



Meeting of the

STRATEGIC DEVELOPMENT COMMITTEE

Monday, 28 November 2011 at 7.00 p.m.

Update Report

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Agenda Annex

LONDON BOROUGH OF TOWER HAMLETS

STRATEGIC DEVELOPMENT COMMITTEE

28th November 2011 at 7.00pm

UPDATE REPORT OF HEAD OF PLANNING AND BUILDING CONTROL

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Agenda item no	Reference no	Location	Proposal
6.1	PA/11/00163	38-40 Trinity Square, London EC3	Erection of a 9-storey building with basement, comprising a 370-room hotel (Use Class C1) with associated ancillary hotel facilities including cafe (Use Class A3), bar (Use Class A4) and meeting rooms (Use Class B1) with plant and storage at basement and roof level. The application also proposes the formation of a pedestrian walkway alongside the section of Roman Wall to the east of the site; the creation of a lift overrun to facilitate a lift shaft from ticket hall level to platform level within the adjacent London Underground station and associated step free access works; works of hard and soft landscaping; and other works incidental to the application

Agenda Item number:	6.1
Reference number:	PA/11/00163
Location:	Tower House, 38-40 Trinity Square
Proposal:	Erection of a 9-storey building with basement, comprising a 370-room hotel (Use Class C1) with associated ancillary hotel facilities including cafe (Use Class A3), bar (Use Class A4) and meeting rooms (Use Class B1) with plant and storage at basement and roof level. The application also proposes the formation of a pedestrian walkway alongside the section of Roman Wall to the east of the site; the creation of a lift overrun to facilitate a lift shaft from ticket hall level to platform level within the adjacent London Underground station and associated step free access works; works of hard and soft landscaping; and other works incidental to the application.

1. ADDITIONAL CONSULTATION RESPONSE

- 1.1 The Accessibility and Inclusion Manager from London Underground has provided an additional consultation response following the publication of the deferral report before Members tonight. It states:

“Physical access to stations is one of the most significant barriers to using the Tube system for older and disabled people and other users, and LU is committed to fulfilling our duty to make more stations step-free.

This scheme provides a huge opportunity to provide step-free access to the Tube for borough residents and also the millions of visitors to this station every year. In the current economic climate, LU needs to make full use of 3rd party development opportunities; without these it would be not possible to finance some of these important step-free schemes, including Tower Hill.

As you are aware, this planning application has strong support from all other major stakeholders, who recognise the importance of the transport improvements this planning application will provide. In addition, providing step-free access at Tower Hill will transform the area into an accessible hub, linking the already accessible services of Tower Gateway DLR, national rail services at Fenchurch Street, river boat services at Tower Millennium Pier and the fully accessible bus routes which serve the area.

In addition London Underground is currently building a new fleet of ‘S-stock’ trains which will rolled out on the Circle, Hammersmith & City and District lines from 2012-2015. These new trains fully comply with the UK Government ‘Rail Vehicle Accessibility Regulations’ which set out the standard for accessible rail vehicle design. They feature dedicated wheelchair spaces, a low-floor design for level access between the train and platform, and multipurpose spaces with ‘flip up’ seats throughout. They also have advanced audible and visual information, air conditioning, CCTV and priority seating. Without further step-free access at important stations such as Tower Hill, the benefits to disabled people and other customers of these trains cannot be fully realised.

It is important to note that funding for a step-free access scheme at Tower Hill Tube station, such as the one proposed by citizenM, is not currently available via other sources and nor is it likely to be for the foreseeable future. This proposal therefore offers a unique opportunity to take another step forward in creating an accessible Tube network for London”

2. ADDITIONAL REPRESENTATIONS

- 2.1 Four additional letters of representation have been received with regard to the application, with three writing in favour and one in objection.
- 2.2 Those writing in favour include the Transport for All organisation and the Dockland Light Railway. Transport for all state the following in support of the application:
- There is a growing population of disabled people within the Borough and the public transport network should reflect this;
 - The opportunity to provide step-free access at Tower Hill station is too good to miss;
 - The step-free access would benefit the elderly, parents with small children as well as those with reduced mobility;
 - A step-free Tower Hill would support local businesses; and
 - Step-free access would allow many more people to enjoy the capital's cultural and civic life as well as access jobs and leisure opportunities
- 2.3 The Docklands Light Railway state the following in support of the proposal:
- The provision of step-free access to the platforms at Tower Hill station is important to Tower Hamlets residents;
 - Currently, passengers in need of step-free access to DLR board at either Bank or Tower Gateway stations, however there is no step-free interchange from any other lines meaning that both stations provide few journey opportunities to those who rely on the step-free service;
 - The residents of Tower Hamlets suffer greatest from this lack of access as those who reside in boroughs further to the east may use the Jubilee Line to access central London; and
 - Those residents living in communities between Shadwell, Limehouse and Westferry have to make journeys to Canary Wharf or alight the DLR at Tower Gateway/Bank to find other means of reaching their destination
- 2.4 Besso Insurance Group, who occupy the Crescent to the north-east of the site, have provided a further letter of objection to the scheme. Their reasons are as follows:
- The height of the proposed building is excessive and should be reduced in order to restore the previous building's height;
 - The style of the building is modern and out of context with Trinity House and the family of buildings found in Trinity Square which form an important part of the recreational space in Trinity Square, which also accommodates the war memorial and forms the setting of the Tower of London; and
 - The vicinity is already well served with hotels, including the Grange, Novotel, Mint Hotel and recently permitted hotel at 10 Trinity Square

3. S106 LEGAL AGREEMENT - CLARIFICATION

- 3.1 Further to the publication of the deferral report before Members tonight, it is considered necessary to clarify the applicant's increased offer with regard to employment and enterprise contributions.
- 3.2 The s106 package previously presented to Members at the Strategic Development Committee meetings is considered to meet the requirements of Regulation 122 of the Community Infrastructure Regulations (2010) and the five key tests contained within Circular 05/2005. The additional employment and enterprise contributions volunteered by the applicant for inclusion in an eventual s106 agreement, should not be considered by Members as a reason for granting planning permission in their decision.

3.3 Accordingly, an error has been made at paragraph 7.3 of the recent deferral report. It should read:

A. That it is recommended that the Committee GRANT planning permission subject to the previously proposed s106 package, as follows:

Financial Contributions

- a) Highways & Transportation: **£103,000**, comprising:
 - o £3,000 towards monitoring the Travel Plan
 - o £50,000 towards the Legible London wayfinding scheme
 - o £50,000 towards the Cycle Hire Scheme

- b) Employment & Enterprise: Up to **£108,450** (see contributions h & i below) towards the training and development of unemployed residents in Tower Hamlets to access either:
 - o Jobs within the hotel developmental end-use phase; or
 - o Jobs or training within Hospitality, Leisure, Travel & Tourism employment sectors in the final development

- c) Leisure & Tourism promotion: **£54,500**; comprising:
 - o £26,500 towards developing a destination map of the Borough for visitors
 - o £28,000 towards business tourism promotion and implementing a programme with Visit London to promote Tower Hamlets as a business tourism destination in the UK, European and International Meeting, Incentive, Conference and Exhibition Market

Non-Financial Contributions

- d) Delivery of public realm improvements and step-free access works;
- e) No coach parking or drop-offs / pick-ups from Trinity Square or Coopers Row;
- f) Code of Construction Practice - To mitigate against environmental impacts of construction;
- g) Reasonable endeavours for 20% goods/services to be procured during the construction phase should be achieved by businesses in Tower Hamlets;
- h) Reasonable endeavours for 20% of the construction phase workforce will be local residents of Tower Hamlets or a financial contribution of £30,533 to support and/or provide for training and skills needs of local residents in accessing new job opportunities in the construction phase of new development;
- i) 59 people residing in Tower Hamlets are given HLTT (Hospitality, Leisure, Travel & Tourism) sector related training or a financial contribution of £35,400 for the delivery of this training;
- j) Access to Employment - To promote employment of local people during and post construction, including an employment and training strategy;
- k) Any other planning obligation(s) considered necessary by the Corporate Director Development & Renewal

Total financial contribution: up to **£265,950**

B. That the Committee agree to accept the additional contributions and obligations as detailed in paragraphs 5.6 to 5.8 of the deferred report, to be secured as part of the s106 Agreement, noting Officer's views detailed in paragraph 5.8 of the deferred report.