

STRATEGIC DEVELOPMENT COMMITTEE

Tuesday, 14 May 2019 at 5.30 p.m.
**Council Chamber, 1st Floor, Town Hall, Mulberry Place, 5 Clove
Crescent, London, E14 2BG**
Extra – ordinary meeting
The meeting is open to the public to attend.

Members:

Chair: Councillor John Pierce
Vice Chair : Councillor Abdul Mukit MBE
Councillor Dan Tomlinson, Councillor Dipa Das, Councillor Kevin Brady, Councillor Val Whitehead, Councillor Zenith Rahman and Councillor Rabina Khan

Substitutes:

Councillor Kyrsten Perry, Councillor Asma Begum and Councillor Marc Francis

[The quorum for this body is 3 Members]

Public Information.

The deadline for registering to speak is **4pm Friday, 10 May 2019**
Please contact the Officer below to register. The speaking procedures are attached
The deadline for submitting material for the update report is **Noon Monday, 13 May 2019**

Contact for further enquiries:

Zoe Folley, Democratic Services,
1st Floor, Town Hall, Mulberry Place, 5 Clove Crescent, E14 2BG
Tel: 020 7364 4877
E-mail: Zoe.Folley@towerhamlets.gov.uk
Web:<http://www.towerhamlets.gov.uk/committee>

Scan this code for
an electronic
agenda:



Public Information

Attendance at meetings.

The public are welcome to attend meetings of the Committee. However seating is limited and offered on a first come first served basis.

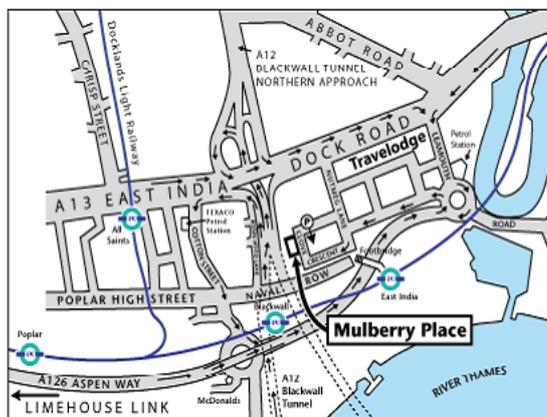
Audio/Visual recording of meetings.

Should you wish to film the meeting, please contact the Committee Officer shown on the agenda front page.

Mobile telephones

Please switch your mobile telephone on to silent mode whilst in the meeting.

Access information for the Town Hall, Mulberry Place.



Bus: Routes: D3, D6, D7, D8, 15, 108, and 115 all stop near the Town Hall.

Docklands Light Railway: Nearest stations are East India: Head across the bridge and then through the complex to the Town Hall, Mulberry Place

Blackwall station: Across the bus station then turn right to the back of the Town Hall complex, through the gates and archway to the Town Hall.

Tube: The closest tube stations are Canning Town and Canary Wharf .

Car Parking: There is limited visitor pay and display parking at the Town Hall (free from 6pm)

If you are viewing this on line: (http://www.towerhamlets.gov.uk/content_pages/contact_us.aspx)

Meeting access/special requirements.

The Town Hall is accessible to people with special needs. There are accessible toilets, lifts to venues. Disabled parking bays and an induction loop system for people with hearing difficulties are available. Documents can be made available in large print, Braille or audio version. For further information, contact the Officers shown on the front of the agenda.



Fire alarm

If the fire alarm sounds please leave the building immediately by the nearest available fire exit without deviating to collect belongings. Fire wardens will direct you to the exits and to the fire assembly point. If you are unable to use the stairs, a member of staff will direct you to a safe area. The meeting will reconvene if it is safe to do so, otherwise it will stand adjourned.

Electronic agendas reports and minutes.

Copies of agendas, reports and minutes for council meetings can also be found on our website from day of publication.

To access this, click www.towerhamlets.gov.uk/committee and search for the relevant committee and meeting date.

Agendas are available at the Town Hall, Libraries, Idea Centres and One Stop Shops and on the Mod.Gov, Apple and Android apps.



QR code for smart phone users

APOLOGIES FOR ABSENCE

1. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS (Pages 5 - 8)

To note any declarations of interest made by Members, including those restricting Members from voting on the questions detailed in Section 106 of the Local Government Finance Act, 1992. See attached note from the Monitoring Officer.

2. RECOMMENDATIONS AND PROCEDURE FOR HEARING OBJECTIONS AND MEETING GUIDANCE (Pages 9 - 10)

To RESOLVE that:

- 1) in the event of changes being made to recommendations by the Committee, the task of formalising the wording of those changes is delegated to the Corporate Director Place along the broad lines indicated at the meeting; and
- 2) in the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Corporate Director Place is delegated authority to do so, provided always that the Corporate Director does not exceed the substantive nature of the Committee's decision.
- 3) To NOTE the procedure for hearing objections at meetings of the Strategic Development Committee.

PAGE NUMBER	WARD(S) AFFECTED
------------------------	-----------------------------

3. DEFERRED ITEMS

There are none

4. PLANNING APPLICATIONS FOR DECISION

11 - 16

4.1 Site Bound by Raven Row Stepney Way, Sidney Street, London, E1 (PA/18/00917)

17 - 74

Whitechapel

Proposal:

Demolition of existing buildings and erection of three blocks ranging from 1 to 26 storeys in height comprising 648 residential units, commercial floorspace, 32 off-street car parking spaces, communal courtyards, associated landscaping and associated ancillary works.

Officer Recommendation:

Grant planning permission subject to conditions and obligations and GLA Stage II approval

4 .2 London Docklands Travelodge Hotel, Coriander Avenue, London, E14 2AA (PA/18/03088) 75 - 108 Poplar

Proposal:

Outline application (with all matters reserved) for the demolition of existing Travelodge Hotel (Use Class C1) and erection of a data centre (Use Class B8).

Officer Recommendation:

Grant outline planning permission with conditions and planning obligations

4 .3 Site north west of Leamouth Road Roundabout, Leamouth Road, London (PA/18/03089) 109 - 146 Poplar

Proposal:

Erection of 19 storey building (up to maximum height of 64.250 metres AOD) to provide a new 350 room hotel (Use Class C1) together with ancillary restaurant and bar, car parking, cycle parking and landscaping.

Officer Recommendation:

Grant planning permission with conditions and planning obligations

5. OTHER PLANNING MATTERS 147 - 148

5 .1 Former Westferry Print Works 235 Westferry Road E14 8NX - To Follow Canary Wharf

Next Meeting of the Strategic Development Committee

Wednesday, 19 June 2019 at 6.30 p.m. to be held in Council Chamber, 1st Floor, Town Hall, Mulberry Place, 5 Clove Crescent, London, E14 2BG

Agenda Item 1

DECLARATIONS OF INTERESTS - NOTE FROM THE MONITORING OFFICER

This note is for guidance only. For further details please consult the Members' Code of Conduct at Part 5.1 of the Council's Constitution.

Please note that the question of whether a Member has an interest in any matter, and whether or not that interest is a Disclosable Pecuniary Interest, is for that Member to decide. Advice is available from officers as listed below but they cannot make the decision for the Member. If in doubt as to the nature of an interest it is advisable to seek advice **prior** to attending a meeting.

Interests and Disclosable Pecuniary Interests (DPIs)

You have an interest in any business of the authority where that business relates to or is likely to affect any of the persons, bodies or matters listed in section 4.1 (a) of the Code of Conduct; and might reasonably be regarded as affecting the well-being or financial position of yourself, a member of your family or a person with whom you have a close association, to a greater extent than the majority of other council tax payers, ratepayers or inhabitants of the ward affected.

You must notify the Monitoring Officer in writing of any such interest, for inclusion in the Register of Members' Interests which is available for public inspection and on the Council's Website.

Once you have recorded an interest in the Register, you are not then required to declare that interest at each meeting where the business is discussed, unless the interest is a Disclosable Pecuniary Interest (DPI).

A DPI is defined in Regulations as a pecuniary interest of any of the descriptions listed at **Appendix A** overleaf. Please note that a Member's DPIs include his/her own relevant interests and also those of his/her spouse or civil partner; or a person with whom the Member is living as husband and wife; or a person with whom the Member is living as if they were civil partners; if the Member is aware that that other person has the interest.

Effect of a Disclosable Pecuniary Interest on participation at meetings

Where you have a DPI in any business of the Council you must, unless you have obtained a dispensation from the authority's Monitoring Officer following consideration by the Dispensations Sub-Committee of the Standards Advisory Committee:-

- not seek to improperly influence a decision about that business; and
- not exercise executive functions in relation to that business.

If you are present at a meeting where that business is discussed, you must:-

- Disclose to the meeting the existence and nature of the interest at the start of the meeting or when the interest becomes apparent, if later; and
- Leave the room (including any public viewing area) for the duration of consideration and decision on the item and not seek to influence the debate or decision

When declaring a DPI, Members should specify the nature of the interest and the agenda item to which the interest relates. This procedure is designed to assist the public's understanding of the meeting and to enable a full record to be made in the minutes of the meeting.

Where you have a DPI in any business of the authority which is not included in the Member's register of interests and you attend a meeting of the authority at which the business is considered, in addition to disclosing the interest to that meeting, you must also within 28 days notify the Monitoring Officer of the interest for inclusion in the Register.

Further advice

For further advice please contact:-

Asmat Hussain Corporate Director of Governance and Monitoring Officer, Telephone Number:
020 7364 4801

APPENDIX A: Definition of a Disclosable Pecuniary Interest

(Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012, Reg 2 and Schedule)

Subject	Prescribed description
Employment, office, trade, profession or vacation	Any employment, office, trade, profession or vocation carried on for profit or gain.
Sponsorship	<p>Any payment or provision of any other financial benefit (other than from the relevant authority) made or provided within the relevant period in respect of any expenses incurred by the Member in carrying out duties as a member, or towards the election expenses of the Member.</p> <p>This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.</p>
Contracts	<p>Any contract which is made between the relevant person (or a body in which the relevant person has a beneficial interest) and the relevant authority—</p> <p>(a) under which goods or services are to be provided or works are to be executed; and</p> <p>(b) which has not been fully discharged.</p>
Land	Any beneficial interest in land which is within the area of the relevant authority.
Licences	Any licence (alone or jointly with others) to occupy land in the area of the relevant authority for a month or longer.
Corporate tenancies	<p>Any tenancy where (to the Member's knowledge)—</p> <p>(a) the landlord is the relevant authority; and</p> <p>(b) the tenant is a body in which the relevant person has a beneficial interest.</p>
Securities	<p>Any beneficial interest in securities of a body where—</p> <p>(a) that body (to the Member's knowledge) has a place of business or land in the area of the relevant authority; and</p> <p>(b) either—</p> <p>(i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or</p> <p>(ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which the relevant person has a beneficial interest exceeds one hundredth of the total issued share capital of that class.</p>

This page is intentionally left blank

Guidance for Development Committee/Strategic Development Committee Meetings.

Who can speak at Committee meetings?

Members of the public and Councillors may request to speak on applications for decision (Part 6 of the agenda). All requests must be sent direct to the Committee Officer shown on the front of the agenda by the deadline – 4pm one clear working day before the meeting. Requests should be sent in writing (e-mail) or by telephone detailing the name and contact details of the speaker and whether they wish to speak in support or against. Requests cannot be accepted before agenda publication. Speaking is not normally allowed on deferred items or applications which are not for decision by the Committee.

The following may register to speak per application in accordance with the above rules:

Up to two objectors on a first come first served basis.	For up to three minutes each.
Committee/Non Committee Members.	For up to three minutes each - in support or against.
Applicant/ supporters. This includes: an agent or spokesperson.	Shall be entitled to an equal time to that given to any objector/s. For example: <ul style="list-style-type: none"> • Three minutes for one objector speaking. • Six minutes for two objectors speaking. • Additional three minutes for any Committee and non Committee Councillor speaking in objection.
Members of the public in support	It shall be at the discretion of the applicant to allocate these supporting time slots.

What if no objectors register to speak against an applicant for decision?

The applicant or their supporter(s) will not be expected to address the Committee should no objectors register to speak and where Officers are recommending approval. However, where Officers are recommending refusal of the application and there are no objectors or members registered, the applicant or their supporter(s) may address the Committee for 3 minutes.

The Chair may vary the speaking rules and the order of speaking in the interest of natural justice or in exceptional circumstances.

Committee Members may ask points of clarification of speakers following their speech. Apart from this, speakers will not normally participate any further. Speakers are asked to arrive at the start of the meeting in case the order of business is changed by the Chair. If speakers are not present by the time their application is heard, the Committee may consider the item in their absence.

This guidance is a précis of the full speaking rules that can be found on the Committee and Member Services webpage: www.towerhamlets.gov.uk/committee under Council Constitution, Part.4.8, Development Committee Procedural Rules.

What can be circulated?

Should you wish to submit a representation or petition, please contact the planning officer whose name appears on the front of the report in respect of the agenda item. Any representations or petitions should be submitted no later than noon the working day before the committee meeting for summary in the update report that is tabled at the committee meeting. No written material (including photos) may be circulated at the Committee meeting itself by members of the public including public speakers.

How will the applications be considered?

The Committee will normally consider the items in agenda order subject to the Chair's discretion. The procedure for considering applications for decision shall be as follows:

Note: there is normally no further public speaking on deferred items or other planning matters

- (1) Officers will announce the item with a brief description.
- (2) Any objections that have registered to speak to address the Committee
- (3) The applicant and or any supporters that have registered to speak to address the Committee
- (4) Committee and non- Committee Member(s) that have registered to speak to address the Committee
- (5) The Committee may ask points of clarification of each speaker after their address.
- (6) Officers will present the report supported by a presentation.
- (7) The Committee will consider the item (questions and debate).
- (8) The Committee will reach a decision.

Should the Committee be minded to make a decision contrary to the Officer recommendation and the Development Plan, the item will normally be deferred to a future meeting with a further Officer report detailing the implications for consideration.

How can I find out about a decision?

You can contact Democratic Services the day after the meeting to find out the decisions. The decisions will also be available on the Council's website shortly after the meeting.

For queries on reports please contact the Officer named on the front of the report.

<p>Deadlines. To view the schedule of deadlines for meetings (including those for agenda papers and speaking at meetings) visit the agenda management timetable, part of the Committees web pages. Visit www.towerhamlets.gov.uk/committee - search for relevant Committee, then 'browse meetings and agendas' then 'agenda management timetable'.</p>	 <p>Scan this code to view the Committee webpages.</p>
<p>The Rules of Procedures for the Committee are as follows:</p> <ul style="list-style-type: none">• Development Committee Procedural Rules - Part 4.8 of the Council's Constitution (Rules of Procedure).• Terms of Reference for the Strategic Development Committee - Part 3.3.5 of the Council's Constitution (Responsibility for Functions).• Terms of Reference for the Development Committee - Part 3.3.4 of the Council's Constitution (Responsibility for Functions).	 <p>Council's Constitution</p>



1. INTRODUCTION

- 1.1 In this part of the agenda are reports on planning applications for determination by the Committee. Although the reports are ordered by application number, the Chair may reorder the agenda on the night. If you wish to be present for a particular application you need to be at the meeting from the beginning.
- 1.2 The following information and advice applies to all those reports.

2. FURTHER INFORMATION

- 2.1 Members are informed that all letters of representation and petitions received in relation to the items on this part of the agenda can be made available for inspection at the meeting.
- 2.2 Members are informed that any further letters of representation, petitions or other matters received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in an Addendum Update Report.

2.3 ADVICE OF CORPORATE DIRECTOR, GOVERNANCE

- 3.1 This is general advice to the Committee which will be supplemented by specific advice at the meeting as appropriate. The Committee is required to determine planning applications in accordance with the Development Plan and other material planning considerations. Virtually all planning decisions involve some kind of balancing exercise and the law sets out how this balancing exercise is to be undertaken. After conducting the balancing exercise, the Committee is able to make a decision within the spectrum allowed by the law. The decision as to whether to grant or refuse planning permission is governed by section 70(2) of the Town and Country Planning Act 1990 (TCPA 1990). This section requires the Committee to have regard to:
- the provisions of the Development Plan, so far as material to the application;
 - any local finance considerations, so far as material to the application; and
 - to any other material considerations.

- 3.2 What does it mean that Members must have regard to the Development Plan? Section 38(6) of the Planning and Compulsory Purchase Act 2004 explains that having regard to the Development Plan means deciding in accordance with the Development Plan, unless material considerations indicate otherwise. If the Development Plan is up to date and contains material policies (policies relevant to the application) and there are no other material considerations, the application should be determined in accordance with the Development Plan.

The Local Development Plan and Other Material Considerations

- 3.3 The relevant Development Plan policies against which the Committee is required to consider each planning application are to be found in:
- The London Plan 2016;

- The Tower Hamlets Core Strategy Development Plan Document 2025 adopted in 2010; and
- The Managing Development Document adopted in 2013.

- 3.4 The Planning Officer's report for each application directs Members to those parts of the Development Plan which are material to each planning application, and to other material considerations. National Policy as set out in the National Planning Policy Framework 2019 (NPPF) and the Government's online Planning Practice Guidance (PPG) are both material considerations.
- 3.5 One such consideration is emerging planning policy such as the Council's Local Plan¹ and the Mayor of London's New London Plan². The degree of weight which may be attached to emerging policies (unless material considerations indicate otherwise) depends on the stage of preparation of the emerging Development Plan, the extent to which there are unresolved objections to the relevant policies, and the degree of consistency of the relevant policies in the draft plan to the policies in the framework. As emerging planning policy progresses through formal stages prior to adoption, it accrues weight for the purposes of determining planning applications (NPPF, paragraph 48).
- 3.6 Having reached an advanced stage in the preparation process, the Local Plan now carries more weight as a material consideration in the determination of planning applications. However, the policies will not carry full weight until the Local Plan has been formally adopted. The New London Plan is at a less advanced stage of the adoption process.
- 3.7 The purpose of a Planning Officer's report is not to decide the issue for the Committee, but to inform Members of the considerations relevant to their decision making and to give advice on and recommend what decision Members may wish to take. Part of a Planning Officer's expert function in reporting to the Committee is to make an assessment of how much information to include in the report. Applicants and objectors may also want to direct Members to other provisions of the Development Plan (or other material considerations) which they believe to be material to the application.
- 3.8 The purpose of Planning Officer's report is to summarise and analyse those representations, to report them fairly and accurately and to advise Members what weight (in their professional opinion) to give those representations.
- 3.9 Ultimately it is for Members to decide whether the application is in accordance with the Development Plan and if there are any other material considerations which need to be considered.

Local Finance Considerations

- 3.10 Section 70(2) of the TCPA 1990 provides that a local planning authority shall have regard to a local finance consideration as far as it is material in dealing with the application. Section 70(4) of the TCPA 1990 defines a local finance consideration and both New Homes Bonus payments (NHB) and Community Infrastructure Levy (CIL) fall within this definition.

¹The Tower Hamlets Local Plan 2031: Managing Growth and Sharing the Benefits' was submitted to the Secretary of state for Housing, Communities and Local Government to undergo an examination in public on 28 February 2018. As part of the examination process, the planning inspector held a series of hearing sessions from 6 September to 11 October 2018 to discuss the soundness of the Local Plan. The planning inspector has put forward a series of modifications as part of the examination process in order to make it sound and legally compliant. These modifications are out to consultation for a 6 week period from 25 March 2019.

² The draft New London Plan was published for public consultation in December 2017, The examination in public commenced on 15 January 2019 and is scheduled until mid to late May 2019.

- 3.11 Although NHB and CIL both qualify as “*local finance considerations*”, the key question is whether they are “material” to the specific planning application under consideration.
- 3.12 The prevailing view is that in some cases CIL and NHB can lawfully be taken into account as a material consideration where there is a direct connection between the intended use of the CIL or NHB and the proposed development. However to be a ‘material consideration’, it must relate to the planning merits of the development in question.
- 3.13 Accordingly, NHB or CIL money will be ‘material’ to the planning application, when reinvested in the local areas in which the developments generating the money are to be located, or when used for specific projects or infrastructure items which are likely to affect the operation or impact on the development. Specific legal advice will be given during the consideration of each application as required.

Listed Buildings and Conservation Areas

- 3.14 Under Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant listed building consent for any works, the local planning authority must have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 3.15 Under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects a listed buildings or its setting, the local planning authority must have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest it possesses.
- 3.16 Under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development in a conservation area, the local planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area.

Trees and Natural Environment

- 3.17 Under Section 197 of the TCPA 1990, in considering whether to grant planning permission for any development, the local planning authority must ensure, whenever it is appropriate, that adequate provision is made, by the imposition of conditions, for the preservation or planting of trees.
- 3.18 Under Section 40 of the Natural Environment and Rural Communities Act 2006 (Duty to conserve biodiversity), the local authority “*must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity*”.

Crime and Disorder

- 3.19 Under Section 17 of the Crime and Disorder Act (1998) (Duty to consider crime and disorder implications), the local authority has a “*dutyto exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment)...*”

Transport Strategy

- 3.20 Section 144 of the Greater London Authority Act 1999, requires local planning authorities to have regard to the London Mayor’s Transport strategy.

Equalities and Human Rights

- 3.21 Section 149 of the Equality Act 2010 (Public Sector Equality Duty) (**Equality Act**) provides that in exercising its functions (which includes the functions exercised by the Council as Local Planning Authority), that the Council as a public authority shall amongst other duties have due regard to the need to-
- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under the Equality Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 3.22 The protected characteristics set out in Section 4 of the Equality Act are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. The Equality Act acknowledges that compliance with the duties set out may involve treating some persons more favourably than others, but that this does not permit conduct that would otherwise be prohibited under the Equality Act.
- 3.23 The Human Rights Act 1998, sets out the basic rights of every person together with the limitations placed on these rights in the public interest. Section 6 of the Human Rights Act 1998 prohibits authorities (including the Council as local planning authority) from acting in a way which is incompatible with the European Convention on Human Rights. Members need to satisfy themselves that the potential adverse amenity impacts are acceptable and that any potential interference with Article 8 rights will be legitimate and justified. Both public and private interests are to be taken into account in the exercise of the Council's planning authority's powers and duties. Any interference with a Convention right must be necessary and proportionate. Members having regard to the Human Rights Act 1998, to take into account any interference with private property rights protected by the European Convention on Human Rights and ensure that the interference is proportionate and in the public interest.

Environmental Impact Assessment

- 3.24 The process of Environmental Impact Assessment is governed by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (2017 Regulations). Subject to certain transitional arrangements set out in regulation 76 of the 2017 Regulations, the 2017 regulations revoke the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (2011 Regulations).
- 3.25 The aim of Environmental Impact Assessment is to protect the environment by ensuring that a local planning authority when deciding whether to grant planning permission for a project, which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes this into account in the decision making process. The 2017 Regulations set out a procedure for identifying those projects which should be subject to an Environmental Impact Assessment, and for assessing, consulting and coming to a decision on those projects which are likely to have significant environmental effects.
- 3.26 The Environmental Statement, together with any other information which is relevant to the decision, and any comments and representations made on it, must be taken into account by the local planning authority in deciding whether or not to grant consent for the development.

Third Party Representations

- 3.27 Under section 71(2)(a) of the TCPA 1990 and article 33(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015, the Committee is required, to

take into account any representations made within specified time limits. The Planning Officer report directs Members to those representations and provides a summary. In some cases, those who have made representations will have the opportunity to address the Committee at the meeting.

Daylight, Sunlight and Overshadowing

- 3.28 Amenity impacts resulting from loss of daylight and sunlight or an increase in overshadowing are a common material planning consideration. Guidance on assessment of daylight and sunlight is provided by the 'Site Layout Planning for Daylight and Sunlight' 2011 by BRE (the BRE Guide). The BRE Guide is purely advisory and an appropriate degree of flexibility needs to be applied when using the BRE Guide. The BRE Guide does not form part of the Development Plan and compliance is not a statutory requirement.
- 3.29 There are two methods of assessment of impact on daylighting: the vertical sky component (VSC) and no sky line (NSL). The BRE Guide specifies that both the amount of daylight (VSC) and its distribution (NSL) are important. According to the BRE Guide, reductions in daylighting would be noticeable to occupiers when, as a result of development:
- a) The VSC measured at the centre of an existing main window is less than 27%, and less than 0.8 times its former value; or
 - b) The area of the working plane in a room which can receive direct skylight is reduced to less than 0.8 times its former value.
- 3.30 The BRE Guide states that sunlight availability would be adversely affected if the centre of a window receives less than 25% of annual probable sunlight hours or less than 5% of probably sunlight hours between 21 September and 21 March and receives less than 0.8 times its former sunlight hours during either period and has a reduction in sunlight over the whole year of over 4%.
- 3.31 For overshadowing, the BRE Guide recommends that at least 50% of the area of each amenity space should receive at least two hours of sunlight on 21st March with ratio of 0.8 times the former value being noticeably adverse.
- 3.32 Specific legal advice will be given in relation to each application as required.

General comments

- 3.33 Members are reminded that other areas of legislation cover aspects of building and construction and therefore do not need to be considered as part of determining a planning application. Specific legal advice will be given should any of that legislation be raised in discussion.
- 3.34 The Committee has several choices when considering each planning application:
- To grant planning permission unconditionally;
 - To grant planning permission with conditions;
 - To refuse planning permission; or
 - To defer the decision for more information (including a site visit).

4. PUBLIC SPEAKING

- 4.1 The Council's constitution allows for public speaking on these items in accordance with the rules set out in the constitution and the Committee's procedures. These are set out at the relevant Agenda Item.

5. RECOMMENDATION

5.1 The Committee to take any decisions recommended in the attached reports.



Application for Planning Permission

[click here for case file](#)

Reference	PA/18/00917
Site	Site Bound by Raven Row Stepney Way, Sidney Street, London, E1 2EN
Ward	Whitechapel
Proposal	Demolition of existing buildings and erection of three blocks ranging from 1 to 26 storeys in height comprising 648 residential units, commercial floorspace, 32 off-street car parking spaces, communal courtyards, associated landscaping and associated ancillary works.
Summary Recommendation	Grant planning permission subject to conditions and obligations and GLA Stage II approval
Applicant	London and Quadrant Housing Trust and Mount Anvil
Architect	Stockwool
Case Officer	Max Smith
Key dates	<ul style="list-style-type: none">- Application registered as valid on 27/04/2018- Public consultation finished on 01/06/2018- Public consultation on Ref 25 amendments on 29/11/2019- Historic England advise archaeology issues resolved subject to conditions – 08/02/2019- Revised affordable housing offer received 03/05/2019

EXECUTIVE SUMMARY

The application site is located in the City Fringe Opportunity Area, and is identified in the Whitechapel Vision Masterplan SPD as being suitable for the delivery of a high-density residential led mixed use scheme.

Planning permission was granted in 2017 (and referred to Strategic Development Committee in August 2016) for the site's redevelopment, comprising the demolition of the existing buildings and the creation of a mixed use scheme of 564 residential units (Use Class C3), 2,845sqm of office floorspace (Use Class B1), 437sqm of gym floorspace (Use Class D2) and 223sqm of restaurant floorspace (Use Class A3) in three courtyard blocks, including 23 and 25 storey towers. Affordable housing was secured at 30.7% by habitable room. Preparatory work has commenced on this permission and the site is currently cleared

of all previous structures. The permission can be lawfully implemented in full.

The current application seeks to modify the approved development, though the changes are to such an extent that a new planning application is required rather than a 'minor material amendment' application (otherwise known as a 'Section 73' application). The arrangement of three courtyard blocks would be retained including the level of plot coverage, with the number of residential units increased to 648. The towers would increase in height by 5.35m and 1.1m to 21 and 26 storeys, with various other design modifications throughout. The gym would be deleted and office floorspace increased and consolidated to the ground floor of Block 2. Off-street parking would reduce from 70 to 32 spaces and affordable housing increase to 31.83% by habitable room, with most of the affordable rent units to be brought forward in the first phase. Tenure split would be 70:30 in favour of affordable rent units, precisely in line with the Council's policy. The viability of the proposal has been reviewed on behalf of the Council by BBP and the quantum of affordable housing is considered to be the maximum that could be delivered.

There would be a greater impact on neighbours in terms of loss of daylight than the extant permission. There would be a moderate/major impact on daylight to 1-16 Sandhurst House and a major impact to 54-62 Stepney Way (though sunlight impacts on these properties would be negligible). The mix of market housing would also be less compliant with policy, with a shift towards one bedroom units from two bedroom ones.

In other respects the application would be an improvement on the extant permission, including an increase in the proportion and quantity of affordable housing, an increase in employment generation, a significant reduction in off-street parking as well as improvements in design quality and the standard of accommodation including additional affordable family homes with direct access from the street. 10% of the office space would be available for affordable rent, in line with Tower Hamlet's emerging Local Plan, which was not secured on the extant permission. Current policy also requires the residential component of the development to be carbon neutral, which was not the case when the extant permission was granted. This would be achieved partly through a financial contribution of £634,896 to carbon off-setting.

It is considered that the current application would be an overall improvement on the extant permission. The scheme would meet the policy aspirations for the site as set out in the Whitechapel Vision Masterplan. As well as making a significant contribution to housing supply in the Borough, the scheme would more than compensate for the loss of employment from the previous use of the site. It would include a substantial contribution to public realm, with 27% of the site given over to public open space, play areas and pedestrian routes on this previously inaccessible site.

The design of the scheme is considered to be of high quality. Less than substantial harm has been identified to the Ford Square/Sidney Square Conservation Area and the Grade II listed Georgian terrace at 1-9 Sidney Square as the towers would appear in the background to views. This impact is assessed as being outweighed by the public benefits of the development.

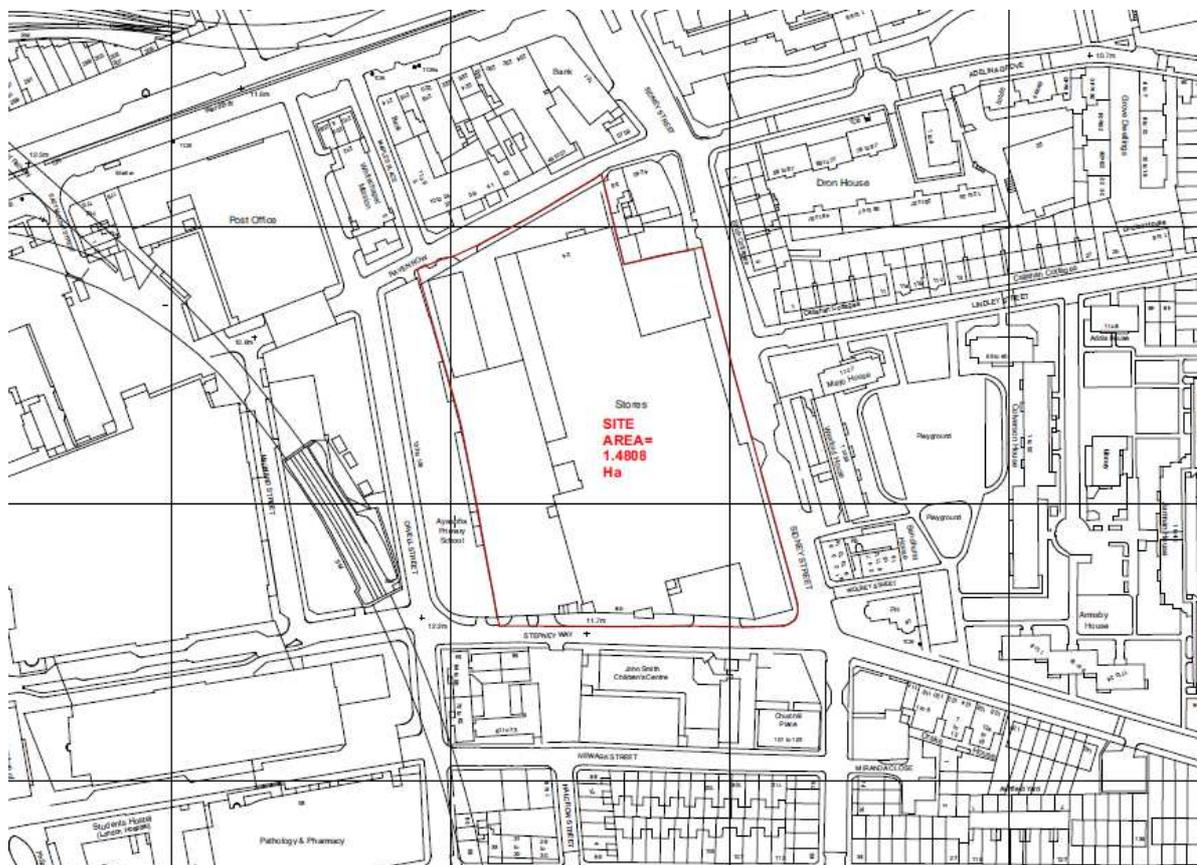
The impact on neighbours is considered to be on balance acceptable given the central urban location of the site and the public benefits, notwithstanding the increased daylight impact compared to the extant permission.

Historic England (GLAAS) have reviewed archaeological work at the site and are satisfied that the siting of the blocks would not disturb remains of a significance that would require preservation in situ and have advised that planning conditions could satisfactorily address remaining archaeological concerns.

The application is accompanied by an Environmental Statement, which has been reviewed on behalf of the Council by Temple.

Overall the development is considered to comply with relevant Development Plan policies and approval is recommended.

SITE PLAN



1. SITE AND SURROUNDINGS

- 1.1 The site is 1.48ha in size and occupies the majority of a large city block defined by Raven Row, Sidney Street, Stepney Way and Cavell Street. All buildings on the site have been cleared in connection with the implementation of an extant planning permission, though it was formerly occupied by a large building of between 2 and 6 storeys and ancillary structures in connection with a self-storage business (Use Class B8 – Storage and Distribution).
- 1.2 The north east corner of the block is occupied by a single two-storey house and a cleared site, currently used as a car wash and car park, whilst its western edge is taken up by 100-136 Cavell Street, a two-storey building in commercial use.
- 1.3 Immediately beyond the site, the area has a mixed character. Whitechapel Road, with its large number of restaurants, shops and transport links, as well as Whitechapel Market, is located approximately 60m to the north, with the boundary of the designated Whitechapel District Centre skirting the northern

edge of the site. The Whitechapel Local Office Location is located adjoining the north and west boundary of the application site.

- 1.4 The Royal London Hospital is a short distance to the west, part of a cluster of medical and educational facilities known as 'Med City'. To the north-west will be the site of the new Tower Hamlets Civic Centre. To the south and east, residential properties predominate, including a mix of terraced housing and postwar flats.
- 1.5 In the vicinity of the site, the Royal London Hospital Building is the most dominant in scale, with a height equivalent to 26 residential storeys. In contrast, neighbouring residential development is typically two storeys in height, rising to up to six storeys for the blocks of flats.
- 1.6 With regard to heritage assets, immediately to the south of the site on the opposite side of Stepney Way is the Ford Square Conservation Area, which includes Grade II listed terraces further south. To the west is the London Hospital Conservation Area. No part of the site itself is part of a conservation area or includes any listed building.
- 1.7 The site lies within the 'Core Growth Area' part of the City Fringe Opportunity Area, as designated in the London Plan (2016). The site also lies within 'Key Place Transformation 5: Raven Row' in the Council's Whitechapel Vision Masterplan Supplementary Planning Document (SPD) (2013). Along with the rest of the Borough, the site, is within the Air Quality Management Area.
- 1.8 The site is 180m to the south-east of Whitechapel Station, which is served by London Underground and London Overground services and will be served by the forthcoming Elizabeth Line (Crossrail) services. Whitechapel Road and Sidney Street are also well served by a large number of bus routes. There is a TfL Cycle Superhighway on Whitechapel Road and there are a number of TfL Cycle Hire docking stations located a short walk from the site. As a result the Public Transport Accessibility Level is 6b in the northern part of the site and 6a to the south (on a scale with 1 = poor and 6b = excellent). The site lies within the 'Whitechapel Station' Crossrail Charging Zone.

2. PROPOSAL

- 2.1 The proposal would see the construction of three blocks on this currently cleared site, providing 648 residential units, office floorspace (use class B1) and flexible commercial (use class A1/A2/A3) at ground floor level. The development would be served by 32 off-street parking spaces at basement level and new landscaping and public space, including new pedestrian routes across the site.
- 2.2 Block A would be located in the northern part of the site and be laid out around a central courtyard. As part of its mix, this block would contain the majority of the affordable rented accommodation including the family affordable accommodation, 13 of which would have front doors opening onto the street, both Raven Row and the new east-west pedestrian route to be created across the site. This block would include a 21 storey tower at its south-western corner, with the remainder ranging between 5 and 8 storeys in height. This block will also include office/retail space in the north west corner at ground floor level. Communal amenity space and child playspace will be located centrally within

the courtyard space and above the 8 storey blocks located to the north west and south.

- 2.3 Block B would occupy the south eastern part of the site and will accommodate private and intermediate units. The ground floor would be taken up by office accommodation, with the basement carpark beneath, accessed via Stepney Way. At first floor would be a podium level shared amenity space, open to the south, with the residential component of the block arrange around it in a horseshoe shape, with access from each core at 1st floor level. The block would have elements of between 2 and 8 storeys.
- 2.4 Block C to the southwest would again be arranged around a ground floor courtyard amenity space and back onto the existing two-storey building at 100-136 Cavell Street. This block would include the tallest part of the development; a tower of 24/26 storeys. Other sections of the block would be 1, 4 and 7 storeys. This block will accommodate a mixture of market, intermediate and affordable rent units, with the northern core (C1) providing for the market units and the intermediate and affordable rent units in the southern (C2) core. Communal amenity space and child playspace will also be located at first floor level to the north west of this block and at fourth floor level to the south west.

Figure 2: Site layout



2.5 The current application varies from the extant permission in the following respects:

- The number of residential units would be increased from 564 to 648 (an additional 84 homes).
- The mix of units would change significantly; in particular there would be a much greater number of one-bed market units.
- Commercial uses amended, with B1 (office) floorspace increasing in volume and consolidated principally on the ground floor of block B. The retail unit would be repositioned on Raven Row whilst the gym would be deleted from the scheme.
- The height of block A would increase from 72.90m AOD to 78.250m AOD (+5.35m). Accompanying adjustments would add two extra storeys (the 2.5m floor to ceiling height would be maintained) alongside regularisation of floor to ceiling heights. Increase in maximum height of Block C from 93.27m AOD to 94.38m AOD (+1.11m), with ceiling height adjustments to provide an extra storey (2.5m floor to ceiling heights retained).
- Off-street car parking spaces reduced from 70 to 32.
- Commensurate reduction in size of basement area.
- Associated amendments to internal configuration of units, amenity space and servicing space.
- Replacement of ground floor amenity space with podium amenity space at Block B.

Figure 3: Bird's eye view from Stepney Way facing north west (toward Whitechapel Road and Royal London Hospital Building)



- 2.6 As amended, 96 units would be provided for affordable rent and 63 would be intermediate. This would amount to 31.83% affordable housing by habitable room, with a tenure split of 70% affordable rented (96 units) to 30% intermediate (63 units), with a broadly equal split between Tower Hamlets Living Rent and London Affordable Rent properties within the affordable rented tenure. This would be an increase of ten units (two affordable rent and 8 shared ownership), compared to the extant permission.
- 2.7 Floorspace for the scheme is set out in the table below:

Existing Uses	Floorspace (approximate sqm – GIA excluding plant)
B8 (Storage or distribution)	23,880 (prior to demolition). Site is now cleared
Proposed Uses	
Residential (C3)	54,124 (approx. 93%)
B1(a) Offices	3,486
Commercial (A1, A2, A3)	163

- 2.8 Aside from the basement carpark with 32 spaces (7 disabled), the scheme would be 'car free', a total of 994 cycle parking spaces would be provided of which 28 would be short stay and the remainder long stay.

Amended Plans

- 2.9 The application was initially for 648 residential units, with an affordable housing offer of 96 units for affordable rent and 63 shared ownership (31% by habitable room). In the course of discussions, the overall unit mix was increased by one and the tenure of 8 one-bedroom market units was switched to shared ownership, thereby increasing the number of these to 63 and the affordable housing mix to 31.83%. Amendments also converted roof terraces to winter gardens for 8 units.

3. RELEVANT PLANNING HISTORY

Application site:

- 3.1 PA/15/01789: Demolition of existing buildings and erection of three blocks ranging from 4 to 25 storeys in height comprising 564 residential units, commercial floorspace, 70 off-street car parking spaces, communal courtyards, associated landscaping and associated ancillary works. *Granted 06/01/2017.* All pre-commencement conditions have been discharged and preparatory work is underway on site.
- 3.2 PA/14/03608: 'Pop up' style multi-sports environment on 2nd floor level within existing vacant building including ancillary refreshment area, for a temporary period until 1st April 2016. *Granted 09/03/2015.*

100-136 Cavell Street (neighbouring site)

- 3.3 PA/16/00784: Demolition of existing building at 100-136 Cavell Street and erection of two buildings rising to 5 and part 15/part 17 storeys in height to provide 4,500sqm GEA non-residential use floorspace (comprising 733sqm GIA flexible commercial/retail/community use (A1/A3/B1/D1use) at ground floor level and 3,513sqm GIA B1 office space above ground floor level), and 69 residential units, plus landscaped public space, private amenity space, communal amenity space, child play space, cycle parking and all associated works: *Application submitted, pending determination.*

Site between Varden Street and Ashfield Street (Whitechapel Estate), London, E1 (Nearby site)

- 3.4 PA/15/2959: Demolition of all existing buildings and redevelopment to provide 12 buildings ranging from ground plus 2 - 23 storeys (a maximum 94m AOD height), comprising 343 residential dwellings (class C3), 168 specialist accommodation units (Class C2), office floorspace (class B1), flexible office and non-residential institution floorspace (Class B1/D1), retail floorspace (class A1 - A3), car parking, cycle parking, hard and soft landscaping and other associated works. *Planning permission refused 17/10/2016 on the grounds of townscape, amenity, scale and daylight/sunlight. Appeal allowed 21/02/2018.*

4. PUBLICITY

- 4.1 Following receipt of the application, the Council notified 1831 neighbouring addresses by post. Site notices were placed and a press advert published in a local newspaper. Subsequently a press notice on 29/11/2018 publicised changes to the Environmental Statement to take account of updated archaeological information. A total of 4 letters of objection were received, raising the following concerns which have been summarised:

- Revised plans seemingly being entirely for the Developer to maximise their profits and no benefits for Whitechapel.
- Original scheme was already dense enough and bordered on over-development.
- Additional pressure on highway network, parking and pavements.
- Community tensions due to overpopulation could arise.
- All the private homes are being marketed in the Far East as an investment, which does not support the applicant's reasons for this new planning application.
- No consideration has been taken of the number of blue badge holders parking in the surrounding areas because of the proximity of the hospital.
- Any highway obstructions could prevent ambulances from reaching the hospital in time.
- Loss of light and amenity from the scale of development. Daylight guidance should be applied rigidly. Loss of light to green spaces around the site.

- Building Heights have been increased. The tallest tower is now almost as tall as the helipad, which is a major safety issue.
- Heating differences in private and social rented flats. These should be the same for all.
- Impact of noise from helicopter operations has not been assessed properly.
- The Metropolitan Police Service do not support the application.
- The reasons given to support application PA/15/01789 have now been rejected in the current development.
- While the number of habitable rooms has risen from 1531 to 1597, the actual number of affordable units has increased by just one unit. The percentage of social and affordable housing in real terms has dropped.
- New developer has paid over the odds for the site.
- The application does not consider the effect of the transfer of on-street parking permits for social housing/affordable rent tenants.
- The cumulative effect of the other developments planned for the area needs to be considered, including the new Civic Centre.
- The planning consultants for the current scheme are the same as that for the Whitechapel Estate appeal and are cross-referencing evidence used in that case for this application.
- A 26 storey building would be completely out of character with the area.
- A luxury development in the middle of traditional council estates is going to cause difficulties, social division and resentment.
- Principle of redevelopment of the site is supported, but on a reduced scale.

4.2 Two letters of support have been received, making the following comments::

- A compulsory purchase order or similar measure should be used to include the 'eyesore' mainly derelict car wash site at the corner of Raven Row and Sidney Street into the development.
- The provision of new open space, greenery, affordable housing and a 'skills hub' are supported.

5. CONSULTEES

Greater London Authority

5.1 Overall principle of development: The principle to include residential and commercial uses as part of a high density mixed-use development is supported in line with the London Plan, the City Fringe OAPF, and the draft London Plan.

- 5.2 Employment: The proposals provide an increase in the amount of B1 office floorspace compared to the consented scheme. The proposed floorspace could accommodate an increase of 93 jobs compared to the consented scheme, and 99 compared to the buildings previously on the site. The GLA are also supportive of the consolidation, better quality office space provision and the flexible layout to support SME's. Further details on the expected arrangements with workspace providers and details of any affordable workspace provision should be provided.
- 5.3 Affordable housing: The applicant proposes a slight increase in the affordable offer to 31%, compared to 30.7% for the consented scheme, made up of 72% affordable rent and 28% intermediate. Based on an initial assessment of the applicant's viability assessment, GLA officers have concerns that the benchmark land value is overstated, and sales values, fees, construction costs, and profit levels must all be reviewed to ensure that the maximum contribution is secured in accordance with the London Plan, the Mayor's Affordable Housing and Viability SPG, and the draft London Plan.
- 5.4 Housing choice and play space: The provision of a large proportion of one and two-bed units in this highly accessible location adjacent to a town centre is acceptable. The provision of 44 family-sized affordable rent units is welcomed. The Landscape Strategy document identifies that all of the play space would be provided on-site within residents' shared courtyards and the public spaces, demonstrating indicative designs and facilities. The play space strategy represents a reasonable offer given the central location of the site and is supported, subject to confirmation of the final mix and tenure of units.
- 5.5 Urban design, strategic views, and historic environment: The proposals are generally of a high quality, with negligible impacts on strategic views, and no harm will be caused to heritage assets. The layout of Block C should be reconsidered due to the width of this block and access to the public realm.
- 5.6 Transport: The applicant is strongly encouraged to remove all general parking, increase Blue Badge parking, and increase cycle parking, in line with the draft London Plan. Further discussion is required on cycle hire docking station capacity.
- 5.7 Climate change: Further information is required on cooling/overheating, worksheet calculations, the district energy network, the site heat network, combined heat and power, and photovoltaics, which must be provided before the proposals can be considered acceptable.

Officer's note: The GLA have confirmed that points relating to the cycle hire docking station and energy have been addressed to their satisfaction. Other matters are addressed in the relevant section of the report.

City of London

- 5.8 Does not wish to make observations on application.

Royal Borough of Greenwich

- 5.9 Raises no objections and makes the following observations:

- The proposal would sit within the strategic vistas towards St Paul's Cathedral and Tower Bridge.

- The proposal sits within the background of the Greenwich Maritime World Heritage Site and would have a minor negligible impact on the existing townscape composition and when seen in the context of the wider panorama would generally be discernible. The potential impacts to the townscape become even less significant when taking into account the nearby emerging schemes that include tall buildings.
- The minor impacts to the strategic views have already been approved and the proposed increased building heights would not be visually discernible from the approved planning permission noting the considerable distance from the site.

London Borough of Hackney

5.10 No objections

London Borough of Southwark

5.11 No objection is raised to the proposed development.

Historic England -

5.12 No objections in relation to designated heritage assets.

Historic England – Archaeology

5.13 Although no remains meeting the very high bar for national significance have so far been encountered, there have been several finds of lesser but still high importance. The site has been found to contain an Iron Age enclosed settlement, which is a very rare survival in inner London. Important mediaeval archaeology has also been uncovered, likely relating to the manor that formerly stood in the area. Finds include a very well preserved section of well-dressed structural stonework, forming a crescent-shaped wall or tower base. It is recommended that this should be lifted and preserved for display in a finished scheme.

5.14 Furthermore, extensive remains of post-mediaeval date have been uncovered, much of which supports the position that the site was one of leisure and recreation during the sixteenth and seventeenth centuries. Such finds are in keeping with the site being that of the Red Lion farm and house that hosted the first purpose built playhouse in England. A large sunken timber structure at the site has recently been examined. Although initially promising, it cannot now be said to be a stage or other structure connected with an Elizabethan playhouse.

5.15 There are remaining areas to investigate at the site where evidence of a playhouse could still reasonably be located. However these areas are not proposed for lift pits or dense piling and so any preservation of important remains could be secured by condition controlling foundation and groundworks design. There is sufficient archaeological information to determine the current application under the NPPF.

5.16 Conditions are recommended to secure a written scheme of investigation for archaeology, details of foundation design and other below ground impacts and details of permanent public art, design, interpretation and a display scheme at the site.

London City Airport

- 5.17 No safeguarding objection to the proposed development based on the information provided; i.e. the maximum height of the completed building being 94.38m AOD. This is on the condition that London City Airport are consulted before any cranes are erected on site.

London Fire & Emergency Planning Authority

- 5.18 Pump appliance access and water supplies for the fire service were not specifically addressed in the supplied documentation, however the Commissioner is satisfied with the proposals provided they conform to the requirements of part B5 of Approved Document B.

Metropolitan Police – Crime Prevention

- 5.19 Crime prevention and community safety are material considerations. A condition is sought to require Secure by Design accreditation for the development, as well as an informative regarding community safety.

National Air Traffic Services

- 5.20 No safeguarding objection to the proposed development.

Cadent Gas Ltd (National Grid)

- 5.21 Cadent have identified operational gas apparatus within the application site boundary. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance. If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

Environment Agency

- 5.22 The Environment Agency are a statutory consultee on all development projects subject to Environmental Impact Assessment. There are no comments on this application as the proposal is considered to be low risk in respect of the environmental constraints that fall under the Environment Agency's remit.

Natural England

- 5.23 No comments to make on application.

Thames Water

- 5.24 No objection with regard to the combined sewer water network infrastructure capacity. Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. It is therefore requested that a condition be added to the permission ensuring that no properties be occupied until confirmation has been provided that either all water network upgrades required to accommodate the additional flows from the development have been completed or a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied.

Transport for London

- 5.25 Trip generation: The trip generation forecasting is in accordance with TfL TA Best Practice Guidance and draft New London Plan Policy T4. Having assessed this, TfL is satisfied that no site specific public transport contribution is required.
- 5.26 Car parking: The reduction in parking compared to the consented scheme is welcome, however the applicant is strongly encouraged to remove all general parking from the scheme. This will bring the application in line with draft New London Plan Policy T6.1.
- 5.27 In accordance with draft New London Plan Policy T6.1, 20 disabled parking spaces should be provided for this development and the proposed provision of 7 disabled spaces represents a deficiency. Removal of general parking will help the applicant meet the draft New London Plan requirement. For the non-residential use, no disabled spaces are proposed. This is a shortcoming against draft New London Plan Policy T6.5, which requires non-residential elements of a development to provide at least one on or off-street disabled parking bay. The applicant should explore the provision of an accessible space for the non-residential use. The draft New London Plan Policy T6.1 states that a Car Park Design and Management Plan should be submitted alongside all applications that include car parking provision. This should set out how remaining disabled parking spaces to a total of 1 per dwelling for 10% of dwellings can be requested and provided when required as designated disabled parking in the future..
- 5.28 20% of the spaces will be provided with Electric Vehicle Charging Points (EVCPs) with a further 20% provided with passive provision for future use. This is welcome; however the applicant is encouraged to meet the draft New London Plan Policy T6.1 requirement of all remaining spaces (80%) being fitted with passive provision for future use.
- 5.29 Cycle hire: A contribution of £52,000 towards off-site provision of a cycle hire docking station has been agreed the application, to be secured through the S.106 agreement.
- 5.30 Bus infrastructure: Cavell Street to the west of the site provides the terminus for the 106 bus route. As with the consented scheme, this scheme should not hinder the operation of the 106 bus service both during construction and once occupied. Furthermore, the ability to operate bus routes in both directions on Sidney Street should not be precluded.
- 5.31 Cycle parking quantity provision: The 966 long-stay and 28 short-stay spaces slightly exceed current London Plan standards. The applicant is strongly encouraged to increase this provision further to meet draft New London Plan standards.
- 5.32 Cycle parking location, access and type: Access to the basement cycle parking will be provided in the form of a ramp, which is welcome as it provides convenient access for all users. Details of proposed access to ground floor cycle storage areas should be provided. Users should have to negotiate a maximum of two doors to access the storage areas. Short-stay cycle parking will be provided in the public realm, in close vicinity of the building entrances and in a well-overlooked and attractive location, which is welcome. Short-stay cycle parking will be in the form of Sheffield stands, which is also welcome.

Long-stay cycle parking will be in the form of two-tier racks. The applicant should ensure that these have a mechanically or pneumatically operated system for accessing the upper level. The product must also allow for double locking. 5% of the long-stay spaces will be able to accommodate larger or adapted cycles, which is welcome. The applicant should note that draft New London Plan Policy T5 recommends that staff cycle parking is provided with changing rooms, maintenance facilities, lockers and showers.

5.33 Freight: An updated Construction Logistics Plan (CLP) following TfL's new guidance should be secured by condition, as well as a Delivery Servicing Plan.

5.34 Travel planning: A Framework Travel Plan has been submitted in support of this application. The Travel Plan is generally satisfactory and the target for an increased cycling and public transport mode share is supported. The Full Travel Plan should be secured and monitored through the Section 106 agreement.

Crossrail

5.35 No comments to make on this application.

London Underground

5.36 London Underground Infrastructure Protection have no comment to make on this application.

London Overground Infrastructure Protection (Rail for London (RfL))

5.37 Based on the proximity of the site to the operational railway, there are some concerns over some of the proposed works. Conditions are therefore sought to secure a Risk Assessment and Method Statement, a Crane/Lifting Management Plan, 6 weeks' notice to Rail for London before the commencement of works, and RfL's approval before any cranes are erected or dismantled.

London Air Ambulance

5.38 Height of buildings is acceptable with regard to air ambulance operations serving St. Barts. Sufficient sound proofing should be built in to secure against noise from passing helicopters. The height of any crane or construction requirement must not exceed the height of the helipad.

LBTH Environmental Health

Noise & Vibration

5.39 No adverse comments as the recommendations in the technical reports accompanying the application are satisfactory.

Air Quality

5.40 Air quality issues can be satisfactorily addressed by condition. On the extant permission, conditions secured a Revised Air Quality Neutral Assessment with alternative CHP and details of mechanical ventilation to residential units exposed to excessive nitrous oxide. A further condition is sought requiring details of any kitchen extraction equipment to the proposed A3 use.

Contaminated Land

5.41 No objection, subject to standard conditions.

LBTH Transportation & Highways

5.42 The level of general use car parking (32 spaces) is not supported given that the PTAL is 6 and the site benefits from superb public transport connectivity (soon to be significantly enhanced by Crossrail) and proximity to Cycle Superhighway 2. Since the prior scheme was approved the Council submitted its new Local Plan to the Planning Inspectorate with revised parking standards that would only allow 8 parking spaces. In addition the level of Blue Badge parking is insufficient and should be brought much closer to the draft London Plan standards. The development should also be subject to a s106 agreement prohibiting all occupiers of the new residential units from obtaining on-street parking permits. Highways are satisfied the cycle parking is acceptable.

5.43 Servicing: Further clarity on some elements of the servicing is requested. As expressed previously, Highways expect the on-site servicing area to be maximised and all deliveries to the blocks C and B should be managed from this area. There is not available kerbside space for this to take place from the highway. It is also does not appear as though space has been provided for a delivery vehicle/ refuse vehicle to turn on site. Highways do not support the proposal to drag bins from the basement to the holding area via Stepney Way. This movement of bins should be contained within the site. Any use of vehicles to move bins via the highway would not be lawful.

5.44 Public Realm: The highway alterations shown in the Transport Assessment are supported. However, additional highway works are required to improve access between the site and local public transport, walking and cycle network- in particular those accessed on Whitechapel Road. These works are local interventions required to mitigate the development and should be secured via s278 agreement, including 1) footway resurfacing and repair as necessary on the perimeter of the site on Sidney Street and Stepney Way 2) Footway and carriageway resurfacing and repair as necessary on Raven Row. This is required to bring the public realm linking the site to Whitechapel Road to a high standard expected for a residential area.

5.45 Conditions should secure the approval of the scheme of highway improvements necessary to serve this development, a Construction Management Plan, details of visitor cycle parking prior to occupation, a Delivery and Service Plan, a Car park management plan, a Travel Plan and for all drainage to take place on-site.

LBTH Surface Water Run Off:

5.46 No objections to drainage strategy.

LBTH Waste:

5.47 Following amendments including a revised ground floor plan and clarifications, no objection.

Other consultees

5.48 The following consultees were consulted but did not comment:

- Ford Square Tenants' Association.

- London Borough of Lewisham
- London Borough of Newham
- London Legacy Development Corporation
- Barts and the London NHS Trust
- Historic Royal Palaces

6. PLANNING POLICIES AND DOCUMENTS

6.1 Legislation requires that decisions on planning applications must be taken in accordance with the Development Plan unless there are material considerations that indicate otherwise. The legal framework is set out at the front of this agenda paper.

6.2 In this case the Development Plan comprises:

- The London Plan 2016 (LP)
- Tower Hamlets Core Strategy 2010 (SP)
- Tower Hamlets Managing Development Document 2013 (DM)

6.3 The key development plan policies relevant to the proposal are:

- | | |
|------------|---|
| Land Use: | - LP 2.1, LP 2.9, LP 2.13, LP 4.1 – 4.3, SP01, SP02, SP06, DM0, DM1, DM15, DM17

(Inner London, opportunity areas and intensification areas, mixed use development, offices, redevelopment of employment sites, retail and restaurant uses) |
| Housing: | - LP 3.3 – 3.13, SP02, DM3, DM4

(affordable housing, unit mix, density, play space, housing quality) |
| Design: | - LP 7.1-7.12, 7.13, LP7.18, SP03, SP09, SP10, SP12, DM10, DM23, DM24, DM26, DM27

(layout, massing, building heights, materials, public realm, heritage, security) |
| Amenity: | - LP7.6, SP03, SP10, DM25

(Privacy, outlook, daylight and sunlight, construction impacts) |
| Transport: | - LP 6.1, LP 6.3, LP 6.4, LP6.9, LP6.10, LP 6.12 LP6.13, LP6.14, SP05, SP08, SP09, DM14, DM20, DM21, DM22, DM23 |

(Sustainable transport, highway safety, car and cycle parking, waste, servicing)

Environment: - LP3.2, LP5.1 - 5.15, LP 5.17, LP 18, LP 5.21, LP 7.14, LP 7.15, LP 7.19, LP7.21, SP03, SP04, SP11, DM9, DM11, DM13, DM29, DM30

(Biodiversity, energy efficiency, air quality, drainage, contaminated land)

Other: - LP 8.2, LP 8.3, SP13

(Planning obligations, Community Infrastructure Levy)

6.4 Other policy and guidance documents relevant to the proposal are:

- National Planning Policy Framework (2019)
- National Planning Practice Guidance (updated 2019)
- LP Housing SPG (updated 2017)
- LP Affordable Housing and Viability SPG (2017)
- LP Land for Industry and Transport SPG (2012)
- LP Draft New London Plan (2018)
- LBTH Employment Land Review (2016)
- LBTH Planning Obligations SPD (2016)
- Whitechapel Vision Masterplan Supplementary Planning Document, LBTH (2013)
- City Fringe Opportunity Area Planning Framework, GLA (2015)
- London View Management Framework Supplementary Planning Guidance, GLA (2012)
- Shaping Neighbourhoods: Play and Informal Recreation Supplementary Planning Guidance, GLA (2012)
- Use of Planning Obligations in the Funding of Crossrail Supplementary Planning Guidance, GLA (2013)
- Ford Square Sidney Square Conservation Area Character Appraisal and Management Guidelines, LBTH (2007)
- London Hospital Conservation Area Character Appraisal and Management Guidelines, LBTH (2007)
- Whitechapel Market Conservation Area Character Appraisal and Management Guidelines, LBTH (2009)
- Stepney Green Conservation Area Character Appraisal and Management Guidelines, LBTH (2009)

- Tall Buildings – Historic England Advice Note 4 (2015)
- Air Quality Action Plan, LBTH (2017 - 2022)
- Clear Zone Plan 2010-2025, LBTH (2010)
- LBTH Draft Local Plan (2019)

7. ASSESSMENT

- 7.1 There is an extant permission on the site for a similar scheme for “three blocks ranging from 4 to 25 storeys in height comprising 564 residential units, commercial floorspace, 70 off-street car parking spaces, communal courtyards, associated landscaping and associated ancillary works” (Planning permission ref: PA/15/01789). Preparatory work for this development has already commenced on site. This alternative scheme constitutes a ‘fall back’ option for developing the site if planning permission is refused for the current application. As such the extant permission is a key material consideration for each aspect of the current scheme.
- 7.2 With this in mind, the issues raised by the proposed development are:
- i. Land Use
 - ii. Housing
 - iii. Design & Heritage
 - iv. Neighbour Amenity
 - v. Transport
 - vi. Environment

Land Use

Principle of mixed use residential led development

- 7.3 The Whitechapel Vision Masterplan Supplementary Planning Document (SPD) considers that the site is suitable for a high density development providing new homes, including affordable homes, with a mix of active uses and frontages. The proposed scheme, with its mix of ground floor office, commercial and residential uses and 648 residential units which includes active frontages facing on to newly created public realm meets these broad aspirations for the site.

Office Use

- 7.4 The previous use of the site included 23,880 sqm in warehouse/storage use (Class B8) floorspace.
- 7.5 In granting consent for the extant permission, the Council accepted that the office use on the new development would generate more employment than the previous use on the grounds that offices have a considerably greater employment density than storage facilities and would comply with the Policy

DM15, which seeks to protect employment floorspace. The current application would see the quantum of office floorspace provided on site increase from 2845sqm GIA to 3487sqm GIA and a commensurate increase in employment generation from 363 FTE employees to 436. The proposal would therefore continue to comply with the Council's policies to protect employment, with the increase in job potential to be an advantage over the extant permission.

- 7.6 The location of the office floorspace has been modified on the current scheme compared to the extant permission. Much of the B1 space has been consolidated on the ground floor of Block B with some B1 space also located within Block A, rather than distributed around the site. There would no longer be B1 space at basement or first floor level. The applicant contends that this new arrangement would make the space more flexible and attractive to potential occupiers, whilst enabling a more active and client friendly frontage. The consolidation of the office space and uplift in employment figures have been supported by the GLA, though the usability of some of the space in Block C was queried. Officers consider that the Block C office layout would be acceptable and would allow for smaller scale occupiers. There is no reason to disagree that the changes would improve the quality of the office space and they are considered acceptable.
- 7.7 *Affordable workspace.* Emerging Local Plan Policy D.EMP2 calls for at least 10% of new employment space within major commercial and mixed use schemes to be provided as 'affordable workspace' (let at below market rates). The applicant has agreed to provide 10% of the B1 floorspace at 90% of the market rate, in line with the emerging plan. This would be secured through the S.106 agreement.
- 7.8 A single unit of 163sqm is proposed on the ground floor of Block A to provide a flexible use of either A1 (retail), A2 (professional services or A3 (café/restaurant). The Council's policies on new commercial floorspace direct these uses, and particularly new restaurants/cafes, towards locations within the town centre hierarchy. However, given the scale of the development, the need to provide active frontages for the buildings and the close proximity of the Whitechapel District Centre (which is along the northern perimeter of the site), it is considered that the new unit is acceptable in this instance. It is further noted that the extant permission included 223sqm of A3 floorspace

Housing

- 7.9 Development Plan policies set minimum housing targets for Tower Hamlets and seek to ensure that the amount of housing is optimised on all sites where it is appropriate. The Council has a housing target of 3931 new units per annum. The provision of 648 residential units on this site, 84 more than the extant permission, would be a significant contribution towards meeting this target; a factor that weighs significantly in favour of the scheme.

Housing

Affordable Housing

- 7.10 Development Plan policies call for a range of housing choices, to support mixed and balanced communities and require the 'maximum reasonable amount' of affordable housing to be provided. London Plan policy favours a tenure split of 60% affordable rent and 40% intermediate, whereas the Council policy favours a tenure split of 70% affordable rent and 30% intermediate.

- 7.11 The proposed development would include 151 affordable homes: 96 rented (50 x London Affordable Rent and 46 x Tower Hamlets Living Rent) and 63 x Intermediate (Shared Ownership). This offer equates to 31.83% by habitable rooms (23.3% by unit). In terms of proposed tenure, the split would be 70% Rented and 30% Intermediate by habitable room.
- 7.12 Each block would have a mix of private and affordable units, with ones for affordable rent located in Block A and Block C, and with intermediate units located in blocks B and C. A particular feature of the affordable housing offer in this scheme are 16 family sized flat and duplex units for affordable rent accessible directly from the street across the entire site.
- 7.13 The applicant's viability report has been reviewed by an independent viability consultant instructed by the Council and it was concluded that the scheme could not support more affordable housing than that proposed. The affordable housing offer is higher than the 30.7% by habitable room secured on the extant permission (with an increase in 10 affordable units overall) and as such represents an improvement compared to that permission. Whilst 10 additional units represents a smaller proportion in the overall uplift in units of 84, it should be noted that most of the additional market housing compared to the extant permission has been created through dividing larger units rather than creating new units.
- 7.14 In line with the Mayor of London's Affordable Housing and Viability SPG, an early stage review of the viability of the scheme will be required in the event that substantial implementation has not taken place within 2 years of the date of consent. It is recommended that this is secured through the S.106 planning agreement. Whilst a late stage review would usually also be secured, it is not considered necessary in this instance due to the fact that preparatory work has already commenced on site and that most of the affordable housing is being delivered in the first phase (blocks A and B would be delivered first).

Dwelling Mix

- 7.15 The Development Plan requires a mix of housing, with DM Policy DM3 specifying a preferred unit mix of 1, 2, 3 and 4-bed homes. The following table sets this out in detail, alongside the Council's preferred mix.

Unit Size	Total Units	Affordable Housing						Market Housing		
		Social/Affordable Rented			Intermediate			Units	As a %	Policy Target %
		Units	As a %	Policy Target %	Units	As a %	Policy Target %			
Studio	96	0	0	0	0	0	0	96	65%	50%
1 Bed	286	27	28%	30%	38	60%	25%	229		
2 Bed	188	25	26%	25%	25	40%	50%	138	28%	30%
3 Bed	61	27	28%	30%	0	0%	25%	34	7%	20%
4 Bed	17	17	18%	15%	0		/	0		/
Total	648	96	100%	100%	63	100%	100%	497	100%	100%

Table 1 - Proposed dwelling and tenure mix

- 7.16 The unit mix sought for affordable rent units would be closely complied with, including a slight overprovision of four bedroom units; which is welcome given the particular need for these units in the Borough. The scheme would not include any intermediate three bedroom units and would therefore fall well short of the 25% target for this tenure size and type. The genuine affordability of three bedroom intermediate units in this location is open to question however, and on balance given the standard and nature of the affordable rent offer the lack of intermediate three bedroom units is considered acceptable. There would be a significant overprovision one bedroom shared ownership compared to the policy target. However, the affordable housing provider engaged for this site (L & Q) have advised that this responds to a particular need for these units in this area.
- 7.17 With regard to the private mix, the proposed scheme heavily favours smaller one bed and studio units, in contrast to the extant permission where two-bedroom units constituted 49% of the market tenure mix. This largely accounts for the increase in the number of units overall in the current scheme compared to the extant permission. In support of this change, the applicant has argued that demand for these smaller units is much greater than that for two-bed units in this part of the Borough, and this has driven the reconsideration of the mix. Given that the 28% of two-bed private units now proposed is more in line with the 30% policy target than the 49% for the extant permission, and that the provision of three bed private units is comparable to the extant permission (7% of the mix compared to 9% as approved), the overprovision of one bed units compared to policy targets is acceptable in this instance.
- 7.18 Emerging policy SH.1 (Meeting Housing Needs) of the draft Local Plan revises the desired mix of units sizes compared to the current plan. In particular it aims to secure 50% of market units as two-bed. However, the emerging policy is only deemed to have limited weight given the stage of plan adoption and the number of objections.

Accessible Housing

- 7.19 Development Plan policies require 90% of new housing to meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings,' and 10% to meet requirement M4 (3) 'wheelchair user dwellings' i.e. designed to be wheelchair accessible, or easily adaptable.
- 7.20 The proposed housing would comply with this policy, with 90% proposed to meet the M4 (2) requirements and 10% meeting M4 (3). Of these, ten units within the affordable rent tenure would be fully wheelchair accessible, complying with M4 (3) (b). The wheelchair accessible units would be accessed either from ground floor level or via cores served by two lifts.
- 7.21 The proposals are acceptable with regard to accessible housing and full details would be secured by condition.

Quality of Residential Accommodation

- 7.22 Development Plan policies require new dwellings to be of a high standard. This includes requirements to meet minimum floorspace and private amenity space standards, provide appropriate noise insulation, air quality, privacy & outlook, daylight/sunlight and wind/microclimate.

Housing Standards and Guidance

- 7.23 The standard of accommodation in the proposed development is generally of a good quality. All of the proposed homes would meet the relevant floorspace/amenity standards, whilst floor to ceiling heights would be the recommended 2.5m. There would be no single aspect north facing units whilst nearly two-thirds would be dual aspect; considered to be a reasonable proportion. Ground floor units would typically have doors fronting onto the street, but set back within private 'defensible' spaces. In particular this would include 16 family sized units for affordable rent.
- 7.24 The GLA Housing SPG recommends that cores should serve a maximum of 8 units on each floor. The deletion of one core from Block A compared to the approved scheme has resulted in two floors having twelve units served by a single core. Similarly the removal of a core in Block B means that a handful of floors served by core B2 in the southeast corner would have nine or ten units each. Given the overall quality of the accommodation, and the fact that the removal of a core in Block B assist in improving the quality of the ground floor office space, the arrangement is considered to be acceptable on balance.
- 7.25 In terms of privacy, separation distances between the blocks and within the courtyards would be generally the same as the extant permission, ranging between 18m – 25m in most cases and reducing to 15m at the closest points between buildings B and C. As with the extant permission, this is considered acceptable in a dense urban area. All units would have an acceptable outlook across the public realm and courtyard design.

Noise and Air Quality

- 7.26 As with the extant permission, noise assessments accompanying the application demonstrate that some residential units would be subject to excessive internal noise that would need additional mitigation. This would be secured by condition.
- 7.27 There would also be a clause in the S.106 agreement requiring that new residents be made aware of the potential for noise disturbance given the existing noise environment (as previously requested by Barts Health NHS Trust).
- 7.28 The development introduces additional homes into an area of poor air quality, with NO₂ levels deemed to be a particular concern for some of the units on the lower floors. As with the extant permission, this would be addressed by securing details of mitigation measures, either a NO_x filtration system or air intakes on the roof, via a condition.

Daylight, Sunlight & Overshadowing

- 7.29 Appendix 13.3 of the Environment Statement sets out the levels of daylight and sunlight to be expected to residential units within the development. This data has been independently reviewed by Daylight/Sunlight expert from the BRE on behalf of the Council, who raised concerns regarding the level of light to be expected to the lower two floors across the development. Whilst 86% of the habitable rooms in the development would meet or exceed the relevant standards for Average Daylight Factor (ADF), a residual number would have very low daylight levels. For instance, on block C, 7 habitable rooms would have ADFs of between 0.00 and 0.12. It is acknowledged that it is to be expected in a dense urban environment that some compromises on internal

daylighting are necessary. However, in this case the poorest examples of internal daylighting arise from the scheme's design, with inset balconies and terraces preventing sufficient light penetration to rooms beyond.

- 7.30 The applicant subsequently agreed to amend the scheme to replace inset balconies with winter gardens for nine of the worst affected units, included the 7 detailed above. This would allow these units to have an area of reasonably well lit internal space, with each living room having an ADF in excess of the 1.5 minimum sought by the BRE guidelines, apart from two market studio units in block C, where the ADF would be 1.36. Overall therefore the internal daylight levels for the development are considered to be acceptable. It should be noted that internal daylight levels on the current scheme as submitted are similar to that on the extant permission. The modifications to the design of the worst affected units to improve daylight levels therefore represents a small improvement over the extant permission. The scheme is therefore acceptable in terms of the daylight proposed residential units would receive,
- 7.31 Sunlight levels would also be compromised to a portion of the proposed units, particularly to ground floor windows, which would receive almost no sunlight. Communal amenity spaces would be overshadowed for much of the day. This is again to be expected in a dense urban environment and is a characteristic of the extant permission. By excluding any north facing single aspect units, the design seeks to minimise the number of units with no sunlight. The current application, by reducing the number of residential units at ground floor level and by raising the amenity space to Block B to podium level would be small improvements on the extant permission in terms of access to sunlight.

Wind/microclimate

- 7.32 The Environmental Statement accompanying the application includes an assessment of wind and microclimate, given that the scheme includes two tall buildings. The assessment concludes that local conditions would be acceptable at ground floor level, subject to the appropriate positioning of seating. On the upper storeys, some of the higher private balconies and the roof terrace to block A would be affected to a modest extent by wind. This could however be addressed by mitigation measures such as solid balustrades and boundary planting to the roof terrace. Details of these wind mitigation measures would be secured by condition.

Communal Amenity Space & Play Space

- 7.33 Policy DM4 requires communal amenity space (at a minimum of 50sqm for the first 10 dwellings and 1sqm for every additional unit). This generates a need for 688sqm. The development would include a total of 1270sqm of communal amenity space, not including the play space identified below or the substantial areas of public realm to be created across the site. The amenity space would be located at courtyard, podium and roof terrace level, with each block having sufficient space for its own needs. None of the communal amenity space provision will be provided on the tallest towers. This represents a substantial overprovision compared to policy targets, notwithstanding the compromised levels of natural light that the spaces at courtyard level would receive. Outline details provided as part of the application suggest that the spaces would be of high quality, though final details would be secured by condition.

Figure 4 – location of open space within the development



7.34 Development Plan policies require provision of children’s play space (10sqm per child). The GLA’s child yield calculator estimates that the development would generate 172 children (64 x children under 5, 61 x children aged 5-11 and 47 x children aged 12+) requiring 1720sqm of child play space.

7.35 530sqm of ‘doorstep play’ space for 0-5 year olds and 220sqm of play space for 5-11 year olds would be provide adjacent to amenity space within the development itself. This would be distributed throughout the development so that each amenity space within each block, whether at courtyard level or above ground, would have some child play space. A further 960sqm of play space, including the entire requirement for children aged 11+, would be provided within the public realm between the blocks. This would have the advantage of being available to children from all three blocks, as well as from beyond the

development. There would be a shortfall of 10sqm in playspace compared to the policy target, but given the overall provision of private amenity space and public realm proposed, this could be addressed when the scheme's detailed design is agreed by condition.

- 7.36 The quality of the proposed playspace would be acceptable, including active play structures, landscaping features designed for imaginative play and table tennis for older children. Full details would be secured by condition.

Heating systems within development

- 7.37 The Energy Statement notes that the affordable units would have radiators and the market units underfloor heating. An objector has commented that the heating systems should be the same for the market and affordable units. It is understood that the heating system for the affordable units is to a specification sought by the affordable housing provider. It is not considered that one system is necessarily inferior to another and in any case it is not something that the planning system would necessarily seek to control.

Summary

- 7.38 Overall the development is considered to provide good quality residential units for both the market and affordable tenures, with sufficient open space, both public and private. Air quality and noise concerns, to be expected in this central location, can be successfully mitigated by condition.

Density

- 7.39 Policy 3.4 of the London Plan (2016) seeks to optimise housing density, with reference to public transport accessibility, local context and character and design principles. The London Plan provides a '*Sustainable residential quality density matrix*' for differing locations based on character and PTAL. The application site has a Central character and has a PTAL of 6a/b. For such sites, the matrix provides an indicative density of 650-1100 habitable rooms per hectare (hrph) (215-405 units per hectare).
- 7.40 The Mayor of London's 'Housing' SPG advises that density should be calculated based on net site area (the red line boundary) and that in mixed-use buildings, the proposed non-residential floorspace should be taken into account by reducing the net site area proportionately. Approximately 93% of the proposed development would be residential space and so density has been calculated on 93% of the net site area. This results in a figure of 1159hrph or 470uph.
- 7.41 Whilst this figure is marginally higher than the upper end of the density range set out in policy, given the ambitions for high density residential led development the site set out in the Whitechapel Vision, and the requirement to optimise residential densities within the City Fringe Opportunity Area, the proposed density is acceptable in this instance. In any case the supporting text to Policy 3.4 of the London Plan (2016) makes it clear that density calculations should not be applied mechanistically. A high residential density can be an indicator of over-development, but making a judgement on wider impacts is more important in establishing this.
- 7.42 It should be noted that the residential density for the previous scheme was calculated as 1,178hrph, which is higher than the current scheme despite having fewer units. This is due to the site area for the current application being

calculated as 1.48ha compared to 1.39ha for the extant permission, as land previously understood to be public highway has been incorporated into the site boundary. Officers are satisfied that the means for calculating density on the current scheme is correct.

Design & Heritage

- 7.43 Development Plan policies call for high-quality designed schemes that reflect local context and character and provide attractive, safe and accessible places that safeguard and where possible enhance the setting of heritage assets.
- 7.44 The proposed scheme is very similar to the extant permission in terms of site layout, massing, building heights, finishing materials and open space/public realm. As with the previous scheme, there would be three blocks set around new open space and pedestrian routes connecting Stepney Way with Raven Row and Sidney Street. Consideration of the changes is set out below on a block by block basis.

Block A

- 7.45 The proposed café would be relocated to the sites Raven Row frontage and would no longer face south toward the centre of the new area of open space. Whilst, in the new location, the cafe would not contribute directly to the animation of the centre of the open space, it would, perhaps, be better positioned to attract visitors to the site.
- 7.46 There would be a moderate increase in height of 5.35m to the tallest part of the block (A2), reducing the difference in height between it and the neighbouring Block C1. This would have a relatively minor impact on the appearance of the scheme as a whole. Any further increase in height would however be resisted as this is likely to unacceptably reduce the variety of buildings heights across the scheme.
- 7.47 There is an increased use of brick as a facing material, which is considered to be an improvement on the previous scheme. Minor changes to the window arrangements are also considered acceptable.

Block B

- 7.48 Under the consented scheme, the ground floor of this block would have been occupied by residential units, with front doors to individual units opening onto the surrounding public realm. This was considered to be a significantly positive aspect of the scheme, providing the opportunity for a good degree of activity and passive surveillance to the adjacent public realm throughout the day. In the revised proposals, commercial B1 use would be relocated to the ground floor of block B. The design and access statement claims that this would enable 'increased active frontages and vitality'. This is debateable, as much depends on the way the commercial floorspace is used. Commercial uses are likely to require fewer entrances and there is a danger that internal screening would be applied to the ground floor windows, limiting the degree to which it would be an active frontage. In addition it is possible that commercial uses will only bring activity during the day.
- 7.49 The introduction of the commercial uses to the ground floor of the block, would result in the courtyard within the block being raised onto a podium. The elevation of this space should help to improve the quality of the amenity space, particularly in terms of the levels of daylight and sunlight it would receive. At

ground floor, the change to commercial floorspace would also negate the need for private defensible space, which would instead be used as public realm.

- 7.50 On balance, the use of block B for commercial space is considered acceptable. However, every effort should be made to ensure that the ground floor achieves a good degree of active frontage. Insofar as it is possible, any grant of planning permission should ensure a high degree of inter-visibility between the pavement and the inside of the ground floor of the building. The use of numerous points of entry to the ground floor should also be encouraged.
- 7.51 Notwithstanding the above, the other proposed elevational changes to block B are considered acceptable.

Block C

- 7.52 There would be an increase of 1.1 metres to the overall building height. This is not considered to have a significant impact in the overall appearance of the scheme and is considered acceptable.
- 7.53 There would be a one storey increase to the shoulder of building C1. This would have a relatively minor impact on the appearance of the scheme as a whole, although any further increase in height should be resisted as this is likely to unacceptably reduce the variety of buildings heights across the scheme.

Landscaping & Public Realm

- 7.54 The proposals for landscaping and public realm would be broadly the same as the extant permission. At present none of the site is publicly accessible, whilst following development 27% of the site would be new public open space. As with the extant permission, the space would link Sidney Street, Stepney Way and Raven Row through the site for pedestrians, as well as providing landscaping and play space. The space would be animated by the commercial uses on the ground floor of the blocks. The proposed public realm represents a significant benefit of the scheme. 24 hour public access, as well as retaining the potential for a further connection to Cavell Street to the west should the 100-136 Cavell Street site be developed, would be secured through the S.106 agreement.

Safety & Security

- 7.55 The development Plan requires schemes to improve safety and security without compromising good design and inclusive environments. The proposed development includes ground floor residential units with 'defensible' private spaces set back from the street and open spaces. The public realm and courtyard amenity spaces within the site would be well overlooked from balconies and windows to flats on the upper storeys, which would also provide natural surveillance to the commercial units at night. Cycle stores are considered to be in secure locations.
- 7.56 The scheme is considered to be well designed from a safety and security perspective. The Metropolitan Police Designing Out Crime Officer has requested that a condition be attached to ensure that the scheme achieves secure by design accreditation.

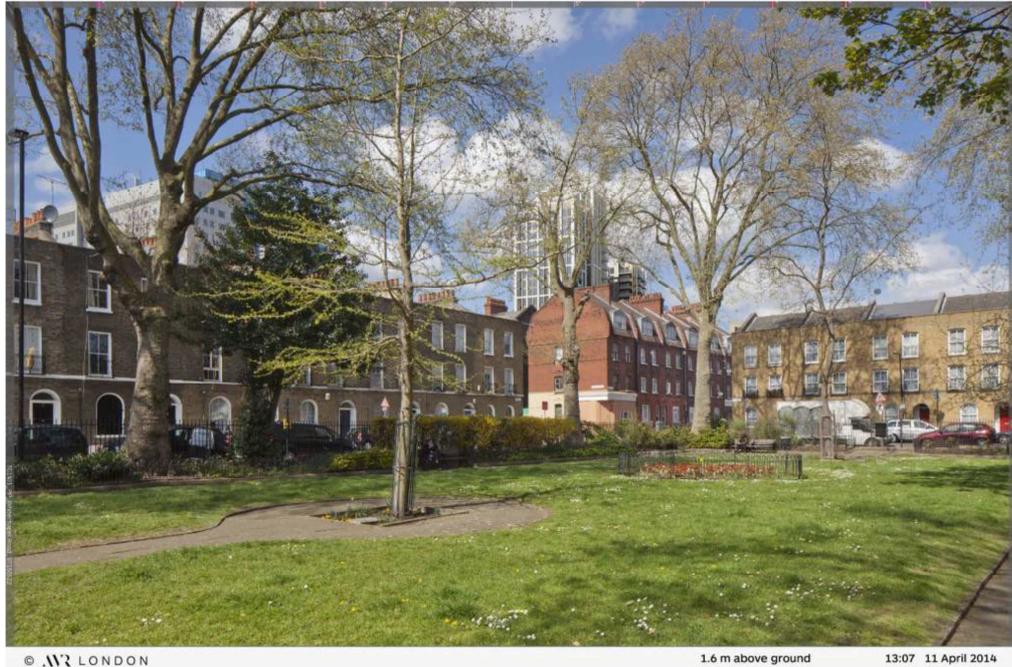
Impact On London View Management Framework (LVMF) Views, Townscape and

Heritage Assets

- 7.57 Development Plan policies call for development affecting heritage assets and their settings to conserve their significance, by being sympathetic to their form, scale, materials and architectural detail. The application includes a Townscape, Heritage and Visual Impact Assessment (TVIA), forming part of the Environmental Statement. This identifies the London View Management Framework (LVMF) views that could be affected by the development.
- 7.58 The TVLA examined the impact of the development on LVMF views from Parliament Hill, Primrose Hill, Greenwich Park and Blackheath Point towards St. Paul's Cathedral. In all of these views, the impact of the development would be either obscured by existing development or viewed in the setting or context of existing large scale development, including the Royal London Hospital. Officers agree that, as with the extant permission, the impact on LVMF views would be negligible.
- 7.59 With regard to local views, appendix 3 contains images comparing the extant and proposed permissions from key positions.. As can be seen from the images, in terms of its bulk, mass and scale the development would have a very similar impact on local views as the extant permission. The difference in height between the two blocks is less visible in views from Whitechapel Road, but it is not considered that this has resulted in a reduction in the quality of the scheme. In summary, as with the extant permission, the impact on local views is considered to be acceptable given the policy expectation of high density development on this site and existing buildings of scale in the vicinity, in particular the Royal London Hospital.

Impact on Heritage Assets

- 7.60 The applicant's Heritage, Townscape and Visual Impact Assessment (HTVIA) sets out a comprehensive assessment of the impact of the proposals on heritage assets with the potential to be affected, including the Ford Square, London Hospital and Whitechapel Market conservation areas and listed buildings therein. 24 such heritage assets are assessed, which is considered to be comprehensive of all that are likely to be affected.
- 7.61 The impact on almost all of the assessed heritage assets is considered to be negligible, either on account of the limited visibility of the proposal from relevant viewpoints or because of its appearance in the wider setting.
- 7.62 As with the extant permission however, the proposed two towers have an impact on protected squares within the Ford Square/Sidney Square Conservation Area. In particular, the taller elements of buildings A and C would be visible above the roofline of the Grade II listed Georgian terrace at 1-9 Sidney Square. There would also be an impact on the setting of a four storey redbrick terrace at 65-75 Sidney Street and Ford Square. The towers would be approximately 250m to the north and the Royal London Hospital already intrudes somewhat into the setting of these heritage assets. Furthermore, the materials palette of the proposal and the existing canopy of trees within the squares would serve to soften the appearance of the development and reduce its visual impact. Nevertheless, the impact of the development is considered to amount to 'less than substantial harm' to the Ford Square/Sidney Square Conservation Area and the Grade II listed 1-9 Sidney Square.



View of proposal from Sydney Square

7.63 The NPPF requires that great weight be attached to any harm to a heritage asset in the assessment of a planning application. Any such harm would need to be clearly outweighed by the benefits of the proposal. In this case, it is considered that the benefits of the proposal in terms of the delivery of housing, particularly affordable units, new public open space, employment opportunities and biodiversity enhancements across the site are sufficient to outweigh the less than substantial impact on the heritage assets identified above.

7.64 Overall, the proposal is considered to result in a comparable impact on views, townscape and heritage assets as the extant permission, whilst representing a marginal improvement in terms of detailed design.

Archaeology

7.65 Development Plan policies require measures to identify, record, interpret, protect and where appropriate present the site's archaeology. The site is not located in an Archaeological Priority Area. However, as detailed in the consultation response from Historic England (GLAAS), remains were discovered during archaeological work in connection with the extant permission which were suspected of being part of, or associated with the Red Lion; the first purpose built playhouse in England and an archaeological find of potentially national significance.

7.66 The determination of the current application has been delayed whilst further archaeological work was undertaken. It is now understood that the remains uncovered do not form part of the Red Lion playhouse and are not considered to be remains of national importance. Historic England have therefore advised that they are satisfied that the current application can be determined subject to conditions securing a written scheme of investigation, details of foundation design and other below ground impacts, and a scheme of public art,

interpretation and display at the site to reflect archaeological finds. As sought by Historic England,

- 7.67 It is noted that Historic England's advice states that there is still a possibility that the Red Lion playhouse could be found in a part of the site that has yet to be investigated but given that any remains could be preserved in situ in this location, there is no objection to planning permission being granted. The applicant has provided some indicative details of how this part of the site, which would form part of the open space at the heart of the development, could be treated were any significant remains to be found, having regard to other recent examples in London. Given this consideration, and the advice of Historic England, officers are satisfied that any further archaeological work could be satisfactorily addressed by condition.

Neighbour Amenity

- 7.68 Development Plan policies seek to protect neighbour amenity safeguarding privacy, not creating allowing unacceptable levels of noise and ensuring acceptable daylight and sunlight conditions.

Privacy & Outlook

- 7.69 The relationship between the proposed development and existing residential properties would not be materially different to the extant permission. The scheme would take up the majority of an urban block and, with the exception of a single house at Raven Row to the northeast, would face existing housing across Sidney Street, Stepney Way and Raven Row. Although the separation distances across these streets would vary between 13m and 18m, which is below the 18m minimum sought in the Development Plan, this proximity is not unusual in parts of the Borough such as Whitechapel where there are narrow streets and a tight urban grain. Furthermore, less privacy is to be expected to windows facing onto the street.
- 7.70 A separation distance comfortably in excess of 18m would remain between the rear windows of 38 Raven Row and the closest building of the development. It is further considered that sufficient outlook would remain to this property.
- 7.71 Since the previous application was submitted, proposals have been brought forward to redevelop the site immediately to the west at 100-136 Cavell Street, which would include a substantial residential element (see application PA/16/00784 above). The application has yet to be approved and therefore very limited weight can be attached to the impact of the current scheme upon it. However it is noted that the Cavell Street scheme has been designed with the extant permission on the application site in mind, which potential for mutual overlooking taken into account through the appropriate siting of habitable room windows.

Daylight, Sunlight & Overshadowing

- 7.72 The applicant has provided a Daylight/Sunlight Assessment to consider the impacts of the development on neighbouring residential properties. This has been reviewed by a lighting expert from the BRE on behalf of the Council. The table below sets out the impact of the extant and proposed schemes in terms of their impact on the Vertical Sky Component of nearby residential addresses.

Figure 5 – location of affected properties

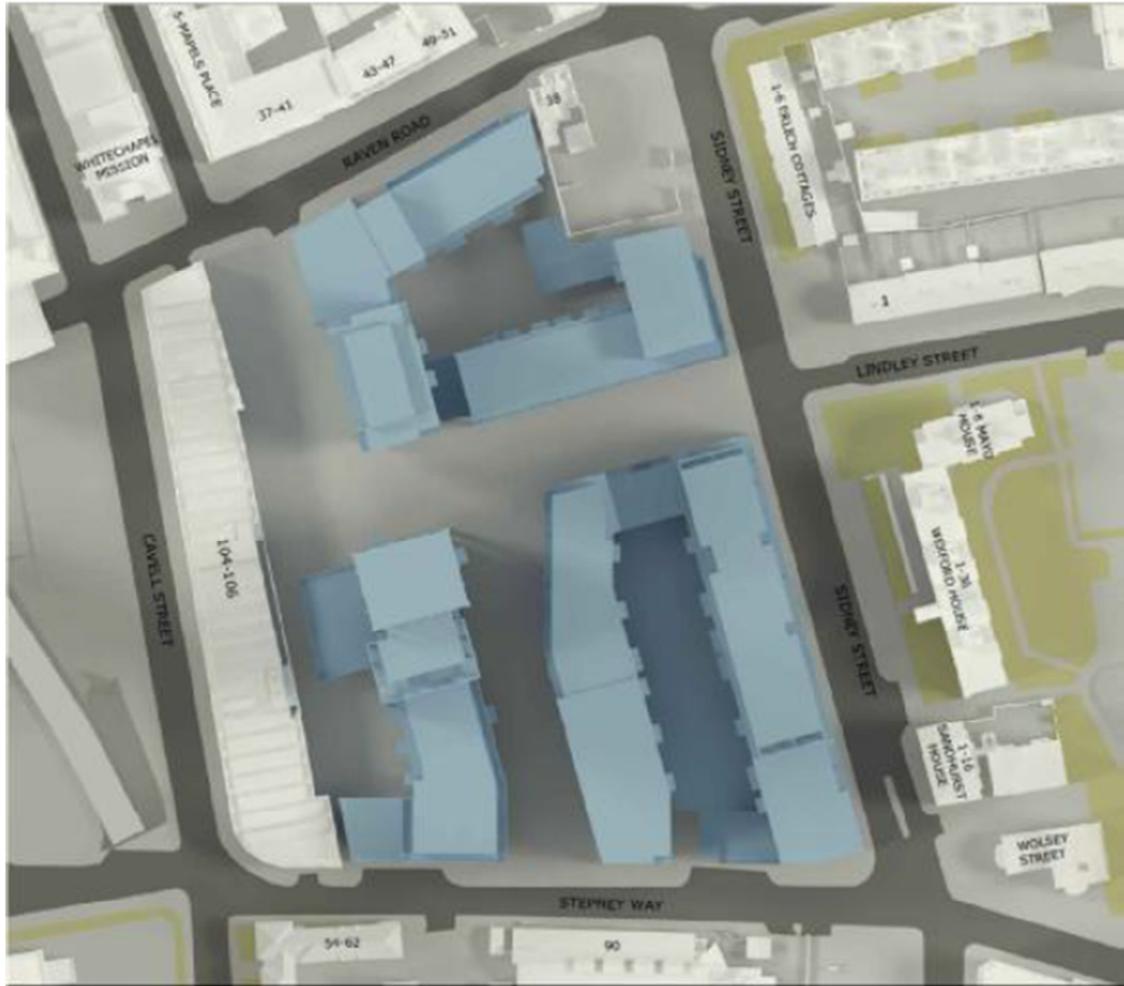


Table 2 – Impact on Daylight for proposed development

Property	Vertical Sky Component loss %				Total assessed
	Meets criteria (less than 20%)	20.01-29.99	30-39.99	40+ loss	
101-123 Churchill Place	32	0	0	0	32
Artichoke PH Wolsey Street	5	0	0	0	5
1-16 Sandhurst House	0	4	11	5	20
1-36 Wexford House	0	0	0	36	36
1-8 Mayo House	0	3	1	1	5
1-6 Erlich Cottages	7	9	1	1	18
38 Raven Row	2	4	0	0	6

37-41 Raven Row	0	5	17	0	22
5 Maples Place	4	2	6	0	22
43-47 Raven Row	10	21	2	0	33
49-51 Raven Row	1	4	6	5	16
53-57 Raven Row	6	0	0	0	6
54-62 Stepney Way	0	2	6	6	14
1 Lindley Street	0	1	0	0	1
114 Blenheim Place	4	0	0	0	4
98 Newark Street	3	0	0	0	3
106-108 Newark Street	10	0	0	0	10
Whitechapel Mission	3	2	2	0	7
Total	87	57	52	54	250

7.73 Of the neighbouring buildings assessed, 101-123 Churchill Place, the Artichoke public house, 53-57 Raven Row, 114 Blenheim Place, 98 Newark Street and 106-108 Newark Street would comply with the BRE guidelines, with loss of daylight not considered to be significant. The Sure Start centre at 90 Stepney Way, which although not residential is a location where daylight should be preserved, has windows facing towards the development site to the north. However as these appear to serve ancillary space the quality of light to the premises would not be significantly affected. The impact on the proposed development at 100-136 Cavell Street has also been assessed and was found to be very limited given that the neighbouring has been designed around the potential impact of the proposed development, with habitable room windows designed to face away from the Safestore site.

7.74 The residential properties where the impact would be likely to be more than negligible are set out in the table below, with commentary drawing on the advice of the BRE. This table also sets out the impact on sunlight.

Table 3: Daylight/sunlight impact by property

Property	Daylight Impact	Sunlight impact	Further detail
1-16 Sandhurst House	Moderate/Major adverse	Negligible	3 windows would see minor reductions of between 20-29.9%, 12 windows would see moderate reductions of between 30-39.9% and 5 windows would see major reductions of between 40-49.9%. Lowest VSC followed development

Property	Daylight Impact	Sunlight impact	Further detail
			would be 14.5%. Overall daylight impact slightly worse than for extant permission.
1-36 Wexford House	Moderate adverse	Negligible	36 windows facing the development would see major reductions in light. Most windows assessed are either bathrooms or kitchens (non-habitable) Substantial overhanging walkways already restrict much light.
Mayo House	Minor adverse	Negligible	Five affected windows are to side elevation and are not considered likely to serve main living areas
1-6 Erlich Cottages	Minor/moderate adverse	Minor adverse	15 main windows to habitable rooms affected, most only just outside BRE guidelines. Nos. 1-4 would be have a minor impact and No.5 moderate. Relative loss of light greater to upper floors due to overhanging eaves.
38 Raven Row	Minor adverse	Negligible	Single house directly adjoining application site. Significant loss of light to rear windows, believed to serve bedrooms, with main window to living area unaffected,
5 Maples Place/43-47 Raven Row	Moderate adverse	Minor adverse	7 windows would see minor reductions of between 20-29.9%, 23 windows would see moderate reductions of between 30-39.9% to these linked blocks of flats. No windows would see a major impact on daylight
49-51 Raven Row	Minor adverse	Minor adverse	15 windows affected with up to major loss of light. Without balconies/overhangs on this building the windows would be likely to comply with BRE guidelines or receive a slight impact.
54-62 Stepney Way	Major adverse impact	None (north facing)	A block of flats facing north towards the application site. 3 windows with minor reductions, 6 with moderate and 6 with a major loss of light. Lowest retained VSC would be 14.8%.

Property	Daylight Impact	Sunlight impact	Further detail
1 Lindley Street	Likely negligible	Likely negligible	One side window affected, likely to be secondary or to light circulation space.
Whitechapel Mission	Moderate adverse impact	Negligible	Minor impact to two windows and moderate impact to two windows, with the latter considered likely to be main living spaces.

7.75 Considering the results set out above, the development would result in a loss of light beyond the BRE guidelines to 155 windows to neighbouring residential properties. Whilst 54 windows would be subject to a major impact, the majority of these would be to 36 Wexford House, are already compromised in daylight terms due to overhanging walkways and serve kitchens rather than habitable rooms.. The daylight impact is assessed as being moderate/major adverse or major adverse on two buildings; Sandhurst House (specifically flats 1-16) on Stepney Way opposite the site's south-east corner and 54-62 Stepney Way, facing the site immediately to the south. Given that both these buildings have been constructed on the edge or very slightly set back from the footway and have habitable room windows directly facing the site, it would be difficult for any high density development at the application site to avoid having a significant impact on these properties. Notwithstanding this, the lowest retained VSC to a habitable room at each property would be 14.5 for Sandhurst House and 14.8 for 54-62 Stepney Way. On balance, this is considered to represent a reasonable level of light for a ground floor habitable room window in a dense urban inner city location.

7.76 With regard to sunlight, the impact on would be no more than minor, with the orientation of neighbouring properties serving to preserve existing sunlight levels. Both the worst affected buildings in terms of daylight would lose almost no sunlight.

7.77 Overall the impact on daylight/sunlight would be similar to, or slightly worse than, the extant permission, with 8 more windows to neighbouring dwellings being subject to a noticeable loss of light and 25 windows having a loss of light greater than 30%. 100-136 Cavell Street no longer contains a school however, so there would no longer be an impact on this address. In approving the extant permission, the Council accepted the argument that some loss of light to neighbours was inevitable given that planning policy for the site seeks high density development and that the benefits of the scheme outweigh the harm identified. Although the increase in height to blocks within the development would result in additional loss of light to particular neighbours, officers consider that this would be a marginal additional harm in the context of the scheme as a whole and that given the policy aspirations for the site, on balance the benefits of the development in terms of the delivery of housing and jobs would continue to outweigh the harm to the amenities of neighbours in terms of loss of daylight and sunlight.

Cumulative Daylight/Sunlight impact

7.78 The cumulative impact of the development on daylight and sunlight in combination with other proposed development in the vicinity has also been considered. Only the undetermined application at 100-136 Cavell Street (ref: PA/16/00784) for a mixed use commercial and 69 unit residential scheme,

which includes a part 15, part 17 storey tower, would have significant additional effects in combination with the proposed scheme. With both developments in place, the impact on 37-41 Raven Row/5 Maples Place and the Whitechapel Mission would increase to 'major adverse'. There would be a greater impact on 54-62 Stepney Way, which as noted above would already receive a major adverse impact from the current scheme. The implementation of both schemes would see retained VSCs reduced to between 11 and 14, with the majority of the impact arising due to the current scheme. There would also be a minor additional impact on 1-16 Sandhurst House.

- 7.79 Given that the 100-136 Cavell Street development has yet to receive planning permission whilst development of a very similar scale has already been granted permission on the application site, it is not considered that the prospect of cumulative effects should have a significant bearing on the current application. It is noted that no objections have been received from the developers of 100-136 Cavell Street. Additional cumulative impacts from loss of light from the 100-136 Cavell Street development would be considered as part of the planning balance when this application is decided.

Noise, Vibration and odour

- 7.80 Given that the development would be made up of residential units, B1 office floorspace and a single commercial unit, there would not be any land uses that would be likely to give rise to noise and vibration impacts that would be expected in a central location such as this. The removal of the previous B8 use from the site would reduce noise arising from vehicle movements, as the completed development would expect to receive less traffic, particularly larger service vehicles, than the previous use. Condition would secure both the details of any extraction equipment to the potential A3 unit and its hours of operation to prevent nuisance from noise or cooking odours. A further condition would limit the noise of any plant required within the scheme.

Construction Impacts

- 7.81 Demolition and construction activities are likely to cause some additional noise and disturbance, additional traffic generation and dust. The ES has identified a minor to moderate impact as a result of construction noise. In accordance with relevant Development Plan policies, conditions are recommended securing a Construction Environmental Management Plan and a Construction Logistics Plan to minimise the impact on neighbouring residents during the works.

Summary of amenity impacts

- 7.82 On balance the impact on neighbours is considered to be acceptable given the site's central location, where redevelopment at scale would be expected. It should be noted that there would be some benefits for current residents arising from the scheme, including the removal of disturbance from the previously existing use and the opportunity to access public space within the development and pedestrian routes across it.

Transport

- 7.83 Development Plan policies promote sustainable modes of travel and limit car parking to essential user needs. They also seek to secure safe and appropriate servicing.

Deliveries & Servicing

- 7.84 Access and servicing arrangements would be almost identical to the extant permission. An off-street servicing bay would be provided between buildings B and C, with access and egress from Stepney Way. Building A would be serviced from an on-street bay, with the carriageway slightly widened at this point at the expense of the site to provide sufficient space. An egress point would be constructed on Sidney Street to allow emergency vehicles to pass through the site if necessary. Regular servicing vehicles would not use Sidney Street however. A total of four vehicular crossovers that served the previous storage use would be removed and the pavement reinstated.
- 7.85 The concerns of the Highways officer are noted. However, given the extant permission, it is not considered that alternative servicing arrangements could be insisted upon given the applicant can implement and operate the approved servicing arrangements. A full Deliveries and Servicing Strategy would be secured by condition.

Car Parking

- 7.86 The proposed development includes provision for 32 off-street parking spaces, all located in a basement carpark beneath Block B, accessed via Stepney Way. Compared to the 70 off-street parking spaces approved for the site under the extant permission, the current proposal is a significant reduction. Given that the site is located in a central area with a very high level of public transport accessibility (PTAL = 6a), the reduction would be welcome in reducing vehicle journeys, reliance on private vehicles and accompanying air pollution and is considered to represent one of the main advantages of the current scheme over the extant permission in planning policy terms.
- 7.87 Both the Council's Highways team and Transport for London have sought a further reduction in on-site parking, citing revisions to parking standards in the emerging London Plan. The applicants have declined to further reduce parking however on the grounds that the level of parking proposed complies with current parking standards. It is agreed that the weight to be attached to the emerging London Plan remains limited. In light also of the extant permission, it is not considered that an additional reduction to lower than 32 spaces could be insisted upon.
- 7.88 7 of the parking spaces would be disabled, the same level as the extant permission and thus a greater overall proportion of the total parking spaces, amount to 22% of the overall number of spaces. This would comply with current policy requiring 10% of spaces to provide for disabled access. The emerging draft London Plan would require 20 disabled parking spaces to be provided a figure which is supported by the draft Local Plan policy D.TR3 (Parking and Permit Free). However, given the current stage of the Local Plan and the fact that this policy has attracted some objection, only moderate weight can be applied to it. Additional disabled parking has been sought from the applicant at the expense of the remaining general use parking. However the applicant has declined to convert further spaces. On balance, and give the extant permission and the position of the emerging plans, it is not considered that further disabled parking could be insisted upon in policy terms. However, the applicant has agreed to provide the two additional on-street parking spaces, created as a result of removing the Safestore vehicular crossovers, as disabled parking spaces. 20% of the spaces would be made available for electric vehicles. Both the provision of disabled parking and their allocation, as well as the provision of the electric vehicle charging points would be secured in the S,106 agreement through the car park management plan.

7.89 Policy requires that residents (apart from Blue Badge holders) be prevented from obtaining parking permits for on-street parking on account of the area's public transport accessibility. This will ensure the safety and free flow of traffic on the surrounding streets. This would also be secured through a clause of the S.106 agreement.

Cycle Parking and Facilities

7.90 994 cycle parking spaces would be provided in a mixture of basement and ground floor storage facilities, distributed across the three blocks. This addresses and marginally exceeds current cycle parking standards and requirements and is acceptable. The design and location of the cycle facilities are well considered, and would be secured by condition.

7.91 Transport for London initially sought the provision of a cycle hire docking station on the site, as would be provided if the extant permission were to be implemented. However, they have subsequently agreed that alternative off-site locations would be more appropriate. A financial contribution of £52,000 to provide 9 off-site cycle hire docking bays has been agreed with the applicant, which would be secured through the S.106 agreement. This has the additional benefit of freeing up land within the site for additional landscaping and public open space.

Trip generation

7.92 Given the increase in the number of residential units within the scheme compared to the extant permission, it is to be expected that there would be a greater number of trips to the site. However, the Transport Assessment demonstrates that almost all of these additional trips would be absorbed by the public transport network or be undertaken by foot or bicycle. There would be only two additional vehicle movements at the morning peak hour and three at the evening peak compared to the extant permission, with the reduction in parking spaces from 70 to 32 assisting in reducing reliance on private vehicles. The local highway network has capacity for this small number of additional movements, which in and case would be much less than for the previous use of the site.

Travel Planning

7.93 The application is supported by framework Residential and Workspace Travel Plans, setting out proposed measures to encourage sustainable travel. It is recommended that the approval and implementation of final Travel Plans is secured through a s106 obligation.

Solar Glare

7.94 The Environmental Statement assessed the potential for the development to produce 'solar glare', which can have an impact on highway safety by distracting motorists. The ES considers that any solar glare impact would be isolated and fleeting, with the fact that vehicles would approach the site at an oblique angle the the lack of large areas of glazing mitigating factors. The ES has been reviewed by the BRE on behalf of the Council and its conclusion that there would be only a minor adverse impact in terms of solar glare is supported.

Environment

Energy & Environmental Sustainability

- 7.95 *Energy*. The application is supported by an Energy Statement. This sets out how the proposed development addresses policy requirements to reduce the site's contribution to climate change by minimising the emissions of CO₂. The principal measures to reduce emissions include high thermal performance walls and windows, a photovoltaic array, a combined heat and power system, air source heat pumps and a high airtightness to the units.
- 7.96 These measures would achieve a 47.61% improvement over the 2013 Building Regulations baseline for the residential component and an 18.97% improvement for the commercial floorspace. The Council's policy requirements are zero carbon for residential developments and a 45% reduction for non-residential. There would therefore be an annual shortfall of 352.72 tonnes of CO₂, which to accord with the relevant Development Plan policies would need to be addressed through a financial contribution towards carbon off-setting projects in the borough. The council has an adopted carbon offsetting solutions study (adopted at Cabinet in January 2016) to enable the delivery of carbon offsetting projects. Based on a carbon price of £1,800 per tonne, a financial contribution of £634,896 towards carbon offsetting is required, which would be secured through the S.106 agreement. It is also recommended that conditions reserves details of the proposed PV array and, as sought by the GLA, enable a possible future connection of the CHP plant to a wider system.
- 7.97 *Environmental Sustainability*. The application includes a Sustainability Statement which, reflecting sustainability measures agreed on the extant permission, commits to a range of sustainability measures. These include water efficient sanitary fittings, rainwater harvesting, responsibly sourced building materials and the diversion of construction waste from landfill. A BREEAM pre-assessment has also been provided indicating that BREEAM 'Excellent' (70.3%) could be achieved for the commercial floorspace. A final stage certificate securing the latter would be sought by condition.

Environmental Impact Assessment

- 7.98 The planning application constitutes an EIA development. The application was submitted in April 2018 accompanied by an Environmental Statement (ES) produced by Waterman on behalf of London and Quadrant Housing Trust and Mount Anvil, and provided assessment of the following topics:
- Socio-economics;
 - Transportation and Access;
 - Air Quality;
 - Noise and Vibration;
 - Ground Conditions and Contamination;
 - Water Resources and Flood Risk;
 - Daylight, Sunlight and Overshadowing;
 - Wind;
 - Townscape and Visual Impact; and

- Cultural Heritage.

7.99 The ES has been reviewed in accordance with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (EIA Regulations).

7.100 The application has been supported by an ES, an ES Interim Review Report Response (July 2018), a Final Review Report Response (August 2018), an Archaeology Aspect Chapter (November 2018), revised Non-Technical Summary (November 2018), and an Archaeology Aspect Chapter Review Response (February 2019).

7.101 The July 2018 ES Interim Review Report Response, the Archaeology Aspect Chapter and revised Non-Technical Summary (November 2018) were considered to be 'further information' under Regulation 25, and was processed as required under the EIA Regulations.

7.102 The Council's EIA Officer and retained EIA consultants and the have confirmed that the submitted ES meets the requirements of the EIA Regulations.

7.103 The 'environmental information' has been examined by the Council and has been taken into consideration by officers to reach a reasoned conclusion of the significant effects of the Proposed Development, which forms the basis of the assessment presented in this report. Appropriate mitigation / monitoring measures as proposed in the ES will be secured through planning conditions and/or planning obligations. The environmental information comprises the ES, including any further information and any other information, any representations made by consultation bodies and by any other person about the environmental effects of the Proposed Development.

Air Quality

7.104 Development Plan policies require major developments to be accompanied by assessments which demonstrate that the proposed use(s) are acceptable and show how development would prevent or reduce air pollution.

7.105 As noted by the Air Quality officer, as with the previous scheme approved on the site air quality issues could be successfully mitigated through conditions. These include a revised Air Quality Neutral Assessment with alternative CHP details. A condition would also secure details of mechanical ventilation with high level air intakes to serve residential units on the lowest two floors where the annual NO₂ limit is exceeded.

7.106 Demolition and construction activities can cause dust and poor air quality. It is recommended that a Construction Environmental Management Plan is secured by way of a planning condition.

Waste

7.107 Development Plan policies require adequate refuse and recycling storage and management and the re-use of demolition and construction materials.

7.108 The development is supported by a refuse strategy. This details the location of refuse and recycling stores and how they would be managed. It is intended that refuse be brought to a specific points on collection day by the management company. This would be off-street for blocks B and C and at defined collection

points on Sidney Street and Raven Row for block A, with dropped kerbs created to allow bins to be easily trolleyed to refuse vehicles. It is considered that sufficient waste storage would be provided for both the residential and commercial elements of the scheme, whilst waste collection points would be within ten metres of refuse vehicles. Refuse stores would be a maximum of 30m horizontal distance away from the residential units they serve. The duplex units fronting onto the public realm in block A would have individual bin stores in order to meet this requirement. The waste arrangements have been reviewed by the LBTH waste officer, who has no objections subject to the details being secured by condition. .

Biodiversity

7.109 Development Plan policies seek to safeguard and where possible enhance biodiversity value.

7.110 As noted by the Biodiversity Officer, the site previously had very limited biodiversity value and the proposed development, with its mix of landscaped open space at ground floor level and green and brown roofs, would provide a significant improvement. The proposed biodiversity measures would include bird and bat boxes are welcome, although there are reservations as to whether the bat boxes would be occupied in this part of London. The landscaping strategy should ensure a native species mix to maximise the potential for biodiversity improvements. This would be secured through a landscaping condition, were the scheme to be approved. A condition would also require the implementation of biodiversity measures.

7.111 Subject to these conditions, the proposals would meet Development Plan requirements to provide a net benefit for biodiversity and are acceptable.

Flood Risk & Drainage

7.112 Development Plan policies seek to manage flood risk and encourage the use of Sustainable Urban Drainage.

7.113 The site is within Flood Risk Zone 1 and is not in a Critical Drainage Area. The applicant's Flood Risk Assessment (FRA) finds a low risk of flooding in relation to tidal, fluvial, artificial drainage, overland and infrastructure failure. The Environment Agency has no objection to the proposal and the scheme is considered acceptable from a flood risk perspective. .

7.114 The application is accompanied by a Drainage Strategy detailing the sustainable drainage measures that would be employed. These include 'blue roofs', which would provide some irrigation to planting within the development and 1315 cubic metres of surface water storage to enable an attenuated discharge rate of 10 litres per second to the existing combined sewers. This would be a very significant improvement over the existing surface water run off rates for the site. The Council's SuDs officer and Thames Water have confirmed that they have no objection. Full details of the drainage strategy and its implementation would be secured by condition.

Land Contamination

7.115 The submitted ES includes an assessment of the Ground Conditions and Contamination. The assessment has been reviewed by the LBTH Environmental Health (Contaminated Land) Officer, who raises no objections subject to the inclusion of a condition to secure a scheme to identify the extent

of the contamination at the site and detail the measures to be taken to avoid risk to the public, buildings and environment when the site is developed.

7.116 Subject to condition, it is considered that the proposed development would not pose any unacceptable risks to public safety from contaminated land, in accordance with Policy DM30 of the Managing Development Document (2013).

Cumulative Impacts

7.117 As part of the Environmental Statement, the potential for cumulative impacts with other reasonably foreseeable developments in the vicinity of the site was assessed. 24 potential schemes were assessed. Cumulative impacts are divided into type 1 effects (interaction between elements during construction) and type 2 effects (post construction).

7.118 During construction, combined effects from dust, noise, emissions from construction vehicles and visual impact are likely to arise. However, these could be successfully mitigated through the Construction and Environmental Management Plan. No lasting type 1 impacts were considered likely to arise following completion of the development. In terms of adverse type 2 impacts, apart from the cumulative daylight impact assessed above, there would only be a minor adverse cumulative impact from wind microclimate at some balconies. This can be addressed in the design of wind mitigation measures, secured by condition. Minor to moderate cumulative beneficial effects have been identified in terms of full time jobs generated, the provision of housing and open space and a minor to substantial benefit to some views in the townscape assessment.

Other

Infrastructure Impact

7.119 It is estimated that the proposed development would be liable for Tower Hamlets Community Infrastructure Levy (CIL) payments of approximately £3,134,230 and Mayor of London CIL2 of approximately £2,965,588 (inclusive of affordable housing relief but exclusive of indexing).

7.120 Alongside CIL, Development Plan policies seek financial contributions to be secured by way of planning obligations to offset the likely impacts of the proposed development on local services and infrastructure.

7.121 The applicant has agreed to meet all of the financial contributions that are sought by the Council's Planning Obligations SPD, as follows:

- £233,264 towards construction phase employment skills training
- £101,762.75 towards end-user phase employment skills training
- £ 634,896 toward carbon emission off-setting

Financial Considerations (New Homes Bonus)

7.122 Assuming that the Council delivers its annual housing target of 3,931 units, the Council would be liable for a New Homes Bonus payment of approximately £24m over 4 years. Due to the introduction of a new threshold approach by the Government it is not possible to provide an exact amount of New Homes Bonus the proposed development would deliver; however, officers estimate

that the proposal could deliver around £3,423,000 over 4 years. However the NHB is not considered to be material. To be material consideration the NHB has to relate to the planning merits of the development.

Human Rights & Equalities

7.123 The proposal does not raise any unique human rights or equalities implications. The balance between individual rights and the wider public interest has been carefully considered and officers consider it to be acceptable.

7.124 The requirement to use local labour and services during construction enables local people to take advantage of employment opportunities. The affordable housing supports community wellbeing and social cohesion. The proposed development allows for an inclusive and accessible development for less able and able residents, employees, visitors and workers. Conditions secure, amongst other things, lifetime homes standards, wheelchair accessible homes and disabled parking.

8. RECOMMENDATION

8.1 That subject to any direction by the Mayor of London, conditional planning permission is GRANTED subject to the prior completion of a legal agreement to secure the following planning obligations:

8.2 Financial obligations

- a. £233,264 towards construction phase employment skills training
- b. £101,762.75 towards end-user phase employment skills training
- c. £634,896 toward carbon emission off-setting
- d. £52,000 toward nine cycle hire docking stations off-site.
- e. £11,000 monitoring fee (22 obligations)

Total financial contributions: £1,032,422

8.3 Non-financial obligations

- a. Affordable housing (31.83% by habitable room)
 - 50 units (185 habitable rooms) at London Affordable Rent
 - 46 units (172 habitable rooms) at Tower Hamlets Living Rent
 - 63 units (151 habitable rooms) as Shared Ownership
 - Early Stage Review
 - Details and implementation of London Affordable Rent/Tower Hamlets Living Rent 'wheelchair accessible' dwellings (to M4 (3)(2)(b) standard)
- b. Access to employment
 - 20% local procurement
 - 20% local labour in construction

- 39 construction phase apprenticeships
- 13 x end-user phase apprenticeships
- Advertise vacancies through skillsmatch
- 10% of B1 floorspace to be 'affordable' (90% of market rents)

c. Transport

- Car capped development (residential)
- Approval and implementation of Car Park Management Plan
- Residential and Workspace Travel Plans
- Delivery of and 24 hour public access to public open spaces within development.
- Securing of S.278 highways work, the interface of public realm within the development with the public highway and the delivery of two on-street disabled parking bays.

d. Other

- Requirement to include advice to future leaseholders regarding the potential local noisy environment
- Compliance with LBTH code of construction practice.

8.4 That the Corporate Director of Place is delegated the power to negotiate the legal agreement and to agree the section 106 legal agreement and any subsequent Rent and Nominations Agreement and Highway Agreement. If within three months of the resolution the legal agreement has not been completed, the Corporate Director for Place is delegated power to refuse planning permission.

8.5 That the Corporate Director of Place is delegated the power to impose conditions and informatives to address the following matters:

8.6 Conditions

Compliance

1. 3 years deadline for commencement of development.
2. Development in accordance with approved plans.
3. Restrictions on demolition and construction activities:
 - a. All works in accordance with Tower Hamlets Code of Construction and adoption of best practicable means
 - b. Ground-borne vibration limits, including vibration monitoring; and
 - c. Noise pollution limits.
 - d. Liaison with occupants of adjacent properties

4. Mechanical plant noise standard (subject to post completion verification).
5. Noise insulation standards for new residential units (subject to post completion verification).
6. Energy efficiency and sustainability measures (subject to post completion verification):
 - a. Delivery of energy strategy to ensure CO2 emission savings of at least 47.61%
 - b. Minimum output of photovoltaic array;
 - c. Heat and hot water system to be designed and constructed to enable future connection to a district heating network
7. Delivery and retention of waste storage facilities and implementation of waste management strategy
8. Implementation of surface water drainage scheme (SUDs)
9. Compliance with crane lifting management plan

Pre-commencement

10. Archaeological Written Scheme of Investigation (Historic England GLAAS).
11. Full landscaping scheme, including display and interpretation of archaeological remains.
12. Risk Management and Method Statement, plus six weeks notification before the commencement of works (Rail for London).
13. Construction Environmental Management Plan and Construction Logistics Plan (in consultation with TfL):
 - a. Site manager's contact details and complain procedure;
 - b. Dust and dirt control measures
 - c. Measures to maintain the site in tidy condition, disposal of waste
 - d. Recycling/disposition of waste from demolition and excavation
 - e. Safe ingress and egress for construction vehicles;
 - f. Numbers and timings of vehicle movements and access routes;
 - g. Parking of vehicles for site operatives and visitors;
 - h. Travel Plan for construction workers;
 - i. Location and size of site offices, welfare and toilet facilities;
 - j. Erection and maintenance of security hoardings;
 - k. Control of dust during construction works
14. Land Contamination Remediation

Pre-superstructure works

15. Full details of wheelchair accessible and adaptable homes and their continued retention as such, including 90% designed and constructed in accordance with Optional Requirement M4 (2) of Part M of the Building Regulations, 10% of the residential units shall be designed and constructed as M4 (3)(2)(a) including 10 as M4 (3) (2) (b) 'wheelchair accessible'.
16. Details of external facing materials and architectural detailing;
17. Details of landscaping, including communal amenity space
18. Details of child play space
19. Details of biodiversity improvement measures.
20. Details of Secured by Design measures.
21. Details of any kitchen extract systems for prospective A3 use.
22. Provision of disabled parking spaces and electric vehicle charging points.
23. Details of cycle parking (including short stay parking) and associated facilities and subsequent delivery)
24. Securing of BREEAM 'Excellent' rating for commercial floorspace
25. Details of mechanical ventilation, high level air intake and fixed shut windows to flats identified as having poor air quality.
26. Details of wind mitigation measures to balconies and terrace to block A1
27. Revised Air Quality Neutral Assessment with alternative CHP

Prior to occupation

28. Water supply impact study (Thames Water)
29. Delivery and Servicing Management Plan.

8.7 Informatives

1. Permission subject to legal agreement.
2. Development is CIL liable.
3. Thames Water – proximity to assets.

Appendix 1

Drawings

PL00A OS Location

PL00B OS Location

PLB01 Site Layout: Basement Plan Rev A

PL 00 Site Layout: Ground Floor Plan Rev A

PL 01 Site Layout: First Floor Plan Rev B

PL 02 Site Layout: Second Floor Plan Rev A

PL 03 Site Layout: Third Floor Plan Rev A

PL 04 Site Layout: Fourth Floor Plan Rev A

PL 05 Site Layout: Fifth Floor Plan Rev B

PL 06 Site Layout: Sixth Floor Plan Rev A

PL 07 Site Layout: Seventh Floor Plan Rev C

PL 08 Site Layout: 8th-19th Floor Plan Rev A

PL 09 Site Layout: 20th Floor Plan Rev A

PL 10 Site Layout: 21st-22nd Floor Plan Rev B

PL 11 Site Layout: 23rd Floor Plan Rev A

PL 12 Site Layout: 24th Floor Plan Rev A

PL 13 Site Layout: 25th Floor Plan Rev A

PL 14 Site Layout: Roof Plan Rev C

PL200 Block A Elevations 1 Rev A

PL201 Block A Elevations 2 Rev A

PL210 Block B Elevations 1

PL211 Block B Elevations 2

PL220 Block C Elevations 1 Rev A

PL221 Block C Elevations 2 Rev A

PL250 Context Elevation 1 Rev A

PL251 Context Elevation 2

PL252 Context Elevation 3 Rev A

PL253 Context Elevation 4 Rev A
PL300 Block A Sections 1 Rev A
PL301 Block A Sections 2 Rev A
PL310 Block B Sections 1
PL311 Block B Section 2
PL320 Block C Sections 1
PL321 Block C Section 2
PL400 Block A Detail Elevation 1
PL401 Block A Detail Elevation 2
PL402 Block A Detail Elevation 3
PL403 Block A Detail Elevation 4
PL404 Block A Detail Elevation 5
PL405 Block A Detail Elevation 6 Rev A
PL410 Block B Detail Elevation 1
PL411 Block B Detail Elevation 2
PL412 Block B Detail Elevation 3
PL413 Block B Detail Elevation 4
PL414 Block B Detail Elevation 5
PL420 Block C Detail Elevation 1
PL421 Block C Detail Elevation 2
PL422 Block C Detail Elevation 3
PL423 Block C Detail Elevation 4
PL424 Block C Detail Elevation 5
PL500 Block A - Example Layouts 1
PL501 Block A - Example Layouts 2
PL502 Block A - Example Layouts 3
PL503 Block A - Example Layouts 4
PL504 Block A - Example Layouts 5
PL505 Block A - Example Layouts 6
PL510 Block B - Example Layouts 1
PL511 Block B - Example Layouts 2

PL512 Block B - Example Layouts 3
PL513 Block B - Example Layouts 4
PL514 Block B - Example Layouts 5
PL520 Block C - Example Layouts 1
PL521 Block C - Example Layouts 2
PL522 Block C - Example Layouts 3
PL523 Block C - Example Layouts 4
PL524 Block C - Example Layouts 5
PL525 Block C - Example Layouts 6
PL527 Block A - Wheelchair 1
PL528 Block A - Wheelchair 2
PL529 Block A - Wheelchair 3
PL530 Block A - Wheelchair 4
PL531 Block C - Wheelchair 5 Rev A
3273 SK160524 Public Open Space Diagram
PL100 Demolition plan
PL110 Topographical Survey plan
PL111 Topographical Survey Elevation 1
PL112 Topographical Survey Elevation 2
PL113 Topographical Survey Elevation 3
PL114 Topographical Survey Elevation 4
PL120 Existing Buildings Basement
PL121 Existing Buildings Ground floor
PL122 Existing Buildings First floor
PL123 Existing Buildings Third floor
PL124 Existing Buildings Fourth floor
D2600-FAB-XX-XX-GA-L-0100 REV G
D2600-FAB-XX-XX-GA-L-0110 REV A

Documents:

Planning Statement prepared by DP9

Design and Access Statement prepared by Stockwool;

Landscape Strategy prepared by Fabrik;

Energy Statement prepared by MLM Group;

Summertime Overheating Assessment prepared by MLM Group;

BREEAM Pre-Assessment prepared by MLM Group;

Sustainability Statement prepared by Waterman Group;

Site Waste Management Plan prepared by Mount Anvil Ltd;

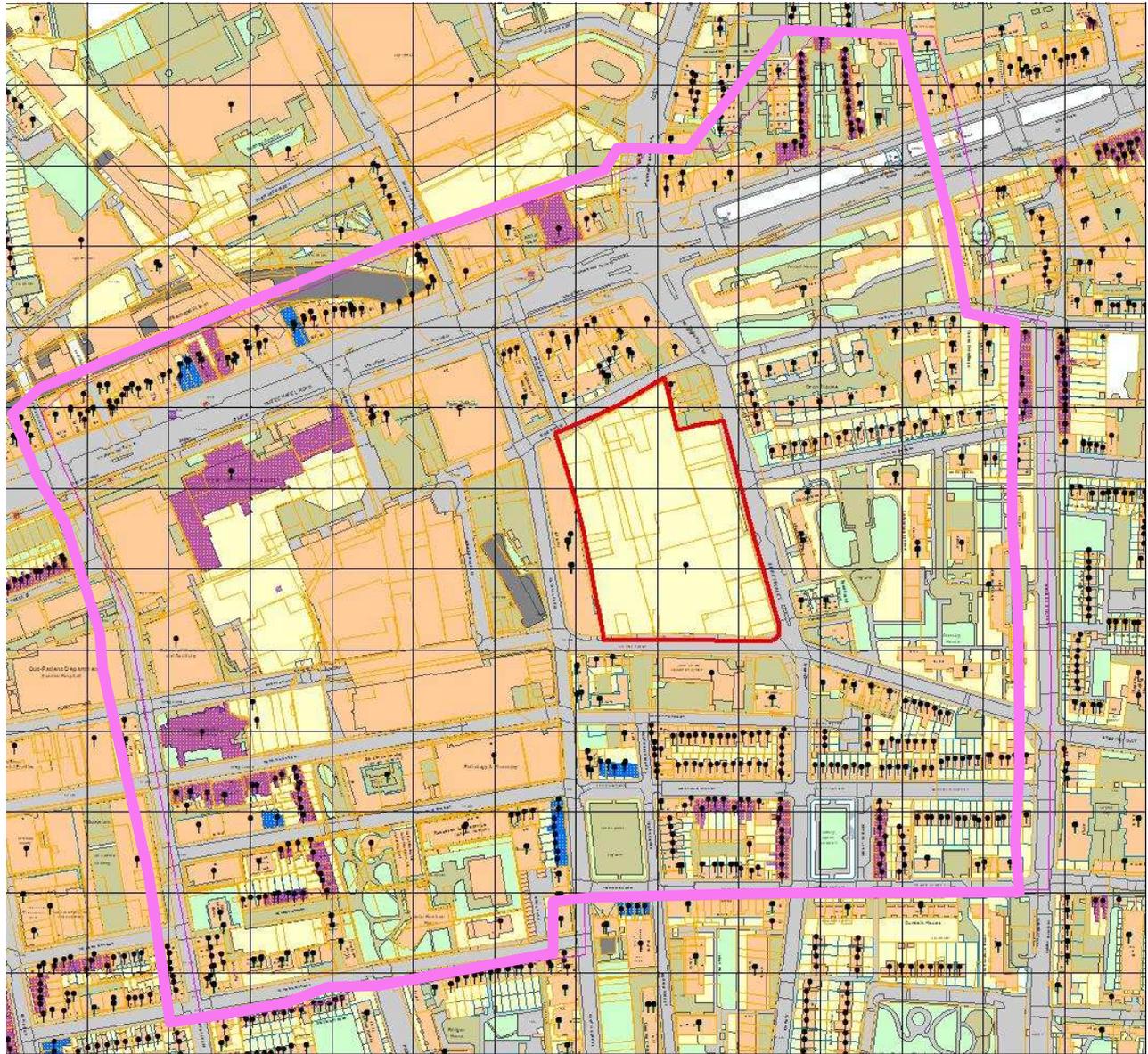
Transport Assessment prepared by MLM Group;

BREEAM Travel Plan prepared by MLM Group;

Environmental Statement Volumes 1-4 compiled by Waterman Group, comprising:

- o Non-Technical Summary; Chapter 1: Introduction; Chapter 2: EIA Methodology; Chapter 3: Existing Land Uses and Activities; Chapter 4: Alternatives and Design Evolution; Chapter 5: The Proposed Development; Chapter 6: Development Programme and Construction; Chapter 7: Socio-Economics; Chapter 8: Transport and Access (chapter prepared by MLM Group); Chapter 9: Air Quality; Chapter 10: Noise and Vibration; Chapter 11: Ground Conditions and Contamination; Chapter 12: Water Resources and Flood Risk; Chapter 13: Daylight, Sunlight, Overshadowing and Solar Glare; Chapter 14: Wind (Chapter prepared by RWDI Consulting Engineers); Chapter 15: Cumulative Effects; Chapter 16: Summary of Likely Residual Effects; Figures; Townscape, Heritage and Visual Impact Assessment ('THVIA') prepared by Tavernor Consultancy; and Technical Appendices.

Appendix 2: Public consultation boundary



Crown copyright and database rights 2018 Ordnance Survey, London Borough of Tower Hamlets 100019288

-  Planning Application Site Boundary
-  Other Planning Applications
-  Consultation Area
-  Land Parcel Address Point
-  Locally Listed Buildings
-  Statutory Listed Buildings

**Planning Applications Site
Map
PA/18/00917**

This site map displays the Planning Application Site Boundary and the extent of the area within which neighbouring occupiers / owners were consulted as part of the Planning Application Process

Scale : 50m grid squares



TOWER HAMLETS London
Borough of Tower
Hamlets

Date: 03 May 2019

Appendix 3: Comparison of views



Whitechapel Road: Junction with Brady Street – Extant permission



Whitechapel Road: Junction with Brady Street – Current application



View west along Stepney Way - extant permission



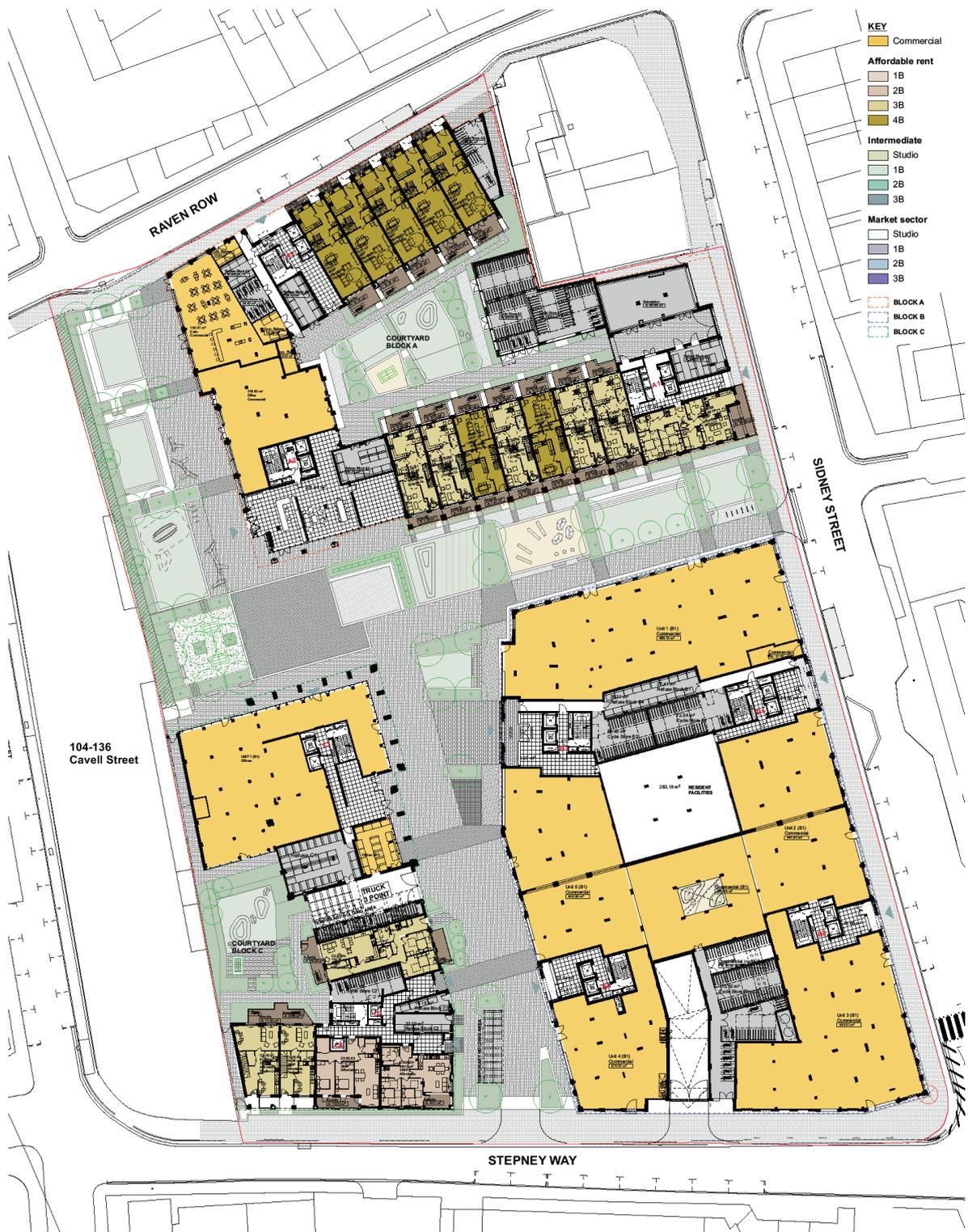
View west along Stepney Way – proposed



View from Whitechapel Road - extant permission



View from Whitechapel Road - proposed



- KEY**
- Commercial
 - Affordable rent**
 - 1B
 - 2B
 - 3B
 - 4B
 - Intermediate**
 - Studio
 - 1B
 - 2B
 - 3B
 - Market sector**
 - Studio
 - 1B
 - 2B
 - 3B
 - BLOCK A
 - BLOCK B
 - BLOCK C

Rev	Date	Description
A	07/08/18	Revised Layout to use C3.00.06 Individual refuse stores added for ground floor units in Block A and Block B.

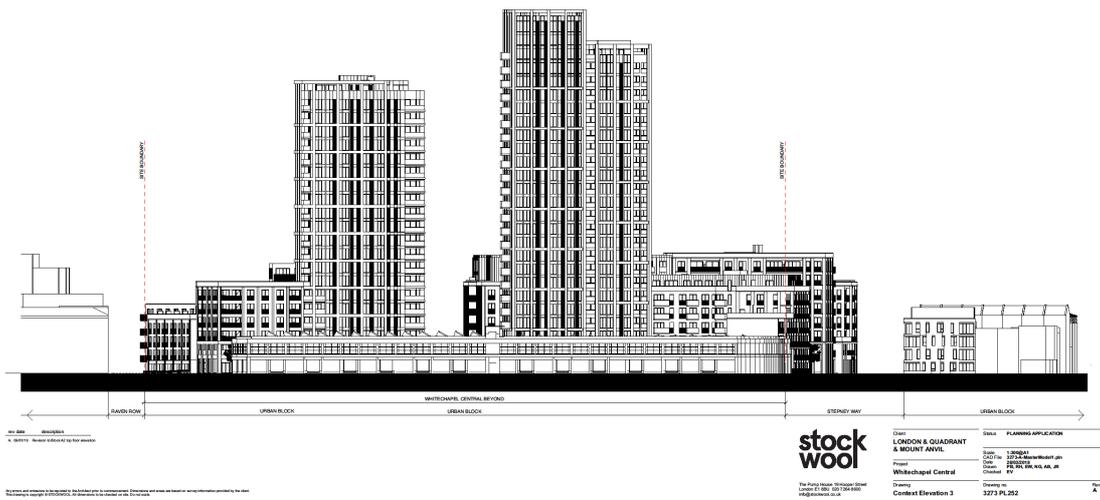
Any errors and omissions to be reported to the Architect prior to commencement. Dimensions and areas are based on survey information provided by the client. This drawing is copyright © STOCKWOOL. All dimensions to be checked on site. D3 is outside.

stock wool

The Pump House, 18 Hooper Street
London E1 6BU, 020 7486 8000
info@stockwool.co.uk

Client	LONDON & QUADRANT & MOUNT ANVIL	Status	PLANNING APPLICATION
Project	Whitechapel Central	Scale	1:250 (A1)
Drawing	Ground Floor Plan	CAD File	3273_44-Units-Model1.pln
		Date	18/03/2019
		Drawn	PH, RH, EV, NG, AB, JR
		Checked	EV
		Drawing no.	3273 PL00
		Rev. no.	A

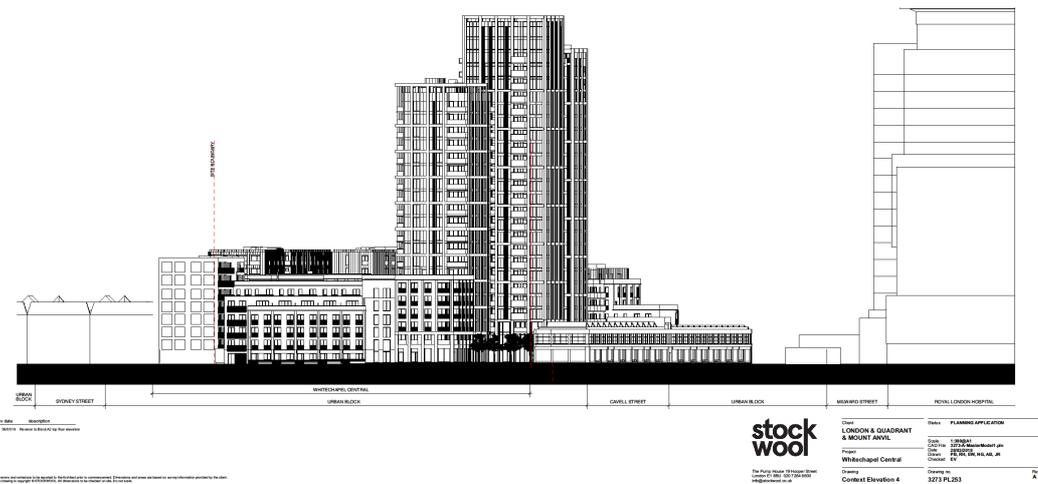
Ground floor plan



Context elevation - West



Context elevation - East



Context elevation - north



View along Sydney Street



Illustrative courtyard space to Block A.



Bird's eye view from the west (100-136 Cavell Street in foreground.)



Application for Planning Permission

[click here for case file](#)

Reference	PA/18/03088
Site	London Docklands Travelodge Hotel, Coriander Avenue, London, E14 2AA
Ward	Poplar
Proposal	Outline application (with all matters reserved) for the demolition of existing Travelodge Hotel (Use Class C1) and erection of a data centre (Use Class B8).
Summary	Grant outline planning permission with conditions and planning obligations
Recommendation	
Applicant	Telehouse International Corporation of Europe Limited
Architect	Nicholas Webb Architects
Case Officer	Julian Buckle
Key dates	<ul style="list-style-type: none">- Application registered as valid on 30/11/2018- Public consultation finished on 28/12/2018- Piling and Archaeology Strategy received 29/03/2019

EXECUTIVE SUMMARY

The outline application seeks to demolish the existing Travelodge Hotel and erect a data centre in its place. This application is linked to the erection of a new hotel nearby (approx. 200m) under planning reference PA/18/03089 and is in essence an expansion of the existing Telehouse Data Centre Campus to the east.

In land use terms the application is supported by both strategic and local policy, which seek to ensure London has sufficient data centre capability to support a growing economy. The site's proximity to Canary Wharf and City of London make it highly desirable and the agglomeration of data centres in this location would ensure efficiencies in the communications infrastructure.

The height, scale, and mass of the proposal would respond well to the surrounding buildings and contribute to a coherent townscape. The building would have a neutral impact on the setting of the Grade II* East India Dock House directly to the west.

The layout and access to the site would be acceptable and the site boundary to Nutmeg Lane (connecting to East India DLR) would be enhanced by the scheme. The proposal would have a minor impact with respect to daylight/sunlight to some of the residential properties to the north.

The proposal would not cause any adverse impacts on the highway network or public transport network.

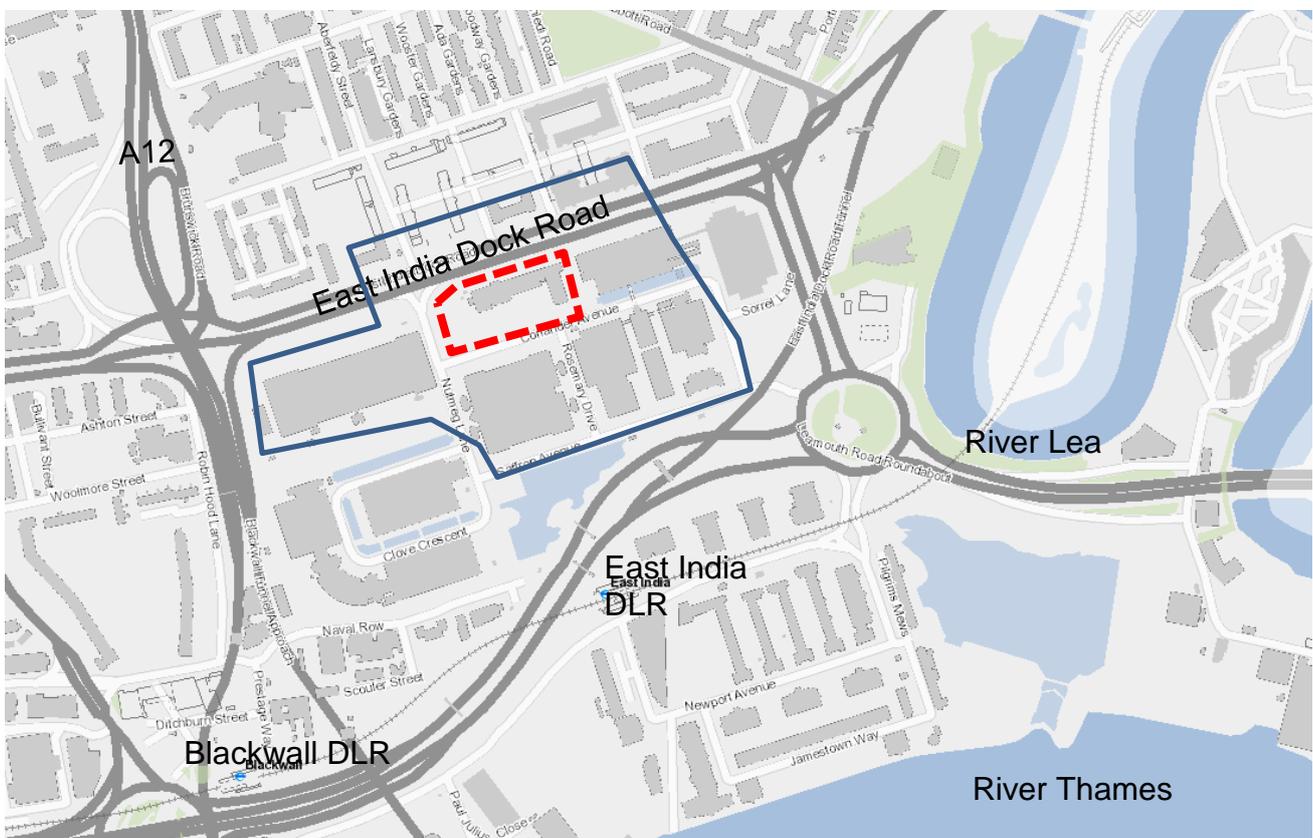


Figure 1: Site Location

Legend:

Site boundary: dashed red line

Consultation boundary: solid blue line

1. SITE AND SURROUNDINGS

- 1.1 The application site is approximately 0.67 hectares and is located within the former East India Docks. The site is bound by East India Dock Road to the north, Coriander Avenue to the south and Nutmeg Lane to the west.
- 1.2 The Travelodge Hotel is a five storey 232 bedroom hotel with 94 car parking spaces. The hotel is setback from Coriander Avenue to accommodate the car park, and the northern frontage is in line with the building adjacent. East India Dock Road is to the north.
- 1.3 To the west of the Hotel is 240 East India Dock House, a Grade II* listed building that is four storeys in height and used as a data centre. The surrounding buildings to the west, south, and east are all data centres, and the dominant land use within this area is for this purpose.
- 1.4 To the north on the other side of East India Dock Road is residential housing, and further south-west are a number of office buildings that include Mulberry Place and Anchorage House. The scale of these buildings is relatively large, ranging from four to eleven storeys in height with considerable footprints.
- 1.5 The site has a Public Transport Accessibility Level (PTAL) of 4 on a scale of 0-6, where 6 is the most accessible. East India Dock DLR station is the nearest station, approximately 400 metres south of the site. Canning Town underground station is located approximately 900 metres to the east

2. PROPOSAL

- 2.1 The application seeks to demolish the existing hotel and construct a new data centre. The total maximum Gross Internal Area (GIA) would measure up to 27637sqm and the parameters would be as follows:

Parameter	Minimum in metres	Maximum in metres
Height	60	65
Width	41.8	46.8
Length	86.8	91.8

Table 1: Parameters for proposed data centre

- 2.2 Access and egress to the site is suggested to take place from Coriander Avenue and there would be one wheelchair parking bay. The western edge of the site is proposed to be landscaped and the perimeter fencing set back from the boundary edge. As the application is an outline with all matters reserved the details will therefore be subject to further applications with respect to Access, Appearance, Landscape, Layout and Scale.



Figure 2: 3D view of proposal (view from north-east to south-west)

[Link to proposed hotel application](#)

- 2.3 The application assessed within this report (planning reference PA/18/03088) is linked to an application for the erection of a new 19 storey hotel northwest of Leamouth Road roundabout (under planning reference PA/18/03089). The two sites are approximately 235m apart and are within the same estate.
- 2.4 The linking of the applications stems from the desire of the applicants to facilitate the re-development of the Coriander Avenue site for the data centre and to ensure a nearby site could accommodate a new hotel. The Section 106 agreement for both applications will ensure that there will never be two hotels in operation at the same time to ensure acceptability of the land use.
- 2.5 This 'land swap' is largely driven by the fact the application site is far more suitable for a large footprint building and the requirements of a data centre. There is no tunnel running beneath the site and as such a data centre typology can be constructed. A hotel use can be delivered on a much smaller footprint than that required to house a data centre (such are their functional requirements) and henceforth the two sites are being proposed in this way.
- 2.6 It must be noted that the two applications are assessed separately and they must both meet current policy. The link between the two applications is only material in so far as considering the acceptability of the principle of development.

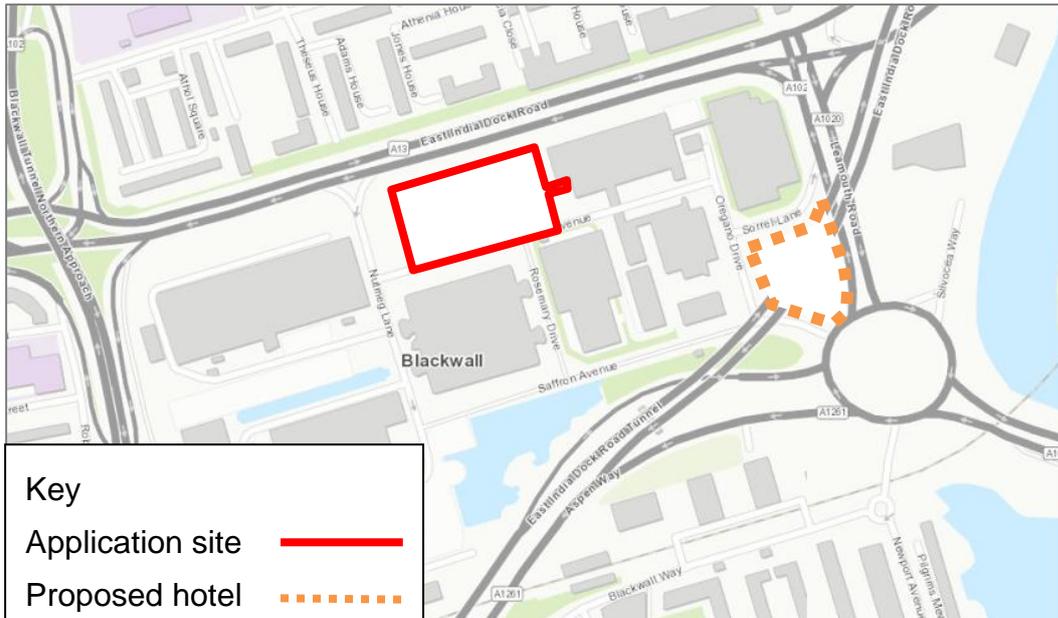


Figure 3: Map showing application site in relation to new hotel proposed under PA/18/03089

3. RELEVANT PLANNING HISTORY

- 3.1 ID/96/00151/L – Permitted 16/12/1996
Redevelopment by the erection of 5 storey building totalling 4693 sqm for use as Travelodge (132 bedroom) with restaurant bar and ancillary facilities with associated car parking and landscaping.
- 3.2 PA/98/00605 – Permitted 25/08/1998
Erection of 70 bedroom extension to existing Travelodge
- 3.3 PA/99/00650 – Permitted 22/09/1999
Erection of a single storey front extension to existing Bar/Cafe, cycle storage comprising of 10 cycle stands and relocation of sculpture stone.

4. PUBLICITY

- 4.1 The applicant carried out public consultation prior to submission of the application (details are set out in the applicant's Statement of Community Involvement dated October 2018). The consultation took place between June and July 2018 and included two public consultation events.
- 4.2 Following the receipt of the application, the Council notified nearby owners/occupiers by post and by site notices. A press advert was also published in a local newspaper. A total of 21 representations were received in favour and 5 in objection.
- 4.3 The points raised during consultation are summarised below.

In support

- The proposal will create jobs and provide training

- The scheme will bring investment opportunities to the borough
- The green space will be usable by local residents
- Electric charging ports are a benefit
- They will have little (negative implied) impact to local residents
- The green space will make the area feel less business oriented
- The family sized rooms are good for people with disabilities
- The high quality design and architecture would be welcomed
- Hotel guests will add to the local economy
- Working with local charities is supported

In objection

- Data centres are unsightly and provide no enjoyable use
- Can the site not provide space for retail, supermarket, another hotel, bars, restaurants or even a new wholesale fresh produce market area
- Why can't the hotel remain
- Data centre will block views and impact on daylight/sunlight
- Data centre will create privacy issues and be open 24/7
- Construction noise will be a problem
- The development will affect house prices
- The size of the hotel is not justified
- The development will impact traffic flow on East India Dock Road
- Increase danger to cycle super highway
- Higher air pollution and noise
- Pedestrian access for East India DLR station is likely to be impacted
- The proposal will reduce sunlight during winter months

Officer comment: The points raised (where material planning considerations) will be considered within the relevant sections of the report.

5. CONSULTATION RESPONSES

5.1 Internal and external consultees were consulted in December 2018.

Environment Agency

5.2 No objection, development at low risk of flooding. Council must be satisfied with the emergency access/egress or refuge within the proposed building.

Greater London Authority

Principle of development

- 5.3 The proposed data centre would allow for the expansion of the existing Telehouse Data Campus, in line with London Plan Policy 4.11 and draft Policy SI6. Development in this location is driven by the need for the campus to be near Canary Wharf.

Urban design

- 5.4 The height, massing and layout generally responds well to the existing context, providing sufficient distance between neighbouring buildings. Access, pedestrian permeability and the frontage to East India Dock Road require further consideration.

Heritage

- 5.5 The outline nature of the proposal limits the ability to make a full assessment of the level of harm to the adjacent listed building. Details relating to siting, design and appearance should be shared with the GLA to enable a full assessment of the level of harm. Any harm would be considered against the public benefit of the expansion of the Telehouse Data Campus

Greater London Archaeology Advisory Service

- 5.6 No objection subject to conditions requiring a Written Scheme of Investigation to be submitted for approval.
- 5.7 *This is Given the applicant's useful work to date in assessing options and the relatively small changes to a basement and/or foundations that would be needed to secure preservation of the wall, I advise that a bespoke condition, reserving details of basement design and foundation design as well as any other intrusive works in the area of the wall such as attenuation tanks, would be acceptable.*
- 5.8 *This condition should be paired with a condition for archaeological fieldwork, to first find the dock wall and precisely record its location so that decisions under the design condition can be made, and also to mitigate any unavoidable loss to the dock and associated features from a final, consented basement design.*

National Air Traffic Services

- 5.9 No safeguarding objection.

London City Airport

- 5.10 No safeguarding objection, request condition on cranes and Unexploded Ordnance site safety.

London Fire and Emergency Planning Authority

- 5.11 Pump appliance access and water supplies for the fire service appear adequate. In other respects this proposal should conform to the requirements of part B5 of Approved Document B.

LBTH Air Quality

5.12 Concur with the assessment that emissions from the proposed development will be less than the existing land use. As such an 'air quality neutral' assessment will not be required. A condition is requested in relation to the Construction Management Plan and to restrict the back-up generators.

LBTH Biodiversity

5.13 The site has very limited biodiversity value. The existing trees and shrubs on the site provide habitat for common birds. This should be cleared outside the nesting season, or a survey for nesting birds undertaken immediately before clearance.

5.14 The loss of this existing habitat will be a very minor adverse impact on biodiversity. Policy DM11 seeks net gains in biodiversity and aspects of a living building such as green roofs. The ecology report recommends a biodiverse green roof and nest boxes for house sparrows on the new building. These would be appropriate at this location, and would contribute to targets in the Local Biodiversity Action Plan (LBAP), and ensure compliance with DM11.

LBTH Contaminated Land

5.15 No objections, request a condition for scheme of investigation.

LBTH Sustainability

5.16 The submitted Energy and Sustainability Statement (Cundall – October 2018) demonstrates that the design has followed the principles of the Mayor's energy hierarchy, and seeks to reduce energy demand through energy passive design and efficiency measures including high efficiency indirect air-cooled evaporative cooling system. The proposed cooling system is anticipated to meet the substantial cooling loads in an energy efficient way compared to a conventional cooling systems. The design of the building is noted as specific to the use and due to the significant cooling demand and low occupant necessity; the systems have been designed to emphasize energy efficiency, over occupant comfort. The Energy efficiency measures and passive design is anticipated to reduce CO2 emissions by 63.1%.

5.17 The heating loads for the development are proposed to be met through utilising heat rejected by the cooling plant. The use of a VRF heat redistribution system to meet the heating demand for the core and office areas is anticipated to result in a further saving of 9.8 tonnes of CO2 annually.

5.18 The cumulative CO2 savings from the energy efficient design, passive measures and use of waste heat to supply the core and office areas is anticipated to be 63.2%.

5.19 The CO2 figures are:

- Baseline – 8,307 Tonnes/CO2/yr
- Proposed Design – 3,054 Tonnes/CO2/yr
- Anticipated CO2 Savings – 63.2%

Sustainability

5.20 Policy DM29 also requires sustainable design assessment tools to be used to ensure the development has maximised use of climate change mitigation measures. The proposal for the scheme is to achieve a BREEAM Excellent with a score of 79%. The delivery of BREEAM Excellent is supported and should be secured via Condition.

LBTH Noise

5.21 Noise level of the plant and equipment must be 10dB below the lowest recorded background level at the nearest noise sensitive receptor. A post-completion noise report should be submitted to the council and secured via a condition.

Metropolitan Police - Crime Prevention Officer

5.22 No objection. Secure by Design measures should be secured by condition.

Natural England

5.23 Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected sites or landscapes.

Thames Water

5.24 No objection.

Transport for London

5.25 Car Parking – A total 7 general car parking spaces was initially proposed which was not supported. TfL is now satisfied with the revised level of parking which is now car-free except for a disabled space.

5.26 Cycle parking - Providing the 2 staff member assumption of the transport assessment is justified, then we would accept the proposed quantity provision of cycle parking although we would require at least two of the cycle parking spaces to be long stay (1 for each of the members of staff). Cycle parking should be designed in accordance with the London Cycle Design Standards.

5.27 Freight and travel planning – a full delivery and service plan and travel plan should be secured as a condition.

6. PLANNING POLICIES AND DOCUMENTS

6.1 Legislation requires that decisions on planning applications must be taken in accordance with the Development Plan unless there are material considerations that indicate otherwise.

6.2 In this case the Development Plan comprises:

- The London Plan 2016 (LP)
- Tower Hamlets Core Strategy 2010 (SP)
- Tower Hamlets Managing Development Document 2013 (DM)

6.3 The key development plan policies relevant to the proposal are:

Land Use - LP4.10, LP4.1, LP4.11, SP06

(economy, data centres)

Design - LP7.1-7.8, LP7.18, SP09, SP10, SP12, DM10, DM23, DM24, DM26, DM27

(layout, massing, building heights, materials, public realm, heritage)

Amenity - LP7.6, LP7.15, SP03, SP10, DM25

(privacy, outlook, daylight and sunlight, construction impacts)

Transport - LP6.1, LP6.3, LP6.9, LP6.10, LP6.13, LP6.14, SP05, SP09, DM14, DM20, DM21, DM22

(sustainable transport, highway safety, car and cycle parking, waste, servicing)

Environment - LP3.2, LP5.1 - 5.15, LP5.21, LP7.14, LP7.19, LP7.21, SP03, SP04, SP11, DM9, DM11, DM13, DM29, DM30

(biodiversity, energy efficiency, air quality, drainage, contaminated land)

6.4 Other policy and guidance documents relevant to the proposal are:

- National Planning Policy Framework (2019)
- National Planning Practice Guidance (updated 2019)
- LP Draft New London Plan (2018)
- LBTH Planning Obligations SPD (2016)
- LBTH Draft Local Plan (2019)

7. PLANNING ASSESSMENT

The main planning issues raised by the application are:

- i. Land use
- ii. Design & Heritage
- iii. Neighbour amenity
- iv. Transport
- v. Environment
- vi. Local Finance Considerations
- vii. Equalities and Human Rights

Land Use

Background and context

7.1 As outlined in paragraphs 2.3 – 2.6 of this report the proposed data centre is linked to a proposal for a new hotel nearby (approx. 200m). This 'land swap' is to facilitate a new data centre and would be secured within the S106 agreements to both developments.

Principle of data centre

7.2 The site itself is within the Lower Lea Valley Opportunity Area and has good connectivity to City Airport via the Docklands Light Railway (DLR). It also benefits from being near to Canning Town Underground station. The site falls within the Blackwall Local Office Location (LOL), is 500m from the Poplar Neighbourhood Centre, and 1.1km from the Canary Wharf Major Centre.

- 7.3 Strategic policy 4.11 of the London Plan (2016) seeks to facilitate the provision and delivery of the information and communications technology infrastructure a modern and developing economy needs, particularly to ensure adequate and suitable network connectivity across London and data centre capability.
- 7.4 Successful service-based economies like London increasingly depend upon infrastructure facilitating rapid transfer of information, speedy and easy access to advice and services and a flexible approach to where work takes place and when. This can also help deliver wider planning objectives, such as reducing congestion on traffic networks at peak hours by supporting forms of home working and facilitating greater economic development in outer London.
- 7.5 Data centres handling critical security and financial traffic benefit from proximity to the offices they serve, while other centres can be located close to local and sustainable sources of energy. The draft LBTH Local Plan (2019) strategic policy S.EMP1 identifies the Blackwall sub-area as suitable for data centre uses given the proximity to Canary Wharf and the City of London.
- 7.6 The agglomeration of data centres within this area in close proximity to Canary Wharf and the City of London would ensure that growing demand for more communications technology infrastructure can be met. The clustering of these buildings is an efficient use of space and means that the borough and London can continue to compete as a global city. Data centre capability is an important but somewhat less well documented resource that is needed to support the service-based economy.
- 7.7 This proposal would facilitate expansion of the existing Telehouse Data Campus and in doing so support the role and function of the Canary Wharf Major Centre - a major source of employment within the borough.
- 7.8 To conclude, the proposal would be supported in local and strategic policy terms. The agglomeration of data centres within Blackwall area is logical given their technical and infrastructure needs. Coupled with the close proximity to Canary Wharf and the City of London this would be a highly suitable location.

Design & Heritage

- 7.9 Development Plan policies call for high-quality designed schemes that reflect local context and character and provide attractive, safe and accessible places that safeguard and where possible enhance the setting of heritage assets.



Figure 4: Indicative layout plan

Layout

- 7.10 The building would occupy a large portion of the plot with and its rectangular form would be orientated such that the longest elevations would run east-west. The adjacent streets are arranged in a grid-like fashion with East India Dock Road framing the edge to the north, Nutmeg Lane to the west, and Coriander Avenue to the south. The layout would respond well to these streets and the neighbouring building lines.
- 7.11 The site would be primarily accessed via an existing secure entrance which serves the wider Telehouse Campus, at the end of Coriander Avenue. An entrance point for service vehicles is likely to be located on the corner of Nutmeg Lane and Coriander Avenue and this entrance would be controlled for maintenance vehicles only. It is expected that there would be no direct access provided off East India Dock Road. The details will be subject to further reserved matters applications with respect to Access, Landscape and Layout.
- 7.12 The building would also feature a link bridge to the adjoining data centre and whilst this has been agreed in principle further details will be required before officers can be satisfied with the appearance. The internal layout to the building itself would be in response to the technical requirements of a data centre. For cooling and efficiency limited windows are required and the large data halls situated on each floor are designed as a relatively flexible space. The building would also have a basement level – which as discussed in the section on archaeology – will need to be agreed once investigations of archaeological remains have been completed. Officers are satisfied there would be sufficient flexibility in the basement and foundation design to ensure the layout would be compliant.
- 7.13 The western edge to Nutmeg Lane is the most important route adjacent to the site given it connects the Aberfeldy area with East India DLR station. It will therefore require careful landscaping but officers are content that the building would be sufficiently setback (approximately 12m) from this boundary so as to provide sufficient scope for an enhanced pedestrian environment.
- 7.14 Overall the layout to the building would respond well to the surrounding context and be sufficiently setback from the boundaries.

Townscape, Massing and Heights

- 7.15 Policy DM26 makes clear that the height and scale of buildings should be proportionate to their location within the town centre hierarchy. Policy DM26 also requires development to achieve a high architectural quality which contributes positively to the skyline, not adversely affecting heritage assets or strategic views, presenting a human scale at street level including not creating unsuitable microclimate conditions.
- 7.16 The site is located in an Opportunity Area and is in an area of relatively tall buildings. Directly south is the Global Switch East at 68m in height. To the east is the Telehouse West data centre which stands 50m in height. Beyond East India Dock Road the buildings are a mix of 4, 5, and 8 storeys in height.
- 7.17 With the proposed maximum perimeters set, the height of the building would be similar to that of Global Switch East. The proposed parameter could allow the building to project slightly higher in parts but from a townscape perspective the difference would be negligible. The building mass would be contained by its width being approximately half of its length. The illustrative design of the building shows to some degree the mass being broken down by the 8.5m - 12m overhanging gantry design which gives the building a

clear core with large wings either side. This could be developed in detail within the design for later approval.

- 7.18 The building would be taller than the Grade II* listed East India Dock House to the west but this would not be jarring. The distance between the buildings and much larger footprint of the East India Dock House building would ensure the relationship would be acceptable from a townscape and massing perspective.
- 7.19 Overall the data centre, subject to appropriate detail design secured through Appearance Reserved Matter application could create a positive relationship to the surrounding buildings and contribute to a cohesive building group, and in townscape terms be acceptable. Therefore the maximum parameters set for the building is acceptable.

Form, appearance, and materials

- 7.20 The final appearance of the building would be determined through a Reserved Matters application however the indicative scheme has been considered below.
- 7.21 The building's form is rectangular and would feature an overhanging gantry which creates two elevated wings to the building along the northern and southern elevations. The eastern and western end of the buildings would provide the vertical circulation.
- 7.22 Very few windows would be proposed as these are not required for a data centre and would alter the thermal efficiency of the building in undesirable ways. The northern and southern elevations would appear as quite blank facades and officers are conscious that there will need to be a creative application of materials and fins in order to give some animation to these parts of the building. The use of brick pillars would be supported and overall the appearance of the building would be sympathetic to the surrounding data centre typologies.
- 7.23 Officers consider that subject to securing details of materials and architectural detailing by condition, the proposed building represents an acceptable architectural response.

Landscaping

- 7.24 The detail of the landscaping would be considered within a Reserved Matters application, and therefore the indicative landscape has been assessed below.
- 7.25 Data centres typically require a high degree of security and do not allow public access onto their site. It is recognised that from a commercial perspective this is important and therefore a boundary fence would be required.
- 7.26 Critically where the site can deliver public benefits for landscape is on the western edge adjacent to Nutmeg Lane. It will therefore be ensured that any perimeter fencing is pulled back from the edge to the west and that some soft landscaping is provided to create a buffer between the perimeter fence and public realm. This would improve the existing situation which is currently compromised by an existing perimeter fence and chain railings.
- 7.27 The site boundary to the north along East India Dock Road would also benefit from soft landscaping and a number of trees are shown on the plans which would help to soften this edge. Similarly this planting strategy has been applied along the southern boundary.
- 7.28 Within the site there are areas for larger trees – notably the north-east and north-west corners. This is strongly supported and any additional soft landscaping to the north of the

site would provide some relief to pedestrians from what is a relatively hostile pedestrian environment; caused in the main by the traffic along East India Dock Road.

7.29 Landscaping within the site would offer benefits to the public through the enhancement of the route along Nutmeg Lane and East India Dock Road. There is an opportunity to provide a range of soft landscaping and this would be secured within the Reserved Matters application and any landscaping conditions.

Safety & Security

7.30 The proposal is not likely to result in any adverse impacts with regards to safety and security however this will be assessed in detail through reserved matters application. The boundary treatment has the potential to degrade the pedestrian experience particularly along Coriander Avenue. To mitigate this there will be a requirement to provide details of perimeter lighting to ensure the night time experience would be acceptable.

7.31 A condition will be attached to the schedule requesting that a Secure by Design accreditation is achieved.

Built Heritage

7.32 Development Plan policies call for development affecting heritage assets and their settings to conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

7.33 The Grade II* listed 'East India Dock House, former Financial Times Print Works' (listing 1430114) is situated directly west of the application site beyond Nutmeg Lane. This is the only listed building whose setting would be impacted by the proposed development.

7.34 Built in the 1987-88 by Nichols Grimshaw and Partners and is listed for a number of specific reasons relating to architectural interest, aesthetic value, design interest, historic interest, and technological innovation. Originally built to house The Financial Times printing presses after seven years the Financial Times abandoned the building and it was converted into a data centre.

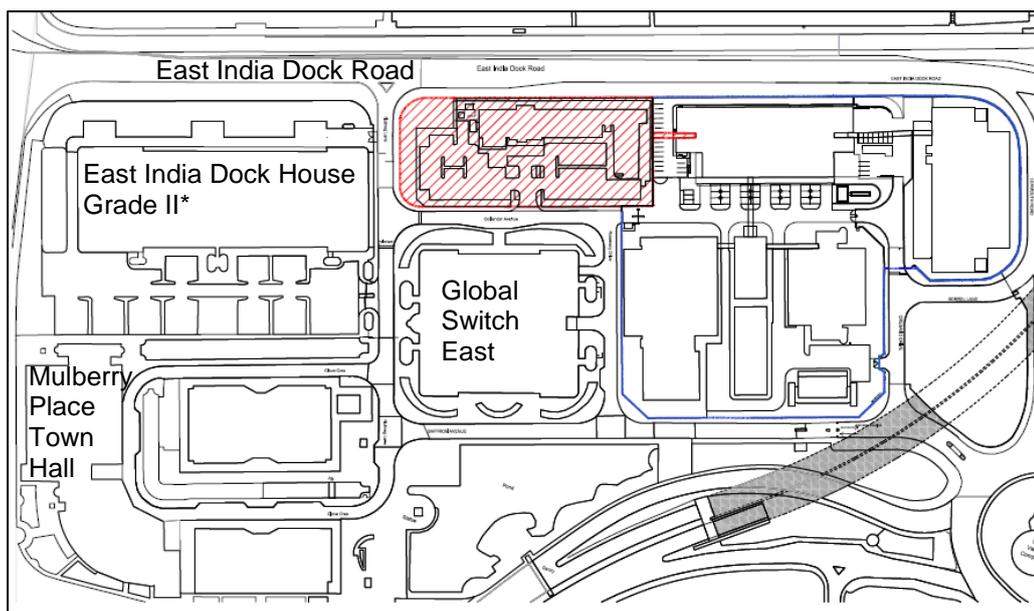


Figure 5: Map showing the existing site (cross hatched in red) in relation to heritage asset

7.35 Views of the building are most readily appreciated from the south whereby the full extent of the southern elevation can be seen. Each ends of the building are also visible. The listing description makes reference to the exterior of the building and its form. Specifically making reference to the aluminium clad ends that feature vertical flute oblong panels that sit between horizontal rails (see figure 5). The glazed central sections have aerofoil fins at 6m centres with projecting armatures and cabling expressing the structural system. On the south elevation there are the stair tower pods (see figure 6).



Figure 6: East elevation



Figure 7: South elevation



Figure 8: View of existing Travelodge hotel between East India Dock House (left) & Global Switch East (right)

7.36 The proposed building would be greater in height but this would not cause harm to its setting given that Global Switch East already stands at a similar height. The detailed design features such as the aerofoil fins to the southern elevation and panels are most readily appreciated in short to medium views. The uniformity and regularity of the structural system is best appreciated in longer views where the whole southern or northern elevations can be seen (Figure 6). Overall though the setting contributes very little to the significance of the building, and much of the building's character derives from the architectural and technological expressions.

- 7.37 The expanse of the southern elevation is best appreciated when looking directly at it from south to north, and much like the Global Switch building additional height to the side of the building would not be incongruous to its setting.
- 7.38 Therefore, in this context the proposed building would not compete with the architectural detailing of East India Dock House nor would it dominate any views where the structural uniformity of the building is best expressed. Therefore whilst the proposed building would be within the setting of East India Dock House it would not give rise to harm, and would have a neutral impact on its setting.

Archaeology

- 7.39 Development plan policies require measures to identify, record, protect, and where appropriate present the site's archaeology. The site is within the Blackwall Archaeological Priority Area.
- 7.40 The Greater London Archaeological Advisory Service (GLAAS) was consulted and advised that there is potential for buried remains of the East India Dock quayside wall present at the site. As a structure closely and functionally associated with the above ground Grade II listed dock wall it may be of heritage significance.
- 7.41 The proposal does include a basement and foundations which may impact on the buried quayside wall. The significance of the heritage asset is not known at this stage as no field evaluations have been undertaken.
- 7.42 In order to ensure that the proposal does not give rise to harm further details of the basement and foundation design will need to be provided to the Local Planning Authority, once an understanding of the significance of the heritage assets is determined. Subsequently and depending on the outcome of this evaluation the position and size of the basement may need to change, and or an engineering solution pursued in order to preserve any remains of significance in-situ.
- 7.43 The applicant has provided an updated document (Ref: 1016374-MD-LT-001) which demonstrates how the quayside wall could be protected and it is recommended two conditions are attached to ensure that the impacts of the development can be appropriately mitigated. GLAAS have agreed in principle to the approach and therefore it is considered that the proposal would take sufficient measures to protect potential archaeological remains of significance.

Neighbouring Amenity

- 7.44 Development Plan policies seek to protect neighbour amenity by ensuring that privacy is safeguarded, that there is an acceptable level of daylight and sunlight conditions for occupiers of new developments and existing surrounding developments. As well as safeguarding privacy, not allowing unacceptable levels of noise.

Privacy and Outlook

- 7.45 The closest relationship between the proposed building and neighbouring residential properties would be to the north where the recently constructed Aberfeldy development is, and other residential blocks along East India Dock Road. To the east, south, and west the buildings are data centres and therefore not sensitive with respect to privacy and outlook.

7.46 Given that the building would be approximately 50m away and far above the minimum 18m required, and on the basis that it is of a similar height to the data centre due south the proposal would not adversely impact on the residential dwellings with respect to outlook. With regards to privacy the proposed data centre would have no material impact as there are no windows to the majority of the northern elevation.

Daylight, Sunlight and Overshadowing

7.47 The applicant has submitted a daylight and sunlight report for the application which has been reviewed. The nature of the surrounding buildings to the south east and west is that the only sensitive receptors are labelled below to the north along East India Dock Road.

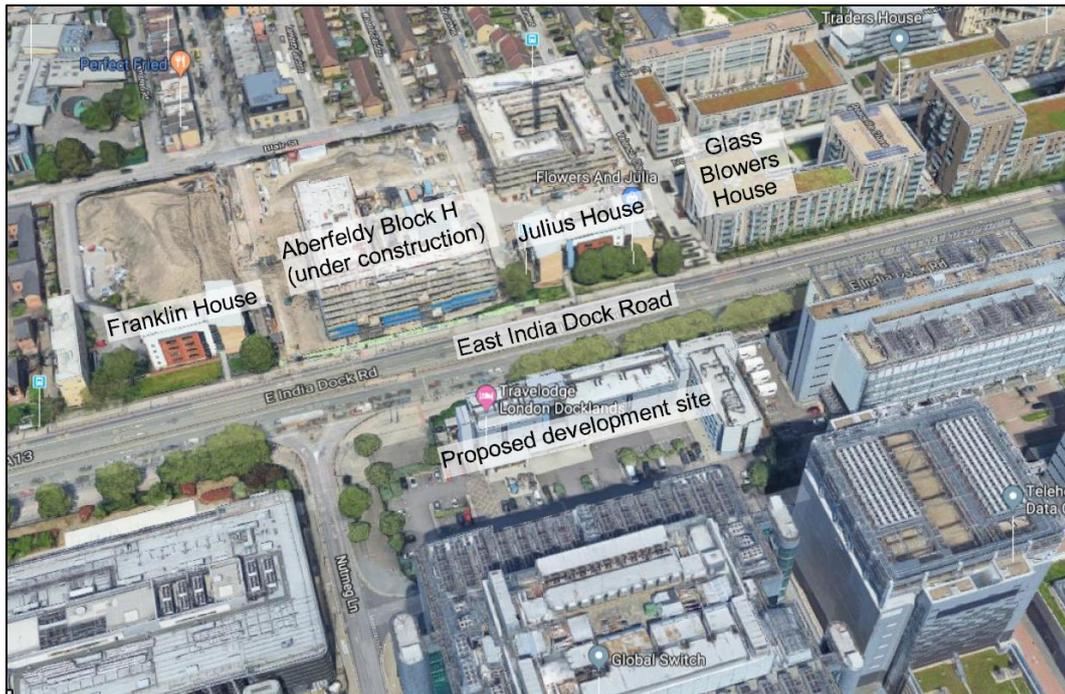


Figure 9: Aerial view of site and residential receptors

Daylight Aberfeldy Block H

7.48 The building most impacted would be Block H of the Aberfeldy development. This is currently under construction and not yet complete. With regards to Vertical Sky Component (VSC) when assessing the impact of the development with balconies removed as advised in the BRE Guidelines then only 16 of the windows fail to meet their target value (see Figure 90. They would have valued of between 22% and 25.4% compared to a target of 27%, and be between 0.74 and 0.79 times their current value. With respect to Daylight Distribution of the rooms that fail on VSC all of the Living/Kitchen/Diners would meet the BRE guidelines.

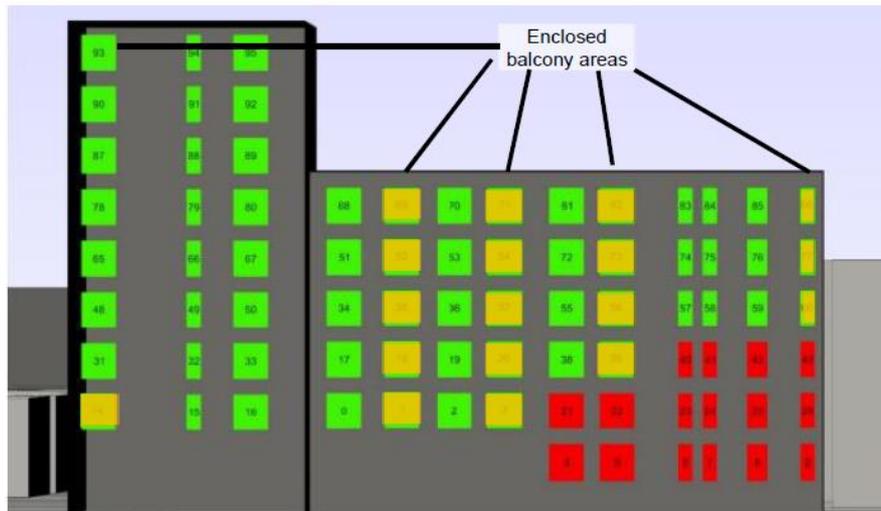


Figure 10: VSC results showing windows that fail BRE guidelines with balconies removed

- 7.49 Therefore whilst there would be an impact on the windows aforementioned they would not be major adverse, and the windows would still benefit from an adequate level of daylight given the urban context; an area undergoing a high degree of change and growth that is leading to a greater density of residential dwellings and commercial buildings.
- 7.50 With respect to daylight distribution 25 out of 75 of the rooms would fail to meet the BRE guidelines, however of those that would fail only 3 would be to living rooms. The reduction to these 3 rooms would result in daylight distribution figures of 0.76 (H2.13), 0.75 (H.3.23), and 0.79 (H.4.33) their former value. Whilst this is below the 0.8 required by the BRE guidelines the values would not be significantly below, and in the context these impacts would be acceptable.

Daylight Franklin House, Julius House, and Glass Blowers House

- 7.51 All of the windows to Living/Kitchen/Diners within Julius House and Glass Blowers House western façade meet the BRE guidelines with respect to VSC with the balconies removed. For Franklin House three of the windows fail to meet the guidelines for VSC, however the biggest reduction would be 0.75 times the existing VSC score and therefore the loss would not be significant. When daylight distribution is assessed to these rooms they would all be within 0.8 times the former value and therefore in accordance with BRE guidelines. Overall the impacts to Franklin House, Julius House, and Glass Blowers House would not be significant.

Sunlight

- 7.52 In general a building which has a particular requirement for sunlight will appear reasonably sunlit provided at least one main window faces within 90degrees of due south and the centre of at least one window to a main living room can receive 25% of annual probably sunlight hours, including at least 5% of annual probable sunlight hours in the winter months between 21 September and 21 March.
- 7.53 For Franklin House 6 windows out of 24 would fail to achieve the BRE guidelines and for Glass Blowers House 5 would fail (Window 27, 65, 97, 129, and 149). Of the 5 windows for Glass Blowers House these would serve Living/Kitchen/Diners where sunlight is more important. The aspect to these units is challenging as they are single aspect west facing

and would also lose sunlight from the existing Julius House. In the context of the wider developments these impacts would on balance be acceptable. Julius House itself would see sunlight levels within the BRE guidelines for all affected units.

- 7.54 Overall there would be some impacts most notably with respect to one set of units in Glass Blowers House, but overall only a small number of units would be affected by the development, and it is considered that in the context these impacts would be acceptable.

Summary and Conclusions

- 7.55 In conclusion for the reasons outlined above it is considered that the proposed development would not have any unacceptable impacts with respect to daylight and sunlight, and that these impacts would not be sufficient to warrant any changes to the proposal.

Noise and vibration

- 7.56 The application is supported by an environmental noise survey which was reviewed by the Council's Environmental Health Noise team. The noise report identified suitable mitigation measures for the plant and therefore it is recommended a number of conditions are attached.
- 7.57 It should be noted that the development would also require back-up generators in the event of a power outage, and that these will need to be tested periodically. It is recommended that the time of day and duration of the test is restricted so that the impacts of this would be the least severe. Officers consider 30minutes of testing per month during the middle of the day to be an acceptable degree of impact and as such the condition will restrict the use of the generators to those times.
- 7.58 Subject to the conditions the development would be in conformity with noise policy.

Construction Impacts

- 7.59 Demolition and construction activities are likely to cause some additional noise and disturbance, additional traffic generation, and dust. In accordance with relevant Development Plan policies, a number of conditions are recommended to minimise these impacts. These would control working hours and require the approval and implementation of a Construction Management Plan.

Transport and highways

- 7.60 Development Plan policies promote sustainable modes of travel and the limits on car parking for hotel uses is determined by their location and the level of public transport accessibility (PTAL). They also seek to secure safe and appropriate servicing.
- 7.61 According to the TfL WebCAT online tool the PTAL rating for the site is level 4 which is defined as a good level of public transport accessibility. The application has removed all car parking other than one blue badge space and this is supported.
- 7.62 Officers did raise concerns with the temporary maintenance access proposed to the south-western corner of the site. Ideally this should be provided off Coriander Avenue or an alternative route. However, it has been explained that this is only to be accessed approximately once per year and is a requirement for the specialist maintenance vehicles.

- 7.63 Given the relative infrequency with which this would be used it is considered that this arrangement would be acceptable. It is recommended that the use of the vehicle access point on the south-western corner is restricted to maintenance vehicles only by way of condition.
- 7.64 In line with the guidance on dust and pollution from demolition and construction activities it is recommended that a Construction Environmental Management Plan is secured by way of a planning condition.

Trip Generation and modal share

- 7.65 The applicant has stated that the development will only generate two full time employees and therefore there are no concerns with respect to trip generation or modal share. There is existing capacity within the Telehouse Campus to accommodate any service vehicles arriving and therefore it is necessary to have the development car-free to encourage sustainable means of transport and not increase parking capacity within the campus.

Cycle Parking

- 7.66 According to the floorspace of the building there would be a requirement of 55 long stay spaces and 28 visitor parking spaces. However only 10 spaces have been provided. The applicant's justification for a lower level provision is that only two staff members need accommodating. The Transport Assessment documents that there would be 2 full time employees and therefore the requirement on this assumption would only be 2 spaces.
- 7.67 A data centre which does not generate significant trips and has very few employees should be required to deliver the number of cycle parking spaces that are proportionate to those impacts and requirements. These buildings are quite unique in how they operate and would not require the same levels of parking for an office or other commercial buildings. Both TfL and LBTH highways accept that on the basis of the employment figures that 10 spaces would be acceptable.
- 7.68 Cycle parking should be designed in accordance with the London Cycle Design Standards and a condition will be attached securing the details of the provision.

Deliveries & Servicing

- 7.69 All delivery and servicing activities would take place within the site and all vehicles would enter and exit in forward gear. A delivery and service plan will be required to help ensure effective management of servicing arrangements. It is recommended that this is secured by condition and assessed in consultation with TfL.

Waste

- 7.70 Development Plan policies require adequate refuse and recycling storage and management and the re-use of demolition and construction materials.
- 7.71 The building would have sufficient waste storage space and officers consider that the site would not generate significant requirements for waste. On the basis of the low employment density and nature of the use as a data centre. It is recommended details regarding how waste would be managed on site are secured through a waste management strategy. Subject to these details being provided prior to occupation the proposal would be acceptable.

Travel planning

- 7.72 It is recommended that the approval and implementation of final Travel Plans is secured via a s106 obligation.

Environment

Energy & Environmental Sustainability

- 7.73 The climate change policies as set out in Chapter 5 of the London Plan, policy SP11 of the Core Strategy and the Managing Development Document policy DM29 collectively require developments to make the fullest contribution to the mitigation and adaptation to climate change, and to minimise carbon dioxide emissions.
- 7.74 The submitted Energy and Sustainability Statement (Cundall – October 2018) demonstrates that the design has followed the principles of the Mayor's energy hierarchy, and seeks to reduce energy demand through energy passive design and efficiency measures including high efficiency indirect air-cooled evaporative cooling system.
- 7.75 The proposed cooling system is anticipated to meet the substantial cooling loads in an energy efficient way compared to a conventional cooling systems. The design of the building is noted as specific to the use and due to the significant cooling demand and low occupant necessity; the systems have been designed to emphasize energy efficiency, over occupant comfort. The Energy efficiency measures and passive design is anticipated to reduce CO2 emissions by 63.1%.
- 7.76 The heating loads for the development are proposed to be met through utilising heat rejected by the cooling plant. The use of a VRF heat redistribution system to meet the heating demand for the core and office areas is anticipated to result in a further saving of 9.8 tonnes of CO2 annually.
- 7.77 The cumulative CO2 savings from the energy efficient design, passive measures and use of waste heat to supply the core and office areas is anticipated to be 63.2%. This is considerably higher than the 45% reduction required within policy and therefore there would be no planning obligation for carbon off-setting required.
- 7.78 Policy DM29 also requires sustainable design assessment tools to be used to ensure the development has maximised use of climate change mitigation measures. The proposal for the scheme is to achieve a BREEAM Excellent with a score of 79%. The delivery of BREEAM Excellent is supported and should be secured via condition.
- 7.79 Overall the design would result in a very efficient building and it would deliver above the policy requirements with respect to CO2 savings. This is strongly supported. It is recommended that the proposals are secured through appropriate conditions.

Biodiversity

- 7.80 Development Plan policies seek to safeguard and where possible enhance biodiversity value. Policy DM11 requires developments to deliver net gains in biodiversity.
- 7.81 The application is supported by a Biodiversity Strategy and landscape plan. These documents have been assessed by the Council's Biodiversity officer who has advised that

the existing site is of very limited biodiversity value. Nonetheless the existing trees and shrubs on the site provide habitat for common birds.

- 7.82 Any clearing of the site should take place outside the nesting season or a survey undertaken immediately before clearance. The ecology report recommends a biodiverse roof and nest boxes and this would ensure there are net gains in biodiversity in accordance with policy DM11.
- 7.83 There is an opportunity in the landscaping around the perimeter and within the north-western and north-eastern corners to provide a mix of trees and shrubs. All together these enhancements would improve the biodiversity value of the site and contribute to the Local Biodiversity Action Plan.
- 7.84 Subject to the conditions on landscaping and biodiversity the proposals would meet Development Plan requirements to provide net gains in biodiversity.

Air Quality

- 7.85 Under the Mayor of London's policies on air quality if the proposed development would generate less building and transport emissions than the existing land use then no assessment is required. The information provided shows that the existing hotel and its 86 car parking spaces would generate higher emissions than the proposed data centre. Therefore the proposal would reduce emissions arising from the site which is strongly supported.
- 7.86 The back-up generators proposed have the potential to impact on air quality if they were to be used frequently or to supply energy to the national grid. It is recommended that a condition is attached to restrict the frequency and duration of testing to 30mins per month to ensure there would be no unacceptable impacts on local air quality.
- 7.87 The existing hotel by way of its large car park currently has a detrimental impact on air quality and therefore the new use would be welcomed and reduce emissions generated from vehicular traffic within the borough.

Wind/Microclimate

- 7.88 The application is supported by a Wind Microclimate Assessment. This finds that the site would be suitable for the proposed use and that the impacts on the surrounding streets would not present a risk to pedestrian safety.
- 7.89 The proposed building would have a neutral to beneficial impact on the wind environment to the south and subject to sufficient planting and landscaping the impacts to the north would still be within the limits of 'Business Walking' as defined by the Lawson criteria. This would be acceptable given the context of the area as commercial area that is largely comprised of data centres. Therefore, the proposal would be acceptable from a wind microclimate perspective.

Contaminated Land

- 7.90 Subject to the conditions stipulating investigation of the ground for potential contaminants the proposal would be in accordance with policy with regard to contamination.

Flood risk

- 7.91 Development Plan policies seek to manage flood risk and encourage the use of Sustainable Urban Drainage.
- 7.92 Although the site is located within flood zone 3 it is protected by the Thames Tidal flood defences from a 1 in 1000 (0.1%) chance in any year flood event. The proposed data centre is outside of the model extent for a breach. A site specific Flood Risk Assessment has been submitted with the application. In line with the Tower Hamlets Strategic Flood Risk Assessment, the development would provide wider sustainability benefits to the community. Therefore from a flood risk perspective the proposal would be acceptable.

Aviation

- 7.93 An Aviation Assessment has been submitted as part of the application. NATS and City Airport do not object to the proposals and the proposal would result in no unacceptable aviation impacts subject to conditions requiring details of cranes and an unexploded ordnance survey study.

Infrastructure Impact

- 7.94 The proposal would not be liable for the Tower Hamlets Community Infrastructure Levy (CIL) or the Mayor of London CIL as it states under paragraph 11 of regulation 30 Part 5 of the Community Infrastructure Levy Regulations (2010) that 'a building into which people do not normally go' is not included. Given the primary use of the site is to house data it is not expected that many people will enter the building other than for maintenance.
- 7.95 Development Plan policies seek financial contributions to be secured by way of planning obligations to offset the likely impacts of the proposed development on local services and infrastructure.
- 7.96 The applicant has agreed to meet all of the financial contributions that are sought by the Council's Planning Obligations SPD, as follows:
- £161,084.23 towards end-user phase employment skills training
 - 2 apprenticeships
 - £1500 monitoring fee

Human Rights & Equalities

- 7.97 The proposal does not raise any unique human rights or equalities implications. The balance between individual rights and the wider public interest has been carefully considered and officers consider it to be acceptable.
- 7.98 The proposed development would not result in adverse impacts upon equality or social cohesion.

8. RECOMMENDATION

- 8.1 That subject to any direction by the Mayor of London, **conditional planning permission is GRANTED** subject to the prior completion of a legal agreement to secure the following planning obligations:

8.2 Financial obligations

- a. £161,084.23 towards end-user phase employment skills training

- b. 2 apprenticeships
- c. £1500 monitoring fee

Total financial contributions: £162,584.23

Non-financial obligations

- a. Access to employment
 - 20% local procurement
 - 20% local labour in construction
 - 2 end-user phase apprenticeships
- b. Transport
- c. Link to proposed hotel under planning reference PA/18/03089

8.3 That the Corporate Director of Place is delegated the power to negotiate the legal agreement. If within three months of the resolution the legal agreement has not been completed, the Corporate Director for Place is delegated power to refuse planning permission.

8.4 That the Corporate Director of Place is delegated the power to impose conditions and informatives to address the following matters:

Planning Conditions

Compliance

1. 3 years deadline for approval of all reserved matters.
2. Development in accordance with maximum floor area
3. Development in accordance with parameter plans
4. Restrictions on demolition and construction activities:
 - a. All works in accordance with Tower Hamlets Code of Construction Practice
 - b. Standard hours of construction and demolition;
 - c. Air quality standards for construction machinery;
 - d. Ground-borne vibration limits; and
 - e. Noise pollution limits.
5. Mechanical plant noise standard.
6. Delivery and retention of waste storage facilities.
7. Cycle parking
8. Back-up generators can only be used in the event of national grid supply failing.
9. Use of south-western vehicle access gate for façade maintenance vehicles only.
10. Air quality standards for CHP and Emissions

Pre-commencement

(The inclusion of the following pre-commencement conditions has been agreed in principle with the applicants subject to detailed wording.)

11. Control of dust and emissions
12. Land Contamination Remediation Scheme (subject to post completion verification).
13. Timing of vegetation clearance (breeding birds)
14. Construction Environmental Management Plan and Construction Logistics Plan (in consultation with TfL)
15. Archaeology Written Scheme of Investigation (in consultation with GLAAS)
16. Archaeology Foundation Design (in consultation with GLAAS)
17. Crane / Lifting Management Plan (LCY & TfL)
18. Unexploded Ordnance site safety and emergency plan (LCY)
19. Piling method statement (Thames Water)

Pre-superstructure works

20. Details of external facing materials and architectural detailing;
21. Details of hard and soft landscaping of all public realm and open spaces including, boundary treatment, benches, paving, and lighting.
22. Details of biodiversity improvement measures, including biodiverse roofs, bird and bat boxes;
23. Final energy strategy which ensures CO2 emission savings of at least 64%
24. Details of Secured by Design measures.
25. Sustainable Urban Drainage Systems
26. Details of mechanical plants and details of any lift overruns

Prior to occupation

27. Delivery & Servicing Plan, and Waste Management Plan

Post occupation

28. BREEAM Certificate
29. Energy efficiency and sustainability measures (subject to post completion verification)
30. Post-completion noise report

8.5 Informatives

1. Permission subject to legal agreement.
2. Thames Water

Appendix 1

Drawings

0460-00_00 - 000 REV P02 Site Location Plan

Community Infrastructure Levy (CIL) Additional Information Form

Design and Access Statement- prepared by NWA- February 2019

Covering Letter- prepared by CBRE

Planning Statement - prepared by CBRE

Air Quality Assessment- prepared by Cundall

Archaeology Report- prepared by Durham University

Supplementary Archaeological Assessment- February 2019

Potential Basement Options Letter- Cundall- 28th March 2019

Aviation Study- prepared by Eddowes Aviation Safety Ltd

Built Heritage Statement-prepared by Cundall

Outline Construction Management Plan- prepared by Cundall

Daylight and Sunlight Report- prepared by Cundall

Response to GLA and LBTH Comments- Cundall dated 22nd February 2019

Preliminary Ecology Appraisal- prepared by The Ecology Consultancy

Energy and Sustainability Report- prepared by Cundall

Response to GLA and LBTH Comments- Cundall dated 22nd February 2019

Flood Risk Assessment (FRA) and Drainage Strategy- prepared by Cundall

Preliminary Land Quality Assessment- prepared by Cundall

Noise Report- prepared by Cundall

Townscape and Visual Assessment- prepared by Colour

Travel Plan- prepared by Cundall

Transport Statement- prepared by Cundall- 4th March 2019

Electronic Interference Assessment- prepared by Cundall

Environment Report- prepared by Cundall

Pedestrian Wind Comfort Study- prepared by Cundall

Statement of Community Involvement- prepared by BECG

Detailed UXO Risk Assessment- prepared by Cundall

Tall Buildings Assessment- prepared by Cundall

0460-00_00 – 180 Material Palette

0460-00_00 – 002 3D Views

0460-00_00 – 001 P2 Parameter Site Plan and Site Section

001600 A4 Existing Third Floor Plan

001600 A4 Existing Sections

001600 A4 Existing Second Floor Plan

001600 A4 Existing Roof Plan

001600 A4 Existing Ground Floor Plan

001600 A4 Existing Third Floor Plan

001600 A4 Existing First Floor Plan

001600 A4 Existing Elevations

001600 A4 Existing Car Park Plan

0460-00_00 - 170 REV P01 Proposed Elevations Indicative

0460-00_00 - 151 REV 01 Proposed Cross Section Indicative

0460-00_00 - 150 REV 01 Proposed Long Section Indicative

0460-00_00 - 140 REV 01 Proposed Second to Seventh Floor Plan Indicative

0460-00_00 - 120 REV 01 Proposed First Floor Plan Indicative

0460-00_00 - 120 REV 02 Proposed Ground Floor Plan Indicative

0460-00_00 - 100 REV 01 Proposed Basement Plan Indicative

APPENDIX

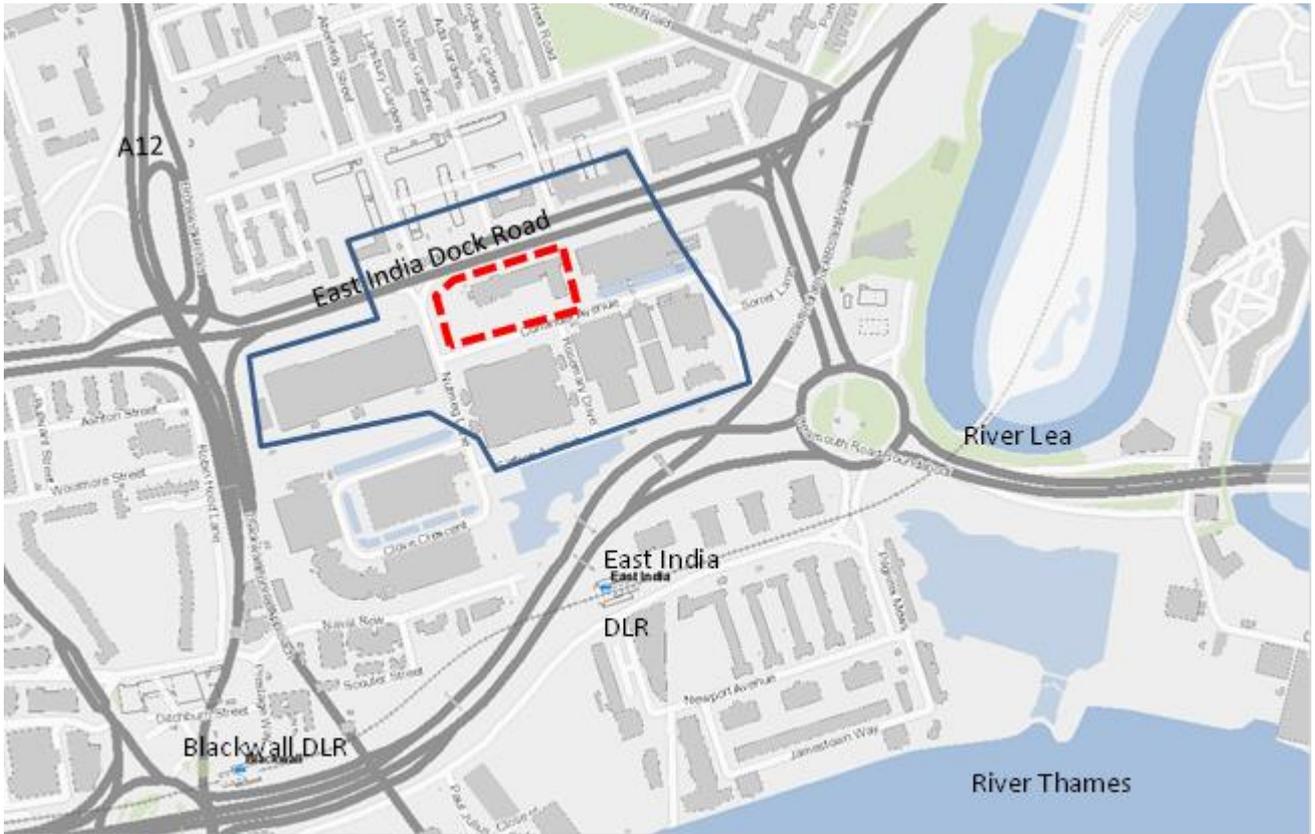


Figure 1: Site Location

Legend:

Site boundary: dashed red line

Consultation boundary: solid blue line



Figure 2: 3D view of proposal (view from north-east to south-west)

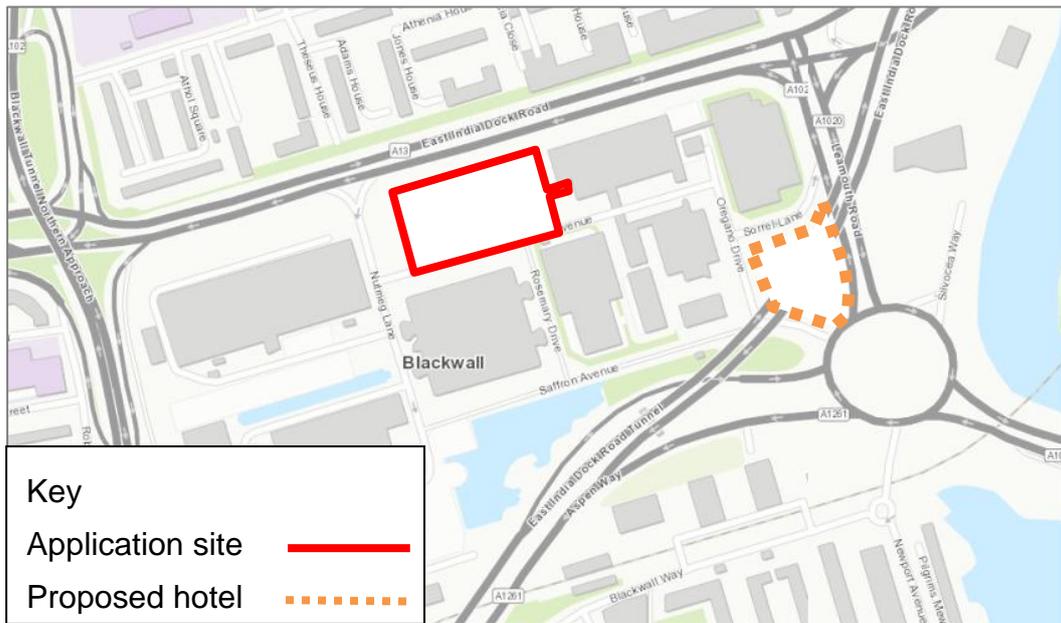


Figure 3: Map showing application site in relation to new hotel proposed under PA/18/03089

Parameter	Minimum in metres	Maximum in metres
Height	60	65
Width	41.8	46.8
Length	86.8	91.8

Table 1: Parameters for proposed data centre

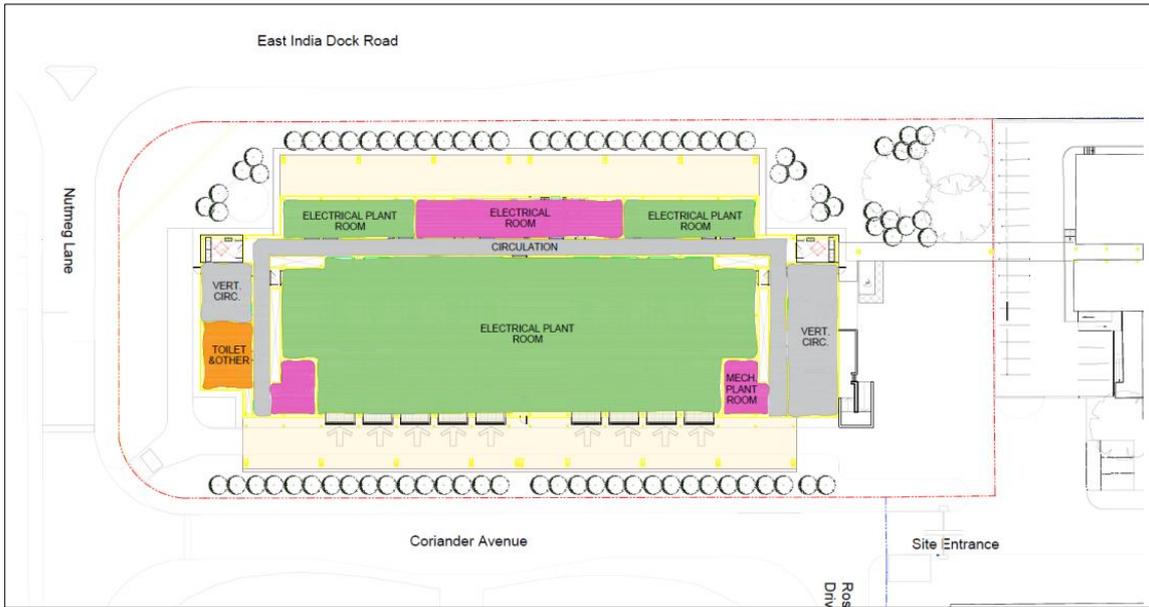


Figure 4: Indicative layout plan

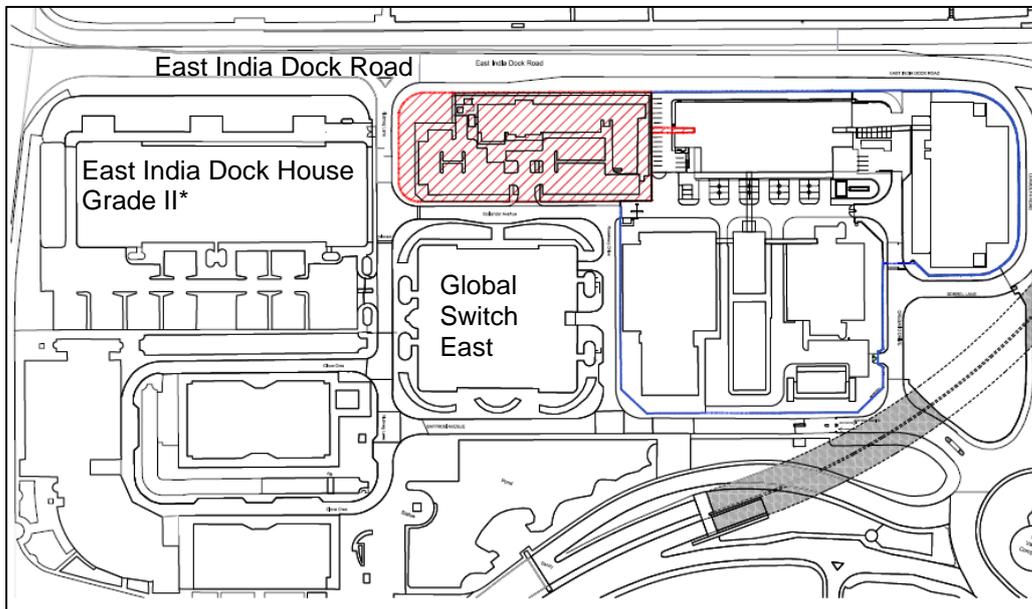


Figure 5: Map showing the existing site (cross hatched in red) in relation to heritage asset



Figure 6: East elevation



Figure 7: South elevation



Figure 8: View of existing Travelodge hotel between East India Dock House (left) & Global Switch East (right)

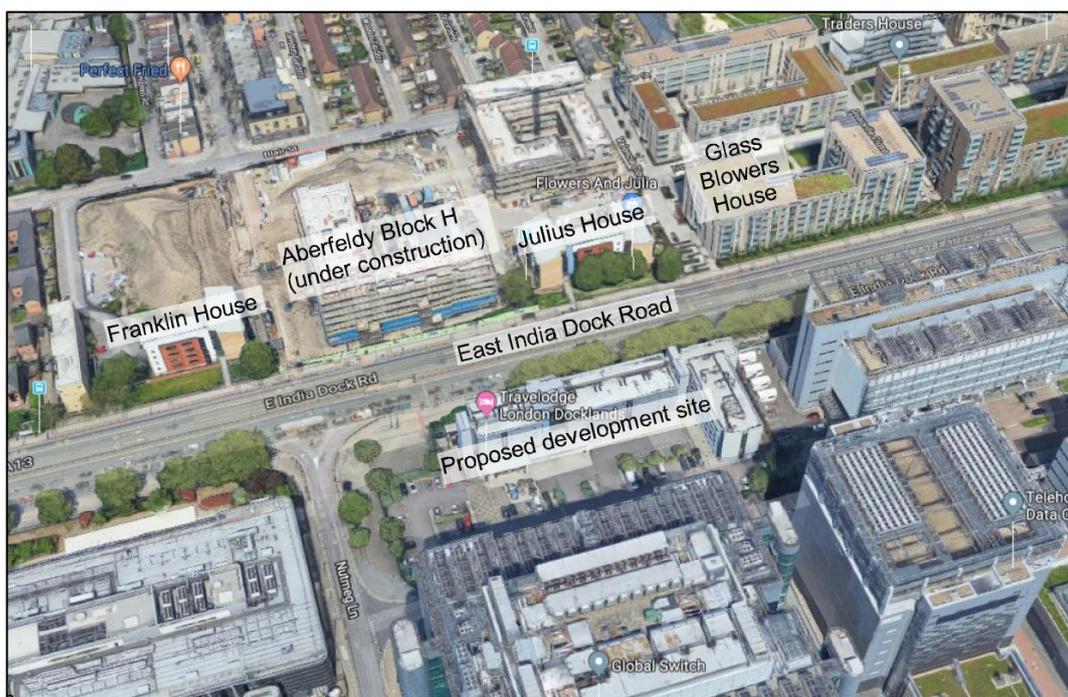


Figure 9: Aerial view of site and residential receptors

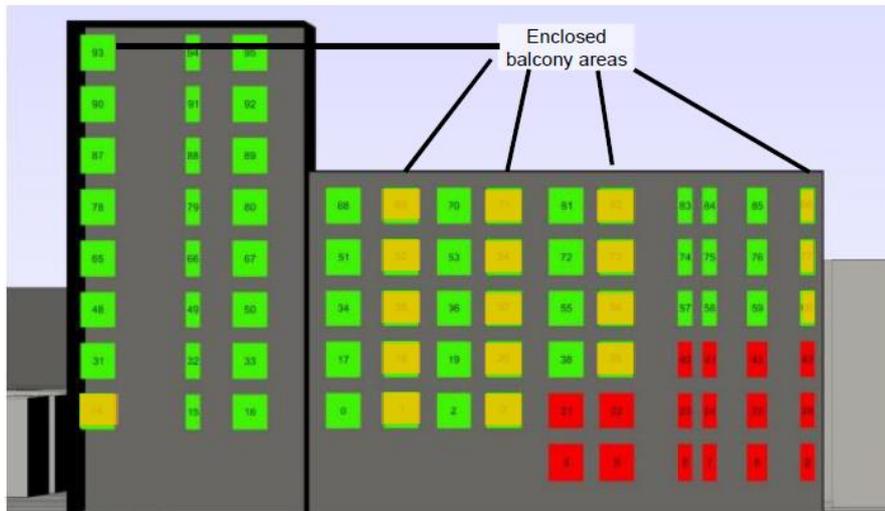


Figure 10: VSC results showing windows that fail BRE guidelines with balconies removed

This page is intentionally left blank



Application for Planning Permission

[click here for case file](#)

Reference	PA/18/03089
Site	Site north west of Leamouth Road Roundabout, Leamouth Road, London
Ward	Poplar
Proposal	Erection of 19 storey building (up to maximum height of 64.250 metres AOD) to provide a new 350 room hotel (Use Class C1) together with ancillary restaurant and bar, car parking, cycle parking and landscaping.
Summary	Grant planning permission with conditions and planning obligations
Recommendation	
Applicant	Tarragon Developments Ltd
Architect	Dexter Moren
Case Officer	Julian Buckle
Key dates	<ul style="list-style-type: none">- Application registered as valid on 08/11/2018- Public consultation finished on 13/12/2018- Car parking levels and landscape agreed end of March 2019

EXECUTIVE SUMMARY

The proposed development would make good use of a vacant site and provide 350 new hotel rooms. The development of this site would facilitate a new data centre nearby (approx. 200m) and the demolition of the existing Travelodge Docklands Hotel.

The height, massing, and design of the scheme would result in a striking building that frames this part of Blackwall and it would respond well to the site constraints. Namely the East India Dock Tunnel running beneath the site which severely restricts the building footprint.

The site layout would be separated into four main parts: a pocket park; a landscape buffer; the southern landscape area; and the car park accommodating 35 spaces. The car parking levels have been substantially lowered since submission and would be in accordance with transport and air quality policies. The site layout would enhance the existing boundary conditions and permeability within the area.

The impacts to neighbouring occupiers would be limited and acceptable for an urban location. The development would have a neutral impact on the setting of the Grade II listed East India Dock Wall.

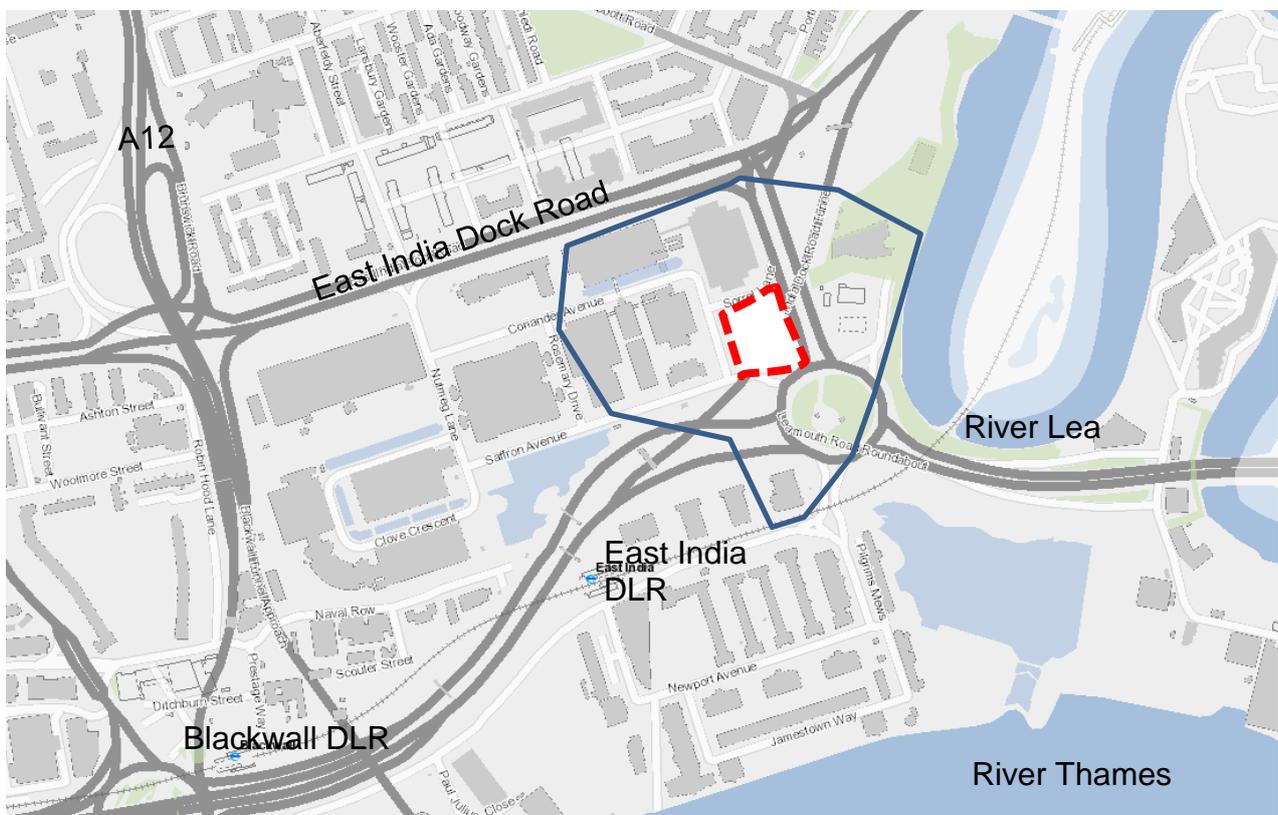


Figure 1 – Site Location

Legend:

Site boundary – dashed line

Consultation boundary: solid blue line

1. SITE AND SURROUNDINGS

- 1.1 The site is currently vacant and measures 0.35 hectares. The site is bound by Sorrel Lane, Oregon Drive, Saffron Avenue, and Leamouth Road. The Leamouth roundabout is directly south-east of the site.
- 1.2 The building to the north known as Telehouse North 2 stands at ten storeys in height and the building to the west is lower at five storeys in height; both these buildings are used as data centres. To the east the consented residential development known as Orchard Wharf will be twenty-four storeys in height. However, this is not yet built at the time of this report.
- 1.3 Beyond this site lies Bow Creek a tidal section of the river Lea. South-west of the site is Saffron Pond which is designated as a site for nature conservation (SINC). The green grid network runs along Saffron Avenue, Oregon Drive, and Sorrel Lane.
- 1.4 The site benefits from being close to the East India DLR station (approximately 255m to the south-west) and Canning Town Underground Station (approximately 650m to the east). Several bus routes serve the site along Leamouth Road. The roads that frame the former docks are known as Aspen Way, East India Dock Road, and Leamouth Road, all of which form part of the Transport for London Strategic Road Network (TRLN). Cycle Superhighway CS3 runs around the site along Saffron Avenue, Oregon Drive, and Sorrel Lane.
- 1.5 The site was formerly part of the East India Docks and over-time as the role of shipping declined these have been infilled and built upon. The area has a mix of office uses and data centres, with a few supporting shops and restaurants. This gives the area its functional character.
- 1.6 What remains of the Grade II listed East India Dock wall frames the wider area along the southern and western edge. A section of the wall is also retained between the carriageway of Leamouth Road directly to the east of the site. The site is within an Archaeological Priority Area.

2. PROPOSAL

- 2.1 The application proposes a 350 room hotel measuring 19 storeys in height. The building would be positioned on the north-west corner of the site and comprise of:
 - Ground floor - Reception and Back of House
 - First floor - Restaurant/Bar
 - Second to Eighteenth floor - Hotel rooms
- 2.2 The total Gross Internal Area (GIA) would measure 11,759sqm and the maximum height of the building would measure 64.25m. Access and egress to the site would take place from Sorrel Lane and Saffron Avenue.
- 2.3 A total of 35 car parking spaces are proposed, 5 of which would be blue badge spaces. Of the 35 spaces 40% would provide active electric charging points. The site would provide a pocket park and access across the southern landscaped area. The perimeter of the site would be lined with planting and there would be a refuse store located on the north-east corner.



Figure 2: Site layout



Figure 3: CGI looking north

Link to proposed Data Centre application

- 2.4 The application assessed within this report is linked to an application for the demolition of an existing hotel and erection of a new data centre at Coriander Avenue (under planning reference PA/18/03088).
- 2.5 This is because there is an existing Travelodge hotel at Coriander Avenue and this site will cease to operate once the new hotel - proposed north-west of Leamouth roundabout - is in operation.
- 2.6 The Section 106 agreement for both applications will ensure that there will not be two hotels in operation at the same time. This is to ensure acceptability of the land use. The two sites are approximately 235m apart and are within the same estate.
- 2.7 This 'land swap' is largely driven by the fact the application site has the East India Dock Tunnel running directly beneath it, which severely restricts the developable area and intern the building typology that can be constructed. A hotel use can be delivered on a much smaller footprint than that required to house a data centre (such are their functional requirements) and henceforth the two sites are being proposed in this way.
- 2.8 It must be noted that the two applications will be assessed separately and they must both meet current policy. The link between the two applications is only material in so far as considering the acceptability of the principle of development.

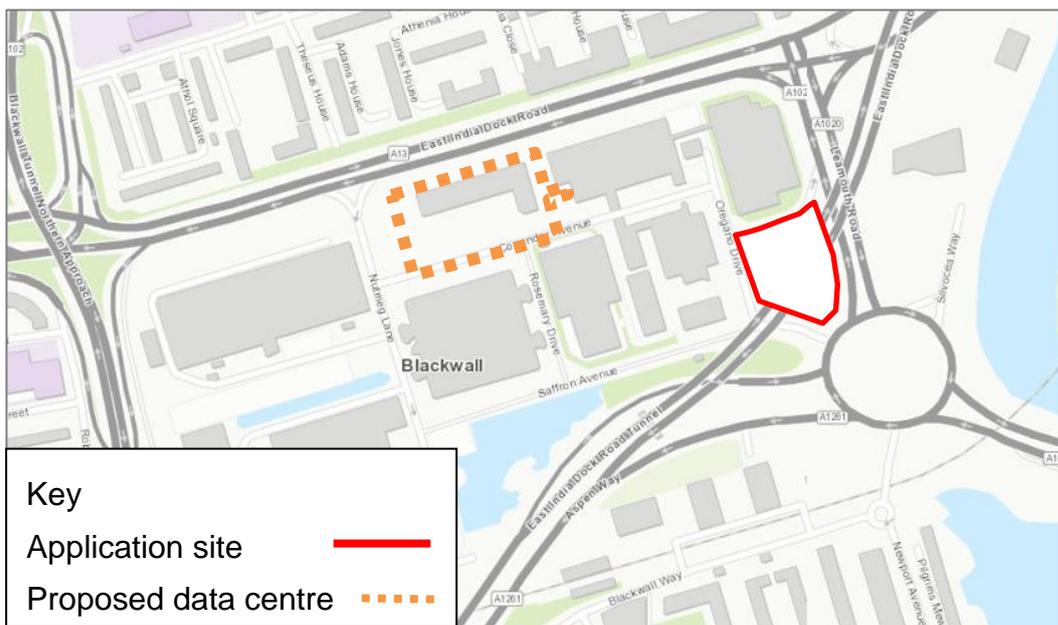


Figure 4: Map showing link to proposed data centre under PA/18/03088

3. RELEVANT PLANNING HISTORY

The Application Site

- 3.1 PA/14/00074 – Permitted 23/10/2014
Erection on Site 6 of a new 10 storey data centre building of 66m in height comprising approximately 24,370m² of floor space including provision of roof top plant and satellite dish; reconfiguration of loading bay area to North building; new first floor bridge link to

existing North building; erection on Site 8 of a new 12 storey office development 65m in height comprising approximately 13,283m² of floor space; provision of car and cycle parking; re-routing of existing cycle path on Sorrel Lane; associated landscaping; provision of security fencing, gates and other associated works

4. PUBLICITY

- 4.1 The applicant carried out public consultation prior to submission of the application (details are set out in the applicant's Statement of Community Involvement dated October 2018). The consultation took place between June and July 2018 and included two public consultation events.
- 4.2 Following the receipt of the application, the Council notified nearby owners/occupiers by post and by site notices. A press advert was also published in a local newspaper. A total of 21 representations were received in favour and none in objection.
- 4.3 The points raised during consultation are summarised below.
- The proposal will create jobs and provide training
 - The scheme will bring investment opportunities to the borough
 - The green space will be usable by local residents
 - Electric charging ports are a benefit
 - They will have little (negative implied) impact to local residents
 - The green space will make the area feel less business oriented
 - The family sized rooms are good for people with disabilities
 - The high quality design and architecture would be welcomed
 - Hotel guests will add to the local economy
 - Working with local charities is supported

Officer comment: The points raised will be considered within the relevant sections of the report.

5. CONSULTATION RESPONSES

- 5.1 Internal and external consultees were consulted in November 2018.
- 5.2 Transport for London (TfL) and the Greater London Authority (GLA) were shown updated layout plans in March 2019 once the final car parking levels had been agreed. TfL have provided comment whilst the GLA have yet to provide an updated position.

Environment Agency

- 5.3 No objection, development at low risk of flooding. Council must be satisfied with the emergency access/egress or refuge within the proposed building.

Greater London Authority

Principle of development

- 5.4 The proposed hotel in this accessible location within the Lower Lea Valley Opportunity Area is supported in strategic planning terms.

Urban design

- 5.5 The height, massing and architecture are supported. The scheme is dominated by surface car parking which significantly compromises the design and is contrary to policy; this must be reduced. The proposed landscape strategy should be revised to increase areas of meaningful soft landscaping and public realm. No harm would result to nearby heritage assets.

Sustainable development

- 5.6 The extent of hard surfacing should be reduced with a view to maximise urban greening and contribute towards the reduction of the heat island effect. Details of planting and a calculation of the proposal's Urban Greening Factor should be provided.

Transport

- 5.7 The proposed level of parking generates a mode share of 33.4% of trips by car, which does not comply with the intent of the draft London Plan. Car parking should be reduced and the Transport Assessment should be revised to reflect a higher proportion of trips by foot, cycle or public transport, in line with the Mayor's strategic targets.

Energy

- 5.8 The applicant has followed the energy hierarchy and the proposed strategy is generally supported; however, further information is required before the proposals can be considered compliant with London Plan Policy 5.9 and draft London Plan Policy S12.

Drainage

- 5.9 The surface water drainage strategy for the proposed development does not currently comply with London Plan Policy 5.13 and draft London Plan Policy SI.13, as it does not give appropriate regard to the drainage hierarchy and greenfield runoff rate. Further details on how SuDS measures at the top of the drainage hierarchy will be included within the development, and how greenfield runoff rate will be achieved should be provided. Additional attenuation storage volume calculations, attenuation tank dimensions, and SuDS maintenance information should also be provided.

Greater London Archaeology Advisory Service

- 5.10 No objection subject to conditions requiring a Written Scheme of Investigation to be submitted for approval.
- 5.11 This is on the basis that no basement is proposed and the impact on any buried features connected with the docks, features that have direct associations to the listed dock wall, could be managed with foundation design and/or fieldwork recording.

National Air Traffic Services

5.12 No safeguarding objection.

London City Airport

5.13 No safeguarding objection, request condition on cranes.

London Fire and Emergency Planning Authority

5.14 Pump appliance access and water supplies for the fire service appear adequate. In other respects this proposal should conform to the requirements of part B5 of Approved Document B.

LBTH Air Quality

5.15 Subject to achievement of air quality neutral no objections. A condition is requested in relation to the Construction Management Plan.

LBTH Biodiversity

5.16 Subject to the agreement of the three conditions and precautionary Jersey cudweed survey there are no objections to the proposed development, which will provide net gains in biodiversity required by policy DM11.

LBTH Contaminated Land

5.17 No objections, request a condition for scheme of investigation.

LBTH Sustainability

5.18 The applicant has submitted additional details investigating the option of utilising centralised heat pumps instead of the proposed CHP. The information shows CHP design offers greater carbon savings and this is the system proposed to deliver 36.5% reduction in CO2 emissions compared to the building regulation 2013 baseline.

5.19 At present the proposals fall short of the 45% CO2 emission policy requirement. In order to support the proposed scheme, appropriately worded Conditions and a S106 agreement for a carbon offsetting contribution of £98,424 to be payable prior to commencement of development, should be incorporated to deliver the shortfall in CO2 emission reduction off-site.

5.20 The CO2 figures for the proposed energy statement CHP option are:

- Baseline – 643.26 Tonnes/CO2/yr
- Proposed Design – 408.47 Tonnes/CO2/yr
- Policy Target – 353.79 Tonnes/CO2/yr
- Carbon offsetting contribution to DM29 policy requirement – 54.68 (Tonnes/CO2/yr) x £1,800 = £98,424

5.21 It is recommended that the proposals are secured through appropriate conditions to deliver:

- Delivery of Energy Strategy and CO2 savings to at least 36% and submission of as built calculations to demonstrate delivery of the measures
- Carbon offsetting Contribution of £98,424
- Submission of Final BREEAM certificate to demonstrate scheme delivered to a BREEAM Excellent standard

LBTH Noise

5.22 Noise level of the plant and equipment must be 10dB below the lowest recorded background level at the nearest noise sensitive receptor. An internal noise report required showing compliance with BS8233 is required. Both these issues can be addressed via a condition.

Metropolitan Police - Crime Prevention Officer

5.23 No objection. Secure by Design measures should be secured by condition.

Natural England

5.24 Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected sites or landscapes.

Thames Water

5.25 The current information is insufficient and therefore Thames Water request two conditions in relation to waste water and existing water network infrastructure. Subject to the conditions there is no objection.

Transport for London

5.26 Car Parking – A total of 82 car parking spaces was initially proposed which was not supported in the strongest terms. This was on the basis that it did not meet existing or draft London Plan policy (2016) or the Mayor's Transport Strategy.

5.27 TfL is now satisfied with the revised level of parking (35 spaces) – it represents a meaningful reduction and supports the strategic policy objectives set out in the Mayor's Transport Strategy and draft London Plan and the Isle of Dogs and South Poplar Opportunity Area Planning Framework.

5.28 Cycle parking and Superhighway – Long and short stay cycle parking will be provided in line with draft London Plan standards, 18 and 8 spaces respectively. The Construction Management Plan should include details of any proposed re-routing of the Cycle Superhighway to avoid conflict between cyclists and construction vehicles.

5.29 Coaches - No specific coach parking is proposed on site. The TA does however demonstrate that a coach is able to access and egress the site in a forward gear. This is considered sufficient by TfL.

5.30 Freight and travel planning – a full delivery and service plan and travel plan should be secured as a condition.

5.31 A13 East India Dock Tunnel - The A13 East India Dock Tunnel runs directly below the site. It is welcomed that the applicant has already engaged with the relevant part of TfL on this matter. Should planning permission be granted, the applicant will need to enter into an Infrastructure Protection / Build Over Agreement with TfL prior to implementation of the development.

Other Consultees

5.32 The following were consulted but did not comment:

- Docklands Light Railway
- Health and Safety Executive

- LBTH Sustainable Urban Drainage

6. PLANNING POLICIES AND DOCUMENTS

6.1 Legislation requires that decisions on planning applications must be taken in accordance with the Development Plan unless there are material considerations that indicate otherwise.

6.2 In this case the Development Plan comprises:

- The London Plan 2016 (LP)
- Tower Hamlets Core Strategy 2010 (SP)
- Tower Hamlets Managing Development Document 2013 (DM)

6.3 The key development plan policies relevant to the proposal are:

Land Use - LP4.5, LP2.16, SP06, DM7

(hotel)

Design - LP7.1-7.8, LP7.18, SP09, SP10, SP12, DM10, DM23, DM24, DM26, DM27

(layout, massing, building heights, materials, public realm, heritage)

Amenity - LP7.6, LP7.15, SP03, SP10, DM25

(privacy, outlook, daylight and sunlight, construction impacts)

Transport - LP6.1, LP6.3, LP6.9, LP6.10, LP6.13, LP6.14, SP05, SP09, DM14, DM20, DM21, DM22

(sustainable transport, highway safety, car and cycle parking, waste, servicing)

Environment - LP3.2, LP5.1 - 5.15, LP5.21, LP7.14, LP7.19, LP7.21, SP03, SP04, SP11, DM9, DM11, DM13, DM29, DM30

(biodiversity, energy efficiency, air quality, drainage, contaminated land)

6.4 Other policy and guidance documents relevant to the proposal are:

- National Planning Policy Framework (2019)
- National Planning Practice Guidance (updated 2019)
- LP Draft New London Plan (2018)
- GLA AQ Neutral Final Report (2014)
- LBTH Employment Land Review (2016)
- LBTH Planning Obligations SPD (2016)
- LBTH Draft Local Plan (2019)

7. PLANNING ASSESSMENT

The main planning issues raised by the application are:

- i. Land use
- ii. Design & Heritage
- iii. Neighbour amenity
- iv. Transport
- v. Air Quality
- vi. Environment
- vii. Local Finance Considerations
- viii. Equalities and Human Rights

Land Use

Background and context

7.1 As outlined in paragraphs 2.4 – 2.8 of this report the proposed hotel is linked to the nearby site of the existing hotel at Coriander Avenue. This 'land swap' to facilitate a new data centre is being secured within the S106 agreements to both developments.

Principle of hotel use

- 7.2 The site itself is within the Lower Lea Valley Opportunity Area and has good connectivity to City Airport via the Docklands Light Railway (DLR). It also benefits from being near to Canning Town Underground station. Therefore, in strategic policy terms (policy 4.5 London Plan 2016) the site would be suitable for a hotel use and provide a reasonable alternative to central London locations.
- 7.3 Policy SP06(04) seeks to concentrate hotels in town centre locations to attract visitors and support tourism. Supporting paragraph 5.5 recognises the significant role hotels and tourism play in supporting the borough's economy, and the need for other parts of London to reduce pressure on central hotels.
- 7.4 Policy DM7 provides additional guidance to ensure hotel uses are appropriately located and managed; this is split into parts a, b, c, and d and is considered sequentially below.
- 7.5 Part a) states that visitor accommodation will be supported where the size is proportionate to its location within the town centre hierarchy. The site falls just outside of the Blackwall Local Office Location (LOL), is 500m from the Poplar Neighbourhood Centre, and 1.1km from the Canary Wharf Major Centre.
- 7.6 The existing Travelodge hotel site at Coriander Avenue is within the LOL and it is considered that the demolition of the hotel would allow for more B class employment uses to come forward within the LOL. The location of the new hotel would be just outside of the LOL and this use would support the function of the nearby offices, and that of the Canary Wharf Major Centre. The site's proximity to East India DLR station and Canning Town Underground Station meets the aims of the policy which is to locate hotels in areas of good public transport accessibility and for hotels to be complimentary to existing uses.
- 7.7 Part b) seeks to establish if there is a need for visitor accommodation. The existing hotel on Coriander Avenue demonstrates there is a need for such accommodation and officers are satisfied that the increase in the size of the hotel can help meet the growing demand from leisure and business visitors.

- 7.8 Part c) seeks to protect land for housing and ensure visitor accommodation does not compromise housing supply. Whilst the site is currently vacant there is an existing permission for a 14 storey office development (use Class B1) which has not been implemented. The site's location adjacent to a cluster of office buildings would mean housing would not be the most suitable land use in this location. It is not within a housing zone or any site allocation and therefore officers are satisfied the proposal would not compromise the supply of land for new homes.
- 7.9 Part d) seeks to ensure there is not an over-concentration of hotels within the borough. The demolition of the existing hotel and re-provision of a larger hotel does intensify the use within this location. However, this is not comparable to a development of a new hotel near to an existing one. In assessing whether there would be an over-concentration it is necessary to consider the existing provision of hotels in the local area and weigh this against the expected demand for rooms within the borough.
- 7.10 The GLA Working Paper 88 released in April 2017 outlines the projected demand for visitor accommodation in London until 2050. It states that in Tower Hamlets there will be a net change in demand for rooms of 8.9% for the period of 2015-2041, which represents a total of 5,158 additional rooms.
- 7.11 Therefore given the limited number of large scale hotels within the nearby area (as defined within 1km) and the projected demand for hotel rooms in the future, it is considered there would not be an over-concentration of uses and officers are satisfied this part of the policy has been addressed.

Draft Policy

- 7.12 The emerging Local Plan policy D.TC6 also seeks to concentrate hotels in the CAZ, Activity Areas and major and district centres but also states that hotels will be supported along primary routes where adjacent to transport interchanges. In light of the close proximity of the A12 and A13, East India DLR station, and bus stops, the proposed location is in conformity with this policy.
- 7.13 However, the emerging Local Plan has also changed the boundary of the Blackwall Local Employment Location (LEL), which now covers this site. The application will therefore have to be assessed in relation to Policy D.EMP4.
- 7.14 The relevant parts of this policy (a and d) require non employment uses within LELs to be: compatible with other uses; to provide a range of units to meet the needs of small-to-medium enterprises; and be capable of supporting B8 uses, such as data storage, within the Blackwall LEL.
- 7.15 It is considered that the hotel use would be compatible with other uses and through the relocation of the hotel it would release land for a data centre and therefore be in conformity with the policy by supporting new B8 uses.

Conclusion

- 7.16 Overall the proposed hotel would be in an appropriate location and support the functioning of the nearby office uses. It would help meet a demand for new visitor accommodation and wouldn't result in an overconcentration of such uses. The policy seeks to ensure hotels do not compromise sites for housing, and as outlined above, the site context would be unsuitable for a residential development.

- 7.17 The new hotel would release land for a data centre which is designated as a Local Employment Location in the draft LBTH Local Plan (2019) and specifically the Blackwall area is recognised as being suitable. The proposal would therefore comply with draft LBTH Local Plan (2019).

Design & Heritage

- 7.18 Development Plan policies call for high-quality designed schemes that reflect local context and character and provide attractive, safe and accessible places that safeguard and where possible enhance the setting of heritage assets.

Layout

- 7.19 The layout to the building has evolved through discussion with officers and once a greater understanding of the buildable area was established. The footprint of the building is largely determined by the exclusion zone required to protect the East India road tunnel, which runs beneath the site. It means only a small portion of the site is developable, and this is why the building is positioned on the north-west corner of the site.
- 7.20 The building layout follows a triangle shape at ground and first floor, and from second floor and above it follows a T-shape to give the building a distinct form. The shape of the building frames what is a corner site to the wider estate. The main entrance to the hotel is positioned on the south-western corner in response to the key desire lines for pedestrians arriving from East India DLR and to ensure a legible entrance that faces away from the surrounding data centres.
- 7.21 The constraints of the site mean that there is considerable plant and back of house facilities that need to be located at ground level. This has resulted in the restaurant and bar area being located at first floor level.
- 7.22 There would be 22 rooms to each floor 2 of which would be wheelchair accessible and the floor plans would be identical from the 2nd floor to the 16th. The top floor would feature two less rooms on the south western and north eastern corners.
- 7.23 Overall the layout to the building would respond well to the surrounding context and the ground floor reception area would be clearly legible. The floorplan would represent an efficient layout that maximises the buildable area of the site and the building's orientation clearly frames the wider estate.

Townscape, Massing and Heights

- 7.24 Policy DM26 makes clear that the height and scale of buildings should be proportionate to their location within the town centre hierarchy. Policy DM26 also requires development to achieve a high architectural quality which contributes positively to the skyline, not adversely affecting heritage assets or strategic views, presenting a human scale at street level including not creating unsuitable microclimate conditions.
- 7.25 The site is located in an Opportunity Area and is in an area of relatively tall buildings. Directly north is the TN2 data centre at 66m in height. To the west there are more data centres which are of a similar height albeit with some lower buildings fronting Saffron Avenue. South-west are the three Elektron Towers at 75m in height.

- 7.26 The height of the building would be just below that of the adjacent data centre TN2 and would in townscape terms appear as a good response to the prevailing heights within this area of Blackwall. The building's T-shape would give rise to a relatively slender tower albeit with one dominant and wider elevation facing south-east. The buildings relatively low plot coverage would add grain to an area that is dominated by larger footprint data centres and offices.
- 7.27 The hotel would therefore create a positive relationship to the surrounding buildings by being distinct in its mass and footprint, adding contrast to the data centre typologies located to the north and east.

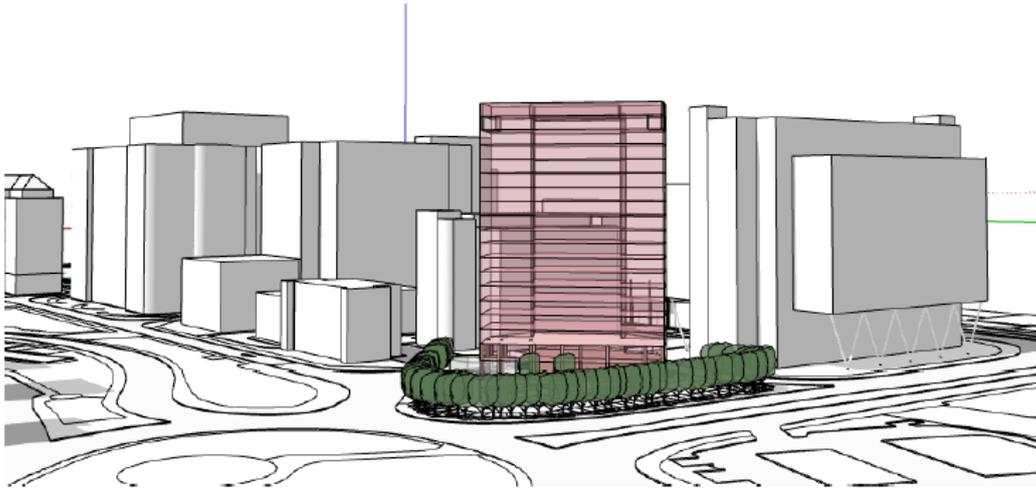


Figure 5: Axonometric showing proposal in relation to surrounding buildings

Form, appearance, and materials

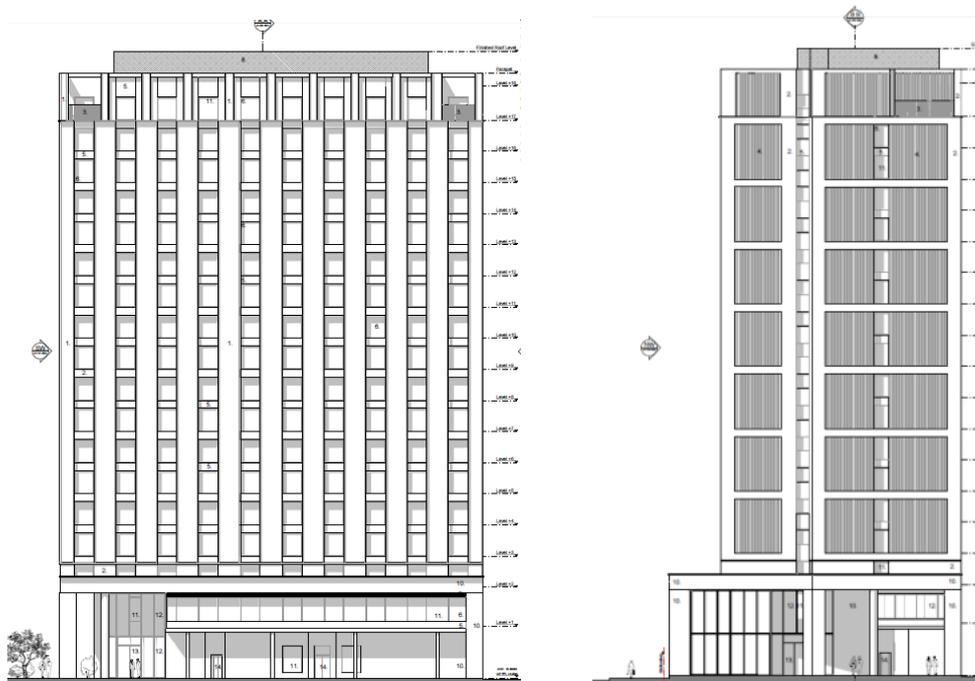


Figure 6: Front (left) and side elevations (right)

- 7.28 The building is designed as a tripartite with a distinct base, middle, and top. The base stands at two stories and appears with four main pillars at each corner. A double height recess creates an obvious entrance area and the base appears as a solid 'table-top' like structure on which the rest of the building sits. The base would be finished in concrete and have a distinctly horizontal emphasis. The structure of the building necessitates other pillars which are structurally significant but appear as visually secondary on the main elevation.
- 7.29 The ground floor features glazing to the entrance way and a glazed curtain wall partway along Oregon Drive. The building overhang allows for car parking underneath the canopy. Above at first floor the restaurant features expansive glazed windows which are in proportion to the base and continue to follow the horizontality that this section of the building clearly expresses.
- 7.30 The middle floors of the building form the majority of the external façade and are articulated with a restrained palette of materials. The projections, folds, and recesses in the façade contribute to an industrial aesthetic that makes reference to the maritime heritage of the area.
- 7.31 The fenestration joins windows in groups of two with grey metal panelling which alternates with the brown metal used for the rest of the building helping to create a strong grid pattern expressed every second floor. The vertical corrugated texture to the sides of the building gives variation and texture to the subservient elevations.
- 7.32 The top of the building features a projecting plimsoll line that clearly marks the top level and the voids on either side of main elevation give a crown to the building. The top floor would deliberately diverge from the strong repetition of the middle section and deliver on the building's design rationale to have three distinct parts.

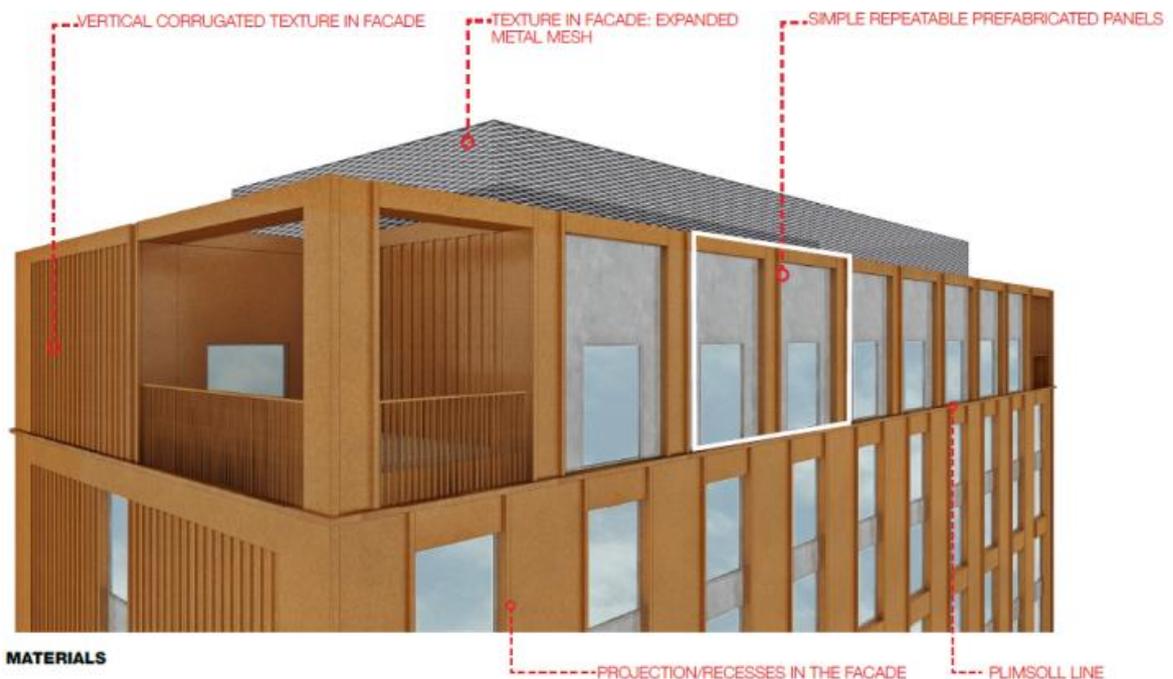


Figure 7: 3D render of building top

- 7.33 To the rear the façade has been simplified whilst still maintaining the key principles in terms projections, folds, and recesses which maintains the buildings industrial aesthetic and seeks to refrain from creating further architectural expressions which result in an honest and functional design.
- 7.34 Officers consider that subject to securing details of materials and architectural detailing by condition, the proposed building represents high quality architecture.

Landscaping & Public Realm

- 7.35 The site benefits from a large area which cannot be built upon and therefore the site has an opportunity to provide significant biodiversity enhancements and make improvements to the immediate context.
- 7.36 The site would provide two vehicular access points and 35 car parking spaces, 5 of which would be blue badge spaces. The landscape within the site can be divided into three main areas: the pocket park; the car parking; and the southern landscaped area/route.
- 7.37 The pocket park would be located near to the entrance of the hotel and it is envisaged this area would be for short resting time; it is arranged such that it would be connected to the hotel but segregated from the car park.
- 7.38 The car park area is arranged in response to the two access and egress points which are off Sorrel Lane and onto Saffron Avenue. The car park would be nearest to the building and be segregated where possible with planting. A number of the spaces would also feature grass mats to allow grass to grow through.
- 7.39 The landscaped area to the south would provide a significant amount of additional planting in the form of trees and shrubs compared with the existing vacant site as well as provide a pedestrian route across the site. This would help permeability through the site and create a better pedestrian environment for those coming from Orchard Wharf and walking towards the East India DLR station. It would also provide relief from the busy roads and roundabout and would enhance the landscape.
- 7.40 This route is intended to be open all the time and well-lit at night to ensure that gates are not required. The council will ensure this route is publically accessible for as much of the day as possible, recognising the need to address safety issues and in discussion with the applicant. Access will be secured through the S106 agreement to ensure an acceptable provision is maintained.
- 7.41 Overall the proposed landscaping would offer multiple benefits to both the public and users of the hotel, in the form of the southern access route and the pocket park. The character of these spaces would be well defined and the site would provide a welcome addition to the green grid network. Full details of the boundary treatment, pathways, benches, and planting should be secured via condition.



Figure 8: CGI of entrance area from pocket park

Safety & Security

- 7.42 The proposal has been designed in a way to ensure that there is natural surveillance of the cycle parking spaces and to the pocket park from the hotel entrance and reception area. Subject to adequate lighting of the proposed new pedestrian access route it is considered this would be safe.
- 7.43 It is likely there will be some CCTV for the car park area and details of this would be subject to a further application or carried out under permitted development rights. Overall the activation of this vacant site and the surrounding public realm is positive and this will increase the level of natural surveillance in and around the site.
- 7.44 A condition will be attached to the schedule requesting that a Secure by Design accreditation is achieved.

Built Heritage

- 7.45 Development Plan policies call for development affecting heritage assets and their settings to conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

7.46 The Grade II listed East India Dock Wall and Gateway (listing 1357843) is situated between the carriageway along Leamouth Road and the Blackwall Goods Yard Entrance Gateway (Listing 1357528) is situated on the east side of Leamouth Road. These are the only listed structures in which the building would impact upon their setting.



Figure 9: East India Dock Wall (site boundary in blue)



Figure 10: Blackwall Goods Yard Entrance



Figure 11: East India Dock Wall from Leamouth Road roundabout approach



Figure 12: East India Dock Wall (TN2 data centre behind)

7.47 The wall is an important piece of history and links the area to its past as a former dock. The wall itself is made of London stock brick and dates from the early 19th century. There is a central gateway which provides access through the wall across the road.

7.48 Opposite the wall is the Blackwall Goods Yard Entrance Gateway which comprises of a pair of gate piers joined by a later brick wall dating from 1807 -15. Originally it was an entrance to East India Company's Cos Pepper group of Warehouses.

7.49 The Blackwall Goods Yard (BGY) Entrance Gateway would be to the east of the East India Dock Wall and its significance as an entrance is most readily appreciated in views looking west-east (see figure 10). The building would be approximately 60m away over the other side of the dock wall and Leamouth Road. It is therefore considered the proposed development would not materially impact the setting of this heritage asset.

- 7.50 The East India Dock Wall is however much longer than the BGY Entrance Gateway running almost the length of the section of Leamouth Road from the roundabout to East India Dock Road to the north (see figure 12).
- 7.51 It's difficult to envisage how the setting of the wall could be enhanced or better revealed without removing traffic from either side of Leamouth Road. This road layout severely limit's people's ability to appreciate the wall's full length, detailing, and structural rhythm.
- 7.52 Whilst the proposed landscaped buffer to the application site would be a marked improvement on the existing perimeter hoarding this would have limited impact on the setting of the wall itself, in the main due to the road dominating its setting. The building itself would be considerably larger in scale and would largely comprise of brown metal cladding. The scale and appearance would clearly differentiate the development as a modern and separate architectural intervention, and would not compete with the scale, appearance, or rhythm of the brick wall.

Balancing harm and benefits

- 7.53 Therefore, whilst the proposed development would be of a much greater scale than the wall and although it would create an improved boundary treatment this would have a neutral impact, and would neither harm nor enhance the significance of the setting East India Dock Wall.

Archaeology

- 7.54 Development plan policies require measures to identify, record, protect, and where appropriate present the site's archaeology. The site is within the Blackwall Archaeological Priority Area.
- 7.55 The Greater London Archaeological Advisory Service (GLAAS) was consulted and advised that there is potential for buried remains of the East India Dock quayside wall present at the site. As a structure closely and functionally associated with the above ground Grade II listed dock wall it may be of heritage significance and therefore conditions for archaeological evaluation for dockside structures and their subsequent management should be included.
- 7.56 This would involve work to evaluate their presence and significance and then further steps to preserve important remains and record remains of lesser significance. Officers are satisfied that subject to the conditions the proposal would be in conformity with the policy requirements for archaeology.

Neighbouring Amenity

- 7.57 Development Plan policies seek to protect neighbour amenity by ensuring that privacy is safeguarded, that there is an acceptable level of daylight and sunlight conditions for occupiers of new developments and existing surrounding developments. As well as safeguarding privacy, not allowing unacceptable levels of noise.

Privacy and Outlook

- 7.58 The closest relationship between the proposed building and neighbouring residential properties would be to the east where the consented development known as Orchard Wharf is currently under construction. The distance between the two buildings at the closest point would be 47m and this is far above the minimum separation distance of 18m between habitable room windows.

- 7.59 The surrounding data centres to the north and west would not be sensitive to any overlooking or privacy.

Daylight, Sunlight and Overshadowing

- 7.60 The applicant has submitted a daylight and sunlight report for the application which has been reviewed. The nature of the surrounding buildings to the north and west as data centres is such that the only sensitive receptor is that of Orchard Wharf – located to the east of the application site.

Daylight

- 7.61 The daylight results for Vertical Sky Component (VSC) show that of the 217 windows impacted by the development only 17 would be less than 80% of their former value. These 17 windows would serve 8 Living/Kitchen/Diners (LKD) and 8 bedrooms. It should be noted that of the 8 LKDs these rooms would be served by other windows which would meet the BRE requirements for VSC, and when measuring the impacts of the development on Daylight Distribution they would be within the BRE guidelines.
- 7.62 With respect to the 8 bedrooms all of them would have a VSC of above 10 with most being within the mid-teens. Therefore, whilst the impact of the development would result in greater than 20% reductions of VSC there would still be adequate daylight given the context. The Daylight Distribution for the bedrooms would be within the BRE guidelines and therefore overall the impacts would be relatively minor to the aforementioned bedrooms.
- 7.63 Overall there would be some minor adverse impacts on a small number of LKDs and bedrooms which would represent 7.8% of the total number of windows impacted by the development. As outlined above there are mitigating factors which mean these impacts would not be unacceptable, and in the context of the site and wider area the affected rooms would still have adequate daylight conditions.

Sunlight

- 7.64 In general a building which has a particular requirement for sunlight will appear reasonably sunlit provided at least one main window faces within 90degrees of due south and the centre of at least one window to a main living room can receive 25% of annual probable sunlight hours, including at least 5% of annual probable sunlight hours in the winter months between 21 September and 21 March.
- 7.65 In housing the main requirement for sunlight is in living rooms, where it is valued at any time of the day but especially in the afternoon. It is viewed as less important in bedrooms and kitchens where people prefer it in the morning.
- 7.66 Sunlight to an existing dwelling may be adversely affected if the centre of the window receives less than 25% annual probable sunlight hours (APSH), or less than 5% of annual probable sunlight hours in winter, and receives less than 0.8 times its former sunlight hours during either period, and has a reduction in sunlight over the whole year greater than 4% APSH
- 7.67 144 rooms have been assessed for sunlight with at least one window which faces within 90 degrees of due south. Of these 56 would be for Living/Kitchen/Diners and all would meet the BRE guidelines except for one. None of the windows to room R1/102 would

meet the requirements for sunlight however it is considered that the percentage loss to these windows of 28%, 50%, and 24% across the year would not be unacceptable in the context, and given all of the other windows to the development would meet the BRE guidelines that this impact would not be sufficient to warrant any amendments to the proposed development.

Summary and Conclusions

- 7.68 The proposal would result in no overshadowing of any private residential gardens or any communal amenity space. The impacts with respect to daylight would be minor by virtue of the surrounding land uses and distance between the development and the nearest sensitive receptor. With respect to sunlight the development would not have an unacceptable impact to the nearby residential development. Overall the development by way of its orientation and position would not cause any unacceptable daylight or sunlight impacts to the neighbouring residential receptors.

Noise and vibration

- 7.69 The application is supported by an environmental noise survey which was reviewed by the Council's Environmental Health Noise team. It is not envisaged that the completed development would significantly impact on neighbouring amenity from noise and vibration.
- 7.70 In order to ensure that the internal noise levels to the hotel rooms would be acceptable a condition demonstrating compliance with BS8233:2014 will be recommended. A condition would also be recommended to ensure any necessary mitigation measures related to mechanical plant is installed and maintained so as not to worsen the noise environment for nearby residents.

Construction Impacts

- 7.71 Demolition and construction activities are likely to cause some additional noise and disturbance, additional traffic generation, and dust. In accordance with relevant Development Plan policies, a number of conditions are recommended to minimise these impacts. These would control working hours and require the approval and implementation of a Construction Management Plan.

Transport and highways

- 7.83 Development Plan policies promote sustainable modes of travel and the limits on car parking for hotel uses is determined by their location and the level of public transport accessibility (PTAL). They also seek to secure safe and appropriate servicing.
- 7.84 According to the TfL WebCAT online tool the PTAL rating for the site is level 4. However this uses data from 2011 and there have been alterations to the transport network in the area since this date. The applicant has put forward information to demonstrate the site is actually in an area with a PTAL rating of 3.
- 7.85 This is relevant in so far as it gives an indication as to the public transport accessibility. However, the site would be within less than a minute's walk of an area with a PTAL rating of 4 and within about 5 minutes' walk of East India DLR station to the west. Around 14 minutes' walk to the east is the Jubilee line at Canning Town station. PTAL ratings are a helpful indicator of access to public transport but should not be regarded mechanistically.

- 7.86 London Plan (2016) policy 6 parking addendum paragraph 6A.8 states that for hotel and leisure uses:
- 7.87 *“In locations with a PTAL of 4–6, on-site provision should be limited to operational needs, parking for disabled people and that required for taxis, coaches and deliveries/servicing. In locations with a PTAL of 1–3, provision should be consistent with objectives to reduce congestion and traffic levels and to avoid undermining walking, cycling or public transport”*

Car Parking

- 7.88 The applicant initially proposed 84 car parking spaces on the site and there has been continuous dialogue with them to reduce this to an acceptable level. What is acceptable has been determined in accordance with the policy above, and also with regard to the Mayor’s Healthy Streets guidance, air quality policies, and in conversation with TfL on modal share.
- 7.89 The proposed level of 35 car parking spaces, 5 of which would be wheelchair accessible would serve a total of 350 rooms within the hotel. The car park would be restricted to hotel guests only and there would be a provision of 40% active Electric Vehicle Charging Points. 10 of the spaces would be slightly larger in size to accommodate families and electric vehicles – which are on average slightly bigger.
- 7.90 If we accept that the site is within a PTAL 3 then the test is whether the proposal would be consistent with objectives to reduce congestion and traffic levels, and avoid undermining walking, cycling or public transport.
- 7.91 The proposal would not undermine walking or cycling given that the site would provide permeability across the site and therefore improve the pedestrian experience. Similarly for the proposal would not undermine cycling and provide sufficient cycle parking within the site. The landscape buffer around the edge of the site is consistent with the Mayor’s Healthy Streets indicators and would be acceptable.
- 7.92 The site context is heavily dominated by the strategic road network of Aspen Way, Leamouth Road, and East India Dock Road. These busy arterial routes serve wider London and are important connectors to Canary Wharf and the City of London. Whilst the proposal would result in an increase in trips within the borough it is likely these would be in the main on the arterial roads. Hotel guests would be encouraged to park their car and use public transport to access the nearby Excel Centre, O2 arena, Canary Wharf, and central London. Therefore whilst there would be some increase in trips it is not anticipated that the proposal would be inconsistent with the objectives to reduce congestion or traffic levels.
- 7.93 This is further supported by the fact that the majority of guests will not have car parking – as this represents only 10% of the total number of rooms. The car park will be restricted to guests only and a condition for a Car Park Management Plan is recommended.
- 7.94 London more widely and Tower Hamlets is struggling with congestion and the associated impacts on human health stemming from harmful NO_x and PM₁₀ emissions from vehicles. In an ideal scenario to address these impacts on air quality there would need to be a removal of parking from many developments, to discourage driving as much as possible.
- 7.95 In reality the policy with respect to hotel uses is not sufficiently stringent to demand zero car parking, and it is incumbent upon the decision maker to apply policy in a reasoned

and justified manner. Therefore as will be outlined in the further sections on modal share and air quality it is considered that the 35 spaces is consistent with the Development Plan, and that the car parking provision would be acceptable.

Coach Parking

- 7.96 The applicant has provided information to demonstrate that the layout of the site could accommodate coach parking in the future, and therefore whilst none is proposed in this application there is potential for it to be provided in the future, and as such the coach parking has been safeguarded.

Trip Generation and modal share

- 7.97 The proposed modal share for cars would be 10.19% which is in line with the Mayor's Transport Strategy (2018) which requires 10% car mode share for hotel guest trips. This is in line with the overall aim of 80% of all trips within London by 2041 to be made by sustainable modes of transport.
- 7.98 The 10% modal share equates to 197 total vehicle trips per day. It is considered that the nature of the use as a hotel means the spread of trips for walking, cycling, the DLR, and Buses will be more even than a residential use, and therefore it is considered that the impacts to the public transport network would be minimal. TfL has raised no objections with respect the modal share subject to the 10% vehicle trips being achieved.

Cycle Parking

- 7.99 The proposal includes cycle parking for the employees of the hotel and a number of short and long stay spaces that are located underneath the building canopy. These would be Sheffield type stands and would be easily accessible, overlooked, and sheltered. This is in accordance with the TfL Cycling Design Standards.
- 7.100 The total provision of 28 spaces is in accordance with London Plan (2016) requirements which would be split into 18 long stay spaces, 6 short stay spaces, and 4 staff spaces.

Deliveries & Servicing

- 7.101 All delivery and servicing activities would take place within the site and all vehicles would enter and exit in forward gear. A delivery and service plan will be required to help ensure effective management of servicing arrangements. It is recommended that this is secured by condition.

Waste

- 7.102 Development Plan policies require adequate refuse and recycling storage and management, and the re-use of demolition and construction materials.
- 7.103 Waste will be stored at ground floor level on the north-east side of the building and collected via the service bay which is adjacent to the building. There is an overspill bin store proposed on the corner of the site however it is intended to be used infrequently and only when there is excess waste that cannot be stored within the building.
- 7.104 The proposed arrangements are considered acceptable with a condition recommended to secure a final waste management strategy prior to occupation of the development.

Travel planning

7.105 It is recommended that the approval and implementation of final Travel Plans is secured via a s106 obligation.

Air Quality

7.106 London Plan (2016) policies stress the importance of tackling air pollution and the need to improve London's air quality for the health and well-being of its people. The Mayor's Air Quality and Transport strategies seek to achieve reductions in pollutant emissions and to minimize public exposure to pollution.

7.107 The whole of Tower Hamlets is within an Air Quality Management Area (AQMA) and therefore development should be at least 'air quality neutral'. Where provision needs to be made to reduce emissions arising from a development then this should be achieved on-site.

7.108 'Air quality neutral' does not mean that the development has no material impact on the air quality at all. It instead means it achieves emission levels that are below the minimum benchmark.

7.109 The benchmark emissions have been produced for different building uses and for differing locations within London. They are divided into the CAZ, Inner, and Outer London (see para 4.3.14 of Sustainable Design and Construction SPG). Developments that do not exceed the benchmark will be considered to avoid any increase in NOx and PM emissions across London as a whole. Thus achieving 'air quality neutral'.

Emissions from buildings

Land use	GIA (m2)	NOx Emissions Benchmark (kg/annum)	NOx Emissions Proposed development (kg/annum)
C1	11,759	834	106

Table 1: Benchmark and proposed emissions (kg/annum)

7.110 The table above shows that the proposed development would be well below the benchmark emissions for a hotel use. Furthermore the development would result in no PM₁₀ emissions and therefore in terms of building emissions the proposal would be better than 'air quality neutral'.

Transport emissions

7.111 Under the GLA's Air Quality Neutral report (GLA 2014) it states that a Transport Emission Benchmark (TEB) does not exist for some uses as there is insufficient data on trip lengths. Therefore, a benchmark derived from trip rates should be applied (see table A1.1). For a hotel use (Class C1) in inner London the requirement is no more than 5.0 trips/m²/annum. The table below shows the variation on trips depending on the location.

Land Use	Number of Trips (trips/m ² /annum)		
	CAZ	Inner	Outer
C1	1.9	5.0	6.9

Table 2: Benchmark trips per metre squared per annum

7.112 The proposed development would generate 57,801 annual trips which divided by 11,759m² (GIA) is 4.92 trips/m²/annum. Thus it is below the 5.0 required under the guidance and therefore the proposal would achieve 'air quality neutral'.

Summary

7.113 The proposal would achieve 'air quality neutral' with respect to both building and transport emissions and therefore would be in accordance with the Mayor's Air Quality strategy and policies on air quality.

7.114 In line with the guidance on dust and pollution from demolition and construction activities it is recommended that a Construction Environmental Management Plan is secured by way of a planning condition.

Environment

Energy & Environmental Sustainability

7.115 The climate change policies as set out in Chapter 5 of the London Plan, policy SP11 of the Core Strategy and the Managing Development Document policy DM29 collectively require developments to make the fullest contribution to the mitigation and adaptation to climate change, and to minimise carbon dioxide emissions.

7.116 The application is supported by an Energy Statement. This sets out how the proposed development addresses policy requirements to reduce the site's contribution to climate change by minimising the emissions of CO₂. The applicant has submitted additional details investigating the option of utilising centralised heat pumps instead of the proposed CHP. The information shows CHP design offers greater carbon savings and this is the system proposed to deliver 36.5% reduction in CO₂ emissions compared to the building regulation 2013 baseline.

7.117 At present the proposal falls short of the 45% CO₂ emission policy requirement. In order to offset this the applicant is required to agree for a carbon offsetting contribution of £98,424 to be payable prior to commencement of development.

7.118 Policy DM29 also requires sustainable design assessment tools to be used to ensure the development has maximised use of climate change mitigation measures. The proposal for the scheme is to achieve a BREEAM Excellent and a Pre-assessment has been submitted which shows the scheme is anticipated to achieve a score of 76.49%. The delivery of BREEAM Excellent is supported and should be secured via Condition.

7.119 Subject to the conditions the proposal would be in accordance with relevant Development Plan policies and guidance. Policy DM29 requires a 45% reduction in CO₂ and it is therefore recommended that, in accordance with policy and supporting guidance, a s106 obligation secures a financial contribution of £98,424 towards carbon offsetting projects in the borough.

Biodiversity

7.120 Development Plan policies seek to safeguard and where possible enhance biodiversity value. Policy DM11 requires developments to deliver net gains in biodiversity.

- 7.121 The application is supported by a Biodiversity Strategy and landscape plan. These documents have been assessed by the Council's Biodiversity officer who has advised that the applicant should conduct a preliminary survey for Jersey Cudweed. If it is to be found on the site then mitigation should be to transfer seeds or plants to the biodiverse roof.
- 7.122 The planting scheme across the site would include a diverse range of nectar rich plants and shrubs. The perimeter planting and pocket park would be composed largely of native species and the former would be approximately 140 metres long. A mixed native hedge would contribute to a Local Biodiversity Action Plan (LBAP) target.
- 7.123 The landscaping would also include a number of raised planters and if the planting in these includes a good range of nectar-rich plants, chosen to provide nectar for as much of the year as possible, this will contribute to a LBAP target to provide more forage for bees and other pollinators. Other features that would be appropriate in this location would be bat boxes and nest boxes for birds such as black redstart (associated with the biodiverse roof), house sparrow and swift.
- 7.124 Subject to details of all the features aforementioned the proposal would be sufficient to ensure net gains of biodiversity. These features should be secured by condition which includes details of an on-going maintenance plan to ensure the enhancements are retained for the lifetime of the development.

Wind/Microclimate

- 7.125 The application is supported by a Wind Microclimate Assessment. This finds that the site would be suitable for the proposed use and that the impacts on the surrounding streets would not present a risk to pedestrian safety.
- 7.126 The existing wind conditions are largely impacted by the exposed area to the south-east, which includes the site, as it allows a clear approach to the gap between the data centre buildings. And the long flat façade to the building northwards known as TN2.
- 7.127 There would be accelerated wind speeds to the North West corner of the site but these would still be within the limits of 'Business Walking' as defined by the Lawson criteria. This would be acceptable given the context and the fact that Sorrel Lane and Oregano Drive are not places you would typically rest or stand.
- 7.128 The Wind Microclimate Assessment has also not considered the inclusion of landscaping in the proposal, and therefore presents a worst case scenario. There are likely to be additional wind calming effects from the perimeter planting.
- 7.129 Therefore, the proposal would be acceptable from a wind microclimate perspective.

Contaminated Land

- 7.130 Subject to the conditions stipulating investigation of the ground for potential contaminants the proposal would be in accordance with policy with regard to contamination.

Flood risk

- 7.131 Development Plan policies seek to manage flood risk and encourage the use of Sustainable Urban Drainage.

- 7.132 Although the site is located within flood zone 3 it is protected by the Thames Tidal flood defences from a 1 in 1000 (0.1%) chance in any year flood event. The proposed hotel is outside of the model extent for a breach and it is only the car park that would be impacted by flooding if there was to be a breach in the defence or they were to be overtopped.
- 7.133 A site specific Flood Risk Assessment has been submitted with the application. In line with the Tower Hamlets Strategic Flood Risk Assessment, the development would provide wider sustainability benefits to the community.
- 7.134 The proposed layout of the scheme would mean that access/egress from the new hotel to an area wholly outside the flood risk zone would be possible. Therefore from a flood risk perspective the proposal would be acceptable.

Aviation

- 7.135 An Aviation Assessment has been submitted as part of the application. NATS and City Airport do not object to the proposals and the proposal would result in no unacceptable aviation impacts subject to conditions in requiring details of cranes being submitted and approved.

Infrastructure Impact

- 7.136 It is estimated that the proposed development would be liable for Tower Hamlets Community Infrastructure Levy (CIL) payments of approximately £2,116,620 and Mayor of London CIL of approximately £1,646,260. These figures have been estimated using the most up to date available floorspace and would be subject to indexation.
- 7.137 The CIL Regulations 2010 (as amended) allow the Council to accept full or part payment of CIL liability by way of transfer of land to the Council. The Council may also enter into agreements in writing (subject to the criteria in Regulation 73A) to receive infrastructure payments, before the chargeable development is commenced. The infrastructure to be provided must be related to the provision of the types of projects listed in the Council's Regulation 123 list.
- 7.138 Alongside CIL, Development Plan policies seek financial contributions to be secured by way of planning obligations to offset the likely impacts of the proposed development on local services and infrastructure.
- 7.139 The applicant has agreed to meet all of the financial contributions that are sought by the Council's Planning Obligations SPD, as follows:
- £48,104 towards construction phase employment skills training
 - £71,400 towards end-user phase employment skills training
 - £98,424 towards carbon emission off-setting
 - £3000 monitoring fee

Human Rights & Equalities

- 7.140 The proposal does not raise any unique human rights or equalities implications. The balance between individual rights and the wider public interest has been carefully considered and officers consider it to be acceptable.

- 7.141 The proposed provision of new business space, 2 form primary school and residential homes would meet inclusive design standards and 57 homes (10%) would be wheelchair accessible. These standards would benefit future employees and residents, including disabled people, elderly people and parents/carers with children. The proposed affordable housing would be of particular benefit to groups that are socially/economically disadvantaged.
- 7.142 The proposed development would not result in adverse impacts upon equality or social cohesion.

8. RECOMMENDATION

8.1 That subject to any direction by the Mayor of London, **conditional planning permission is GRANTED** subject to the prior completion of a legal agreement to secure the following planning obligations:

8.2 Financial obligations

- a. £48,104 towards construction phase employment skills training
- b. £71,400 towards end-user phase employment skills training
- c. £98,424 toward carbon emission off-setting
- d. £3,000 monitoring fee

Total financial contributions: £220,928

8.3 Non-financial obligations

- a. Link Travelodge site
- b. Access to employment
 - 20% local procurement
 - 20% local labour in construction
 - 6 construction phase apprenticeships
 - 1 end-user phase apprenticeships
- c. Transport
- d. Public Access to Open Spaces
- e. Compliance with Considerate Constructors Scheme

8.4 That the Corporate Director of Place is delegated the power to negotiate the legal agreement. If within three months of the resolution the legal agreement has not been completed, the Corporate Director for Place is delegated power to refuse planning permission.

8.5 That the Corporate Director of Place is delegated the power to impose conditions and informatives to address the following matters:

8.6 Planning Conditions

Compliance

1. 3 years deadline for commencement of development.
2. Development in accordance with approved plans.
3. Restrictions on demolition and construction activities:
 - a. All works in accordance with Tower Hamlets Code of Construction Practice
 - b. Standard hours of construction and demolition;
 - c. Air quality standards for construction machinery;
 - d. Ground-borne vibration limits; and
 - e. Noise pollution limits.
4. Mechanical plant noise standard.
5. Noise insulation standards for hotel rooms.
6. Delivery and retention of waste storage facilities.
7. Car park for hotel guests only

Pre-commencement

(The inclusion of the following pre-commencement conditions has been agreed in principle with the applicants subject to detailed wording.)

8. Control of dust and emissions
9. Land Contamination Remediation Scheme (subject to post completion verification).
10. Precautionary Jersey Cudweed survey
11. Timing of vegetation clearance (breeding birds)
12. Construction Environmental Management Plan and Construction Logistics Plan (in consultation with TfL)
13. Archaeology Written Scheme of Investigation (in consultation with GLAAS)
14. Archaeology Foundation Design (in consultation with GLAAS)
15. Piling method statement
16. Crane / Lifting Management Plan (LCY & TfL)
17. East India Tunnel infrastructure protection (TfL)

Pre-superstructure works

18. Details of external facing materials and architectural detailing;
19. Details of hard and soft landscaping of all public realm and open spaces including, boundary treatment, benches, paving, and lighting.
20. Details of biodiversity improvement measures, including biodiverse roofs, bird and bat boxes;
21. Energy efficiency and sustainability measures (subject to post completion verification)
22. Details of Secured by Design measures.
23. Details of extract systems for commercial uses.
24. Sustainable Urban Drainage Systems

Prior to completion of superstructure

25. Electric Charging Points

Prior to occupation

26. Water network upgrades (Thames Water)
27. Water infrastructure phasing plan (Thames Water)
28. Delivery & Servicing Plan, and Waste Management Plan
29. Car Park Management Plan
30. Standalone condition re car parking – the car park shall be limited to 35 spaces, and shall be for the guests of hotels only.

Post occupation

31. BREEAM Certificate

8.7 Informatives

1. Permission subject to legal agreement.
2. Development is CIL liable.
3. Thames Water

Appendix 1

Drawings

Site Location Plan identifying the land to which the application relates (scale 1:1250)

Proposed Drainage Strategy Rev B and plan ref. CLXX(52)1000 C

L-1935-PRP-001 Rev 17 Landscape Layout Plan

L-1935-PRP-009- Hard Landscape Material Palette

A-000-001 P0 Site Location Plan

A-100-001 P0 Site Plan

A-100-100 P1 Ground Floor Plan

A-100-101 P0 First Floor Plan

A-100-102 P0 Second Floor Plan

A-100-103 P0 Third to Sixteenth Floor Plan

A-100-117 P0 Seventeenth Floor Plan

A-100-118 P0 Eighteenth Floor Plan

A-100-119 P0 Roof Plan

A-110-001 P1 South East Elevation (Front)

A-110-002 P1 North West Elevation (Rear)

A-110-003 P1 South West Elevation (Side)

A-110-004 P1 South East Elevation (Side)

A-120-001 P0 Section A-A

A-120-002 P0 Section B-B

DA Visuals Addendum dated November 2018

Additional CGI View 2 dated 20th February

Materials Board dated 12th February

Documents

Design and Access Statement – prepared by Dexter Moren Architects

Planning Statement - prepared by CBRE

Air Quality Assessment- prepared by Cundall- 15th October 2018

Air Quality Assessment Addendum- Cundall- 14th March 2019

Archaeology Report- prepared by Durham University

Aviation Study- prepared by Eddowes Aviation Safety Ltd

Built Heritage Assessment -prepared by Cundall

Utilities Tracker- prepared by MRB

Security Strategy- prepared by Toren Consulting

Daylight and Sunlight Report- prepared by Point 2 Surveyors

Preliminary Ecology Appraisal- updated 28th January 2019

Energy Report- prepared by MRB- 1st February 2019

BREEAM Pre-Assessment Report- prepared by MRB

Tall Buildings Assessment- prepared by Cundall

Flood Risk Assessment- prepared by CundallTransport Assessment- prepared by Cundall

Travelodge Coach and Car Parking Letters- from Travelodge

Addendum Transport Statement- prepared by TTP- March 2019

Travel Plan- prepared by Cundall

Electronic Interference Assessment- prepared by Cundall

Statement of Community Involvement- BECG

Wind Assessment and Pedestrian Wind Comfort Study- Cundall

Site Waste Management Plan Rev D- Cundall

Lighting Assessment- Cundall

Environment Report- Cundall

Land Quality Assessment- prepared by Cundall

Noise Assessment Rev B- prepared by Cundall- 16th October 2018

Townscape and Visual Impact Assessment- prepared by Colour

Appendix 2

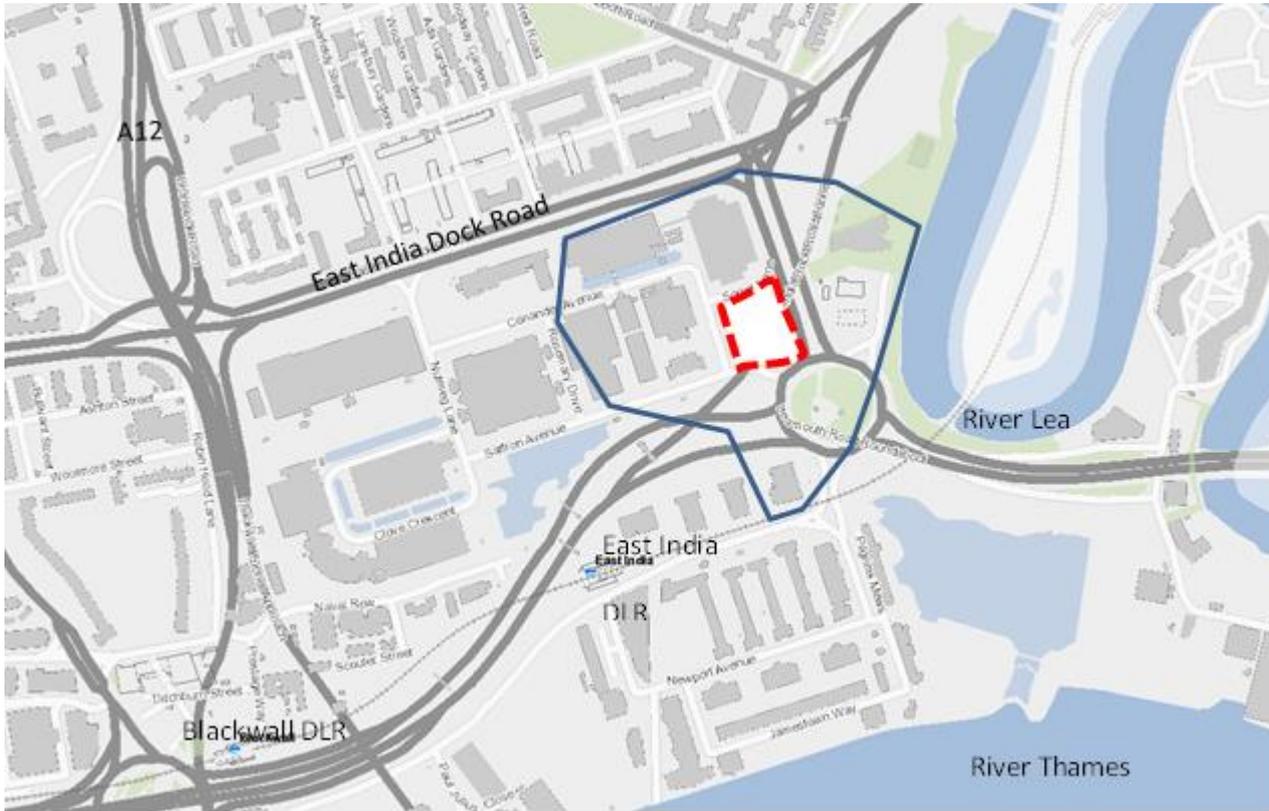


Figure 1 – Site Location

Legend:

Site boundary – dashed line

Consultation boundary: solid blue line



Figure 2: Site layout



Figure 3: CGI looking north

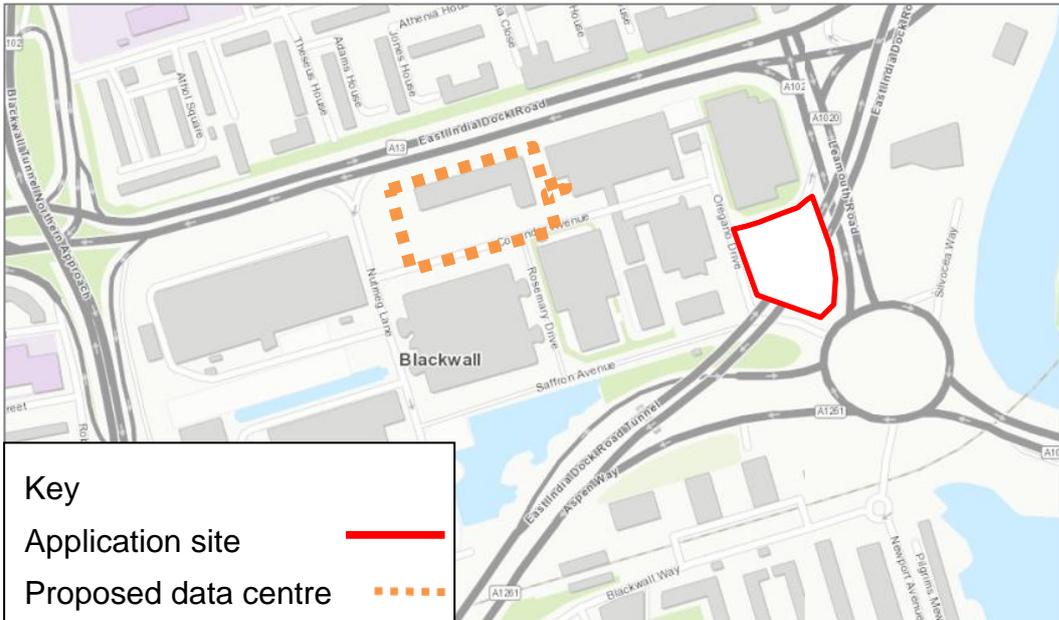


Figure 4: Map showing link to proposed data centre under PA/18/03088

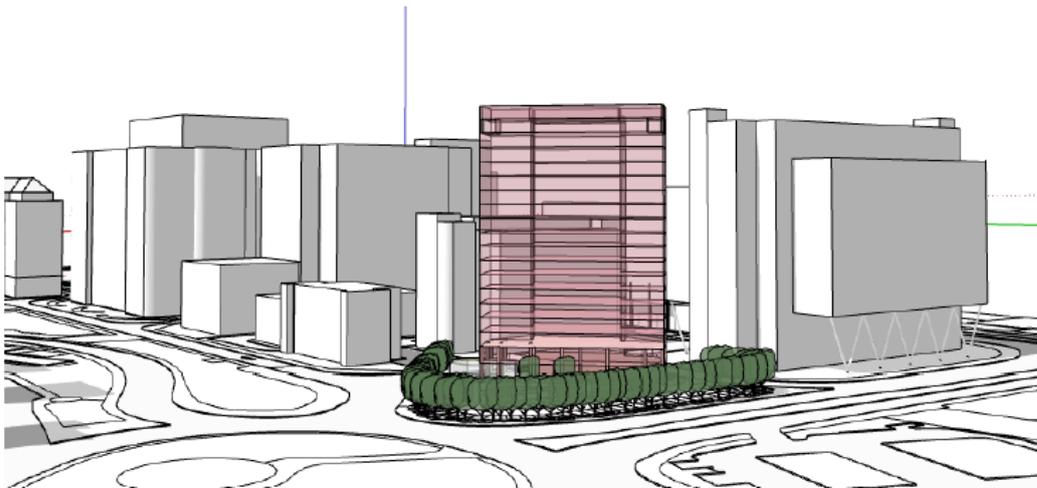


Figure 5: Axonometric showing proposal in relation to surrounding buildings



Figure 6: Front (left) and side elevations (right)



Figure 8: CGI of entrance area from pocket park

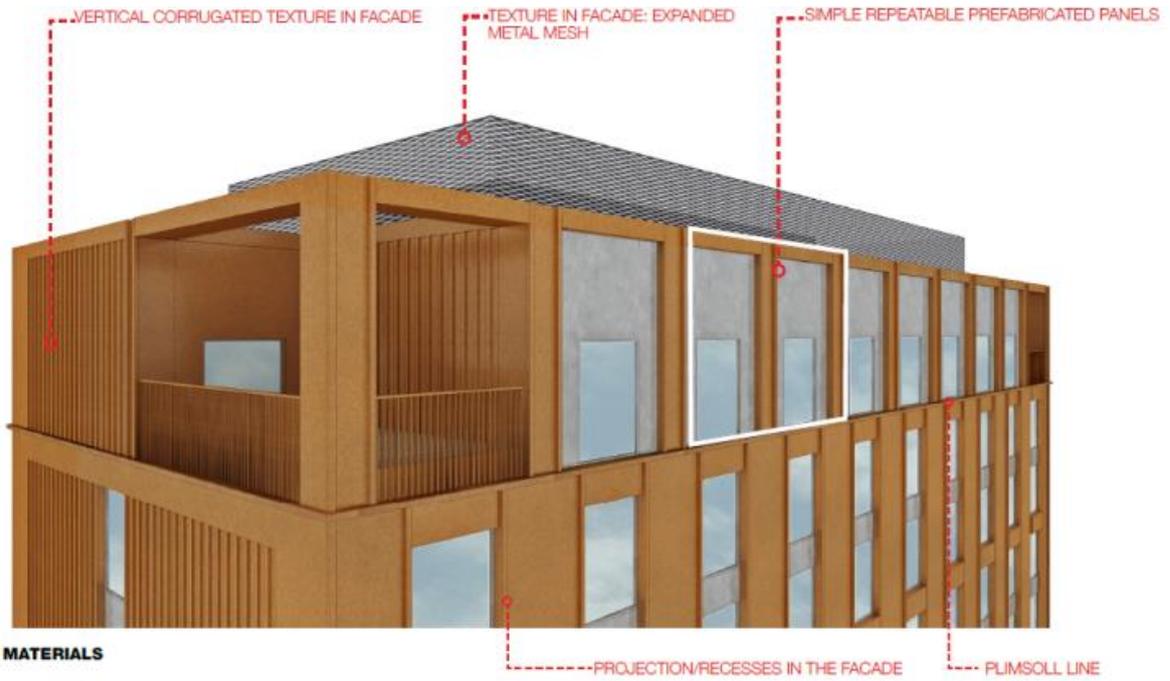


Figure 7: 3D render of building top



Figure 9: East India Dock Wall (site boundary in blue)



Figure 10: Blackwall Goods Yard Entrance



Figure 11: East India Dock Wall from Leamouth Road roundabout approach



Figure 12: East India Dock Wall (TN2 data centre behind)

Land use	GIA (m2)	NOx Emissions Benchmark (kg/annum)	NOx Emissions Proposed development (kg/annum)
C1	11,759	834	106

Table 1: Benchmark and proposed emissions (kg/annum)

Land Use	Number of Trips (trips/m2/annum)		
	CAZ	Inner	Outer
C1	1.9	5.0	6.9

Table 2: Benchmark trips per metre squared per annum



1. INTRODUCTION

- 1.1 In this part of the agenda are reports on planning matters other than planning applications for determination by the Committee. The following information and advice applies to all those reports.

2. FURTHER INFORMATION

- 2.1 Members are informed that all letters of representation and petitions received in relation to the items on this part of the agenda are available for inspection at the meeting.
- 2.2 Members are informed that any further letters of representation, petitions or other matters received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in an Addendum Update Report.

3. PUBLIC SPEAKING

- 3.1 The Council's Constitution only provides for public speaking rights for those applications being reported to Committee in the "*Planning Applications for Decision*" part of the agenda. Therefore reports that deal with planning matters other than applications for determination by the Council do not automatically attract public speaking rights.

4. RECOMMENDATION

- 4.1 That the Committee take any decisions recommended in the attached reports.

**LOCAL GOVERNMENT ACT 2000 (Section 97)
LIST OF BACKGROUND PAPERS USED IN THE DRAFTING OF THE REPORTS UNDER THE ITEM OTHER
PLANNING MATTERS**

Brief Description of background papers:
See individual reports

Tick if copy supplied for register:
✓

Name and telephone no. of holder:
See individual reports

This page is intentionally left blank