

Committee: Strategic Development	Date: 25 June 2009	Classification: Unrestricted	Agenda Item No: 9.1
Report of: Corporate Director of Development and Renewal		Title: Planning Application for Decision	
Case Officer: Devon Rollo		Ref No: PA/09/0548 & PA/09/0549	
		Ward(s): St Katharine's and Wapping	

1. APPLICATION DETAILS

Location: News International Limited Site, 1 Virginia Street, London

Existing Use: Newspaper printing (removed in April 2008) and associated journalism offices (still in use).

Proposal: Full Planning Permission
Remodelling of the existing print works building and the adjoining Rum Warehouse building as a campus type office facility incorporating the creation of new retail space(A1-A3) and museum (D1); external alterations to the main print works building to include a landscaped roof terrace and works of alteration to the Rum Warehouse. Creation of, and revised vehicular and pedestrian access routes into and through the site; landscaping to provide publicly accessible space; car parking, access and servicing provisions. All as shown on the plans and drawings proposed.

Listed Building Consent

Works of alteration to the Grade II listed building, both internally and externally.
Partial demolition at the eastern end of the building. Creation of a new pedestrian entrance from Pennington Street into a newly created entry plaza. New pedestrian entrance from the entry plaza to the lower ground floor and the structural vaults; Landscaping and other works of making good both internally and externally; continued use of the building as offices, plant and amenity areas ancillary to the main print works building; Introduction of new Class A use and Class D1(museum)use at the eastern end of the building; creation of new outdoor raised terrace at eastern end with steps down to entry plaza.

Drawing Nos: 445 GA 01 06 rev. E; 445 GA 09 01 rev. D; 445 GA 09 19 rev. E; 445 GA 09 20 rev. E; 445 GA 09 21 rev. D; 445 GA 09 23 rev. B; 445 GA 09 24 rev. B; 445 GA 09 25 rev. B; 445 GA 09 26 rev. B; 445 GA 09 27 rev. B; 445 GA 09 28 rev. B; 445 GA 09 29 rev. B; 445 GA 09 30 rev. / ; 445 GA 09 39 rev. B; 445 GA 09 40 rev. C; 445 GA 09 41 rev. C; 445 GA 09 42 rev. C; 445 GA 09 43 rev. C; 445 GA 09 44 rev. B; 445 GA 09 51 rev. E; 445 GA 09 52 rev. C; 445 GA 09 53 rev. B; 445 GA 01 04 rev. E; 445 GA 02 19 rev. G; 445 GA 02 20 rev. H; 445 GA 02 21 rev. E; 445 GA 02 23 rev. D; 445 GA 02 24 rev. D; 445 GA 02 25 rev. D; 445 GA 02 26 rev. D; 445 GA 02 27 rev. D; 445 GA 02 28 rev. D; 445 GA 02 29 rev. D; 445 GA 02 30 rev. D; 445 GA 03 09 rev. B; 445 GA 03 10 rev. C; 445 GA 03 13 rev. D; 445 GA 03 14 rev. E; 445 GA 03 16 rev. E; 445 GA 03 20 rev. A; 445 GA 04 01 rev. F; 445 GA 04 02 rev. C; 445 GA 04 04 rev. D; 445 GA 04 10 rev. A; 445 GA 04 11 rev. A; 445 GA 04 12 rev. A; 445 GA 04 50 rev. B; 445 GA 04 51 rev. B; 445 GA 04 52 rev. B; 445 GA 04 53 rev. B; 445 GA 04 54

rev. B; 445 GA 04 55 rev. B.

Supporting Documents: Planning Statement
Design and Access Statement dated 3 April 2009
Planning Landscape Design Statement
Rum Warehouse Design Manual dated 3 April 2009
Transport Assessment dated April 2009
Proposed Noise Emissions Limits Document dated January 2009
Biodiversity Statement dated February 2009
Planning Stage Energy and Water Statement dated April 2009
Sunlight, Daylight, Overshadowing, glare and light Pollution Analysis report dated 2 April 2009
Consultation Statement

Applicant: News International Limited
C/o DP9
100 Pall Mall
London
SW1Y 5QN

Owner: London Borough of Tower Hamlets
News International (Leaseholder)

Historic Building: Grade II Listed Rum Warehouse

Conservation Area: No

2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

Planning Permission

2.1 The Local Planning Authority has considered the particular circumstances of this application against the Council's approved planning policies contained in the London Borough of Tower Hamlets Unitary Development Plan, the Council's Interim Planning Guidance (2007), associated supplementary planning guidance, the London Plan and Government Planning Policy Guidance and has found that:

- The proposal is in line with the Mayor and Council's policy, as well as Government guidance which seek to maximise the development potential of sites. As such, the development complies with policy 3A.3 of the London Plan 2008 (Consolidated with Alterations since 2004) which seeks to ensure this.
- The proposed office use would be, in principle, an acceptable land use, as it would retain the employment function of the site and would be in accordance with policies 3B.1 and 3B.2 of the London Plan 2008, policies ST15, ST17 and EMP1 of the UDP and policies CFR1, CP7, CP11 and EE2 of the IPG, which also seek to encourage office provision and local economy and job growth.
- It is considered that the retail component of the development, due to the location and relationship with Tobacco Dock, would be acceptable in terms of policies 3D.1 and 3D.3 of the London Plan 2008, policies ST34 and ST35 of the UDP and policies CFR1, CP15, CP17, RT3 and RT5 of the IPG, which seek to provide protect the role of town centres while appropriately locating evening and night-time uses as well as providing a range of shops for local users.
- The proposed community uses within the proposed development are acceptable in principle as they would be located in an area well located in relation to public transport and connected to a wide range of uses. The proposed community facilities would be in

accordance with policy 3A.18 of the London Plan 2008 (Consolidated with Alterations since 2004) policies ST49, SCF8 and SCF11 of the Unitary Development Plan 1998 and policy SCF1 of the Interim Planning Guidance 2007, which seek to provide community facilities in areas well located and accessible and of high quality.

- The development's height, scale, bulk and design is acceptable and in line with policies 4B.1, 4B.2 and 4B.10 of the London Plan 2008 (Consolidated with Alterations since 2004), policies DEV1 and DEV2 of the Council's Unitary Development Plan 1998 and policies CP4, DEV1 and DEV2 of the Council's Interim Planning Guidance (2007), which seek to ensure buildings are of a high quality design and suitably located.
- Transport matters, including parking, access and servicing, are acceptable and in line with London Plan 2008 (Consolidated with Alterations since 2004) policies 3C.1 and 3C.23, policies T16 and T19 of the Council's Unitary Development Plan 1998 and policies DEV18 and DEV19 of the Council's Interim Planning Guidance (2007), which seek to ensure developments minimise parking and promote sustainable transport options.
- The proposed alterations to the listed building are considered on balance acceptable given the benefits of the scheme to the public, community and surrounding environment and due to the alterations ensuring the continued use, repair and maintenance of the remaining building. The proposal is therefore considered in accordance with PPG15, policies 4B.11, 4B.12 and 4B.13 of the London Plan, policy DEV37 of the UDP and policy CON1 of the IPG, which seek to preserve and enhance the historic character, appearance and setting of the listed building.
- Sustainability matters, including energy, are acceptable. This is in line with London Plan 2008 (Consolidated with Alterations since 2004) policies 4A.4 and 4A.7 and policies DEV5 to DEV9 of the Council's Interim Planning Guidance (2007), these policies seek to promote sustainable development practices.
- The development will enhance the ecology and biodiversity of the area in accordance with policy 4D.14 of the London Plan 2008 (Consolidated with Alterations since 2004), policies DEV61 of the Unitary Development Plan 1998 and CP31 of the Interim Planning Guidance (2007), which seek to protect and enhance all sites of importance for nature conservation.
- Contributions have been secured towards the provision of employment and training, highway improvements, public access improvements and public transport enhancement in line with Government Circular 05/05, policy DEV4 of the Council's Unitary Development Plan 1998 and policy IMP1 of the Council's Interim Planning Guidance (2007), which seek to secure contributions toward infrastructure and services required to facilitate proposed development.
- Consideration has been given to the objections made to the scheme, but none of these are considered sufficient to outweigh the reasons for granting planning permission.

Listed Building Consent

2.2

The Local Planning Authority has considered the particular circumstances of this application against the Council's approved planning policies contained in the London Borough of Tower Hamlets Unitary Development Plan, the Council's Interim Planning Guidance (2007), associated supplementary planning guidance, the London Plan and Government Planning Policy Guidance and has found that:

- The proposed alterations to the listed building are considered on balance acceptable given the benefits of the scheme to the public, community and surrounding environment and due to the alterations ensuring the continued use, repair and maintenance of the

remaining building. The proposal is therefore considered in accordance with PPG15, policies 4B.11, 4B.12 and 4B.13 of the London Plan, policy DEV37 of the UDP and policy CON1 of the IPG, which seek to preserve and enhance the historic character, appearance and setting of the listed building.

3. RECOMMENDATION

3.1 That the Committee resolve to **GRANT** planning permission subject to:

A. Any **direction** by **The Mayor**

B. The prior completion of a **legal agreement**, to the satisfaction of the Chief Legal Officer, to secure the following:

Financial Contributions

- A financial contribution of £50,000 for improvements to pedestrian environment on Dellow Street. The proposed works would involve the installation of improved lighting, improving the footway and installing CCTV.
- A financial contribution of £100,000 for improvements to Pennington Street pedestrian environment through traffic calming measures, including three speed tables and incorporating land provision for a TFL cycle hire scheme station, if required in future.
- A financial contribution of £100,000 towards Shadwell Stations public realm improvements programme in order to mitigate the impact on the public transport network.
- A financial contribution of up to £30,000 towards the upgrade of local bus stops to requisite standards.

Non-financial Contributions

- 24 public access through the site, with the exception that the public access on the northern east west link is restricted to hours of 08:00-20:00.
- 24 hour security, maintenance and management of the new public realm areas.
- Covenant by the owner that the use of the existing adjacent car park shall cease as ancillary to the permitted land use of the proposed development.
- Change in the traffic management order and associated costs to prohibit business parking permits to be issued (i.e. Car free)
- Social compact obligation to commit skills (Education and Employment) offered by News International as per below:
 - New International would become an endorsing employer of the Diploma in Creative and Media, committing to participation on the course and 2 placements per annum
 - New International would offer 7 internships per annum
 - News International will offer 10 apprenticeships at any one time through there main contractors during construction.
 - New International will notify the skills match recruitment team for

administration and sales jobs.

- Operation of a shuttle bus service for employees
- Production and implementation of a Travel Plan.

3.2 That the Head of Development Decisions is delegated power to impose conditions [and informatives] on the planning permission to secure the following:

Conditions (Planning Permission)

- 1) 3 year time period
- 2) External material samples
- 3) Detailed elevation drawings
- 4) Typical junction details and bay window details
- 5) Plant and Noise mitigation
- 6) Archaeology Assessment
- 7) Archaeology Recording
- 8) Petrol/oil filters
- 9) CCTV provision
- 10) Photovoltaics provision
- 11) Solar water heating provision
- 12) BREEAM reports
- 13) Landscaping details
- 14) Landscaping materials
- 15) Landscaping management plan
- 16) No Ivy on listed buildings
- 17) Signage strategy
- 18) CCHP connection provision details
- 19) 10% disabled parking
- 20) Cycle storage details
- 21) Fire fighting water supply details
- 22) Surface water drainage scheme
- 23) Construction Management Plan
- 24) Construction working hours
- 25) Construction noise levels
- 26) Electrical vehicle charging points
- 27) Schedule of highways works
- 28) Scheme for protective measures around trees
- 29) Ventilation and extraction system details
- 30) Cycle Parking Details
- 31) Hours of operation for retail
- 32) Removal of wall and provision of access links
- 33) Recording of the historic fabric to be removed
- 34) Structural report
- 35) Details of eastern elevation of Rum Warehouse
- 36) Schedule of repair works
- 37) Details of repair and finish to wall
- 38) Details of new external alterations
- 39) Details of new pedestrian entrance
- 40) Details of removal of gate pillar
- 41) Details of planting
- 42) Details of salvage and reuse
- 43) Any other condition(s) considered necessary by the Corporate Director Development & Renewal.

Informatives (Planning Permission)

- 1) S106 agreement
- 2) S278 agreement

- 3.3 That, if by 24th July 2009 the legal agreement has not been completed to the satisfaction of the Chief Legal Officer, the Head of Development Decisions is delegated power to refuse planning permission.
- 3.4 That the Committee resolve to **GRANT** Listed Building Consent
- 3.5 That the Head of Development Decisions is delegated power to impose conditions [and informatives] on the Listed Building Consent to secure the following:

Conditions (Listed Building Consent)

- 1) Time period
- 2) In accordance with application PA/09/00548
- 3) Recording of the historic fabric to be removed
- 4) Structural report
- 5) Details of eastern elevation of Rum Warehouse
- 6) Schedule of repair works
- 7) Details of repair and finish to wall
- 8) Details of new external alterations
- 9) Details of new pedestrian entrance
- 10) Details of removal of gate pillar
- 11) Details of planting
- 12) Details of internal alterations
- 13) Details of salvage and reuse
- 14) Any other condition(s) considered necessary by the Corporate Director Development & Renewal.

4. PROPOSAL AND LOCATION DETAILS

Proposal

- 4.1 Following the relocation of the News International printing presses to Broxbourne in April 2008, it is proposed that the current print works building (along with the adjacent Rum Warehouse) at Wapping is remodelled by News International into its UK headquarters. The proposal also envisages the co-location of various News Corporation brands' offices (such as My Space, Harper Collins, Fox and Dow Jones) within these premises. Around 4,300 employees are to be located on the Site.
- 4.2 The proposed development would see the existing main print works building comprehensively remodelled in order to convert it from the existing uses into a modern campus style office building. Associated with the remodelling of the main print works building would be alterations to the Grade II Listed Rum Warehouse building, the introduction of A1-A3 (retail/restaurant) and D1 (Non-residential Institution/museum) Uses, opening of public access through the site, extensive landscaping and reduction in vehicle parking spaces.
- 4.3 The relevant floorspaces associated with these proposals are:

<i>Use</i>	<i>Existing</i>	<i>Proposed</i>
A1 / A3	-	1,740 sqm
B1/B2	46,165 sqm	-

B1	52,075 sqm	85,824 sqm
D1	-	1,902 sqm
Car parking	3,600 sqm	9,129 sqm
<i>Total</i>	<i>101,840 sqm</i>	<i>98,595 sqm</i>

Table 4.1 – Floorspaces associated with the remodelling proposal.

4.4 The design for the proposed campus comprises the following works:

- New elevation designs for the former print works façades;
- Relocating the building's main entrance to its eastern end;
- Creating new pedestrian access routes providing east-west and north-south permeability;
- Establishing a new publicly accessible piazza;
- Introducing considerable hard and soft landscaping; and
- Alterations to the Grade II listed Rum Warehouse.

4.5 Members of the public will be able to gain access to new routes through the Site, which will provide pedestrian and cycle links north-south and east-west through the site. A new and extensive piazza will connect the canal to Pennington Street and new public retail and public use facilities (within Use Classes A1, A3 and D1) are to be provided at the eastern end of the Site.

4.6 The level of car parking spaces is to be dramatically reduced from the current level of 596 to 271. The entirety of the car parking is to be located within the former print works building, thereby negating the requirement for the external car parking to the west.

4.7 Works to the Grade II Listed Warehouse will provide a new, semi-enclosed terrace area is to be the eastern end of the Site. The terrace will provide access into the Rum Warehouse and the rest of the Site as well as to allow an archway in the Pennington Street wall to be opened up as a pedestrian Site entrance. Part of the existing Warehouse building is to be given over to public uses e.g. restaurant, retail, and archive/museum in order that these currently private structures can be made available for public usage, particularly the basement vaults of the building.

4.8 Figure 4.1 below shows the proposed layout of the ground floor of the development following the remodelling of the existing development.

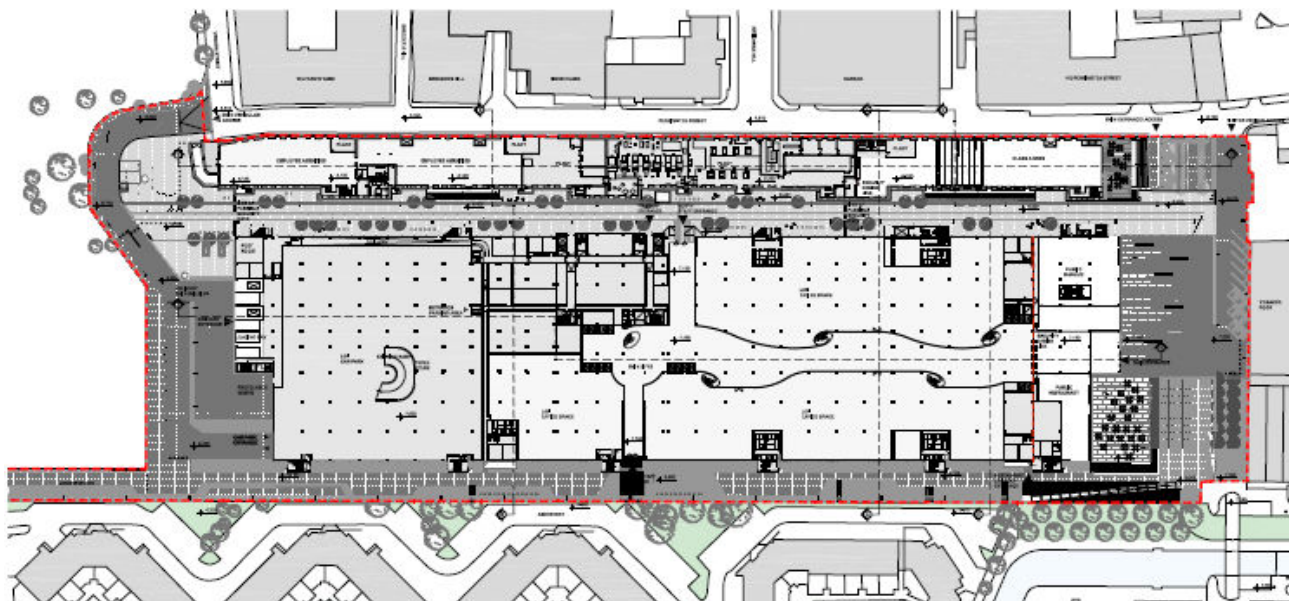


Figure 4.1 – Layout of the ground floor of the proposed remodelling proposal

Site and Surroundings

- 4.9 The subject site is approximately 4.3 hectares in area, bounded by Pennington Street and Virginia Street to the north, Vaughan Way and the existing car park to the west, Tobacco Dock to the east and the Quay 430 residential development to the south.
- 4.10 The site is currently occupied by the main print works building, which is a large seven storey building that formally housed the printing presses for News International and is still occupied by some of News International's offices. A Grade II listed building, which was formally a Rum Warehouse when the area was used as docks and has now been converted into offices and associated storage and plant space used by News International, is also located within the site adjacent the northern site boundary on the south side of Pennington Street. Figure 4.2 shows the existing layout of the site and its relationship with the immediate surrounds.

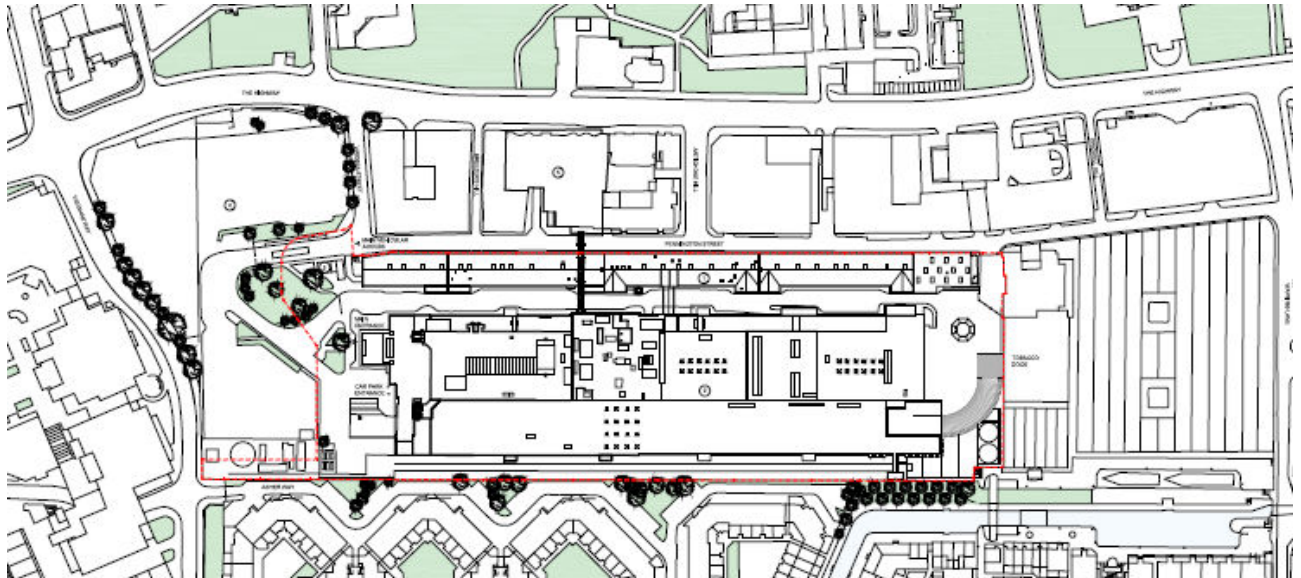


Figure 4.2 – Plan of the existing News International site and the immediately surrounding area

- 4.11 The current nature of the boundary treatments surrounding the site, as well as current security arrangements mean that there is no public access into or through the site.
- 4.12 To the north, between the Site and The Highway, are a range of residential and commercial buildings including Telfords Yard (six storeys), comprising former warehouses converted to apartments on the corner of Virginia Street and Pennington Street. To the east of Telfords Yard is a mixture of residential and commercial premises including the six storey offices of Times House fronting both The Highway and Pennington Street. Times House, in use by News International, currently has a pedestrian bridge connection to the print works building on the Site. Further east are businesses premises including a Saab dealership and Machine Mart fronting The Highway, warehouses and a recording studio on Pennington Street.
- 4.13 The Grade I listed Tobacco Dock lies immediately to the east of the Site. Tobacco Dock is a former warehouse which was converted into a shopping centre in the late 1980s but is now largely vacant and has been placed on English Heritage's "At Risk" register.
- 4.14 To the south of the Site is Quay 430 on Asher Way. This is a three to nine storey residential development comprising four buildings: Trade Winds Court; Spice Court; Leeward Court; and China Court. This development was completed in 1993 as part of the regeneration of the area initiated by the London Docklands Development Corporation.
- 4.15 To the west of the Site is a car park, which is part of the News International complex but does not form part of the application Site. Further to the west of the car park on the opposite side of Vaughan Way is the Thomas Moore Square complex comprising offices, retail units (including a Waitrose supermarket) and leisure facilities. This development rises 15 storeys at its highest point.

Relevant Planning History

- PA/02/01555 Erection of two buildings of 10 and 27 storeys to create 115,388 sqm floorspace for class B1 (Offices), 1,419 sqm A1 (shop), 913 sqm A3 (Café and Restaurant) and 1,200 sqm D1 (Assembly and Leisure), together with new access and servicing arrangements, car parking for up to 650 cars, lorry marshalling area and landscaping works.
- Finally disposed of under Article 25(11) – 16/12/2009
- PA/04/00028 Retention of existing barbed wire fencing above boundary wall.
- Permitted – 13/05/2005
- PA/99/01012 Retention of the roof top plant enclosure and the two existing standby generators.
- Permitted – 11/01/2002
- PA/99/00157 Revised application for the retention of 17 satellite dishes on the roof top of the building.
- Permitted – 20/03/2001
- PA/00/01343 Alteration and extension of existing security gatehouse at ground and first floor level.
- Permitted – 04/12/2000
- PA/98/01166 Variation of Condition 1 of planning consent T93/238 to allow commencement of development not later than the expiration of ten years from the date of the original permission. Planning permission relating to erection of one 15 storey and 3 six storey buildings to provide office (class B1), retail (class A1 & A3) accommodation; construction of associated underground car, formation of new vehicular and pedestrian accesses and relocation of security building in conjunction with realignment of Virginia Street and alterations to Vaughan Way to form taxi drop off and associated landscaping works.
- Permitted – 6/12/1998
- PA/98/01050 Erection of canopy over loading bay area.
- Permitted – 23/10/1998
- PA/98/753 Erection of steel portal frame structure for noise reduction.
- Permitted – 07/08/1998
- PA/97/1068 Application for variation of details relating to erection of approved pedestrian bridge between 2 Pennington Street and News International
- Permitted – 23/02/1998
- WP/96/00175 Erection of pedestrian bridge between third floor of 2 Pennington Street and fourth floor of News International plant.

Permitted – 13/12/1996

WP/94/00017 Redevelopment by the erection of three 6 storey buildings each with roof level plant rooms, one with access point to pedestrian bridge linking News International premises, and one 15 storey building comprising office (B1), shop (A1), café and wine bar (A3) uses, with roof level plant rooms all with associated underground parking and service areas; construction of underground car park serving News International publishing works; formation of new vehicular and pedestrian accesses and relocation of security building in conjunction with realignment of Virginia St; alteration to Vaughan Way to form taxi “drop off”; and landscaping of site.

Permitted – 22/12/1994

PA/92/00524 Internal and external alterations involving demolition of existing western vehicle ramp; creation of new western elevation; addition of entrance, stair and lift tower; new plant room at roof level; formation of additional parking; editorial and publishing facilities and new ramp within existing building; new entrance canopy, alterations to vehicular access from Virginia St.

Permitted – 08/06/1992

WP/90/00090 Construction of western ramp on new alignment to replace existing.

Permitted – 06/09/1990

WP/90/00045 Erection of additional office accommodation at fifth and sixth floor level together with new stair lift tower on north elevation.

Permitted – 09/05/1990

PA/78/00853 South side of Pennington St within the former London Docks: Redevelopment of site and change of use of warehouse for use for newspaper publication and ancillary uses.

Permitted – 11/07/1979

PA/78/00852 South of Pennington St within former London Docks: Demolition of the five stacks, partial demolition of adjoining sheds and refurbishment of remaining sheds.

Listed Building Permitted – 05/04/1979

5. POLICY FRAMEWORK

5.1 For details of the status of relevant policies see the front sheet for “Planning Applications for Determination” agenda items. The following policies are relevant to the application:

The London Plan Spatial Development Strategy for Greater London Consolidated with Alterations since 2004 (February 2008)

2A.1	Sustainability Criteria
2A.7	Areas for Regeneration
3A.3	Maximising the Potential of Sites
3A.17	Addressing the Needs of London’s Diverse Population
3A.18	Protection and enhancement of Social Infrastructure and

	Community facilities
3A.26	Community Strategies
3A.27	Meeting Floor Targets
3A.28	Social and Economic Impact Assessments
3B.1	Developing London's Economy
3B.2	Office Demand and Supply
3B.11	Improving Employment Opportunities for Londoners
3C.1	Integrating Transport and Development
3C.2	Matching Development to Transport Capacity
3C.3	Sustainable Transport in London
3C.12	New Cross-London Links within an Enhanced London National Rail Network
3C.13	Improved Underground and DLR services
3C.14	Enhanced Bus Priority, Tram and Bus Transit Schemes
3C.17	Tackling Congestion and Reducing Traffic
3C.19	Local Transport and Public Realm
3C.20	Improving Conditions for Buses
3C.21	Improving Conditions for Walking
3C.22	Improving Conditions for Cycling
3C.23	Parking Strategy
3D.1	Supporting Town Centres
3D.3	Maintaining and Improving Retail Facilities
3D.8	Realising the Value of Open Space and Green Infrastructure
3D.11	Open Space Provision in DPDs
3D.14	Biodiversity and Nature Conservation
3D.15	Trees and Woodland
4A.1	Tackling Climate Change
4A.2	Mitigating Climate Change
4A.3	Sustainable Design and Construction
4A.4	Energy Assessment
4A.5	Provision of Heating and Cooling Networks
4A.6	Decentralised Energy: Heating, Cooling and Power
4A.7	Renewable Energy
4A.9	Adaptation to Climate Change
4A.10	Overheating
4A.11	Living Roofs and Walls
4A.12	Flooding
4A.13	Flood Risk Management
4A.14	Sustainable Drainage
4A.16	Water Supplies and Resources
4A.17	Water Quality
4A.19	Improving Air Quality
4A.20	Reducing Noise and Enhancing Soundscapes
4A.28	Construction, Excavation and Demolition Waste
4B.1	Design Principles for a Compact City
4B.2	Promoting World Class Architecture and Design
4B.3	Enhancing the Quality of the Public Realm
4B.4	London's Buildings: Retrofitting
4B.5	Creating an Inclusive Environment
4B.6	Safety, Security and Fire Prevention and Protection
4B.8	Respect Local Context and Communities
4B.10	Large-scale buildings – Design and Impact
4B.11	London's Built Heritage
4B.12	Heritage Conservation
4B.13	Historic Conservation-led regeneration
4B.15	Archaeology
4C.1	The Strategic Importance of the Blue Ribbon Network

4C.3	The Natural Value of the Blue Ribbon Network
4C.4	Natural Landscape
4C.10	Increasing Sport and Leisure use on the Blue Ribbon Network
4C.11	Increasing Access Alongside and to the Blue Ribbon Network
4C.20	Development Adjacent to Canals

Unitary Development Plan 1998 (as saved September 2007)

Proposals:

FPA	Flood Protection Area
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Policies:

ST1	Effective and Fair Planning Service
ST15	Expansion and Diversification of Local Economy
ST17	High Quality Work Environments
ST28	Restrain Use of Private Cars
ST30	Improve Road Safety
ST34	Improved Provision of Shopping
ST35	Retention of Local Shops
ST43	Public Art
ST49	Social and Community Facilities
DEV1	Design Requirements
DEV2	Environmental Requirements
DEV3	Mixed Use Development
DEV4	Planning Obligations
DEV8	Protection of Local Views
DEV9	Minor Works
DEV12	Provision of Landscaping in Development
DEV15	Retention/Replacement of Mature Trees
DEV37	Alteration of Listed Buildings
DEV46	Protection of Waterway Corridors
DEV48	Strategic Riverside Walkways and New Development
DEV50	Noise
DEV51	Contaminated Land
DEV55	Development and Waste Disposal
DEV56	Waste Recycling
DEV 69	Efficient Use of Water
EMP1	Employment Uses
EMP3	Surplus Floorspace
EMP6	Employing Local People
EMP7	Enhancing the Work Environment and Employment Issues
T10	Priorities for Strategic Management
T16	Traffic Priorities for New Development
T18	Pedestrians and the Road Network
T19	Priorities for Pedestrian Initiatives
T21	Pedestrian Needs in New Development
S7	Considerations for Development of Special Uses
SCF11	Meeting Places

Interim Planning Guidance for the purpose of Development Control(October 2007)

Proposals:

CFAAP	City Fringe Area Action Plan
FRA	Flood Risk Area
CF20	Development Site CF20

Core Strategies:

CP 1	Creating Sustainable Communities
CP 2	Equality of Opportunity

CP 3	Sustainable Environment
CP 4	Good Design
CP 5	Supporting Infrastructure
CP 7	Job Creation and Growth
CP 8	Tower Hamlets' Global Financial and Business Centre and the Central Activities Zone
CP 11	Sites in Employment Use
CP 15	Provision of a Range of Shops
CP 16	Vitality and Viability of Town Centres
CP 17	Evening and Night-time Economy
CP 29	Improving Education and Skills
CP 30	Improving the Quality and Quantity of Open Spaces
CP 31	Biodiversity
CP 34	Green Chains
CP 36	The Water Environment and Waterside Walkways
CP 37	Flood Alleviation
CP 38	Energy Efficiency and Production of Renewable Energy
CP 39	Sustainable Waste Management
CP 40	A Sustainable Transport Network
CP 41	Integrating Development with Transport
CP 42	Streets for People
CP 43	Better Public Transport
CP 46	Accessible and Inclusive Environments
CP 47	Community Safety
CP 49	Historic Environment

Policies:

DEV 1	Amenity
DEV 2	Character and Design
DEV 3	Accessibility and inclusive Design
DEV 4	Safety and Security
DEV 5	Sustainable Design
DEV 6	Energy Efficiency and Renewable
DEV 7	Water Quality and Conservation
DEV 8	Sustainable Drainage
DEV 9	Sustainable Construction Materials
DEV 10	Disturbance from Noise Pollution
DEV 11	Air Pollution and Air Quality
DEV 12	Management of Demolition and Construction
DEV 13	Landscaping and Tree Preservation
DEV 14	Public Art
DEV 15	Waste and Recyclables Storage
DEV 16	Walking and Cycling Routes and Facilities
DEV 17	Transport Assessments
DEV 18	Travel Plans
DEV 19	Parking for Motor Vehicles
DEV 22	Contaminated Land
DEV 24	Accessible Amenities and Services
EE 2	Redevelopment/Change of Use of Employment Sites
RT 3	Shopping Provision Outside of Town Centres
RT 5	Evening and Night-time Economy
SCF 1	Social and Community Facilities
OSN 3	Blue Ribbon Network and the Thames Policy Area
CON 1	Listed Buildings
CFR 1	City Fringe Spatial Strategy
CFR 2	Transport and Movement
CFR 3	Health Provision
CFR 5	Open Space and Flooding

CFR 21	Employment Uses in Wapping Sub-Area
CFR 23	Retail and Leisure Uses in the Wapping Sub-Area
CFR 24	Design and Built Form in Wapping Sub-Area
CFR 25	Local Connectivity and Public Realm in Wapping Sub-Area
CFR 26	Site Allocations in Wapping Sub-Area

Supplementary Planning Guidance/Documents

Designing Out Crime (Part 1 & 2) – SPG 2002
 Landscape Requirements – SPG 1998
 Shop Front Design – SPG 1998
 Flexible Design in Business Use (B1) – SPG 1998

Government Planning Policy Guidance/Statements

PPS 1	Delivering Sustainable Development
PPG 13	Transport
PPG 15	Planning and the Historic Environment
PPG 22	Renewable Energy
PPG 24	Planning and Noise

Community Plan – One Tower Hamlets

The following Community Plan objectives relate to the application:

A Great Place To Be
 Healthy Communities
 Prosperous Communities
 Safe and Supportive Communities

6. CONSULTATION RESPONSE

6.1 The views of the Directorate of Development and Renewal are expressed in the MATERIAL PLANNING CONSIDERATIONS section below. The following were consulted regarding the application:

LBTH Access Officer

- 6.2 Seating should be accessible seating through out the site, (i.e. seating with some elements that could function as arms and backs, not just slab seats.)
- 6.3 The latest's plans indicate a dominant use of hard landscaping particularly the route entering through the dock wall, passing through the eastern plaza to the canal side – this would be difficult to navigate with a visual impairment (very disorientating).
- 6.4 Excessive hard landscaping does not encourage recreational use. It has been proved that lack of quality green spaces are detrimental to mental health. This is a particular concern on the site, as there is no significant green space in the immediate location. Breaking up the vast areas of hard landscaping would allow the introduction of more quiet contemplative spaces – the pocket parks of the city of London are a good example of oasis' that function as breathing spaces.
- 6.5 A defined route that draws you through the site to the canal needs to be emphasised to improve wayfinding.
- 6.6 The ramp to the east which will connect the site with tobacco dock should be as shallow a gradient as possible and defined with in the space (i.e. extended to were the trees start and

flanked by those trees)

- 6.7 The ramp slicing through the steps adjoining the canal is acceptable if the point where the step meets the ramp is tonally/visually contrasting. That the steps around the seating area to the north of the slicing ramp seem excessive, this should be rethought, and be replaced with planting. The steps from the south of the terrace have potential for reduction as there is the canal side step seating.
- 6.8 Lift to rum warehouse is currently not obvious on entry to site this needs to be more integrated with stepped access. A platform lift within the canteen in this location is acceptable.

Officer's Comments

- 6.9 The application has identified the principle of the landscaping proposed as part of the development. It is recommended that a condition be included on the application to require details of the materials and provisions such as planting types and sizes, seating, lighting and rubbish bins. During assessment of these matters of detail matters such as ease of use for elderly and disabled will be addressed.
- 6.10 It is considered that the proposed landscaping does provide significant enhancements on the current open space access within the area, introducing a significant amount of new vegetation into the landscaping, in the form of trees and low planting. The proposed landscaping also opens links to the canal side and access to the associated open space and water areas. It is considered that the proposed landscaping is an acceptable balance of the need for an easily maintained public area and the introduction of vegetation and trees for shade.
- 6.11 Accessible access has been provided in the development for both the main building and the Rum Warehouse building. A condition could be included to ensure that appropriate signage is provided to make the location of the lift access easily identifiable.

LBTH Biodiversity Officer

- 6.12 No objections received

LBTH Ecology Officer

- 6.13 No objections received

LBTH Education

- 6.14 LBTH Education Team confirm that the employment and education offer by News International, outlined below, would be welcomed and would assist in providing local employment and education opportunities within the borough. Wording has been provided for the requirements to be included within a S106 legal agreement to ensure continued compliance with this provision.
- News International would become an endorsing employer of the Diploma in Creative and Media, committing to participation on the course and 2 placements per annum.
 - News International would offer 7 internships per annum starting next summer.
 - News International will offer 10 apprenticeships per annum through their main contractor.
 - News International will use the skills match recruitment team for administration and sales jobs starting from Summer 09.

LBTH Energy Efficiency Unit

- 6.15 The development is required to comply with the policies set out in *The London Plan (2008)*

and the *Interim Planning Guidance (2007)*. The energy strategy submitted broadly follows the energy hierarchy set out in policy 4A.1 of The London Plan (2008).

- 6.16 An IES thermal model has been developed to establish the anticipated energy use. Energy efficiency measures are proposed for the development, improvement is being made to the building façade and energy efficiency measures are being incorporated. No information is given on the current lighting systems and if any improvements could be made.
- 6.17 There are currently 6 boilers in the boiler plant room with a total capacity of 15MW at MTHW, which have an operational lifetime of 15 years remaining. There are also 4 chillers which were installed in 1997 totalling 8MW of cooling capacity. This is very close to the new cooling load for the proposed building. It is noted there will be no benefit from installing a Combined Cooling / Heat and Power (CC/HP) plant. The applicant needs to demonstrate the design of the energy systems would allow for future connection to a district heating system in the vicinity especially the car park which is likely to be redeveloped in the near future.
- 6.18 A range of renewable energy technologies have been investigated to meet the 20% CO2 reduction from onsite renewable energy technologies. The applicant has identified 1,256 s.q.m of roof space available of which 50% could be utilised for photovoltaic panels. Currently only 144 m² of solar thermal panels are proposed, the current level of renewable energy incorporated in to the development is not acceptable and the applicant needs to demonstrate that the provision of renewable energy technologies have been maximised.
- 6.19 The applicant has included a water efficiency statement, however no sustainability statement has been included, during the pre-application discussions the applicant proposed that the development would achieve a BREEAM 'Excellent' rating. The BREEAM pre assessment should be included demonstrating the development is capable of achieving this.

Officer's Comments

- 6.20 The applicant has agreed to provide photovoltaic panels in order to maximise the renewable energy produced within the development. It is therefore considered that the renewable energies are maximised on site to an acceptable level. A Condition of consent is recommended to require the inclusion and operation of the photovoltaic panels if planning approval is approved.
- 6.21 It is recommended that a condition is included requiring that the developer submit for approval a BREEAM assessment prior to construction if approval of the planning permission is granted.
- 6.22 A further condition is recommended to be included, if approval is granted, requiring the applicant to submit details of how acceptable provision is made for the future provision of connection to a district heating scheme, should one become available.

LBTH Environmental Health

Noise and Vibration

- 6.23 The proposed noise emissions limits assessment by Arup Acoustics dated January 2009 has been reviewed, the contents only shows the lowest L90 at ground level to be 46 dB(A). There is no proposed plant noise levels mentioned in the report and there is no calculation undertaken/shown to ensure that BS4142 standard are met. Further details will be needed to satisfy EH, that all relevant residential sensitive facades are able to meet BS4142 criteria without causing noise nuisance.

Daylight/Sunlight

- 6.24 The daylight/sunlight report by Edmund Kirby in association with Waterslade dated April 2009, has been reviewed the contents of the report shows that the impact of the proposed scheme on the surrounding buildings and on itself appears minimal in terms of

daylight/sunlight and shadow analysis.

Officer's Comments

- 6.25 It is recommended that a condition of consent is included to ensure that noise calculations are provided to show that the development would acceptably meet BS4142.

LBTH Highways

Parking

- 6.26 The applicant is proposing a reduction in private car use by over 50% from 596 to 271 spaces. Although this is higher than our parking standard stipulated in our LDF but the impact on the road network is considerably reduced from the existing use.
- 6.27 A further reduction in the number of car spaces will be welcomed as this can be compensated with the introduction of a car club.
- 6.28 There are off street business permit bays on Pennington Street.

Disabled Parking

- 6.29 The applicant has indicated that they will be providing disabled parking at 10% of the total number of parking spaces required as part of this application. This level of parking provision would be acceptable.

Site Access

- 6.30 Accessibility to the site is averagely ok, with a public transport accessibility index (PTAL) of 3. It is located within easy walking distance to various London stations.

Site Servicing

- 6.31 All servicing activities will take place in a dedicated loading bay area within the site. The trip generation assessment carried out demonstrate that travel patterns for servicing vehicles associated with the remodelling will decrease in the peak hours compared to the printing press.
- 6.32 The proposed servicing arrangements are deemed acceptable in highways terms.

Cycle Parking

- 6.33 The applicant has included cycle parking facilities in a covered and secure location. This is also in line with council current policies and standards of 1 cycle space per 250 sqm of floor space. Cycle parking provision has also been made for visitors within the landscaping of the ground floor.

Traffic Generation

- 6.34 Vehicle trips associated with the proposed remodelling will decrease as a result of the decrease in parking levels within the site. The proposed remodelling will reduce the overall vehicular trips associated with the site from the existing use.
- 6.35 The proposal will also reduce the impact of heavy Lorries by improving on existing and recent deliveries patterns by accommodating all deliveries on site at all time and conventional office hours.

Public Transport Trip Generation

- 6.36 The impact on public transport as demonstrated in the transport assessment is considered to be an increased impact on the existing network.
- 6.37 The site has good connections to the local bus network and is within walking distance of Shadwell DLR station, Tower Hill LUL station, Tower Gateway DLR, Aldgate LUL station and

the Aldgate East LUL station.

- 6.38 The applicant is also proposing to operate a shuttle bus service for its employees, connecting its site with Tower Hill LUL station.

Pedestrians & Cycling

- 6.39 The site is also within walking distance to local amenities. The site is bounded by Pennington Street to the north, Tobacco Dock to the east, Asher Way to the south and Vaughan Way to the west. The proposal would improve pedestrian safety and local connectivity by providing new routes through the site.

- 6.40 The site is also well accessible to pedestrians and cyclist.

Section 106

- 6.41 Section 106 contributions will be required as per previous discussions.

Travel Plan

- 6.42 The applicant has provided some Travel Plan initiatives and Travel Plan framework which are measures that will be taken to encourage the use of more sustainable forms of transport. This will also ensure that the level of sustainable transport usage is maintained and encouraged through the use of the site.

Officer's Comments

- 6.43 A car club is not considered appropriate as the site is to be occupied primarily by an office building for one organisation, which has associated fleet vehicles.

- 6.44 The applicant has agreed to change the traffic management order to exempt the occupiers of the site from obtaining parking permits for the parking bays outside of the site, thereby minimising the impact on the parking in the area and vehicle usage. This will be included in the S106 legal agreement.

- 6.45 Conditions of consent are recommended to ensure that the provision of 10% of the parking is disabled parking and that details of cycle parking are provide in order to ensure that the arrangement is appropriate and functional.

- 6.46 The applicant currently runs a shuttle service between the site and Tower Hill. The applicant has offered to continue the service in order to avoid impacting on the local bus network and agreed to include the service in a S106 legal agreement to ensure operation continues throughout the use of the site by News International. The applicant has also agreed to financial contributions to TFL in order to improve the accessibility at local bus stops that have been identified as below standard and towards a scheme for improvement of the Shadwell Overground and DLR Stations public realm area in order to improve the public safety and interchange ability.

- 6.47 Overall these S106 contributions to improvement works for the public transport system and the provision of the shuttle service are considered to adequately mitigate against the proposed impacts on the public transport network.

LBTH Leisure Team

- 6.48 No objections received

LBTH Policy (Retail officer)

- 6.49 No objections received

LBTH Strategic Transport

- 6.50 Strategic Transport raises concerns over the conclusions of the Transport Assessment and the proposed trip generation of the development. Strategic Transport considers that the assumptions on routes made within the transport assessment result in a shift of journeys towards Tower Hill rather than alternative routes which would end at Shadwell.
- 6.51 Further details on the shuttle bus service to Tower Hill are requested.

Officer's Comments

- 6.52 The applicant has supplied additional information in the form of supplementary documents detailing the distribution of employees and why the assumptions made in the Transport Assessment have been made with regards to the use of different routes.
- 6.53 The Transport Assessment and supplementary information shows that the proposal will increase the use of all adjacent stations (Shadwell, Tower Hill and Wapping) and impact on the public transport network. Therefore in order to mitigate this impact the applicant has agreed to provide a financial contribution of £100,000 towards the public realm and associated interchange project at Shadwell DLR and Overground Stations, in order to mitigate the impacts. Council officers consider that this would adequately mitigate against the worst case impact on the network and would improve the public realm and safety of these stations and the interchange.
- 6.54 The applicant has supplied additional information on the frequency of the shuttle service and agreed to include it in a S106 legal agreement in order to ensure mitigation on the local bus network and avoid numerous employee trips on the local TFL buses. Furthermore they have agreed to up to a £30,000 financial contribution to improve local bus stops in order to bring them up to a requisite standard.

LBTH Waste Management

- 6.55 No objections received

British Waterways

- 6.56 British Waterways have no comments to make on the application.

English Heritage (Statutory)

- 6.57 Due to the constraints of the site, English Heritage agree that a separate pedestrian entrance would be necessary but could be formed with considerably less intervention with regard to the historic fabric than is the case with the current proposal which includes the removal of an area of vaults to form a level entrance to the site.
- 6.58 Whilst English Heritage can understand the desire to create a new entrance space or plaza such that it affords views over the site, this is not considered essential. The significant alteration of a listed building requires adequate justification, which English Heritage view as not having been provided.
- 6.59 The proposed partial demolition of the eastern end of the Rum Warehouse would reveal an existing internal fire wall which it is intended would form a new eastern elevation. Notwithstanding English Heritage opposition to the removal of historic fabric, exposing the raw firewall would, in the opinion of English Heritage, constitute an unsympathetic alteration to the exterior of the listed building and would detract from its existing architectural character which is characterised by robustly handled classical elements.

- 9.60 The Heritage Statement (page 17) indicates that 'The vaults of the London Dock were, when completed, one of the great architectural and engineering glories and wonders of the metropolis'. They remain, despite later subdivision, a magnificent series of spaces.
- 6.61 English Heritage would welcome moves to make the vaults more accessible to a wider public (such as the creation of a public archive or museum, as suggested) but this must be carefully balanced against the need to preserve historic fabric. The infilling, removal or alteration of at least seven bays of the vault could not, in the view of English Heritage, be considered a sympathetic or necessary alteration.
- 6.62 English Heritage have no objections to the wider aspects of this important proposal, including the remodelling and extension of the former printworks, but whilst English Heritage welcome works to restore the exterior of the Rum Warehouse and to undertake works such as the removal of later dividing walls within the vaults, they retain significant concerns with regard to the extent of the removal of historic fabric and the impact of the proposed subsequent remodelling on the historic character of the eastern end of the warehouse building. In the view of English Heritage, the eastern end of the warehouse is capable of adaptation to include a pedestrian entrance to the site, entrance to the vaults and retail spaces. English Heritage do not object to the planning application (except as it relates to the LBC) but urge that the listed building consent application is reconsidered at this stage.
- 6.63 Moving the entrance to the east has been seen as a means of encouraging rethinking with regard to the moribund Tobacco Dock complex. English Heritage support any efforts to breathe new life into Tobacco Dock but to date there does not appear to be any dialogue that has resulted in firm proposals with regard to the latter structure.

Officer's Comments

- 6.64 The proposal to move the main entrance of the development to the eastern end and the incorporation of public facilities, public links and retail in the eastern end of the development is considered an important feature of the development in that it provides a potential catalyst for the revitalisation of the currently vacant retail development within the adjacent Tobacco Dock building. Tobacco Dock is a Grade I listed building and due to its currently vacant state is listed on the buildings at risk register. It is considered by Council officers that the News International Development has the potential to revitalise Tobacco Dock and provide significant benefits to the community and ensure the survival of the Tobacco Dock development and its associated historic heritage.
- 6.65 Currently located at the eastern end of the subject site is the servicing entrance to Tobacco Dock. This Would create a conflict with potential pedestrian access and pedestrian links through the site if they were to share this access. The development solves this matter by separating the pedestrian access and the servicing and vehicle access.
- 6.66 The length of the Rum Warehouse and associated vista of the long wall along Pennington Street is considered one of the most important features of the Rum Warehouse. In order to retain this, the applicant proposes to make an opening in one of the decorative archways that is formed in the wall. This is considered to maintain the appearance of the length of the wall and also the character of the wall in that it does not create an alien opening in the structure.
- 6.67 Due to the variations in the level between the ground level of Pennington Street and the floor level of the Rum Warehouse, the pedestrian route into the site has required the demolition of at least some of the eastern end of the building.
- 6.68 It is considered that retention of the eastern end of the Rum Warehouse would impact on the quality of the entrance, the viability of the retail uses at the eastern end and the potential revitalisation of the adjacent Tobacco Dock.

- 6.69 While it is acknowledged that a portion of the historic vaults and the previously damaged eastern end is removed and there is an impact on the historic character of the building and area, the majority of the building remains. The proposal would open the vaults to the public and allow the continued use and retention of the building. Furthermore, the applicant is proposing to carry out restoration works on damaged areas of the remaining portion of the building.

English Heritage Greater London Archaeological Advisory Service

- 6.70 The development lies in an area of archaeological significance where important remains from the Roman period and those associated with post-medieval industrial use are known to exist. The proposed development may, therefore, affect remains of archaeological importance. It is advised that archaeological assessment and any necessary investigation should be undertaken in advance of development works. This should be secured a recommended by condition.
- 6.71 The Design and Access Statement correctly identifies the significance of the industrial heritage represented by the buildings on the site, not only the 19th Century Rum Warehouse but also the main building which played a historically important role in the transformation of England's newspaper industry. While the proposals intend to retain the building's industrial character in new design, some elements of the buildings' original fabric and designed function will be affected by the alterations. Preservation by record is required to mitigate the impact of proposed alterations. In accordance with PPG 15 it is recommended a condition of consent that applicant's arrange suitable recording of features that would be destroyed in the course of the works for which consent is being sort.

Officer's Comments

- 6.72 It is recommended that the conditions of consent and informatives recommended by Greater London Archaeological Advisory Service (GLAAS) are included on the planning permission if granted, in order to mitigate the impact of the development on the archaeological remains and matters of archaeological importance.

Environment Agency (Statutory)

- 6.73 The Environment Agency have no objection to the development subject to the inclusion of a recommended conditions relating to the requirement to submit details related to surface water drainage and minimisation of the discharge from the site.

Officer's Comments

- 6.74 It is recommended a condition of consent is in included as recommended if planning permission is approved.

Greater London Authority (Statutory)

- 6.75 London Plan policies on land use, design, inclusive access, biodiversity, climate change and transport are relevant to this application. The application complies with some of these policies but not with others, for the following reasons:

Land Use

- 6.76 The proposal is consistent with London Plan polices 2A.5, 38.1, 3B.2, 5C.1 and 5C.3. London Plan polices 3B.1 and 3B.2 seek to support the aspect of London's world city role and London's continued economic development by seeking the provision of a variety of type, size and cost of business premises and office space to meet the needs of all sectors. Accordingly, the principle of the proposed remodelling and enhancement of the News International campus and the continuation of employment use on the site is consistent with the relevant policies of the London Plan and guidance given in the draft City Fringe Opportunity Area Planning Framework.

Urban Design and Built Heritage

- 6.77 The proposal is inconsistent with the requirements of London Plan Policy 4B.1 (as relate to biodiversity) but consistent with 4B.11 and 4B.13. The proposed layout would result in significant improvements to pedestrian permeability in the area by opening up new routes through the site. This in combination with the active uses and positions of entrances would animate the locality and improve passive surveillance, particularly around Wapping Canal and Tobacco Dock.
- 6.78 The proposal would not substantively change the existing form, scale and massing of the main building or the Rum Warehouse with the main changes focused on the eastern end where parts of the existing structures would be demolished to facilitate the creation of the plaza.
- 6.79 The most apparent external change to the building would be the alterations to the façade where the architect has proposed an intricate, layered cladding system. This would be a significant improvement on the appearance of the existing building. The proposed internal alterations would increase natural light and ventilation in the core of the main building and create a large area of flexible, accessible office space which is a positive aspect of the scheme.
- 6.70 The landscape and public realm proposals are on a whole well considered but should be developed in response to the biodiversity comments below.

Inclusive Access

- 6.81 The proposal is consistent with London Plan Policy 4B.6. The design and access statement and supporting plans demonstrate that inclusive design principles have informed all aspects of the proposed design.

Biodiversity

- 6.82 The proposal is inconsistent with London Plan Policy 3D.14. The application site is located within an Area of Deficiency in access to nature, as defined in the Improving Londoners' Access to Nature (London Plan Implementation Report). The landscape proposals offer the potential to enhance the biodiversity value of the site but at present the design appears to be principally driven by other considerations despite the supportive recommendations contained in the applicants Biodiversity Report.

Climate change

- 6.83 The proposed energy efficiency measures are welcomed but the applicant should address the questions raised above to confirm compliance with the London Plan. The applicant should also demonstrate that the proposed system would be capable of future connection to a district energy system in the area in line with the London Plan. The proposal should be revised to include greater photovoltaic panel coverage towards the target of 20% renewable energy generation on site. The application is inconsistent with London Plan policies 4A.1, 4A.6, and 4A.7.
- 6.84 The extensive improvements to the ventilation and cooling of the building, the living roof and landscaping proposals are all positive in this regard. The proposal would incorporate a significant area of living roofs except where plant and maintenance space prohibit this. The proposal would incorporate living roofs, which would reduce surface water run-off, and rainwater harvesting and would offer significant improvements on the existing situation. The water report submitted suggests a range of water efficiency measures that would or could be adopted in the scheme and the potential savings that would result. This is welcomed. The application is consistent with London Plan policies, 4A.10, 4A.11, 4A.14, and 4A.16.

Transport

- 6.85 To fully comply with London Plan policies 3C.1, 3C.3, 3C.20 and 3C.21 the development

should provide funding towards additional bus capacity and include measures to improve access to and from the site for pedestrians and public transport users. To comply with London Plan polices 3C.23 and 3C.17 the amount of car parking should be reduced in line with maximum standards in Annex 4 and a legal agreement should be drawn up to restrict future use of the surface car park. TfL welcomes proposals to improve Pennington Street and Dellow Street and to open up the public realm around the site which will help to achieve the aims of Policy 3C.18 and support Policy 3C.21. The proposals for cycle parking and a cycle hire facility are also welcomed and will support policy 3C.22. Submission of a more detailed Travel Plan as requested will help to achieve the objectives of Policy 3C.2

Officer's Comments

- 6.86 The proposal is considered to greatly enhance the existing biodiversity and habitat onsite. The proposal incorporates significant planting within the ground level landscaping as well as providing planting on the roof terrace. The Biodiversity strategy does include recommendations to include native species and further recommendations of the report could be included when submitting details of landscaping and the landscaping management plan as would be required by recommended conditions of consent.
- 6.87 The applicant has submitted additional information confirming the inclusion of Photovoltaics in order to maximise the renewable energy production onsite.
- 6.88 Agreement to provide substantial financial contributions to mitigate the impact of the development on public transport systems has been secured through the S106 legal agreement negotiations with the applicant. Contributions towards the improvements to the public realm and safety of the interchange have been offered as well as contributions to upgrade local bus stops where they are not to requisite standard.
- 6.89 Additionally the applicant has offered to include in a legal agreement the provision of an employee shuttle service in order to mitigate the impact on the local bus system.
- 6.90 Car parking is considered to be acceptably reduced within the proposed development. The reduction represents a loss of over 50% of the existing car parks on the site. This is considered to significantly reduce the potential vehicle usage and impact of the development on the highway network. Furthermore, the applicant has agreed to change the traffic management order to exclude occupiers and employees of the premises from obtaining parking permits (i.e. a car free agreement).

LFEP

- 6.91 With regards to Town and Country Planning, the Fire Authority needs to consider Access and Water Supplies, which are covered by Approved Document B (B5, 15, 16 & 17) and British Standard 9990. The documentation has been researched and no information directly related to Fire Service Access & Water Supplies has been provided. As such the Fire Authority is unable to make meaningful observations.
- 6.92 The Fire Authority is aware of the existing Fire Service Access & Water Supplies. Having noted the depth of the site as detailed in the site plans, it is imperative that information relating to any changes, as a result of the proposed development, is provided.

Officer's Comments

- 6.93 It is recommended a condition of consent is included if planning permission is approved to ensure that the water supplies for fire fighting purposes is adequate. This would require the submission and approval of details of the water supplies.

Metropolitan Police

- 6.94 Concerns about the security of the site at night, and there for the safety of the people who

may be using the development. There are parts of the proposed planting that completely obscure any form of surveillance, and there for at night will mask any criminal behaviour or anti-social behaviour. The opening up of the access onto the canal is likely to make existing canal users feel unsafe because of the possibility of additional users accessing from the NI site, and the potential for crime that may result in (at night/hours of darkness)

- 6.95 The ideas of having permeable access routes through the site are fully supported, though the fact it's a commercial site and not residential completely changes the way the workers can be used as a crime prevention tool. It is considered there is a need to find a way of securing the site at night. It's not possible to re-design buildings that are not being replaced, so it's not possible to make access routes through the site any wider, or more active. In fact the only thing making this scheme more user friendly and active will be how the public react to using it. It is suggested that during the day it will be well used by workers and public, but when the workers go home and the public have already used it and returned home themselves, there will be little use.

Officer's Comments

- 6.96 Gated communities do not promote social cohesion and are divisive in nature. This stance is supported in the London Plan and has been a consistent approach taken by Tower Hamlets in the past, supported by policy DEV3 of the IPG. Furthermore, gated communities will increase the perception of crime and by association, the fear of crime and anti-social behaviour. Whilst security concerns are relevant, they should not override this overarching principle and other measures should be employed to deal with those concerns. The applicant has agreed to 24 hour security of the public realm within the site which will be included in the S106 agreement. In addition the northern east-west link will be restricted access for employees only from 20:00 - 08:00 in order to give employees a secure way to leave the premises.

National Air Traffic Services Ltd.

- 6.97 NATS (En Route) Limited has no safeguarding objections to this proposal.

National Grid (Statutory)

- 6.98 Nation Grid has no objection to the proposal.

Natural England (Statutory)

- 6.99 After careful consideration of the information provided it is Natural England's opinion that this proposal does not affect any priority areas for Natural England, therefore they do not object to the proposal.
- 6.100 The provision of Green Walls and the use of Native Planting species, as part of this application is welcomed and to be supported.
- 6.101 Although Natural England does not object to the proposal, they recommend that, should the Council be minded to grant permission for this application, Council secure, as appropriate, measures to enhance the natural environment in accordance with the planning guidance identified in the Consultation Documents from Ove Arup.

Officer's Comments

- 6.102 Conditions of consent and informatives are recommended to ensure the guidance and recommendations in the Arup Biodiversity Statement are incorporated within the development.

Thames Water Utilities Ltd. (Statutory)

Waste Comments

- 6.103 With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.
- 6.104 Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
- 6.105 Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.

Water Comments

- 6.106 On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the above planning application.

Officer's Comments

- 6.107 It is recommended that a condition be included on the application to ensure that petrol/oil filters are connected to all drains where vehicle parking is permitted in order to prevent petrol/oil discharges entering local watercourses.

7. LOCAL REPRESENTATION

- 7.1 A total of 2143 neighbouring properties within the area shown on the map appended to this report were notified about the application and invited to comment. The application has also been publicised in East End Life and on site. The number of representations received from neighbours and local groups in response to notification and publicity of the application were as follows:

No of individual responses: 6 Objecting: 4 Supporting: 2

- 7.2 The following local groups/societies were notified but made no representations:

- Stephen and Maltilda Tennants Association
- South Quay Residents Association
- South Quay Estate
- Shearsmith House

- 7.3 The following issues were raised in representations:

- Disruptive construction impacts, including noise and vibrations, reducing the quality of life for residents and offering no great benefit to the area upon completion.
- The proposal to open the link to canal will allow increased numbers of users, which will pollute and litter the area currently enjoyed by local families.
- The works will increase car traffic in area despite the reduction in car parking spaces.
- The level difference and the stairs down to the canal will encourage loitering around the area at all levels and impact on privacy of nearby neighbours.
- Concern that the stairs to the canal will attract an element of anti-social behaviour to the area.
- Security plans may prove to be intrusive on privacy depending on their nature

- Waterman Way properties were not consulted prior to the application.
- Lack of cross section drawings showing relation of plaza to Waterman Way
- Concern that there will be a loss of privacy should the proposal include the use of the bridge over the canal.
- Will cause unwarranted intrusion and will create evening and night time noise pollution

7.4 The following supporting comments were raised in representations:

- Support improved links from the north of the site through the site to Wapping and Thomas Moore Square/St Katherine's Dock, which will reduce walking distances and times.
- Improved links will provide an alternative route with improved pedestrian environment away from the busy intersections and poor air quality of the highway.
- Support the developments requesting one of the retail spaces be made available for an Optician as there are no Optician's in Wapping area.

Officer's Comments

- 7.5 As stated in section 8 of this report, a number of legislative instruments control the impact of construction in order to minimise the impact on surrounding occupiers. However, it is recommended that a condition of consent regarding the submission of a Construction Management Plan for approval is included if planning permission is approved. This would ensure that matters related to construction, such as noise and vibration, as well as hours of construction, are adequately managed.
- 7.6 It is considered that the proposed development would provide a number of benefits to the area, including potentially revitalising Tobacco Dock shopping centre, employment and education opportunities secured under the S106 legal agreement and improved pedestrian and cycle links through the site.
- 7.7 The canal is already a publicly accessible area with a number of links from Vaughan Way and the surrounding residential developments through to Wapping Lane. While the proposed linkages through the site will increase accessibility to this public area, it should be noted that this is a public area for the enjoyment of the public and not a private area for use by residents only. Furthermore, the canal is identified in the IPG Proposals Map as a proposed cycle route, which the proposed linkages serve to enhance.
- 7.8 Gated communities do not promote social cohesion and are divisive in nature. This stance is supported in the London Plan and has been a consistent approach taken by Tower Hamlets in the past, supported by policy DEV3 of the IPG. Furthermore, gated communities will increase the perception of crime and by association, the fear of crime and anti-social behaviour. Whilst security concerns are relevant, they should not override this overarching principle and other measures should be employed to deal with those concerns.
- 7.9 With regards to privacy the proposed plaza will be approximately 18m from the houses of waterman way. The area between the proposed plaza and the existing houses is already a publicly accessible space with access along the side of the canal directly in front of the houses on Waterman Way. It is not considered that the proposal would significantly impact on the privacy of the residential developments in this area.
- 7.10 The applicant proposes as part of the S106 to provide security within the public realm area of the development. It is not considered that any security arrangements would impact on private residential developments outside of the site. CCTV arrangements could be condition if condition so as not to record on private dwellings or impact on the privacy of private spaces outside the development site.
- 7.11 The applicant has provided a transport assessment with the application that details the

development would not result in additional peak vehicle traffic, identifying a reduction in car trips of 73 during the morning peak hours and a reduction of 165 during the evening peak hours.

- 7.12 Extensive consultation was invited by the applicant prior to the application being submitted. Notwithstanding this, the required statutory consultation has been undertaken by the Council in response to the submission of the application, including letters to the properties within Waterman Way, site notices and notices within the local paper.
- 7.13 While a cross section has not been undertaken to the Waterman Way properties, a cross section drawing was produced through the site immediately to the west of the plaza stairs. This is considered to adequately show the relationship of the canal level to the site.
- 7.14 The existing bridge across the canal is not included within the application site and would not be affected by the proposed development.
- 7.15 The site is currently a 24 hour operation and formally when the printing press was operating from the site was subject to significant early morning and evening operations. However, it is recommended a condition is included if the application is permitted in order to restrict the hours of the A3 restaurant/café uses in order to minimise the late night noise associated with such activities.
- 7.16 It is not considered appropriate to condition the retail unit to be restricted to an Optician, however, it is considered that the proposals will serve to revitalise the adjacent shopping complex at Tobacco Docks, which should encourage a range of retail units servicing the local community.

8. MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the committee must consider are:

1. Principles of the Land Use
2. Impact on the Amenity of Adjoining Occupiers and the Surrounding Area
3. Traffic and Servicing Issues
4. Design and Layout of the Development
5. Sustainability
6. Planning Obligations

Principle of the Land Uses

8.2 The London Plan 2008, The Council's adopted Unitary Development Plan 1998 (UDP) and the Council's Interim Planning Guidance 2007 (IPG) include a number of policies requiring discussion when assessing the principle of land use.

Principle of Office Use

8.3 The London Plan 2008 sets out a number of policies which support the provision, increase and regeneration of office use within the Central Activities Zone and appropriate office locations in order to provide employment and economic opportunities. These policies are supported by UDP and IPG policies which also seek to encourage office provision and local economy and job growth.

8.4 While the News International Site sits just outside the Central Activity Zone, which has its boundary on Vaughan Way, it is an existing key employment site within the borough, adding significantly to the employment provision within Tower Hamlets. The site is currently occupied by the main print works building with office space in the upper levels, as well as

Rum Warehouse building, which also has a provision of existing office use. In April 2008 the relocation of the printing presses from the site to Broxbourne was completed, leaving the B2 Use of the site redundant. As a result the current proposal seeks to convert the main print works building to a primarily B1 Use.

- 8.5 The Town and Country Planning (General Permitted Development) Order 1995 provides express planning permission for a change from Class B2 to B1 Use. Therefore the use of the site for increased B1 Use is considered acceptable. While there is a slight reduction in the floorspace associated with the employment uses onsite, it is considered that the remodelling and modernisation of the building would significantly increase the usability of the building and therefore the efficiency of use of the site. This is reflected in the increase in employment proposed on the site, from the former circa 3000 to the proposed circa 4300 employees.
- 8.6 The proposed office use would be, in principle, an acceptable land use and would be in accordance with policies 3B.1 and 3B.2 of the London Plan 2008, policies ST15, ST17 and EMP1 of the UDP and policies CFR1, CP7, CP11 and EE2 of the IPG.

Principle of Retail

- 8.7 Policies 3D.1 and 3D.3 of the London Plan 2008, policies ST34 and ST35 of the UDP and policies CFR1, CP15, CP17, RT3 and RT5 of the IPG seek to provide protect the role of town centres while appropriately locating evening and night-time uses as well as providing a range of shops for local users.
- 8.8 The proposed development introduces 1740m² of A1-A3 Use, which the applicant has indicated is likely to consist of a restaurant and a café, both open to public use. The proposed redevelopment of the site will change the main entrance of the development to the eastern end of the site, adjacent Tobacco Dock. The proposed retail units will be located at the eastern end of the building fronting the new public plaza area.
- 8.9 Tobacco Dock is a retail shopping centre, which is currently unoccupied. It is a Grade I listed building and is on the Buildings at Risk Register. It is consider that change in the entrance location on the News International Site and the introduction of complementary retail uses, which would encourage evening and night-time activity in the area, will strengthen the existing retail element of Tobacco Dock and encourage the occupation and re-vitalisation of the currently empty development.
- 8.10 As such the retail component of the development is considered to contribute to the provision of facilities for local use, appropriately locate evening and night-time uses and encourage the viability and vitality of the existing retail provision in the area.
- 8.11 It is considered that the retail component of the development would be acceptable in terms of policies 3D.1 and 3D.3 of the London Plan 2008, policies ST34 and ST35 of the UDP and policies CFR1, CP15, CP17, RT3 and RT5 of the IPG.

Principle of community uses

- 8.12 London Plan 2008 policies 3A.17, 3A.18 and 3A.27, supported by policies ST49 and SCF11 of the UDP and policy SCF1 of the IPG, promote the provision of an appropriate range of community facilities to cater for the needs of London's diverse population.
- 8.13 The applicant is proposing to include 1902m² of D1 floorspace within the redeveloped main building and Rum Warehouse. It is currently proposed to have museum uses with the potential provision of a printing press and history about the newspaper industry as well as News International's archives. Given the good public transport links and the large residential population within the surrounding area that would be included in the catchment area for the

proposed facility, the proposed D1 Use is considered, to be in principle acceptable.

- 8.14 The proposed community facilities are considered to be in accordance with policies 3A.17, 3A.18 and 3A.27 of the London Plan 2008, policies ST49 and SCF11 of the UDP and policy SCF1 of the IPG.

Impact on the Amenity of Adjoining Occupiers and the Surrounding Area

Daylight and Sunlight

- 8.15 Policy DEV2 of the Unitary Development Plan 1998, policy DEV1 of the Interim Planning Guidance 2007 and policy 4B.10 of the London plan require that developments preserve the amenity of the adjacent occupiers, including sunlight and daylight.
- 8.16 The applicant has provided a Daylight and Sunlight Report with their application outlining the daylight and sunlight received by the adjacent buildings. It has assessed the daylight and sunlight levels of the proposed development against the guidance provided in the BRE Report 209 "Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice" (1991) providing the results of the effect on daylight in terms of the tests use in the BRE guidelines.
- 8.17 The tests carried out by the applicant show that the daylight received by the habitable rooms of the residential buildings adjacent the development will meet or exceed the BRE guidelines for both Vertical Sky Component (VSC) and Average Daylight Factor (ADF), providing acceptable daylight levels to the current and future occupants of the adjacent developments.
- 8.18 The sunlight results generally meet the guidance level, though the submitted report has noted that there are six apertures where the Annual Probable Sunlight Hours (APSH) will not meet the guidelines. Five of these windows are located on the upper ground floor level of Telford's Yard and one is situated in 2 Pennington Street. The six windows will not experience any loss of sunlight during the summer months. However, they do experience a small loss during the winter months. 2 Pennington Street is not a residential development and therefore the impact would not impact on residential living conditions.
- 8.19 It is considered in terms of daylight and sunlight that on balance given the central city location the proposal would be generally in accordance with policy DEV2 of the Unitary Development Plan 1998, policy DEV1 of the Interim Planning Guidance 2007 and policy 4B.10 of the London plan.

Privacy

- 8.20 Issues of privacy/overlooking need to be considered in accordance with policy DEV2 of the Unitary Development Plan 1998 and policy DEV1 of the Interim Planning Guidance 2007, which informs that new developments should be designed to ensure that there is sufficient privacy for adjacent habitable rooms.
- 8.21 As the site is currently occupied by the existing building, of which the upper floor of the main print works building is officers, it is not considered that the proposed remodelling would significantly impact on the privacy of neighbouring developments.
- 8.22 The Council's UDP states that new developments should be designed to ensure that there is sufficient privacy for residents and that a distance of about 18 meters between opposite habitable rooms reduces inter-visibility to a degree acceptable to most people. The remodelled main building would be a minimum of 20m from the adjacent residential buildings to the south and exceed 30m to the buildings to the north of the site.

8.23 Submissions have brought up the issue of privacy in relation to the new public open space and the opening of the link to the canal by removing a portion of wall. It is not considered that this would significantly impact on the privacy as the canal area is already publicly accessible.

8.24 It is therefore considered that the proposed development would be acceptable in terms of privacy and in accordance with policy DEV2 of the UDP and policy DEV1 of the IPG.

Noise and Vibration

8.25 In protecting the amenity of the surrounding area Policies DEV2 and DEV 50 of the UDP and policy DEV1 and DEV 10 of the IPG also require the noise and vibration nuisance from a development to be minimised.

8.26 No specific details of the proposed noise and vibration levels of plant or ventilation systems to the proposed development has been provided with the application, however it is considered that a condition of consent could ensure that details of the noise and vibration impacts of any proposed plant and ventilations systems would be submitted to Council for approval prior to installation. This would ensure that any acoustic attenuation required would be installed to mitigate the impact on the adjoining occupiers and surrounding area.

Odour & ventilation

8.27 The proposed development includes the introduction of 1740m² of retail floorspace, which is proposed to include A1-A3 uses. As such, there will potentially be a food cooking and associated odours being created within the development. Policy DEV 2 of the UDP and Policy DEV1 of the IPG require the mitigation of odours in order to protect amenities within the development and of the wider area.

8.28 In order to remove these odours from the development and create suitable internal amenity ventilation and extract systems would be required to be installed. This would potentially consist of general ventilation for units within the development, in order to provide fresh air into the development, and extract systems to the units with cooking facilities, in order to extract cooking odours.

8.29 Details of these systems have not been provided. It is therefore recommended if approved, conditions are included on the planning permission to ensure that the ventilation and extraction systems are appropriate and don't impact on the amenity of the adjacent occupiers or the appearance of the development.

Construction

8.30 It is acknowledged that the proposed development would result in some disruption to the amenity of the area and highway network due to the construction effects of the proposed development, however these will be temporary in nature.

8.31 Demolition and construction is already controlled by requirements to adhere to numerous other legislative standards, such as Building Act 1984, Environmental Protection Act (EPA) 1990, Environment Act 1995 and Air Quality Regulations 2000 and Health and Safety at Work Act 1974. However, PPS23 makes provision for the inclusion of conditions of consent to mitigate effects of construction.

8.32 It is therefore recommended that if approved a condition of consent is included, which would require the submission of a Construction Management Plan in order to ensure that the best practice examples are followed to avoid, remedy and mitigate the effects of construction.

8.33 There are also a number of existing mature trees on the site around the proposed

development and likely construction site. Officers consider that a condition should be imposed on any planning permission to protect the trees from construction impacts. This would include a requirement for protective fencing and prevention of the storage of materials under the canopy of the trees.

Vehicle Traffic Movements

- 8.34 Vehicle movements associated with the proposed development have the potential to impact on the amenity of the area through noise, pollution and the general vehicle movement within the public realm. Policy DEV2 of the UDP and DEV 1 of the IPG seek to protect this amenity.
- 8.35 As detailed below the proposed development will produce a number of additional trip movements. However, given the high Public Transport Accessibility Location (PTAL) rating and central city location of the site, there is a maximisation in the use of public transport and walking. This combined with the reduction in vehicle parking numbers would insure that the number of vehicle traffic movements and minimised.
- 8.36 It is therefore considered that the impact on the amenity of the area through increased vehicle traffic movement will not be significant and in terms of the impact of vehicle movements the development will accord with policy DEV2 of the UDP and DEV 1 of the IPG.

Traffic and Servicing Issues

Trip Generation

- 8.37 Policies 3C.1, 3C.2, 3C.17 and 3C.23 of the London Plan 2008, policies ST28 and T16 of the UDP and policies CP41, DEV17 and DEV19 of the IPG seek to restrain unnecessary trip generation, integrate development with transport capacity and promote sustainable transport and the use of public transport systems.
- 8.38 The applicant has provided a Transport Assessments detailing the proposed additional trip generation as a result of the proposal in comparison to when the site was in full operation, including the printing press, prior to April 2008. Table 8.1 shows the estimated increase across the different transport modes during the peak morning and evening hours.

Mode	07:00 - 08:00		08:00 - 09:00		09:00 - 10:00		16:00 - 17:00		17:00 - 18:00		18:00 - 19:00	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Car drivers	-23	-2	-32	-2	-9	-5	-12	-12	-20	-28	-57	-36
Bus	-4	0	-2	-1	23	5	9	12	3	19	-1	6
Car Passengers	-3	0	-2	0	20	4	8	11	3	16	-1	5
Motor Cycle	-2	0	-1	0	10	2	4	5	1	8	0	3
Pedal	-3	0	-2	0	17	4	6	9	2	14	0	4
Rail	-11	-1	-6	-2	70	16	27	37	10	58	-2	19
Taxi	-1	0	-1	0	7	1	3	4	1	5	0	2
LUL/DLR	-22	-3	-13	-3	140	31	53	74	21	115	-4	37
Walk	-7	-1	-4	-1	47	10	18	25	7	38	-1	12
Total	-75	-8	-63	-10	323	69	115	164	29	247	-66	52

Table 8.1 – Estimated trip generation

- 8.40 Table 8.1 shows that a significant number of trips generated from the development would be undertaken on the public transport network or by walking and also shows that there would be a significant reduction in the numbers of private vehicle movements. It is therefore considered that the trip generation would be in accordance with the aspirations of policies 3C.1, 3C.2, 3C.17 and 3C.23 of the London Plan 2008, policies ST28 and T16 of the UDP

and policies CP41, DEV17 and DEV19 of the IPG.

Parking

- 8.41 London Plan Policies 3C.17 and 3C.23 seek to reduce traffic congestion and vehicle use by minimising vehicle parking within developments and promoting use of public transport. This is supported by policies DEV17 and DEV19 of the IPG.
- 8.42 The proposed development seeks to provide 279 car parking spaces. Within the existing News International Site there are currently 596 car parking spaces, including the external car parking site that is outside the proposed application boundary. It is proposed that the 271 car parking spaces would be provided within an internal car park at the west end of the building and 8 vehicle parks including disabled spaces would be located in the pick-up/drop-off area to the western end of the development. In order to ensure that the parking spaces re-provided within the development are not in addition to the existing car park site it is considered that a S106 undertaking would be necessary to ensure that the car park site cannot be used for parking ancillary to the development. In such case it is considered that the vehicle parking associated with the development would be significantly reduced.
- 8.43 It is therefore considered that the vehicle parking provisions would be in accordance with policies 3C.17 and 3C.23 of London Plan 2008 and policies DEV17 and DEV19 of the IPG. A S106 legal agreement should also be entered into so that the Traffic Management Order can be amended to exempt occupiers and employees of the development from obtaining parking permits. This will ensure no overflow parking on the road network.

Cycle Parking Facilities

- 8.44 Policy 3C.22 of the London Plan 2008, policy ST30 of the UDP and policies CP40, CP42 and DEV16 of the IPG seek to provide better facilities and a safer environment for cyclists.
- 8.45 The proposals within the remodelled development have included cycle parking facilities in a covered and secure location. This is also in line with council current policies and standards of 1 cycle space per 250m² of floor space. Cycle parking provision has also been made for visitors within the landscaping of the ground floor. A condition of consent is recommended to ensure the layout of the cycle storage is acceptable.
- 8.46 It is therefore considered that the proposed development would accord with policy 3C.22 of the London Plan 2008, policy ST30 of the UDP and policies CP40, CP42 and DEV16 of the IPG.

Deliveries and Servicing

- 8.47 Policies ST30 and T16 of the UDP and policy DEV17 of the IPG seek to provide adequate provision for the servicing and operation of developments while minimising the impact on the highway.
- 8.48 All servicing activities will take place in a dedicated loading bay area within the site. The trip generation assessment carried out demonstrate that travel patterns for servicing vehicles associated with the remodelling will decrease in the peak hours compared to the former printing press operation.
- 8.49 It is therefore considered that the proposed servicing arrangements are acceptable in terms of policies ST30 and T16 of the UDP and policy DEV17 of the IPG.

Public transport capacity

- 8.50 Policies 3C.1 and 3C.2 of the London Plan and policy CP41 of the IPG seek to integrate

development with transport and ensure that development is appropriate for the transport provision in the location.

- 8.51 The submitted Transport Assessment and supplementary transport information provided demonstrates that there will be approximately 447 additional AM peak hour trips and 312 PM peak hour trips by public transport, as a result of the proposed redevelopment and reoccupation of vacated Times House by a third party.
- 8.52 In order to mitigate the impacts on the public transport network the applicant has proposed the provision of financial contributions towards the improvement of the public transport network as well as provision of a shuttle service alternative to the public buses for the employees.
- 8.53 The applicant has agreed to provide a financial contribution of £100,000 towards the implementation of a scheme relating to the public realm and interchange around and between the Shadwell DLR and East London Line Overground Stations. The programmed scheme would increase the safety of the area for users, improve the surrounding public realm and improve the interchange between the stations.
- 8.54 The applicant has also carried out a survey of local bus stops servicing the area and has identified that there are two bus stops that do not meet the requisite standard. As such the applicant has offered to provide a financial contribution of up to £30,000 in order to fund works to improve the bus stops to the requisite standard.
- 8.55 Furthermore, in order to mitigate the impact on the local bus service the applicant has offered to include in a S106 legal agreement the provision of a shuttle bus service for employees. The shuttle bus service would operate between the News International site and Tower Hill Tube Station (Minories) from 8:00am – 10:00am and 4:45pm and 8:00pm weekdays. In addition to the morning and afternoon peak hour services the shuttle will provide transport to different locations, such as Canary Wharf and Isle of Dogs ASDA.
- 8.56 It is therefore considered that the proposed development through the financial contributions and the provision of a shuttle bus service for employees would adequately mitigate against the impact on the public transport network. It is therefore considered that the transport network has an appropriate capacity in the location for the proposed development, in accordance with policies 3C.1 and 3C.2 of the London Plan and policy CP41 of the IPG.

Highways Improvements

- 8.57 The submitted Transport Assessment and supplementary transport information provided demonstrates that vehicle trips associated with the proposed development will decrease from the levels associated with the printing press operation. The capacity of the local highway network is therefore anticipated to increase and no highway impact is expected as a result of the remodelled site.
- 8.58 However, the proposed redevelopment of the New International site will enable an increase in the number of employees on the site and the introduced public uses will also increase the visitors to the site. Policies 3C.21 and 3C.22 of the London Plan and policies CP42 and DEV16 of the IPG seek to improve walking and cycling conditions.
- 8.59 A number of the additional employees and visitors will access the site via the pedestrian route from the Shadwell Overground and DLR stations. The pedestrian environment of Dellow Street on the route between the News International Site and the Shadwell Overground and DLR stations is considered poor and requires works to upgrade it. The applicant has therefore agreed to a financial contribution of £50,000 for improvements to pedestrian environment on Dellow Street. The proposed works would involve the installation of improved lighting, improving the footway and installing CCTV.

- 8.60 The proposed changes of the main entrance from the western end of the site to the eastern end of the site mean that pedestrians accessing the site will be required to walk along Pennington Street. Pennington Street has a very poor pedestrian environment, due to narrow footways and fast vehicle movements. It is also used as a 'rat-run' by traffic avoiding the queues on The Highway, which further reduces the quality of the environment.
- 8.61 In order to improve the safety of the pedestrian environment along Pennington Street the Council considered that appropriate traffic calming measures should be installed to slow traffic. While there is currently some traffic calming measures, these are ineffective due to the poor design. The applicant has agreed to a financial contribution of £100,000 towards the installation of these traffic calming measures, which would include the installation of three speed tables to slow traffic. Council officers considered that the traffic Calming measures on Pennington Street can also include provision of land for a TFL cycle hire station, which has been requested by TLF be made available as part of the development.
- 8.62 It is therefore considered that the proposed development would improve the pedestrian and cycling environment in the surrounding area and would adequately meet policies 3C.21 and 3C.22 of the London Plan and policies CP42 and DEV16 of the IPG.

Sight lines/Access

- 8.63 The proposed access and egress points for the development are existing vehicle entry and exit point. The proposals do not significantly alter these provisions and would not result in any buildings or other development that would be considered to impact on sightlines of vehicles exiting the site.
- 8.64 The parking and servicing provisions allow for sufficient manoeuvring space to allow vehicles to enter and exit the site in forward gear, ensuring there is no need for vehicles to reverse onto the highway.
- 8.65 Council's Highways department have reviewed the application and made no objection to the proposed manoeuvring, sightlines or access points. It is therefore considered that the proposed development, in terms of sight lines and vehicle access would not cause unacceptable safety concerns to pedestrians or the highway network.

Design and Layout of the Development

- 8.66 The site is one of the largest potential development sites in London. The scale of the proposal allows it to become a major urban landmark and influence the wider area. The overall site dimensions are approximately 350m x 115m. The main printworks building alone is 280m x 72m and the Rum Warehouse is of a similar length. With such a large development site, there is a real opportunity to change the nature of the area and potentially provide a catalyst for regeneration of the area, in particular rejuvenate Tobacco Dock and create new job opportunities.
- 8.67 The ambition of News International is to create a world class headquarters with leading edge technology, sustainable practices, and ongoing engagement with the wider public, while retaining the industrial heritage of the Main Building and the historic dock heritage of the Rum Warehouse. With print production moved off site to Broxbourne, the Main Building and Rum Warehouse are both under-utilized industrial structures. News' corporate sustainable vision has driven design consideration towards, where practically possible, low energy, naturally ventilated office spaces, maximising natural daylight to the working areas.
- 8.68 Sustainability is a key feature of the new proposal. The scheme will reuse the existing structural framework and foundations, and retain elements of the existing facade. This allows the interior to retain the dramatic proportions of its industrial past, as well as reducing the

amount of energy and resources involved in the demolition of an existing structure and consequent new build.

Mass and Scale

- 8.69 Policies 4B.1, 4B.2 and 4B.10 of the London Plan 2008, policies DEV1, DEV2 and DEV3 of the UDP and policies CP4, DEV1 and DEV2 of the IPG seek to ensure developments are of appropriate mass and scale to integrate with the surrounding environment, high quality in design and protect the amenity of the surrounding environment and occupiers.
- 8.70 The proposed remodelling of the existing buildings has minimal impact on the scale of the existing building. The Rum Warehouse building is reduced in size with the demolition of a small portion of the eastern end and the proposed alterations to the main building result in a reduction in the floorspace of the development. Overall given the scale of the existing buildings the mass and scale changes from the proposed development are negligible.
- 8.71 Overall it is considered that the scale and massing of the building is appropriate as it has not been significantly altered in terms of height and scale corresponds to the existing character of the area. It is considered that in terms of scale and mass the proposal is in accordance with policies 4B.1, 4B.2 and 4B.10 of the London Plan 2008, policies DEV1, DEV2 and DEV3 of the UDP and policies CP4, DEV1 and DEV2 of the IPG.

Appearance and Materials

Main Building

- 8.72 The proposal comprises of the remodelling and refurbishment of the existing Main Building, which is comprised of a brick faced 'podium' envelope and perimeter escape stairs, with brick or concrete formed bases. The existing facade is punctuated by a series of protruding escape stair cores, interrupting the otherwise well proportioned dimensions of the existing building.
- 8.73 To mitigate the rhythm of these interrupting cores, the façade is proposed to be reworked as a series of overlapping and shifting horizontal bands that are intended to evoke the energy and iconography of the print works. Rather than a conventional curtain walling system, these proposals are considered more in character with the heritage of the area's industrial past.
- 8.74 Current knowledge of the construction of the facade and structural frame has guided the proposals. The aim has been to retain as much of the existing brickwork as possible. Panels are proposed to be removed to meet the daylighting and ventilation requirements for the building. The angular definitions of these proposed openings are created by inserting new metal cladding on a simple rail system, which frames the new glazed areas. This is considered to break down the monotony of the original singular facade, introducing a more human scale and in turn generating more transparency and porosity.
- 8.75 Shifting the scale of the facade at ground level also addresses the vast difference in scale between the Rum Warehouse and the Main Building and thereby enhancing the setting of the listed Rum Warehouse building. The existing metal panel cladding to the upper office levels is proposed to be replaced with a new high performance glazed façade in order to support the desire for a naturally ventilated, mixed mode mechanical system. These glazed upper floors are proposed to be set back from the footprint of the building. This is shown in figure 8.1 below

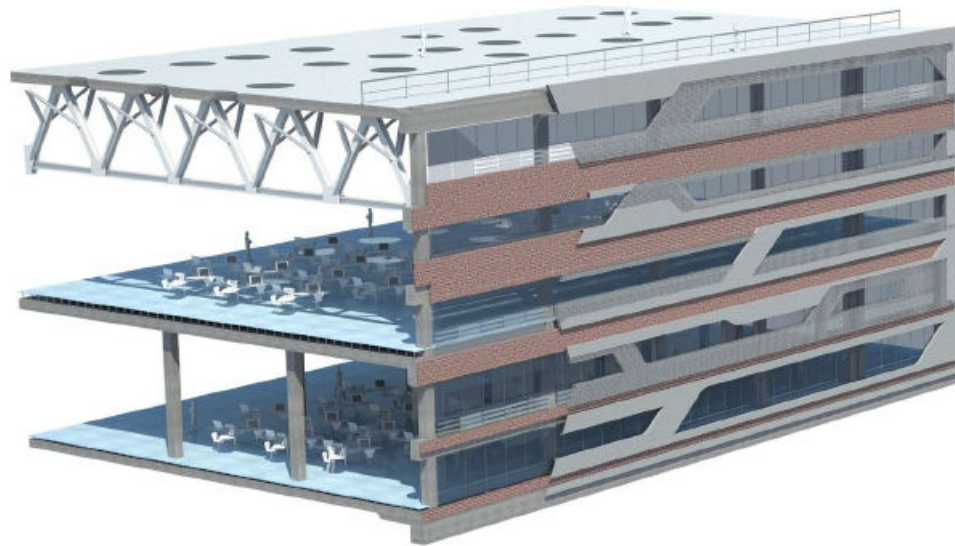


Figure 8.1 – Façade perspective

- 8.76 The proposed atria are currently proposed to be glazed with ETFE roofs in order to support a coordinated natural daylight, ventilation and fire strategy. Circular, glazed, roof lights are also proposed to be provided to the southern garden terrace.
- 8.77 The proposed remodelling of the main building is considered to be highly creative and subject to recommended conditions relating to the quality of materials and external cladding would be considered to be acceptable in terms of policies 4B.1, 4B.2 and 4B.10 of the London Plan 2008, policies DEV1, DEV2 and DEV3 of the UDP and policies CP4, DEV1 and DEV2 of the IPG.
- 8.78 Research for appropriate cladding materials and technologies is ongoing and therefore, while the approach to the materials is acceptable in principle it is recommended conditions are included on the planning permission if approved to ensure an acceptable quality, colour and range of materials are utilised in the development.

Rum Warehouse

- 8.79 The approach to the upgrade and refurbishment of the Grade II listed Rum Warehouse building is to highlight and maintain its industrial heritage, while providing modernisation to allow for better use of the building.
- 8.80 The Rum Warehouse can be considered as a historic example of a similar building type to the current Main Building – a utilitarian building converted for modern use. The proposals seek to re-engage the public to the building's unique heritage and fabric. The proposals therefore seek to:
- Reveal its exceptional underground vault network by providing new public access and transparency into the vaults and through the creation of a publicly accessible museum within the vaults.
 - Create greater public access to the site by opening up the space between the Rum Warehouse and
 - Tobacco Dock. This means alterations to the eastern end of the Rum Warehouse.
 - Repair the existing built fabric as needed and upgrade of external doors, fire escapes, etc.
 - Upgrade public and Client user access provision to meet statutory requirements
 - Enliven safe routes to generate activity and passive surveillance.
 - Maintain its warehouse character and industrial heritage
- 8.81 With the exception of the works to the eastern end of the works to the external of the Rum Warehouse are primarily related to the restoration of the historical façade and compliance

with access and security requirements. Discussion on the acceptability of the alterations to the eastern end of the Rum Warehouse is presented below in relation to the impact on the historic structure.

- 8.82 With the exclusion of the alterations to the eastern end of the Rum Warehouse the proposed alterations to the Rum Warehouse, being alterations for access and security requirements and the repair and restoration of the historical façade is considered acceptable in terms of policies B.1, 4B.2 and 4B.10 of the London Plan 2008, policies DEV1, DEV2 and DEV3 of the UDP and policies CP4, DEV1 and DEV2 of the IPG. It is again recommend that conditions of consent are implemented to ensure the quality of materials. Further conditions are also recommended below in relation to the listed building consent and how the works are undertaken.

Impact on Conservation and Heritage Values

- 8.83 PPG 15, policies 4B.11, 4B.12 and 4B.13 of the London Plan, policy DEV37 of the UDP and policy CON1 of the IPG seek to preserve the historic assets of the city.
- 8.84 The proposal to move the main entrance of the development to the eastern end and the incorporation of public facilities, public links and retail in the eastern end of the development is considered an important feature of the development in that it provides a potential catalyst for the revitalisation of the currently vacant retail development within the adjacent Tobacco Dock building.
- 8.85 Tobacco Dock is a Grade I listed building and due to its currently vacant state is listed on the buildings at risk register. It is considered by Council officers that the News International Development has the potential to revitalise Tobacco Dock and provide significant benefits to the community and ensure the survival of the Tobacco Dock development and its associated historic heritage.
- 8.86 Currently located at the eastern end of the subject site is the servicing entrance to Tobacco Dock. This Would create a conflict with potential pedestrian access and pedestrian links through the site if they were to share this access. The development solves this matter by separating the pedestrian access and the servicing and vehicle access.
- 8.87 The length of the Rum Warehouse and associated vista of the long wall along Pennington Street is considered one of the most important features of the Rum Warehouse. In order to retain this, the applicant proposes to make an opening in one of the decorative archways that is formed in the wall. This is considered to maintain the appearance of the length of the wall and also the character of the wall in that it does not create an alien opening in the structure.
- 8.88 Due to the variations in the level between the ground level of Pennington Street and the floor level of the Rum Warehouse, the pedestrian route into the site has required the demolition of at least some of the eastern end of the building.
- 8.89 It is considered that retention of the eastern end of the Rum Warehouse would impact on the quality of the entrance, the viability of the retail uses at the eastern end and the potential revitalisation of the adjacent Tobacco Dock.
- 8.90 While it is acknowledged that a portion of the historic vaults and the previously damaged eastern end is removed and there is an impact on the historic character of the building and area, the majority of the building remains. The proposal would open the vaults to the public and allow the continued use and retention of the building. Furthermore, the applicant is proposing to carry out restoration works on damaged areas of the remaining portion of the building.
- 8.91 The principle of the proposed alterations to the listed building is considered on balance

acceptable due to the benefits that the proposed development creates to the public, community and surrounding environment and due to the alterations ensuring the continued use, repair and maintenance of the remaining building.

8.92 However the level of detail provided in the application is not adequate to ensure that the proposed works will be undertaken in a manner that results in the impact on the historic character of the building and area being minimised. It is therefore recommended that a number of conditions are included on the listed building consent, if approved, requiring the submission and approval of particulars/details, in order to avoid unnecessary damage to the Listed Building.

8.93 Conditions are recommended covering the following matters:

- Protection of the historic fabric of the building during demolition.
- Full recording of the fabric removed as a result of the LBC
- A structural report to confirm the stability of the warehouse wall exposed as a result of demolitions to the rear to be submitted prior to works commencing on site. The report should include details of any remedial works proposed.
- With regard to the eastern elevation, full details of the elevation shall be submitted for approval prior to the commencement of works. This should include details of the cleaning and finishing of the firewall to be exposed and any additional structural bracing required. Full details of satisfactory designs for the new glazing at terrace level and basement level, details of the terrace, its structure, access to it and the balustrading around the terrace to be included.
- A schedule of works detailing the repairs required.
- Details of the proposed repair and finish to the south side of the existing wall to Pennington Street to be exposed as a result of the proposals.
- Full details of new external alterations to include, new windows, modifications to the entrances, new entries and landings, and the introduction of railings. This should encompass a schedule of works detailing the repair of the existing fabric.
- Full details of the new pedestrian entrance to be constructed through from Pennington Street to the new courtyard.
- Full details of the proposed vehicle access and gate at the Eastern end of the warehouse to include the finish to the existing Rum Warehouse Dock Wall, where the gate pier is to be removed.
- Details of the planting of the exposed northern wall of the warehouse to be submitted for approval to ensure that the planting proposed does not damage the historic brickwork.
- Full details of internal alterations to include details of structural interventions, new fabric to be introduced, internal finishes and fixings.
- Details of the salvage and reuse of existing original features and materials to include bricks, windows etc to be removed as a result of implementation of the consent.
- New signage.

8.94 It is considered with the imposition of the appropriate conditions the development would be in accordance with PPG15, policies 4B.11, 4B.12 and 4B.13 of the London Plan, policy DEV37 of the UDP and policy CON1 of the IPG.

Public Access

8.95 Policies 3C.21, 3C.22 and 4C.11 of the London Plan and policies CP42, CP46, DEV3 and DEV16 of the IPG promote the improved walking and cycling links and a more accessible environment.

8.96 New public pedestrian and cycle access links will be created by the remodelling and opening up of the site. This will provide access north-south through the site at the eastern end, enabling people to walk directly from Pennington Street through the plaza at the eastern end down to the canal. East-west links, along the southern boundary of the site and between the main building and the Rum Warehouse will connect with a north-south link at the western end of the building and give access to Vaughan Way in the southwest corner of the site, or Virginia Street at the northwest corner of the site. The links are shown in figure 8.2 below.

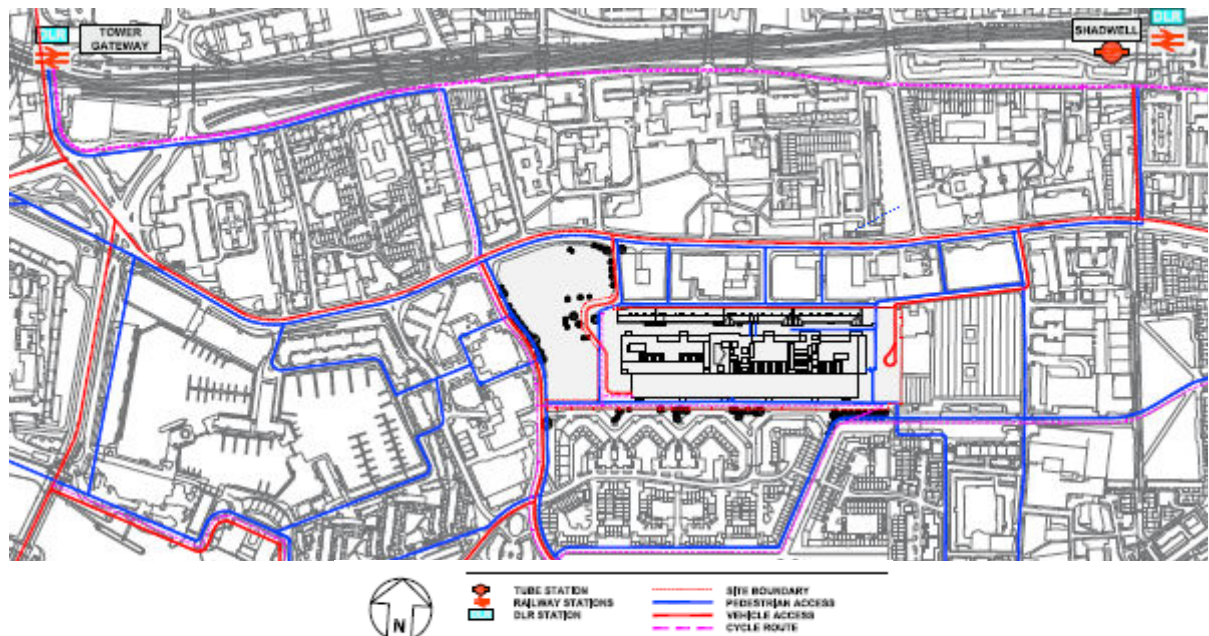


Figure 8.2 – Pedestrian and vehicle access plan

8.97 Currently there is a wall preventing access to the canal from the News International Site, which is proposed to be removed as part of the development, and security gates on all other entrances to the site. The creation of the public access links through the site, is considered by officers, important to achieving the desired permeability of the site and contribute to a more efficient pedestrian and cycle network. As such it is recommended that a condition of consent be included, if the planning permission is approved, requiring the removal of the wall and the establishment of the public access links. This would ensure the provisions are made as part of the development.

8.98 Furthermore, it has been agreed with the applicant to include in the Section 106 legal agreement a clause protecting the public access, requiring 24 Public access through the site, with the exception that the public access on the northern east west link is restricted to hours of 08:00-20:00 for security reasons.

8.99 It is noted that 3 objections have been received that mention late night or anti-social behaviour as a result of opening the development up to the public. It is considered that gating developments prevents integration of the community and social cohesion and creates a fear of crime and anti-social behavior. Whilst security concerns are relevant, they should

not override the overarching principles of accessibility and other measures should be employed to deal with those concerns.

External Amenity Space

- 8.100 Policies 3D.8, 4B.1, 4B.2 and 4B.3 of the London Plan 2008, policy DEV12 of the UDP and policies CP4, CP30 and DEV13 of IPG promote the good design of public places and the provision of green spaces.
- 8.101 The proposed development will provide a significant amount of publicly accessible open space within the site, including an approximately 21m x 45m entrance piazza. The open spaces also provide links through the development. The open space provide is proposed to be well landscaped for its proposed function, including seats, resting places and trees for shading and softening the large areas.
- 8.102 As well as providing open space on-site, the proposal open links onto the open spaces along the canal. As a result the piazza is extended into a significant area of open space. The public access to the areas will be secured within a S106 agreement, which will also include 24 hour security of the site.
- 8.103 It is considered that the provision of the publicly accessible open space and the associated links are a significant gain to the community as a result of the development and would be in accordance with policies 3D.8, 4B.1, 4B.2 and 4B.3 of the London Plan 2008, policy DEV12 of the UDP and policies CP4, CP30 and DEV13 of IPG.

Wind Micro-Environment

- 8.104 Planning guidance contained within the London Plan 2008 places great importance on the creation and maintenance of a high quality environment for London. Policy 4B.10 of the London Plan 2008, requires that *“All large-scale buildings including tall buildings, should be of the highest quality design and in particular: ... be sensitive to their impacts on microclimates in terms of wind, sun, reflection and over-shadowing”*. Wind microclimate is therefore an important factor in achieving the desired planning policy objective. Policy DEV1 of the IPG also identifies microclimate as an important issue stating that:

“Development is required to protect, and where possible seek to improve, the amenity of surrounding and existing and future residents and building occupants as well as the amenity of the surrounding public realm. To ensure the protection of amenity, development should: ...not adversely affect the surrounding microclimate.”

- 8.105 As previously stated the scale of the buildings is not significantly altered. It is therefore considered that the development would not lead to a significant change in the wind micro-environment.
- 8.106 It is therefore considered that the proposed development would be acceptable in terms of the impact on microclimate wind conditions surrounding the development and would not significantly impact on the pedestrian amenity on the site in accordance with London Plan policy 4B.10 and policy DEV1 of the IPG.

Landscaping

- 8.107 Landscaping is used to enhance the aesthetics and amenity of the public realm and outdoor spaces within and surrounding developments. In addition, appropriate landscaping can provide enhancements to the biodiversity and natural habitats within the area.
- 8.108 The applicant has submitted plans showing a general landscaping strategy for the entire site,

providing detail on the landscaping improvements proposed.

- 8.109 The landscape and public realm is an integral part of this scheme, as previously private areas are now proposed to be publicly accessible. The landscaping will facilitate the transition between the massive scales of the buildings to the more human scale experience.
- 8.110 The main entry plaza is proposed as an urban scaled piazza, bringing together the Rum Warehouse, the Main Building, Tobacco Dock, and the canal. A continuous hard surface is proposed, navigating the level changes from Pennington Street down to canal level. A series of ramps, steps and platforms allow for gathering spaces, an outdoor dining space for the restaurant, as well as an integrated vehicle drop off. The eastern end of the Rum Warehouse will be altered to create the separate pedestrian entrance but will provide an outdoor terrace and steps down to reveal the previously hidden historic vault network. Small clusters of trees and plantings screen the existing shared vehicular access to site and the Tobacco Dock servicing area. At the southern end, a series of steps down to the canal create a new public link to the existing open space network along the canal.
- 8.111 While the eastern entry plaza runs north - south from the canal to Pennington Street, it is proposed a new publicly accessible pedestrian route will be created along the southern edge of the site and run from the plaza to Vaughan Way at the far western edge of the site. Again, hard surfacing is proposed to be utilised for pedestrians and required Emergency vehicle access. A continuous promenade of pleached trees is proposed to provide both sun protection and a softened edge in front of the existing boundary wall, which is retained to preserve the privacy of the adjacent residential development. Planting along the edge of the building will provide privacy screening to the ground floor offices. The surfacing patterns relate to the rhythm of the facade patterning.
- 8.112 The proposed northern access route is proposed to be landscaped as a pedestrian streetscape with hard surfacing, seating amenities and planted trees. The linear paving patterns are considered to complement the alignment with the existing buildings. Hard surfacing is provided to allow for required emergency vehicle access.
- 8.113 The proposed western access route connects Virginia Street to the Northern and Southern access routes. A transitional plaza with shared hard surfacing allows for the turning of occasional vehicles within this zone and helps terminate this end of the northern access route. Safe pedestrian crossings allow for pedestrians to continue southward and connect to the proposed southern access route. As the northern route is directly adjacent to the redundant car park site, a temporary planted edge is proposed.
- 8.114 A 250m long roof garden will provide further employee amenity on the southern side of the main building with smaller terraces on the northern side simply landscaped in hard surfacing and planters.
- 8.115 The concepts of the landscaping proposals are considered acceptable. The landscaping is considered to enhance the setting of the listed Rum Warehouse building and that of the Grade I listed Tobacco Dock on the adjacent site. However, it is noted that the landscape plans propose the use of Ivy as a wall cover over the existing Rum Warehouse and Tobacco Dock warehouse. Given that these are listed buildings this aspect of the landscape plan is resisted and it is recommended a condition of consent be imposed on the planning permission if approved to ensure that Ivy is not grown on the listed buildings.
- 8.116 It is also recommended that a condition is imposed on the application to ensure that the proposed landscaping is of an acceptable level and quality to ensure the amenity of the publicly accessible areas and the development as a whole.
- 8.117 Furthermore, it is recommended that a condition be imposed to require a landscape management plan in order to ensure that the landscaping is maintained to an acceptable

level to ensure the quality and appearance of the landscaping.

- 8.118 Subject to conditions it is considered the proposed landscaping for the development would be in accordance with policy DEV12 of the UDP, policies DEV1, DEV2 and Dev 13 of the IPG and policies 4A.11, 4B.1 and 4B.10 of the London Plan 2008.

Views

- 8.119 Policies 4B.10, 4B.16, 4B.17 and 4B.18 of the London Plan 2008, policy DEV8 of the UDP and policies CP50 and CON5 of the IPG protect strategic views of the city and locally important views of the townscape.
- 8.120 The site does fall within a designated Strategic View Consultation Area under the London Plan 2008. The proposed remodelling is not considered to significantly alter the height of mass of the existing building and therefore it is not considered to significantly impact on any wider townscape views.
- 8.121 The proposal is therefore considered in accordance with policies 4B.10, 4B.16, 4B.17 and 4B.18 of the London Plan 2008, policy DEV8 of the UDP and policies CP50 and CON5 of the IPG

Access

- 8.122 The proposed development is fully accessible to mobility impaired persons. Lifts, signage, accessible WC's and disabled parking are all provided for both employee areas and for public access areas. The Council's Access Officer has raised some concerns with the details of the landscaping, which it is considered can be addressed through the recommended landscaping details condition, if planning permission is approved.
- 8.123 It is therefore considered that the access for mobility impaired persons is acceptable and would be in accordance with policy ST12 of the Unitary Development Plan 1998, policies CP46 and DEV3 of the Interim Planning Guidance 2007 and policy 4B.5 of the London Plan 2008

Waste Storage

- 8.124 The proposed development includes provision for onsite central waste storage room for the storage of waste. The site also has provision for onsite servicing. It is therefore not considered that the proposed development will result in any impact on the amenity of the area or the highway network as a result of the waste production or storage during occupation and operation.

Sustainability

- 8.125 The London Plan 2008 has a number of policies aimed at tackling the increasingly threatening issue of climate change. London is particularly vulnerable to matters of climate change due to its location, population, former development patterns and access to resources. Policies within the UDP and IPG also seek to reduce the impact of development on the environment, promoting sustainable development objectives.

Energy

- 8.126 The applicant has provided an Energy Statement with the application, detailing the estimated energy usage, energy efficiency and what renewable energy provisions have been provided within the development.

- 8.127 PPS22 seeks to require the inclusion of renewable technology and energy efficiency within developments, as do policies 4A.1, 4A.2, 4A.4, 4A.6 and 4A.7 of the London Plan 2008 and policies CP38 and DEV6 of the IPG, unless it can be demonstrated that the provision is not feasible.
- 8.128 The proposed development is remodelling of the existing building and therefore has significant environment and sustainability gains by reducing the amount of energy used in completely demolishing the existing structure and rebuilding an entirely new building on the site.
- 8.129 The Energy Statement shows that large carbon savings can be made by the remodelling, in relation to the former operation of the building in its full capacity as print works. Due to the nature of the scheme the largest and most cost effective carbon savings are to be made by increased energy efficiency in the existing buildings.
- 8.130 The existing building was constructed in the 1980's for a mix of B1 and B2 use. This has been compared with the proposal for the remodelled building to provide office facilities. In terms of annual carbon emission savings the proposed development will save approximately 1170 tonnes of CO₂ per annum over the baseline 2006 building. This equates to a 24% saving.
- 8.131 The majority of the CO₂ savings are the result of a number of improvements and sustainability measures that are included in the design of the remodelled building.
- 8.132 The carbon saving results of the proposed energy efficiency and renewable energy measures, in comparison to the existing building during the printing press operation are shown in figure 8.3 below.

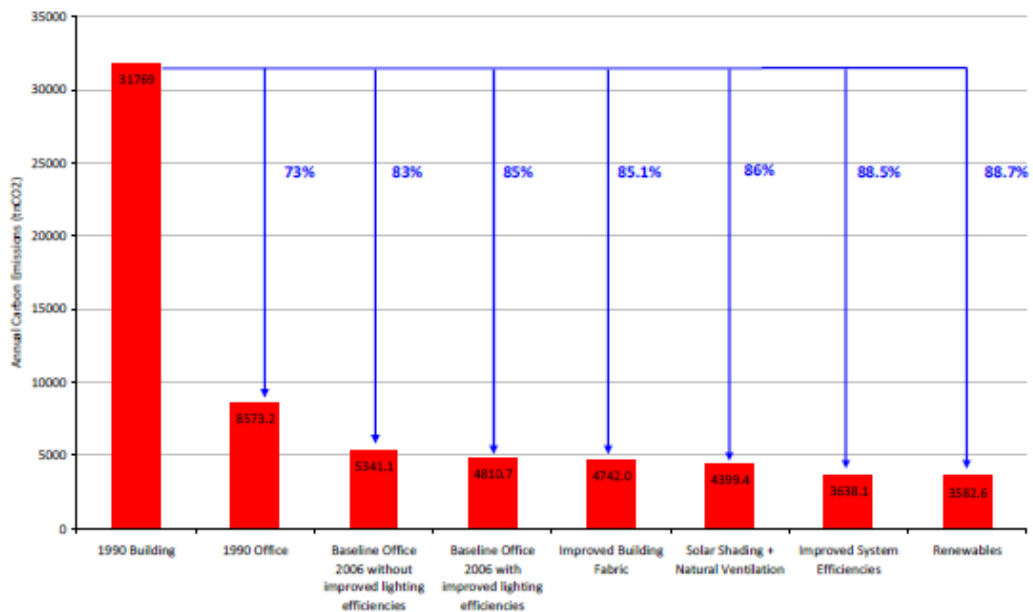


Figure 8.3 – Proposed Carbon Emission Savings

- 8.133 Policy 4A.7 of the London Plan 2008 requires that developments achieve a 20% reduction in carbon emissions through the use of onsite renewable energy, unless it can be demonstrated that such provision is not feasible. This is supported by policy CP38 of the IPG which seeks to ensure developments maximise the opportunities for the production of energy from renewable sources and policy DEV6 of the IPG which requires a minimum of 10% of the predicted energy production to be from renewable energy production.
- 8.134 As part of the proposed carbon emission savings it is proposed to integrate solar hot water

heating into the scheme. Hot water services would be provided to all sanitary fittings and kitchen appliances via 2 pipe system with circulation pump. According to the energy statement, the current hot water demand estimation would be met at approximately 14% of annual energy demand, providing that there will be approximately 144m² of evacuated tube panels installed. This will require 280m² of roof area and could save around 10,100m³ of natural gas and avoid 21.5 tonnes of CO₂ emissions per annum.

- 8.135 The applicant has also agreed to install photovoltaic panels on the roof of the main building. There are two areas currently identified on the roof that could accommodate Photovoltaic arrays facing due south at an 11° incline. The west side area provision is 1068m² and the east side area provision is 418 m², giving a total of 1486 m². The energy generated from the total installation would be in the order of 81,345 kWh per annum and would be rated at 95 kW_p. If a carbon dioxide factor of 0.422 kgCO₂/kWh is used, this equates to a saving in carbon dioxide of circa 34 tonnes per annum.
- 8.136 The provision of solar water heating and the inclusion of photovoltaic panels are considered to maximise the renewable energy production onsite. While the provision does not equate to 20% of the total energy usage as requested by London plan policy, the applicant has provided an analysis of other renewable energy measure which shows that these are not feasible.
- 8.137 CCHP has also been investigated as a measure to reduce the energy demand and CO₂ emissions resulting from the development but is considered that, due to the existing efficiency and life expectancy of the existing boiler and cooling system the installation of a combined heat and power or combined cooling heat and power system at this time may not achieve significantly greater carbon savings unless this served a wider area. However, it is recommended that a condition be included if planning permission is granted to ensure that the design of the energy systems would allow for future connection to a district energy system in the area and neighbouring sites (including the adjacent car park site which is likely to be redeveloped in the near future).
- 8.138 It is therefore considered that the proposed energy strategy represents an acceptable carbon emissions saving and that the proposed development is considered to accord to policies 4A.1, 4A.2, 4A.4, 4A.6 and 4A.7 of the London Plan 2008 and policy CP38 of the IPG.

Biodiversity

- 8.139 Policy 3D.14 of the London Plan 2008, policy DEV61 of the UDP and policy CP31 of the IPG seek to protect and enhance biodiversity and natural habitats.
- 8.140 The site is not designated as a Site of Nature Conservation or Importance. In overall terms, the provision of additional landscaped open space is likely to improve the range of habitats available and promote biodiversity in accordance with policy.
- 8.141 Recommendations of the applicants Biodiversity report identified opportunities to maximise biodiversity with the landscaping proposals. Conditions of consent are recommended to require an acceptable landscape plan to be produced for the landscaping works within the development. Assessment and approval of the landscaping would ensure that biodiversity enhancements and natural habitats are maximised within the landscaping proposals.
- 8.142 It is therefore considered that the proposed development would provide important biodiversity enhancements to this inner city location and that the proposed development would be consistent with policy DEV61 of the UDP policy CP31 of the IPG and Policy 3D.14 of the London Plan 2008.

Water

Flood Risk, Water run-off and Waste Water

- 8.143 The proposed development is located adjacent a canal and a small portion of the site is located within the flood risk area identified on the Council's Proposals Maps of the IPG. The proposed development will incorporate significant hard surface areas but would also include roof gardens, rainwater harvesting and areas of soft landscaping.
- 8.144 Due to the inclusion of the roof gardens, rainwater harvesting and soft landscaping the area of hard surfacing onsite is reduced from the existing levels and the likely runoff from the development will be reduced. The Environment Agency has reviewed the application and request a condition relating to details of surface water runoff and the use of sustainable urban drainage techniques is included on the permission.
- 8.145 Subject to imposing the recommended conditions it is considered that the proposed development would adequately mitigate against flood risk, water run-off and waste water generation.

Water use

- 8.146 The applicant has provided details of the proposed water usage and how it is proposed to be reduced. A number of low water usage devices are proposed to be included within the development in order to reduce water usage. It is recommended a condition of consent relating to a BREEAM assessment should be included on the consent to ensure that the development is required to maximise the sustainability, including the reduction of water usage, if the application is approved.
- 8.147 Subject to the recommended conditions, the proposed development is considered in accordance with policies, DEV69, U3 of the Unitary Development Plan 1998, policies CP37, DEV7, DEV 8 and DEV21 of the IPG and policies 4A.12, 4A.13, 4A.14 and 4A.16 of the London Plan 2008.

Construction Waste and Recycling

- 8.148 Policy 4A.28 of the London Plan 2008 and policy CP39 of the IPG require developments to follow the principles of the waste hierarchy and that reuse and recycling of waste reduces the unnecessary landfilling of waste.
- 8.149 By remodelling the buildings the applicant has already gone some way to minimising the waste that would have been produced in a complete rebuild of the development. However, no Site Waste Management Plan for the development detailing that they will follow the principles of the waste hierarchy and reduce, reuse and recycle has been provided.
- 8.150 As such, a condition of consent is recommended to require a Site Waste Management Plan to be submitted detailing the particulars in relation to the development to ensure that the development is implemented in accordance with the principles of the waste hierarchy and that reuse and recycling of waste reduces the unnecessary landfilling of waste.
- 8.151 If development is undertaken in accordance with an appropriate Site Waste Management Plan the development would be considered to be in accordance with policy CP39 (Sustainable Waste Management) of the IPG and policy 4A.28 (Construction, excavation and demolition waste) of the London Plan 2008.

Planning Obligations

- 8.152 Policy DEV 4 of the UDP and policy IMP1 of the IPG state that the Council will seek planning obligations to secure onsite or offsite provisions or financial contributions in order to mitigate the impacts of a development.

8.153 The applicant has agreed to the following being included in a Section 106 to ensure mitigation of the proposed development:

- A financial contribution of £50,000 for improvements to pedestrian environment on Dellow Street. The proposed works would involve the installation of improved lighting, improving the footway and installing CCTV.
- A financial contribution of £100,000 for improvements to Pennington Street pedestrian environment through traffic calming measures, including three speed tables and incorporating land provision for a TFL cycle hire scheme station, if required in future.
- A financial contribution of £100,000 towards Shadwell Stations public realm improvements programme in order to mitigate the impact on the public transport network.
- A financial contribution of up to £30,000 towards the upgrade of local bus stops to requisite standards.
- 24 public access through the site, with the exception that the public access on the northern east west link is restricted to hours of 08:00-20:00.
- 24 hour security, maintenance and management of the new public realm areas.
- Covenant by the owner that the use of the existing adjacent car park shall cease as ancillary to the permitted land use of the proposed development.
- Change in the traffic management order and associated costs to prohibit business parking permits to be issued (i.e. Car free)
- Social compact obligation to commit skills (Education and Employment) offered by News International as per below:
 - New International would become an endorsing employer of the Diploma in Creative and Media, committing to participation on the course and 2 placements per annum
 - New International would offer 7 internships per annum
 - News International will offer 10 apprenticeships at any one time through there main contractors during construction.
 - New International will notify the skills match recruitment team for administration and sales jobs.
- A shuttle bus service for employees between the News International site and Tower Hill Tube Station (Minories) from 8:00am – 10:00am and 4:45pm and 8:00pm and the News International Site and various destinations during lunch times.
- Production and implementation of a Travel Plan.

8.154 In accordance with policy DEV 4 of the UDP and policy IMP1 of the IPG it is considered that the inclusion of these matters in a Section 106 Legal Agreement, together with the recommended conditions would adequately mitigate against the impacts of the development.

Conclusions

8.155 All other relevant policies and considerations have been taken into account. Planning permission should be granted for the reasons set out in the SUMMARY OF MATERIAL PLANNING CONSIDERATIONS and the details of the decision are set out in the

RECOMMENDATION at the beginning of this report.

Site Plan and Consultation Zone

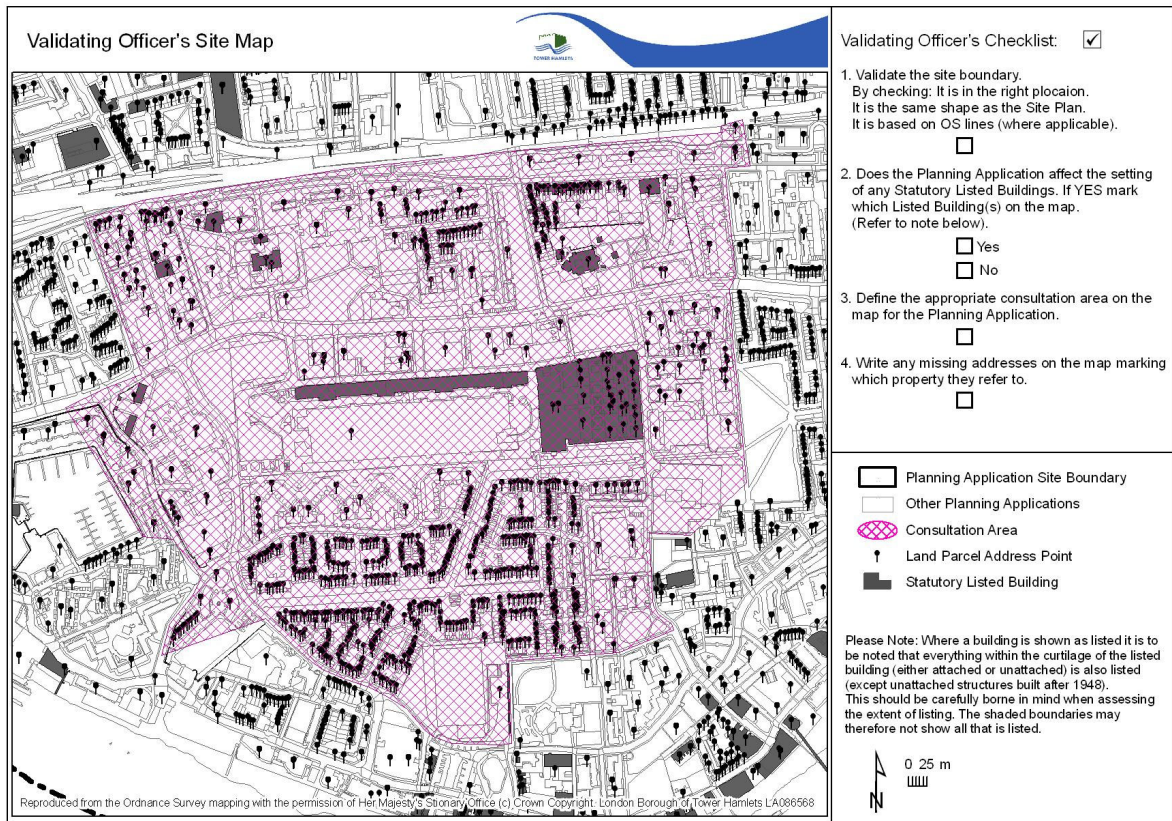


Figure 8.4 – Map showing site consultation zone