

UPDATE REPORT OF DIVISIONAL DIRECTOR OF PLANNING AND BUILDING CONTROL

Agenda item no	Reference no	Location	Proposal / Title
5.1	PA/16/01612	Chrisp Street Market	<p>Comprehensive redevelopment of the site (including existing car park) comprising the demolition of existing buildings with the exception of the Festival of Britain buildings, Clock Tower and Idea Store; erection of 19 new buildings ranging from 3 to 25 storeys (up to a maximum AOD height of 88m) providing 643 residential units (C3 Use Class) (including re-provision of 124 affordable residential units); existing market enhancement, including new canopy and service building; refurbishment of retained Festival of Britain buildings; reconfiguration and replacement of existing and provision of new commercial uses including new cinema (D2 use class); alterations and additions to existing Idea Store for community use and multi-function space (D1 Use Class); flexible affordable workspace/ community space (B1/D1 Use Class); office space (B1 use class); retail, financial and professional services and cafe/ restaurant floor space (A1 - A3 Use Class), including A1 food store; public house (A4 Use Class); hot food takeaway floor space (A5 Use Class); upgrade and provision of new public open space including child play space; new public realm, landscaping works and new lighting; cycle parking spaces (including new visitor cycle parking); and provision of disabled car parking spaces.</p> <p>(Reconsultation due to revised submission documents that take in to account Grade II Listed status of the clock tower and the Festival Inn pub. Also changes to housing mix and child play space. Additional documents uploaded since the last letter was sent.)</p> <p>The application is accompanied by an Environmental Impact Assessment.</p>

1.0 AMENDMENTS

1.1 Since the committee report and previous update report were issued, the applicant has made a commitment to offering 12 of the retail units at affordable rent. These units would be suitable for independent retailers and would be discounted at least 20% from market rates. This would be secured via section 106 should permission be granted and should be included within the non-financial contributions under paragraph 3.3.

2.0 ADDITIONAL CONSULTATION RESPONSE

- 2.1 Since the publication of the Officer report and the initial update report, a further 6 letters of support and 2 letters of objection have been received. Furthermore, a petition with 550 signatures has been received in favour of the development. No new material planning considerations have been raised.

3.0 CLARIFICATIONS

- 3.1 ~~The following wording should be added under paragraph 9.34:~~

- 3.2 *Furthermore, the applicant has committed to providing 12 affordable retail units that would be discounted at least 20% from market rates, despite the viability report showing the scheme is in deficit. The inclusion of affordable retail is in accordance with Policy 4.9 in the London plan which states 'In considering proposals for large retail developments, the Mayor will, and Boroughs should, consider imposing conditions or seeking contributions through planning obligations where appropriate, feasible and viable, to provide or support affordable shop units suitable for small or independent retailers and service outlets and/or to strengthen and promote the retail offer, attractiveness and competitiveness of centres.' The affordable retail units would be secured via section 106 should the application be approved.*

- 3.3 Under paragraph 6.4, Policy 4.9 'small shops' should be included.

- 3.4 At paragraph 9.338, the text should instead make reference to £314, 941 of New Homes Bonus for the first year and £1,259,763 over a 4 year period.

4.0 RECOMMENDATION

- 4.1 Officers' recommendation to approve planning permission remains unchanged.

Agenda item no	Reference no	Location	Proposal / Title
6.1	PA/17/01920	Sainsburys Foodstore, 1 Cambridge Heath Road, London, E1 5SD	Demolition of the existing store and decked car park to allow for a replacement Sainsbury's store (Use Class A1) of 5,766 sqm (net sales area), 11,414 sqm (GIA) to include a Use Class D1 'explore learning' facility (118 sqm GIA); 871 sqm (GIA) of flexible retail/office/community floorspace (Use Class A1, A2, A3, B1 and D1); 471 residential units arranged in 8 blocks ranging from six to 14 storeys in height (up to a maximum height of 58.9m AOD); an energy centre and plant at basement level; 240 'retail' car parking spaces and 40 disabled car parking spaces for use by the proposed residential units; two additional disabled parking bays proposed at Merceron street; creation of an east-west public realm route from Cambridge Heath Road to Brady Street and public realm provision and enhancements; associated highway works to Brady Street, Merceron Street, Darling Row and Collingwood Street, and Cambridge Heath Road.

1.0 AMENDMENTS

- 1.1 Amend paragraph 10.34 to read: ".....As such it complies with the NPPF retail sequential test criteria and related London Plan and Local Plan retail location policy objectives: subject to a full package of retail mitigation measures...."
- 1.2 Delete paragraph 27.19 of the Officer Report

2.0 ADDITIONAL CONSULTATION RESPONSE

- 2.1 Since the publication of the Officer report, the Council has received additional correspondence from Transport for London (TfL) in relation to the transportation and highways impacts of the scheme. This serves as a follow up consultation response to that detailed at paragraphs 7.20 to 7.29 of the Officer Report, and is summarised as follows:

Car Parking

- The level of commercial car parking is in accordance with the standards in the adopted London Plan but does not accord with the standards in the draft New London Plan

Trip Generation

- There is no need to revisit the methodology used to estimate supermarket trips because the proposed Darling Row/Cambridge Heath Road/Key Close junction includes good facilities for pedestrians and cyclists.

Highways Impact

- Based on the modelling within the Transport Assessment, the proposed Darling Row/Cambridge Heath Road/Key Close junction will operate within acceptable limits

Buses

- It is not necessary to remove any street trees to create the new southbound bus stop (R). It is necessary to remove up to two trees in order to ensure the new northbound stop (M) meets TfL accessibility requirements

Walking

- Due to the distance from the market, security concerns and the potential lack of space it is not feasible to provide storage for Whitechapel Market on site.
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3.0 CLARIFICATIONS

- 3.1 In light of the above comments from TfL, there remains an unresolved issue related to the relocation of the northbound bus stop along Cambridge Heath Road. Newly published Accessible Bus Stop Design Guidance from TfL (2017) requires additional space for access to and from stationary buses. The presence of the existing London Plane Trees on this section of Cambridge Heath Road would prohibit the effective implementation of this guidance.
- 3.2 It is also noted that paragraph's 15.4, 15.5, 15.9 and 15.19 of the Officer's report, reference is made to TfL's original consultation response. These paragraphs should now be read in the context of the updated response from TfL above.

4.0 RECOMMENDATION

- 4.1 Officers' recommendation to refuse planning permission remains unchanged.