

Meeting of the

STRATEGIC DEVELOPMENT COMMITTEE

Thursday, 15 March 2012 at 7.00 p.m.

UPDATE REPORT

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Agenda Item 7

LONDON BOROUGH OF TOWER HAMLETS

STRATEGIC DEVELOPMENT COMMITTEE

15th March 2012 at 7.00 pm

UPDATE REPORT OF HEAD OF PLANNING AND BUILDING CONTROL

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Agenda item no	Reference no	Location	Proposal
5.1	PA/11/03587	Former Goodmans Fields, 74 Alie Street and Land North of Hooper Street and East of 99 Leman Street, Hooper Street, London E1	Hybrid Planning application for residential led mixed use redevelopment of the site.
6.1	PA/12/00001 & PA/12/00002	The Robin Hood Gardens Estate together with land south of Poplar High Street and Naval Row, Woolmore School and land north of Woolmore Street bounded by Cotton Street, East India Dock Road and Bullivant Street	PA/12/00001: Outline application for alterations to and demolition of existing buildings, site clearance and ground works and redevelopment to provide up to 1,575 residential units together with retail, community and education floorspace, together with car parking PA/12/00002: Conservation Area Consent Application for demolition of buildings to east and adjacent to Steamship Public House, Naval Row
6.2	PA/11/00365	Former Blessed John Roche Secondary School, Upper North Street, London E14 6ER	Construction of 239 dwellings within two buildings extending to between five and ten storeys with landscaping and 92 car parking spaces.

Agenda Item number:	5.1
Reference number:	PA/11/03587
Location:	Former Goodmans Fields, 74 Alie Street and Land North of Hooper Street and East of 99 Lemman Street, Hooper Street, London E1
Proposal:	Hybrid Planning application for residential led mixed use redevelopment of the site.

1.0 FURTHER CONSULTATION RESPONSES

Environment Agency

- 1.1. Their comments and requested conditions remain the same as in their previous response.

Transport for London (TfL)

- 1.2. They sought clarification as to the timing of the delivery of the Main Piazza where the cycle hire docking station will be located.
- 1.3. **Officer Comment:** The Main Piazza will be provided as part of Phase 1 which forms part of the detailed application. The land for the cycle hire station will be secured as an obligation within the s106.

London City Airport

- 1.4. Their comments remain the same as in their previous response.

NATS

- 1.5. Their comments remain the same as in their previous response.

3.0 AMENDMENTS AND CLARIFICATIONS

Housing

- 3.1. As reported in the deferral report the level of affordable housing is now 30% by habitable room. The updated indicative housing mix is set out in table 1 below.

Housing tenure:

- 3.2. With regard to the affordable housing tenure, the application now proposes a mix of social rent 48%, affordable rent (pod levels) 26% and intermediate 26%. This has changed from the previous tenure split which was a mix of social rent 30%, affordable rent (pod levels) 38% and intermediate 32%. In numerical terms this means more family units (3 and 4 bed flats) at social rent. The split between intermediate and the social rent / affordable rent product is 26:74.
- 3.3. The increase in the level of social rent product is welcome and accords with Policy DM3 of the Managing Development DPD (proposed submission version) (2012) (MD DPD) which seeks to prioritise the delivery of family homes for social rent.

Table 1: Indicative Housing Mix (including 75 Leman Street)

Unit Type	Affordable Housing						Market Housing		Total	
	Social Rent		Affordable Rent		Intermediate		Unit	Hab. Rm.	Unit	Hab. Rm.
	Unit	Hab. Rm.	Unit	Hab. Rm.	Unit	Hab. Rm.	Unit	Hab. Rm.	Unit	Hab. Rm.
Studio	0	0	0	0	0	0	12	12	12	12
1 bed flat	0	0	37	74	35	70	290	580	362	724
2 bed flat	0	0	44	132	40	120	233	699	317	951
3 bed flat	66	264	0	0	5	20	113	452	184	736
4 bed flat	25	125	0	0	0	0	0	0	25	125
3 bed house	0	0	0	0	0	0	20	80	20	80
Total	91	389	81	206	80	210	668	1823	920	2628

Housing Mix:

- 3.4. With regard, to housing mix, the application now proposes a total 229 family sized units which equates to 25% across the scheme. Within the social rent and affordable rent (pod rent levels) tenure 53% (91 units) will be family sized units. All of the social rent units (91 units) are three and four bed flats.
- 3.5. The increase in the level of provision of three and four bed flats at social rent is welcome and exceeds the policy requirement which is 45% within the social rent product.
- 3.6. In conclusion, officers consider that the amended tenure mix and housing mix maximise the delivery of family units at social rent. The revisions are considered to be acceptable and accord with policy.

Child Play Space and Open Space Provision

- 3.7. Further to the discussion in the deferral report which set out that the level of child play space could be increased, the applicant has submitted further drawings showing where the allocation of child play space across the detailed and outline phases of the application will be located. The overall provision has been increased from 1322 square metres to 2900 square metres which meets the policy requirement. This has been achieved by reducing the amount of communal amenity space. In respect of the detailed phase the level of communal amenity space accords with policy requirements (204 square metres). Within the outline phase the level of communal amenity space

falls marginally below the requirement of 3500 square metres. The level of provision is now 3361 square metres. However, officers do not consider given the overall provision of public open space, child play space and communal amenity space that this merits inclusion as a reason for refusal.

- 3.8. Figure 1 below indicates the proposed location of child play space across the site. It is noted that there is a hierarchy of child play space for 0-5 year olds, 5 – 11 year olds and 12 – 17 year olds within the communal and public open space across the site. It is considered that the quantum and quality of the child play space is acceptable and accords with policy. The detailed design of these spaces will be controlled via condition.

Figure 1: Child Play Space Allocation



- 3.9. In respect of public open space the site proposes 2.3 acres of public realm which equates to 33% of the 7 acre site. It is noted that this figure does include playable space which forms part of the child play space hierarchy.
- 3.10. Officers consider that the level of public open space, communal amenity space and child play space across the site is acceptable and broadly accords with policy. Furthermore, the layout of the public realm which includes a large new park in the north eastern corner of the site at just under an acre in size results in significant new provision of open space for residents of the area and the borough.

Biodiversity – Green and Brown Roofs

- 3.11. The applicant has provided further information in respect of proposed biodiversity enhancements across the site which include the following:-
- Increase in the level of Living Roofs / Biodiverse Roofs within the outline phase to include provision on the NE and SE blocks.
 - The use of native planting alongside non-native planting to encourage local biodiversity.
 - Provision of a wildflower meadow planting within the main park.
 - The use of structural planting in the park including multi-stemmed trees and structural hedge and shrub planting to encourage bird nesting.

- The provision of nest boxes on the green and brown roofs to encourage nesting for birds including Black redstarts, swifts, house sparrow and bats.
- 3.12. The above measures are considered acceptable and would enhance the biodiversity of the site. These matters can be controlled via condition and through the development of these proposals officers will continue to work with the Council's Ecology Officer who welcomes the above enhancements.

Local Training and Employment

- 3.13. Further information has provided in respect of the proposed apprenticeship scheme. The applicant will commit to providing 80 local apprenticeships during the construction programme. The apprenticeships will last between 24 and 36 months and lead to a recognised technical or vocational qualifications (eg. NVQ level 3). The applicant will work with Skillsmatch to recruit for these new apprenticeship placements and they will be for local residents. In respect of monitoring this would be managed by the Employment and Enterprise team in order to ensure that this is delivered.
- 3.14. The applicant has committed to the provision of a Local Training Centre on-site. This would be approximately 279 square metres. The applicant would fit out the centre which would be for education and training purposes. The centre would be offered in the first instance to Tower Hamlets at a peppercorn rent. The applicant will work with the Employment and Enterprise Team to explore setting up the trust and what type of training would be provided.
- 3.15. Finally the applicant has agreed to an obligation require a Social Compact which would be entered into with the Council and the Hotel Operator – Premier Inn. The aim of the Social Compact would be to promote training and apprenticeships for local residents in order to maximise job opportunities. There would be a link between the Social Compact and the Local Training Centre. The hotel provided is already on board and will be Premier Inn. They have written to Berkley's setting out their commitment to entering into a social compact with the council and note. This letter is attached at appendix 1.
- 3.16. Offices have reviewed this information with the Employment and Enterprise Team who have confirmed that the apprenticeship scheme would benefit local residents. Furthermore, there is a need for a local training centre within this part of the borough. If in the future this were to change the space could be used for flexible SME space. Finally, the Social Compact is a useful tool which can be used to maximise local job opportunities. This is further to the financial contributions already secured and the commitment to 20% local procurement during construction phase and end user phase.
- 3.17. As a result of these changes, there are additional non-financial heads of terms to capture the amended affordable housing offer and employment initiatives. These are underlined.
- a) A contribution of £431,811.14 towards employment, skills, training and enterprise.
 - b) A contribution of £1,117,119.10 towards community facilities.
 - c) A contribution of £2,815,691 towards education.
 - d) A contribution of £80,802.76 towards health.
 - e) A contribution of £26,280 towards sustainable transport.
 - f) A contribution of £339,300 requested by Transport for London (TfL) towards highway improvements.
 - g) A contribution of £938,319.84 toward public space.
 - h) A contribution of £414,264 towards streetscene and the built environment.
 - i) A contribution of £123,271.76 towards monitoring and implementation.

- j) 30% affordable housing with a split of 48 % social rent (all 3 and 4 bed units) 26% affordable rent (pod levels) (all 1 and 2 bed units) and 26% intermediate (1,2 and 3 bed units).
- k) The provision of a health centre up to 1,581 square metres to shell and core at peppercorn rent for three years from the date of occupation but otherwise usual market rents.
- l) The provision of land for a Barclays Cycle Hire Docking Station for up to 25 bikes within the Main Piazza.
- m) A commitment to 20% local procurement during construction phase and end user phase.
- n) A commitment to provide a minimum of 80 local apprenticeships leading to recognised technical or vocational qualifications during the construction phase.
- o) A commitment to provide a Local Training Centre including, shell, core and fit out up to 279 square metres on site at a peppercorn rent and the setting up of a trust with the Council to manage the Centre.
- p) A commitment to enter into a Social Compact with the Council to maximise local employment opportunities linked to the hotel in the NW Block.
- q) The provision of a Travel Plan framework and monitoring for commercial and residential users of the development.
- r) Secure a permit free agreement to prevent future residential occupiers from applying for on-street parking permits.
- s) TV reception mitigation measures.
- t) Air quality monitoring during construction to mitigate the impact of the construction works on the surrounding population.
- u) Car Club.
- v) Secure access to public open space within the site.
- w) Any other planning obligation(s) considered necessary by the Corporate Director Development & Renewal

4.0 CLARIFICATIONS

- 4.1. Paragraph 3.2 of the Deferral Report contains a typographical error and incorrectly calls the intermediate product intermediate rent and should read:

“Officers looked at options in respect of how the affordable housing could be provided and what the impact of having varying levels of social rent, affordable rent (pod levels) and intermediate would have on the overall level of affordable housing provision.”

Appendix 1

H Lewis Esq
Land & Planning Director
Berkeley Homes (Capital) Plc
Berkeley House
Oakhill Road, Sevenoaks
Kent TN 13 1NQ

9 March 2012

Dear Harry

Goodman's Fields: Local Training and Employment Initiatives

In order to inform the consideration of your development proposals at Strategic Development Committee on the 15 March 2012, we enclose additional information on our excellent local employment and training programmes and the commitments we are prepared to make at Goodman's Fields.

Should the development proposals be favourably considered on the 15 March, we would aim to provide the following employment initiatives at the new Goodman's Fields 250 bedroom hotel.

"Social Compact" Initiative.

We would work with officers at the London Borough of Tower Hamlets Access to Employment Team to establish a "Social Compact" initiative in order to promote Apprenticeships and local employment. The precise details are to be agreed, but will be based upon the proposals/initiatives outlined below.

Apprenticeship Provision

We are proud to confirm that every single employee hired at the hotel will be offered the opportunity to take up an Apprenticeship and we would aim to provide a minimum of 10 Apprenticeships on an annual basis. While these would be available to anyone working the hotel, with the high levels of local employment procurement that we regularly achieve, this represents a significant additional benefit and opportunity for local people as a function of these new proposals.

We have a well developed career path programme open to our employees and there are many fine examples of staff progressing through to senior positions. The General Manager (GM) position will therefore be filled through career path progression and there may be some other promotions such as the Operations Manager who acts as the GM's deputy.

Our GM is usually appointed about 12 weeks prior to opening of a new hotel. We have clear recruitment guidelines for the GM and expect them to work with the local Job Centre Plus office to advertise all of the other roles available at the site and we monitor this activity to ensure it happens. We monitor this because we have an internal target, supported by the senior leadership team at Whitbread, to achieve 60% of roles in a new site opening to be filled by local people who are in a non economically active status i.e. we work with Job Centre Plus to get the long term unemployed or those 16-24 year olds that are classed as not in education, employment or training (NEETS) into these first entry level roles.

Our internal guidelines also advise talking to local colleges to advertise the career opportunities in the new business.

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Just one recent example in London would be for the new opening in Old Street Islington where 550 people applied for posts and 220 people were interviewed. Of these 38 out of a total team of 61 were appointed (62%). The remaining team came from internal appointments (Whitbread employees from other sites – 10%), 3% from the local college and the remaining 25% from local advertising on line. The GM here said the following about his recruitment:

"We have developed a close relationship with Hockney Community College who provides several courses and qualifications for people at all entry levels. We met with the Catering Courses organiser Mike Mulvirhill who showed us around the college and the facilities they offer which by any standards was amazing with 2 training kitchens and their own Open Kitchen which is open to the Public.

Keen to forge a relationship themselves we arranged to spend some time in their kitchens & lectures with the students so we put on our chefs whites and spent the day with the students working alongside them in the kitchen understanding what inspires them, what challenges they have and how Premier Inn Old Street could help them. We also spent some time in their lectures, presenting to them and inspiring them to want to start a career with us.

Since then we have recruited several people from the college. Furthermore, we are looking at ways we can employ students from the college whilst they continue their qualification and get assessed on site at the hotel by their lecturers.

The Job Centre helped coordinate a recruitment day which we hosted at Islington Assembly Halls. With the help of Operational Support from across London we completed 220 interviews on the day. Due to the success of the recruitment with Job Centre Plus we have been asked if Nick Clegg the Deputy Prime Minister could visit the site however unfortunately this did not eventually happen due to his busy schedule."

Job centre Plus also support our openings by providing pre employment training to local people interested in working for Premier Inn.

Once the new team has been recruited they spend around 3 weeks receiving intensive induction and training prior to the opening of the new hotel.

Whitbread currently has 681 team members in active learning working towards an Apprenticeship and expect this to rise to around 1,100 during 2012. To date our qualifications programmes launched in 2009 have supported our team members to achieve over 3,500 vocational as well as literacy & numeracy qualifications, which at current rates would equate to a 12.5% uptake. All of the qualifications programmes have a level of achievement significantly above sector averages. Availability of the Apprenticeship scheme to all team members is an important factor in the success of the scheme.

We currently have 38 team members in London working towards an Apprenticeship and over the past 18 months 160 qualifications were awarded in the region.

Over the past 12 months Whitbread Hotels and Restaurants has delivered over 1 million training hours across its teams and we spend £3 million annually on core skills for everyone and access to our online Academy.

Premier Inn, as part of the Whitbread Group, recently received a letter of recognition and thanks from The Prime Minister for the contribution that our Apprenticeship scheme is making toward providing employment and training to reduce youth unemployment.

On-going Employment Training

There are clear progression pathways for team members through our Shooting Stars Management Development Programme. Career development opportunities have progressed over 500 of our team this year, currently 29% of participants on the entry management programmes have already

participated in the Whitbread Apprenticeship programme, which will be strengthened this year with the integration of Advanced Apprenticeships.

Once appointed and trained to their original posts, team members at Goodman's Fields will have the on-going opportunity for further training and development through the Whitbread Academy and the Management Development Programmes mentioned above. We achieve our own target of ensuring that 80% of people who complete management development go onto be promoted internally.

Whitbread also provide 'Skills for Life' training for numeracy and literacy qualifications. This is welcomed as another area that adds real value to its employees and the community in improving these basic skills. For those not looking for promotion we have ongoing training and development opportunities to support their learning and established team members will be responsible for buddying and mentoring new team members and for new team member's inductions.

Work Placement Initiatives

Work Placement schemes are not widely available at present though some sites provide these at a local level. However, we recognise the value of such schemes if done correctly. They must be structured so that the individual is given real experience that helps them enter the workplace. We do not support taking on somebody for work experience and giving them menial tasks that are not going to enhance their employability in the future.

Whitbread are therefore in the process of designing a 2 week placement opportunity that will provide an individual with genuine insight into a career in hospitality and will provide them with a reference from the manager to help them in gaining employment in the future. Indeed, we are in discussions with Job Centre Plus regarding creation of a national work placement scheme. We would be looking to offer this placement opportunity at Goodman's Fields

We understand that it may be intended to establish a local training centre on site which could run training courses relevant to our business. Were this to be the case we would be pleased to liaise with the centre and consider applicants for posts at the Premier Inn who had trained there. We also understand that Berkeley Homes Capital have already started making contact with local schools in the area in order to promote local employment opportunities to school leavers, and we would be happy to engage with this process.

It is therefore hoped that Members will appreciate that Premier Inn would fully expect to exceed the policy requirements for local recruitment and training and have the successful record to show this to be the case.

It is hoped that Premier Inn can become an important part of the local community as an employer and as a source of trade for other local businesses and look forward to a favourable decision on the planning application.

Yours sincerely



Derek Griffin
Head of Acquisitions Greater London
Whitbread Hotels & Restaurants

Agenda Item number:	6.1
Reference number:	PA/12/00001 and PA/12/00002
Location:	The Robin Hood Gardens Estate together with land south of Poplar High Street and Naval Row, Woolmore School and land north of Woolmore Street bounded by Cotton Street, East India Dock Road and Bullivant Street
Proposal:	<p><u>PA/12/00001 (Outline Planning Permission)</u></p> <p>Outline application for alterations to and demolition of existing buildings, site clearance and ground works and redevelopment to provide:</p> <ul style="list-style-type: none"> • Up to 1,575 residential units (up to 191,510 sq.m GEA - Use Class C3); • Up to 1,710 sq.m (GEA) of retail floorspace (Use Class A1-A5); • Up to 900 sq.m of office floorspace (Use Class B1); • Up to 500 sq. m community floorspace (Use Class D1); • Replacement school (up to 4,500 sq.m GEA - Use Class D1); • Replacement faith building (up to 1,200 sq.m - Use Class D1) <p>The application also proposes an energy centre (up to 750 sq.m GEA); associated plant and servicing; provision of open space, landscaping works and ancillary drainage; car parking (up to 340 spaces in designated surface, podium, semi-basement and basement areas plus on-street); and alterations to and creation of new vehicular and pedestrian access routes.</p> <p>All matters associated with details of appearance, landscaping, layout and scale and (save for the matters of detail submitted in respect of certain highway routes, works and/or improvements for the use by vehicles, cyclists and pedestrians as set out in the Development Specification and Details of Access Report) access are reserved for future determination and within the parameters set out in the Parameter Plans and Parameter Statements.</p> <p><u>PA/12/00002 (Conservation Area Consent)</u></p> <p>Demolition of building adjacent to and on east side of Steamship Public House, Naval Row</p>

1 DRAWING NUMBERS

- 1.1 Further to the publication of the committee report, the applicant has submitted a revised Development Specification document (Development Specification Revision A), which reflects the amended description following the reduction in the number of proposed residential units to 1,575.
- 1.2 The applicant has also today submitted a document entitled "Blackwall Reach Regeneration Project Supplementary Information: Sunlight, Daylighting and Overshadowing (March 2012)".

2 SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

- 2.1 An error was made within paragraph 2.1 of the published report. The summary of material planning considerations did not include reference to the policies of the Interim Planning Guidance Leaside Area Action Plan (2007). Accordingly, the reasons are reproduced below:
- 2.2 Officers have considered the particular circumstances of this application against the Council's approved planning policies contained in the London Borough of Tower Hamlets Unitary Development Plan 1998, (Saved policies); associated Supplementary Planning Guidance, the London Borough of Tower Hamlets adopted Core Strategy (2010), Development Management DPD (2012); as well as the London Plan (2011) and the relevant Government Planning Policy Guidance, and has found that:
- The scheme will provide for the regeneration of the Robin Hood Gardens estate and the Blackwall Reach area through the provision of a new residential led mixed use development. The scheme maximises the use of previously developed land, ensures that there will be no net loss of housing (including affordable housing) and will significantly contribute towards creating a sustainable residential environment in Poplar Riverside in accordance with the objectives Policy 3.4 the London Plan (2011), LAP 7 & 8 of the Core Strategy and Policies SP02 of Core Strategy (2010); DEV3 of the Unitary Development Plan 1998; policies L1, L35 and L37 of the Interim Planning Guidance Leaside Area Action Plan (2007), and policy DM3 of Draft Managing Development DPD (2012). The proposal also accords with site allocation 14 (Blackwall Reach) of the draft Managing Development DPD.
 - The extension of the existing retail provision on Poplar High Street and the provision of retail adjacent to Blackwall DLR station is considered to be acceptable and in line with Policy 2.14 of the London Plan (2011), SP01 of the Core Strategy (2010), policies L34 and L35 of the Interim Planning Guidance Leaside Area Action Plan (2007) and Policy DM2 of the draft Managing Development DPD (2012) which together seek to protect and enhance the Boroughs retail hierarchy and ensure adequate provision of supporting retail activity.
 - The proposed replacement and upgrading of existing social and community facilities are supported in line with Policy SP03 of the Council's Core Strategy (2010) and Policy DM8 of the draft Managing Development DPD (2012) which together seek to protect existing community facilities and deliver new high quality facilities in accessible locations.
 - The proposed re-provision and expansion of the Woolmore Primary School is acceptable and in accordance with policy SP07 of the Core Strategy (2010), policy L7 of the Interim Planning Guidance Leaside Area Action Plan (2007) and policy DM18 of the draft Managing Development DPD (2012), which seek the provision of education facilities to meet the needs of the community, including provision to support the increase in the local resident and worker population.
 - On balance, transport matters, including parking, access and servicing, are considered acceptable and in line with policies T16 and T19 of the Council's Unitary Development Plan (1998), policy SP08 and SP09 of the Core Strategy (2010), policies L2 and L3 of the Interim Planning Guidance Leaside Area Action Plan (2007), and DM20 and DM22 of the Draft

Managing Development DPD (2012), which seek to ensure developments minimise parking and promote sustainable transport options.

- The indicative layout, building height, scale and bulk as set out in the parameter plans are acceptable and in accordance with Chapter 7 of the London Plan (2011); saved policies DEV1, DEV2 and DEV3 of the Council's UDP (1998), Policies SP10 and SP12 of the Core Strategy (2010), policies L3 and L36 of the Interim Planning Guidance Leaside Area Action Plan (2007), and policies DM23, DM24 and DM26 of the Managing Development DPD (2012) which seek to ensure buildings and places are of a high quality of design and suitably located.
- The proposed affordable housing offer is considered to be acceptable and in line with Policies 3.8 - 3.12 of the London Plan (2011) and Policies SP02 of the Core Strategy (2010) and Policy DM3 of the draft Managing Development DPD (2012) which seek to maximise the delivery of affordable homes in line with strategic targets whilst having regards to site constraints and viability.
- On balance the proposals indicate that the scheme can provide acceptable space standards and layout. As such, the scheme is in line with the London Housing Design Guide (Interim Edition, 2010), Policies 3.5 of the London Plan (2011), saved Policy HSG13 of the UDP (1998) and Policy SP02 of the Core Strategy (2010), Policy DM4 of the draft Managing Development DPD (2012) and the Council's Residential Standards SPG (1998).
- On balance, the quantity and quality of housing amenity space, communal space, child play space and open space which is considered acceptable and in line with the London Housing Design Guide (Interim Edition, 2010), saved policy HSG16 of the Council's Unitary Development Plan (1998), policy SP02 of the Core Strategy Development Plan Document (2010), and of DM4 of the Draft Managing Development DPD (2012) which seek to improve amenity and liveability for residents.
- On balance, and considering the site constraints and urban context, it is not considered that the proposal will give rise to any significant adverse impacts in terms of loss of privacy, overlooking, over shadowing, loss of sunlight and daylight, and noise upon the surrounding residents. Also, the scheme proposes appropriate mitigation measures to ensure a satisfactory level of residential amenity for the future occupiers. As such, the proposal is considered to satisfy the relevant criteria of saved policy DEV2 of the Council's Unitary Development Plan (1998), policy SP10 of the of the Core Strategy (2010) and DM25 of the Draft Managing Development DPD (2012), which seek to protect residential amenity.
- Sustainability matters, including energy, are acceptable and accord with policies 5.2 and 5.7 to 4A.7 of the London Plan (2011), policy SP11 of the Core Strategy (2010), policy DM29 of the draft Managing Development DPD (2012) which seek to promote sustainable development practices.
- The height, materials, scale, bulk and design of the building is acceptable and is considered to respect, preserve and enhance the character and setting of the Naval Row Conservation Area and surrounding conservation areas and the adjacent listed buildings and structures. As such, the proposal is in accordance with Planning Policy Statement 5, policies 7.3, 7.4, 7.8, 7.9 and 7.10 of the London Plan (2011) and the draft London World Heritage Sites – Guidance on Settings SPG (2011), as saved

policies DEV1 and DEV34 of the LBTH UDP (1998), policies DEV2, CON1, CON2 and L36 of the Interim Planning Guidance (2007), policies SP10 and SP12 of the Core Strategy Development Plan Document (2010) and policies DM24, DM26 and DM27 of the draft Managing Development DPD (Proposed Submission Version January 2012), which seek to protect the character, appearance and setting of heritage assets and the historic environment.

- o The proposal does not detrimentally impact upon protected views as detailed within the London Plan London Views Management Framework Revised Supplementary Planning Guidance (July 2010) and the Draft Revised London View Management Framework and maintains local or long distance views in accordance policies 7.11 and 7.12 of the London Plan (2011), policy SP10 of the Core Strategy Development Plan Document (2010) and policies DM26 and DM28 of the draft Managing Development DPD (Proposed Submission Version January 2012) which seek to ensure large scale buildings are appropriately located and of a high standard of design whilst also seeking to protect and enhance regional and locally important views.
- o The Section 106 package is acceptable in light of the viability constraints identified in the proposal. The provision of 51.6% (gross) affordable housing across the site, alongside the agreed financial and non-financial obligations, is considered to be acceptable. Furthermore, and in consideration of the wider benefits that this application will deliver in terms of creating a much improved community for Blackwall Reach, the proposed S106 package is considered acceptable in line with Regulation 122 of Community Infrastructure Levy 2010, Government Circular 05/05, saved policy DEV4 of the Council's Unitary Development Plan (1998), policies SP02 and SP13 of the Core Strategy Development Plan Document (2010), which seek to secure contributions toward infrastructure and services required to facilitate proposed development.

With regard to the Conservation Area Consent application (PA/12/00002):

- o The demolition of the building adjacent is considered acceptable because the building is not considered to contribute positively to the character and appearance of the Naval Row Conservation Area. As such, their demolition is considered to meet the objectives of saved policy DEV28 of the Unitary Development Plan (1998) as well as policy CON2 of the Council's Interim Policy Guidance (2007) and policy SP10 of the Core Strategy (2010) plus the advice set out in Planning Policy Statement 5: Planning for the Historic Environment, which seek to ensure appropriate demolition of buildings in Conservation Areas.

3 RECOMMENDATION - CORRECTION

- 3.1 A typographical error has been made at paragraph 3.1 of the published report. At (A), this should refer to 'any direction by the Mayor of London'
- 3.2 Part B of paragraph 3.1 was included in error. This refers to the decision being subject to any direction by the London Thames Gateway. To clarify – it is considered that outline planning permission can be granted by the Council without the consent of the LTGDC and a 'Grampian' style condition would be attached to any permission preventing the commencement of development within the development zones located within or affected by the Corporation's jurisdiction until the necessary planning permission has been secured.

4 CONDITIONS AND INFORMATIVES

- 4.1 Further to the publication of the committee report, officers have revisited the proposed conditions and consider that these should be set out in accordance with the proposed development zones rather than phases. Accordingly, the conditions are reproduced below in the aforementioned matter.
- 4.2 It should also be noted that additional conditions have been suggested for across the Site Wide area and Development Zones (1-4) are in some case divided into Parcels.

Site Wide 'Compliance' Conditions

- Timing – Reserved Matter application within 3yrs
- In accordance with approved Parameter Plans
- Compliance with Design Code, Details of Access, Development Specification requirements
- In accordance Scale Parameter Table
- In accordance with the Environmental Statement
- Phasing plan
- Maximum floor areas for all land uses
- Maximum no. of residential units (1575)
- Lifetime Homes Standards
- Maximum building heights for parcels A1, C and F
- 10% Wheelchair units
- Code for Sustain Homes Level 4
- BREEAM Excellent for non residential floorspace
- Compliance with Mayor's internal space standards
- Car Parking Strategy
- Maximum parking no. of car spaces (340)
- Min no. of car club spaces (3)
- Min. No of disabled (10% site wide)
- Min no. electric charging spaces (20% site wide)
- Min no. of cycle space provision
- In accordance with approved Flood Risk Assessment
- Hours of construction
- Future land interests are bound by s106 provisions
- Flight path, crainage height, lighting (City Airport)
- Compliance with site wide energy strategy
- Compliance with plan submitted to London Fire and Emergency Planning Authority.
- Highway works and new highways design layout
- Compliance with construction hours
- Compliance with construction noise
- Compliance with vibration levels
- Inclusive Access – buildings and play areas
- Min Energy 20% energy from renewable
- Single energy capacity of 1000kWe
- No development on Parcel 1, J, K and M until planning permission is granted from London Thames Gateway Development Corporation
- No development on in Development Zone 4 until planning permission is granted from London Thames Gateway Development Corporation

Site Wide 'Prior to Construction' Conditions:

- Drainage Strategy
- Contamination – investigation and remediation
- Archaeology – surveys, foundation design and records
- Green and Brown Roof plan
- Communal roof top balconies and gardens
- Access strategy including details of all public access ramps, wayfinding
- Landscape and public realm masterplan
- Child Play Strategy including size, detail design of play areas and equipment
- Demolition and Construction Environment Management Plan (DCEMP) including consideration of nesting season
- Construction Logistics Plan
- Waste Management Strategy
- Air Quality Management Plan
- Site Flood Emergency Plan
- National Grid investigation survey
- Thames Water infrastructure assessment
- Thames water foundation and piling details (Thames Tunnel)
- Thames water (minimum pressure head and flow rates)
- Thames water (drainage plans for all phases)
- Car Parking Management Plan
- Photo Voltaic plan
- Wind assessment and mitigation strategy
- Submission of Biodiversity Strategy
- Estate Management Strategy
- School to be built in accordance with Department of Education Guidance
- Re-provision of new MUGA pitch and floodlighting in accordance with Sport England guidance
- Decentralisation Energy Implementation and Business Strategy
- Single Energy CCHP capacity of 1000kWe

Individual Development Zone Conditions:

Development Zone 1

Compliance – Zone Wide

- In accordance with Scale Parameters Table and all outline approved documents

Prior to Commencement – Zone Wide

- Details of Affordable Housing mix and tenure in accordance with outline scheme and impact upon future phases of development across the site.
- Environmental Statement Update Report
- Air Quality Management Plan – construction, sub basement parking emissions
- Biodiversity Plan

Compliance: Parcel A1 and B: Residential/ Community/ Retail/ Office

- Restriction on hours of use for retail
- Restriction on hours of use for office
- Restriction on hours of use for community centre

Prior to Commencement of Parcel A1 and B: Residential/ Community/ Retail/ Office

- Details of reserved matters (scale, layout, access, appearance, landscaping) per parcel
- Landscape Plan
- Children's Play Space Plan – details and design
- Public Access Areas (PAAs) Plan – public realm and routes access arrangements including interim construction period arrangements, management responsibilities, programme of delivery.
- Highway Plan – full detail of highway design layout including local authority roads/footways and private estate roads and footways
- Demolition and Construction Environmental Management Plan
- Estate Management Plan – servicing, deliveries, safety, security, car parking, landscape, maintenance, utilities of PAAs, repairs, arts, events programmes.
- Environmental Statement Update Report
- Submission of details of Sustainable Urban Drainage strategy
- Daylight Sunlight Report
- Submission of Noise and Vibration Mitigation Plan
- Ventilation/extraction of any relevant non-residential uses
- Security by Design Management Plan – CCTV, lighting, car park security
- Waste and Refuse Management Plan
- Access Statement – Levels, way finding measures, materials, colour/contrast of fittings.
- Photo Voltaic plan
- Wind assessment and mitigation strategy
- Contamination Plan – remediation and verification report
- Details of bicycle parking within public accessible areas.
- Basement parking plan
- Green and Brown Roof Plan.
- Car Parking Management Plan
- Surface and foul water drainage plan
- Sustainability and Energy Strategy
- Biodiversity Plan
- Emergency access routes

Prior to Occupation of Parcel A1 and B: Residential Units

- Completion of community centre
- Completion of retail units
- Completion of office unit
- Completion of all landscape, open space and public realm works as detailed in approved Landscape Plan.
- Details of shop front designs, retail size and louvers

Compliance: Parcel A2: Mosque

- No amplified call to prayer
- Restriction on hours of use of mosque

Prior to Commencement of Parcel: A2 Mosque

- Details of reserved matters (scale, layout, access, appearance, landscaping) per parcel

- Public Access Areas (PAAs) Plan – public realm and routes access arrangements including interim construction period arrangements, management responsibilities, programme of delivery.
- Demolition and Construction Environmental Management Plan
- Highway Plan – full detail of highway design layout including local authority roads/footways land and private estate roads and footways
- Demolition and Construction Environmental Management Plan
- Estate Management Plan – servicing, deliveries, safety, security, car parking, landscape, maintenance, utilities of PAAs, repairs, arts, events programmes.
- Environmental Statement Update Report
- Submission of details of Sustainable Urban Drainage strategy
- Submission of Noise and Vibration Mitigation Plan
- Ventilation/extraction of any relevant non-residential uses
- Security by Design Management Plan – CCTV, lighting, car park security
- Waste and Refuse Management Plan
- Air Quality Management Plan – construction, sub basement parking emissions
- Access Statement – Levels, way finding measures, materials, colour/contrast of fittings.
- Photo Voltaic plan
- Wind assessment and mitigation strategy
- Contamination Plan – remediation and verification report
- Details of bicycle parking within public accessible areas.
- Green and Brown Roof Plan.
- Updated Car Parking Management Plan
- Surface and foul water drainage plan
- Updated Sustainability and Energy Strategy
- Emergency access routes

Prior to Commencement Parcel R: School

- Details of reserved matters (scale, layout, access, appearance, landscaping) per parcel
- Public Access Areas (PAAs) Plan – public realm and routes access arrangements including interim construction period arrangements, management responsibilities, programme of delivery.
- Highway Plan – full detail of highway design layout including local authority roads/footways land and private estate roads and footways
- Demolition and Construction Environmental Management Plan
- Estate Management Plan – servicing, deliveries, safety, security, car parking, landscape, maintenance, utilities of PAAs, repairs, arts, events programmes.
- Environmental Statement Update Report
- Submission of details of Sustainable Urban Drainage strategy
- Submission of Noise and Vibration Mitigation Plan
- Ventilation/extraction of any relevant non-residential uses
- Daylight and Sunlight Report
- Security by Design Management Plan – CCTV, lighting, car park security
- Waste and Refuse Management Plan
- Access Statement – Levels, way finding measures, materials, colour/contrast of fittings.
- Contamination Plan – remediation and verification report
- Details of bicycle parking within public accessible areas.
- Basement parking plan
- Green and Brown Roof Plan.
- Car Parking Management Plan

- Surface and foul water drainage plan
- Sustainability and Energy Strategy
- Emergency access routes

Development Zone 2

Compliance – Zone Wide

- In accordance with Scale Parameters Table and all outline approved documents

Prior to Commencement – Zone Wide

- Details of Affordable Housing mix and tenure in accordance with outline scheme and impact upon future phases of development across the site.
- Environmental Statement Update Report
- Air Quality Management Plan – construction, sub basement parking emissions
- Biodiversity Plan
- Sustainability and Energy Strategy
- Updated Car Parking Management Plan
- Children’s Play Space Plan – details and design
- Updated Phasing Plan across remaining development zones
- Details of Affordable Housing mix and tenure in accordance with outline scheme and impact upon future phases of development across the site.

Prior to Commencement of Parcels C1, C2, C3, and D: Residential/ Community

- Details of reserved matters (scale, layout, access, appearance, landscaping) per parcel
- Landscape Plan
- Public Access Areas (PAAs) Plan – public realm and routes access arrangements including interim construction period arrangements, management responsibilities, programme of delivery.
- Highway Plan – full detail of highway design layout including local authority roads/footways land and private estate roads and footways.
- Demolition and Construction Environmental Management Plan
- Estate Management Plan – servicing, deliveries, safety, security, car parking, landscape, maintenance, utilities of PAAs, repairs, arts, events programmes.
- Environmental Statement Update Report
- Daylight and Sunlight Report
- Security by Design Management Plan – CCTV, lighting, car park security
- Waste and Refuse Management Plan
- Air Quality Management Plan – construction, sub basement parking emissions
- Contamination Plan – remediation and verification report
- Access Statement – Levels, way finding measures, materials, colour/contrast of fittings.
- Details of bicycle parking within public accessible areas.
- Basement parking plan
- Green and Brown Roof Plan.
- Updated Car Parking Management Plan
- Surface and foul water drainage plan
- Emergency access routes

Prior to Occupation of Parcels C1, C2, C3, and D: Residential Units

- Completion of all landscape, open space and public realm works as detailed in the approved Landscape Plan.
- Completion of Community space

Prior to Commencement of Parcels E1, E2, E3, E4, F1 and F2: Residential Units

- Details of reserved matters (scale, layout, access, appearance, landscaping) per parcel
- Landscape Plan
- Public Access Areas (PAAs) Plan – public realm and routes access arrangements including interim construction period arrangements, management responsibilities, programme of delivery.
- Highway Plan – full detail of highway design layout including local authority roads/footways land and private estate roads and footways.
- Demolition and Construction Environmental Management Plan
- Estate Management Plan – servicing, deliveries, safety, security, car parking, landscape, maintenance, utilities of PAAs, repairs, arts, events programmes.
- Environmental Statement Update Report
- Daylight and Sunlight Report
- Security by Design Management Plan – CCTV, lighting, car park security
- Waste and Refuse Management Plan
- Air Quality Management Plan – construction, sub basement parking emissions
- Contamination Plan – remediation and verification report
- Access Statement – Levels, way finding measures, materials, colour/contrast of fittings.
- Details of bicycle parking within public accessible areas.
- Basement parking plan
- Green and Brown Roof Plan.
- Car Parking Management Plan
- Surface and foul water drainage plan
- Sustainability and Energy Strategy
- Biodiversity Plan
- Emergency access routes

Prior to Occupation of Parcels E1, E2, E3, E4, F1 and F2: Residential Units

- Completion of all landscape, open space and public realm works as detailed in the approved Landscape Plan.

Development Zone 3

Compliance – Zone Wide

- In accordance with Scale Parameters Table and all outline approved documents
- Restriction on hours of use for retail
- Restriction on hours of use for office

Prior to Commencement – Zone Wide

- No Development shall take place until planning permission has been approved by the London Thames Gateway Development Corporation on Parcels I, J, K, M
- Details of reserved matters (scale, layout, access, appearance, landscaping) per parcel
- Landscape Plan
- Children's Play Space Plan – details and design
- Public Access Areas (PAAs) Plan – public realm and routes access arrangements including interim construction period arrangements, management responsibilities, programme of delivery.
- Highway Plan – full detail of highway design layout including local authority roads/footways land and private estate roads and footways
- Details of Affordable Housing mix and tenure in accordance with outline scheme and impact upon future phases of development across the site.
- Updated Phasing Plan across remaining development zones
- London Buses Relocation Strategy
- Implementation of temporary bus facilities and routing

Prior to Commencement – Parcel G, H, L: Residential Units/Office/Retail

- Demolition and Construction Environmental Management Plan
- Estate Management Plan – servicing, deliveries, safety, security, car parking, landscape, maintenance, utilities of PAAs, repairs, arts, events programmes.
- Environmental Statement Update Report
- Daylight and Sunlight Report
- Security by Design Management Plan – CCTV, lighting, car park security
- Waste and Refuse Management Plan
- Air Quality Management Plan – construction, sub basement parking emissions
- Contamination Plan – remediation and verification report
- Access Statement – Levels, way finding measures, materials, colour/contrast of fittings.
- Details of bicycle parking within public accessible areas.
- Basement parking plan
- Green and Brown Roof Plan.
- Car Parking Management Plan
- Surface and foul water drainage plan
- Sustainability and Energy Strategy
- Biodiversity Plan
- Emergency access routes
- Details of shop front designs, retail size and louvers
- Details of public realm, lighting and street furniture proposed around subway entrance
- Remediation and reinstallation of Cycle Superhighway on Poplar High Street and Naval Row

Prior to Occupation of G, H, L Residential Units

- Completion of retail units
- Completion of office units
- Completion of all landscape, open space and public realm works as detailed in approved Landscape Plan.

Prior to Commencement – Parcel I, J, K, M: Residential Units

- Landscape Plan
- Children's Play Space Plan – details and design
- Public Access Areas (PAAs) Plan – public realm and routes access arrangements including interim construction period arrangements, management responsibilities, programme of delivery.
- Highway Plan – full detail of highway design layout including local authority roads/footways land and private estate roads and footways
- Estate Management Plan – servicing, deliveries, safety, security, car parking, Landscape, maintenance, utilities of PAAs, repairs, arts, events programmes.
- Environmental Statement Update Report
- Daylight and Sunlight Report
- Security by Design Management Plan – CCTV, lighting, car park security
- Waste and Refuse Management Plan
- Air Quality Management Plan – construction, sub basement parking emissions
- Contamination Plan – remediation and verification report
- Access Statement – Levels, way finding measures, materials, colour/contrast of fittings.
- Details of bicycle parking within public accessible areas.
- Basement parking plan
- Green and Brown Roof Plan.
- Car Parking Management Plan
- Surface and foul water drainage plan
- Sustainability and Energy Strategy
- Biodiversity Plan
- Emergency access routes

Prior to Occupation of I, J, K, M: Residential Units

- Completion of office units
- Completion of all landscape, open space and public realm works as detailed in approved Landscape Plan.

Development Zone 4

Compliance – Zone Wide

- In accordance with Scale Parameters Table and all outline approved documents

Prior to Commencement – Zone Wide

- No Development shall take place until planning permission has been approved by the London Thames Gateway Development Corporation on Development Zone 4
- Details of reserved matters (scale, layout, access, appearance, landscaping) per parcel
- Landscape Plan
- Children's Play Space Plan – details and design
- Public Access Areas (PAAs) Plan – public realm and routes access arrangements including interim construction period arrangements, management responsibilities, programme of delivery.
- Highway Plan – full detail of highway design layout including local authority roads/footways land and private estate roads and footways

- Highways works complete
- Details of Affordable Housing mix and tenure in accordance with outline scheme and impact upon future phases of development across the site.
- Updated Phasing Plan across remaining development zones
- Updated London Buses Relocation Strategy
- Implementation of temporary London Bus facilities and routing
- Cycle Super Highway 3 Re-Routing Strategy

Prior to Commencement for Parcel N, O1, O2: Residential Units

- Details of reserved matters (scale, layout, access, appearance, landscaping) per parcel
- Landscape Plan
- Children's Play Space Plan – details and design
- Public Access Areas (PAAs) Plan – public realm and routes access arrangements including interim construction period arrangements, management responsibilities, programme of delivery.
- Highway Plan – full detail of highway design layout including local authority roads/footways land and private estate roads and footways, London Bus waiting stands (in consultation with TfL)
- Demolition and Construction Environmental Management Plan
- Estate Management Plan – servicing, deliveries, safety, security, car parking, landscape, maintenance, utilities of PAAs, repairs, arts, events programmes.
- Environmental Statement Update Report
- Daylight and Sunlight Report
- Security by Design Management Plan – CCTV, lighting, car park security
- Townscape and Heritage Impact Assessment
- Waste and Refuse Management Plan
- Contamination Plan – remediation and verification report
- Air Quality Management Plan – construction, sub basement parking emissions
- Access Statement – Levels, way finding measures, materials, colour/contrast of fittings.
- Details of bicycle parking within public accessible areas.
- Basement parking plan
- Green and Brown Roof Plan.
- Car Parking Management Plan
- Surface and foul water drainage plan
- Sustainability and Energy Strategy
- Biodiversity Plan
- Emergency access routes

Prior to Occupation of N, O1, O2: Residential Units

- Completion of all landscape, open space and public realm works as detailed in approved Landscape Plan.

Prior to Commencement for Parcel P and Q; Residential Units

- Details of reserved matters (scale, layout, access, appearance, landscaping) per parcel
- Landscape Plan
- Children's Play Space Plan – details and design
- Public Access Areas (PAAs) Plan – public realm and routes access arrangements including interim construction period arrangements,

- management responsibilities, programme of delivery.
- Highway Plan – full detail of highway design layout including local authority roads/footways land and private estate roads and footways, London Bus waiting stands (in consultation with TfL)
- Demolition and Construction Environmental Management Plan
- Estate Management Plan – servicing, deliveries, safety, security, car parking, landscape, maintenance, utilities of PAAs, repairs, arts, events programmes.
- Environmental Statement Update Report
- Daylight and Sunlight Report
- Security by Design Management Plan – CCTV, lighting, car park security
- Townscape and Heritage Impact Assessment
- Waste and Refuse Management Plan
- Contamination Plan – remediation and verification report
- Air Quality Management Plan – construction, sub basement parking emissions
- Access Statement – Levels, way finding measures, materials, colour/contrast of fittings.
- Details of bicycle parking within public accessible areas.
- Basement parking plan
- Green and Brown Roof Plan.
- Car Parking Management Plan
- Surface and foul water drainage plan
- Sustainability and Energy Strategy
- Biodiversity Plan
- Emergency access routes

Prior to Occupation of Parcel P and Q: Residential Units

- Completion of all landscape, open space and public realm works as detailed in approved Landscape Plan.

Reserved Matters Applications for Each Phase:

- Compliance with Outline Application
- Approval of Reserved Matters relating to (i) Layout, (ii) Scale, (iii) Access, (iv) Appearance, (v) Landscaping.

5. ADDITIONAL CONSULTATION RESPONSES

London Thames Gateway Development Corporation (statutory consultee)

- 5.1 Further to the publication of the report before Members tonight, the LTGDC have published their report ahead of their Planning Committee meeting on 19th March 2012. In summary, LTGDC state:

“This report has outlined all material planning considerations associated with this development and has focused on the area for determination by the Corporation. It is recognised that the delivery of affordable housing is a priority for the Borough and that this site is identified as a location for the delivery of housing led redevelopment. However, having balanced these local needs against the quality of accommodation being delivered, officers can draw no other conclusion other than that at the time of completing this report the scheme will not deliver adequate standards of residential

amenity in the Blocks located in the Corporation's Planning Functions Area. Specifically, and on the information provided in the application information and independent reviews, it is considered that Blocks J, K, M, N, P, O and Q will receive insufficient levels of daylight to be considered acceptable. Much emphasis has been placed on the detailed design of these development blocks, particularly through the controls within the Design Code. With this in mind, Members requested at the Committee Meeting of the 8th of March that it be demonstrated that it is possible to rectify the failures shown at outline stage in the detailed design at reserved matters stage. At the time of writing, no further information has been provided"

In light of the above, LTGDC officers have recommended refusal for the following reason:

"The proposal, by virtue of the inadequate levels of daylight and sunlight to blocks J, K, M, N, O, P, and Q, is considered to result in a substandard level of residential amenity to future occupiers and is therefore contrary to policy 7.7 of the London Plan 2011, policies DEV1 and DEV27 of the London Borough of Tower Hamlets Interim Planning Guidance (2007) for the purposes of development control, policy DM25 of the London Borough of Tower Hamlets Managing Development Plan Document (proposed submission version January 2012)"

(OFFICER COMMENT: As stated at paragraph 8.164 of the report before Members tonight, it is noted that blocks have been identified within the indicative scheme proposal which would receive low levels of daylight, as proposed. However, given the application is in outline form with all matters reserved, it is considered that the blocks are potentially capable of being designed to meet the required standard at reserved matters stage, through appropriate layout and design, such as appropriately sized windows and rooms, the placing of secondary rooms in locations of poorer daylight and sunlight and locating balconies appropriately. A condition has been recommended which requires daylight and sunlight analysis to be undertaken for each development zone at reserved matters stage.

- 5.2 Following the publication of LTGDC's report to their planning committee, the applicant has produced supplementary daylight and sunlight information which provides a further assessment of interior daylighting based on generic unit layouts. The report states that acceptable levels of daylight and sunlight can be achieved through detailed design of the proposed buildings. LTGDC have yet to respond to this. In any case, such matters will be addressed at reserved matters stage.
- 5.3 Further to the publication of LTGDC's report, the Corporation has informed the Council that they have received a Heritage Impact Report from Montagu Evans, a consultant appointed by the corporation to assess the implications of the proposal upon the Naval Row Conservation Area. The report concludes as follows:
- The Conservation Area Consent application proposals for the demolition of buildings within the Naval Row Conservation Area are considered to be acceptable;
 - The scale of the replacement buildings both within and abutting the Conservation Area boundary (that is blocks N and O) is too high for the immediate setting of the Conservation Area. Consideration needs to be given to the setting of the Conservation Area and in particular the retained Steamship Public House, which at 3 storeys would be dwarfed by the new development it would adjoin. As such, any development that would front

the street should not exceed 4 storeys. Development of the scale now proposed would detract from the intimacy of the current street enclosure and be overbearing;

- An exception to this may be in the case of block N, where it is proposed to increase the height of the building from 6 to 8 levels at the Naval Row/Prestage Way junction. Although the number of proposed storeys is too high, the principle of a step increase in block N is advocated so as to terminate the view west along Naval Row and north-south along the East India Dock boundary wall. This would also complement the listed Pumping House tower at the eastern end of Naval Row;
- Finally, it should be noted that there are a plethora of tall buildings that line the skyline south towards Canary Wharf. Therefore, buildings that are designed to a high architectural quality and that are sympathetic to the Naval Row Conservation Area would not have a detrimental affect on the setting.

- 5.4 LTGDC officers have indicated that the content of Montagu Evans' report will inform an additional reason for refusal, however they believe that the imposition of conditions restricting the height of parcels N and O to 6 and 4 storeys respectively, could overcome their objections and in view of this, officers consider it appropriate to attach similar conditions to control the development in a similar manner.

ADDITIONAL REPRESENTATIONS

- 5.5 Three additional letters of representation have been received, two of which raise objections and one raising procedural concerns. The content of these letters are outlined below.
- 5.6 A further letter of objection has been received from Mr Tom Ridge, with particular regard to the proposal's impact upon the Woolmore Primary School. In particular, Mr Ridge states:
- Woolmore Primary School is the only school building in London with a distinctive line of seven large side-wall, upper stage vent stacks;
 - Each of the 33 surviving examples of the London City Council's neo-Georgian schools built between 1912-18 are notable examples of school design from that period, of which Woolmore School is unique in its design;
 - The applicant's assertion that Woolmore School has been heavily altered is contested and is considered to be the least-altered of the three surviving 1912-18 schools with a Ravensbourne planform (a long classroom range and a parallel assembly hall range with ancillary rooms);
 - The Woolmore Primary School should be considered to be a non-designated heritage asset under PPS5 and its retention, refurbishment and extension is a material planning consideration
- 5.7 (OFFICER COMMENT: The Woolmore School building is not statutorily or locally listed, and as detailed at paragraphs 8.112 to 8.115 of the published report, the overall regeneration benefits arising from the proposal are considered to outweigh the potential loss of the building. The Council's Head of Building Development within the Children, Schools & Families Directorate has advised that there has been no detailed work to determine the options of extension/remodelling or rebuilding the school to date and accordingly the retention of the building or parts of it will be considered. It should also be noted that the application is in outline form and further consultation will be carried out at reserved matters stage.
- 5.8 A letter has been received from Arvin & Sons Ltd, a landowner within the application site. The writer states that whilst they do not object to the regeneration of the area, they strongly object to their site being included within the application

site boundary. Furthermore, the writer advises that they were not consulted at pre-application stage.

5.9 (OFFICER COMMENT: The Council has undertaken all necessary statutory consultation upon the application and the applicant notified Arvin & Sons Ltd as a landowner upon submitting the application. With regard to the inclusion of the writer's land within the application site boundary, it should be noted that it is possible to apply for planning permission on land outside of the applicant's ownership, providing correct notifications are served)

5.10 Lastly, a letter has been received from a trustee of the Robin Hood Millennium Green Trust who states that they have not been advised of tonight's Strategic Development Committee meeting.

(OFFICER COMMENT: The Robin Hood Millennium Green Trust as a body have been consulted upon the application and were recently provided with written confirmation of the meeting)

6 RECOMMENDATION

6.1 The officer's recommendation remains unchanged. Planning permission should be granted for the reasons set out in the SUMMARY OF MATERIAL PLANNING CONSIDERATIONS and the details of the decision are set out in the RECOMMENDATION at the beginning of this report.

