housing and car capped housing) and T9 (Impact of parking) the development will be essentially car free in nature, with only two disabled parking bays provided for the commercial use within the courtyard area. No parking spaces are proposed for the residential units. Three additional parking bays belonging to adjacent properties are already in existence within the courtyard will be retained as part of the proposal, but these will not be used by occupiers of the site.
- 4.34 Retail loading and unloading will take place within the courtyard area where feasible. The majority of waste collection, loading and unloading for all uses will occur on street and in accordance with on-street parking and loading restrictions. It has also been agreed with Highway Officers that a servicing management plan will be prepared and secured through a S106 Agreement in order to ensure that the servicing arrangements for the site are not detrimental to the safety of, or cause unnecessary inconvenience to, pedestrians or cyclists, or disabled car users, who wish to utilise the dedicated disabled only parking bays.
- 4.35 In summary the proposal fully accords with UDP Transport policies, providing a development in an area of high public transport accessibility with safe and convenient pedestrian access, secure cycle parking and car parking only for those with disabilities. Further details of the above matters are also provided within the Transport Statement prepared by JMP in support of the planning application.

## **Archaeology**

- 4.36 Policy B8 (Archaeological Sites and Monuments) states that the Council will only grant consent for development where acceptable measures are undertaken to preserve remains of archaeological importance and their settings. An Archaeological desk-based assessment for the site has been prepared, which has found that the site has a low potential for all archaeological periods due to the extent of past post depositional impacts at the site. It also considers it likely that all archeological deposits have been removed by extensive post medieval and modern development at the site and therefore does not recommend the implementation of any further archeological mitigation measures.

## **5.0 PLANNING GAIN**

5.1 It is the applicant's intention to meet the full S106 requirements as discussed with Planning Officers over the course of pre-application discussions. Based on these discussions the following heads of terms have been identified:

- Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its compliance
- Car free and car capped housing
- Highways works
- Green Travel Plan
- Construction Management Plan
- Servicing Management Plan
- Provision and affordability of Jewellery Workshops

## **6.0 CONCLUSIONS**

- 6.1 The development proposes the retention and uplift of office, light industrial and retail uses on site in addition to the introduction of residential use. The proposal provides the opportunity to secure over twice the amount of B1 (c) workshop accommodation within the Hatton Garden Area when compared with the extant 2003 scheme, a proportion of which will also be provided as affordable jewellery start up accommodation. The proposal is therefore considered acceptable within established planning policy objectives.
- 6.2 No. 20–24 Hatton Garden is considered to make a negative contribution to the conservation area and therefore the principle of demolition is acceptable. The scale, design and detailed elevational treatment of the replacement building have been informed by a thorough consideration of the townscape context and the daylight and sunlight impacts upon the amenity of adjoining occupiers. No. 26-28 has been found to make a positive contribution to the Conservation Area and will be retained and sensitively refurbished as part of the proposals.
- 6.3 The proposal fully accords with UDP transport policies, providing a development in an area of high public transport accessibility with safe and convenient pedestrian access, secure cycle parking and car parking only for those with disabilities.
- 6.4 The proposal will achieve a ‘Very Good’ BREEAM rating, including 60% of the available credits in the Energy and Water and 40% in the Materials and Resources sections. 20% of predicted energy requirements will also be met through the provision of on site renewable energy.