

Committee: Strategic Development	Date: 16 th September 2010	Classification: Unrestricted	Agenda Item No: 7.2
Report of: Corporate Director of Development and Renewal		Title: Planning Application for Decision	
Case Officer: Amy Cooper		Ref No: PA/10/1049	
		Ward(s): Millwall	

1. APPLICATION DETAILS

Location:	40 Marsh Wall
Existing Use:	Office building (Use Class B1)
Proposal:	Demolition of existing office building and erection of a 38 storey building (equivalent of 39 storeys on Manilla Street) with a three-level basement, comprising a 305 bedroom hotel (Use Class C1) with associated ancillary hotel facilities including restaurants (Use Class A3), leisure facilities (Use Class D2) and conference facilities (Use Class D1); serviced offices (Use Class B1); public open space, together with the formation of a coach and taxi drop-off point on Marsh Wall.
Drawing Nos:	<ul style="list-style-type: none"> • Drawing nos. 1065A-PL-001; 1065A-PL-099A; 1065A-PL-100A; 1065A-PL-101; 1065A-PL-102; 1065A-PL-103; 1065A-PL-104; 1065A-PL-105; 1065A-PL-106; 1065A-PL-150; 1065A-PL-160; 1065A-PL-170; 1065A-PL-200B; 1065A-PL-201B; 1065A-PL-202B; 1065A-PL-203B; 1065A-PL-210A; 1065A-PL-211A; 1065A-PL-220A; 1065A-PL-221A; 1065A-PL-222A; 1065A-PL-223A; 1065A-PL-224A; 1065A-PL-225A; 1065A-PL-300; 1065A-PL-301; 1065A-PL-302; 1065A-PL-303A; 1065A-PL-304; 11065A-PL-305A; 065A-PL-310; 1065A-PL-700 and 1065A-PL-701. • Design and Access Statement dated May 2010, prepared by BUJ Architects and Glass Canvas image film creation; • Design and Access statement revised Appendix A dated July 2010, prepared by BUJ Architects and Glass Canvas image film creation; • Planning Statement dated May 2010; • Sustainable Energy Strategy Report dated May 2010 prepared by Mendick Waring Ltd; • Sustainability Statement dated May 2010, prepared by URS; • Transport Assessment DATED 24TH May 2010, prepared by JMP Consultants Ltd; • Employment Supply Study dated April 2009, prepared by Knight Frank ; • Hotel Demand Study prepared by Savills; • Aviation Report dated April 2009, prepared by Donald Butler Associates; • Statement of Community Involvement dated May 2010, prepared by Indigo Public Affairs; • Environmental Statement – Volume I dated May 2010, prepared by URS; • Environmental Statement – Volume II (Townscape & Visual Assessment) dated May 2010, prepared by URS; • Environmental Statement – Volume III (Technical Appendices) dated May 2010 prepared by URS;

- Environmental Statement – Volume III (Non-Technical Summary) dated May 2010 prepared by URS; and
 - Informal Cumulative Assessment (Townscape & Visual Assessment) dated May 2010, prepared by URS.
- Applicant:** Marsh Wall Chelsea LLP
- Owner:**
- Mr Kamruz, BAK Investments Ltd;
 - London Borough of Tower Hamlets (area of highway where taxi and coach drop-off is proposed is LBTH controlled); and
 - Smith & Williamson, Trust Corporation.
- Historic Building:** N/A
- Conservation Area:** N/A

2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

- 2.1
- A hotel-led scheme will contribute to the strategic target for new hotel accommodation. It will complement Canary Wharf's role as a leading centre of business activity by serving business tourism, and in this respect will support London's world city status. The scheme therefore accords with policies 3D.7 and 5C.1 of the London Plan (Consolidated with Alterations since 2004), ART1 and CAZ1 of the Council's Unitary Development Plan 1998, policy SP06 of the Core Strategy Local Development Framework (submission version December 2009), policies CP13 and EE4 of the Council's Interim Planning Guidance (October 2007), and policy IOD18 of the Interim Planning Guidance Isle of Dogs Area Action Plan, which seek to develop and support Canary Wharf's role as a leading centre of business activity within London.
 - The restaurant (Class A3), leisure facilities (Class D2), conference facilities (Use Class D1) and serviced office facilities (Use Class B1) are acceptable as they will provide for the needs of the development and demand from surrounding uses, and also present employment in a suitable location. As such, it is in line with policies 3D.1, 3D.3 and 5C.1 of the London Plan (Consolidated with Alterations since 2004), saved policies DEV1 and DEV3 of the Council's Unitary Development Plan (1998), policy SP06 of the Core Strategy Local Development Framework (submission version December 2009), policies DEV1 and RT4 of the Council's Interim Planning Guidance (October 2007) and policies IOD18 and IOD20 of the Isle of Dogs Area Action Plan (2007), which seek to promote a diverse range of employment, retail and leisure uses within the Central Sub-Area of the Isle of Dogs (IOD AAP), and the Canary Wharf Activity Area (CS).
 - The building height, scale, bulk and design is acceptable and in line with regional and local criteria for tall buildings. As such, the scheme is in line with policies 4B.8, 4B.9 and 4B.10 of the London Plan 2008, saved policies DEV1, and DEV2 of the Council's Unitary Development Plan (1998), policy SP10 of the Core Strategy Local Development Framework (submission version December 2009) and policies CP48, DEV1, DEV2, DEV3 DEV27 and IOD16 of the Council's Interim Planning Guidance and Isle of Dogs Area Action Plan (October 2007), which seek to ensure buildings are of a high quality design and suitably located.
 - The development would form a positive addition to London's skyline, without causing detriment to local or long distance views, in accordance policies 4B.1, 4B.8, 4B.9, 4B.10, 4B.16 and 4B.18 of the London Plan (2008), policy DEV1 of the Council's Unitary Development Plan (1998), policy SP10 of the Core Strategy Local Development Framework (submission version December 2009) and policies CP48 and CP50 of the Council's Interim Planning Guidance (October 2007), which seek to ensure tall buildings are appropriately located and of a high standard of design whilst also seeking to protect and enhance regional and locally important views.

- The public amenity space at street level is considered to be inclusive to both local residents and workers, and also improves the permeability of the immediate area. As such, it complies with saved policy DEV1 of the Council's Unitary Development Plan (1998), policy SP09 of the Core Strategy Local Development Framework (submission version December 2009) and policies DEV3 and DEV4 of the Council's Interim Planning Guidance (October 2007) which seek to maximise safety and security for those using the development and ensure public open spaces incorporate inclusive design principles. The provision of new public open space is also in compliance with policy IOD5 of the Council's Isle of Dogs Area Action Plan (October 2007), which encourages opportunities to improve and add to the public open space network within the Isle of Dogs.
- It is not considered that the proposal would give rise to any undue impacts in terms of privacy, overlooking, sunlight and daylight, and noise upon the surrounding residents. As such, the proposal is considered to satisfy the relevant criteria of saved policy DEV2 of the Council's Unitary Development Plan (1998), policy SP10 of the Core Strategy Local Development Framework (submission version December 2009) and policy DEV1 of the Council's Interim Planning Guidance (October 2007), which seek to protect residential amenity.
- Transport matters, including parking, access and servicing, are acceptable and in line with London Plan policies 3C.1 and 3C.23 of the London Plan, policies T16 and T19 of the Council's Unitary Development Plan (1998), policy SP09 of the Core Strategy Local Development Framework (submission version December 2009) and policies DEV17, DEV18 and DEV19 of the Council's Interim Planning Guidance (October 2007), which seek to ensure developments minimise parking and promote sustainable transport options.
- Sustainability matters, including energy, are acceptable and in line with policies 4A.1, 4A.4, 4A.6, 4A.7, 4A.9, 4A.10, 4A.14, 4A.16, 4B.2 AND 4B.10 of the London Plan, policy SP11 of the Core Strategy Local Development Framework (submission version December 2009) and policies DEV5 to DEV9 of the Council's Interim Planning Guidance (October 2007), which seek to promote sustainable, low carbon development practices.
- Financial contributions have been secured towards the provision of transport infrastructure improvements; community facility/ies; employment & training initiatives; public art; leisure and marketing; tourism and Olympic signage in line with Government Circular 05/05, policy DEV4 of the Council's Unitary Development Plan (1998), policy SP13 of the Core Strategy Local Development Framework (submission version December 2009), and policy IMP1 of the Council's Interim Planning Guidance (October 2007), which seek to secure contributions toward infrastructure and services required to facilitate proposed development.

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) Employment & Training – Provide **£597,608** towards improving access to employment and training for local residents including Skillsmatch, and toward the Enterprise Team including local business support and supply chains;
- b) Transport Infrastructure Improvements - **£722,627** comprising:
 - £424,627 towards Crossrail;
 - £150,000 towards footway and carriageway reconstruction beyond the immediate environs of the site;
 - £75,000 towards Mastmaker Road/Marsh Wall junction improvements;
 - £20,000 towards the provision of TfL DAISY information boards;
 - £50,000 towards the re-provision of bus stop; and
 - £3,000 towards the funding of Workplace Travel Plan monitoring;
- c) Public Art - Provide **£35,000** towards public art within the local area. This is in line with contributions secured in the Millennium Quarter;
- d) Tourism and Olympic Signage - Provide **£1,400** towards the Thames Path National Trail;
- e) Open Space Provision – **£40,260**;
- f) Community organisation contribution - **£100,000**;
- g) Olympic volunteering programme - **£30,000**;
- h) Tower Hamlets leisure marketing and promotion - **£108,000**; and
- i) Tower Hamlets business tourism marketing programme - **£30,250**.

Non-Financial Contributions:

- a) Car-free agreement;
- b) TV reception monitoring;
- c) Publicly accessible open space – To maintain access across the new public realm ;
- d) Code of Construction Practice - To mitigate against environmental impacts of construction;
- e) Access to Employment - To promote employment of local people during and post construction, including an employment and training strategy;
- f) Social Compact Obligation to Commit Skills - To provide training and skills development for local secondary school children, apprenticeships and developing employment linkages with the community for the duration of occupancy at the site;
- g) Servicing Management Plan – To ensure servicing is undertaken in an appropriate manner;
- h) Air quality monitoring during construction;
- i) Travel Plan;
- j) Relocation of bus stop; and
- k) Disabled bay, coach drop off and taxi parking to be provided/maintained.

Total financial contribution: **£1,665,145**.

- 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

- 1) Permission valid for 3 years;
- 2) Contamination;
- 3) Construction Management Plan;
- 4) Foul and surface water drainage;
- 5) Monitoring and protection of ground water;
- 6) Archaeology;
- 7) Air quality assessment;
- 8) Movement of freight by water;
- 9) Evacuation plan;

- 10) Scheme of necessary highways improvements to be agreed (s278 agreement);
- 11) Piling and foundations;
- 12) Landscape management;
- 13) Ventilation and extraction;
- 14) Refuse and recycling;
- 15) Service Management Plan;
- 16) Black Redstart habitat;
- 17) Brown roof details;
- 18) Accessible hotel rooms;
- 19) Access management plan;
- 20) Pedestrian audit;
- 21) Heat network;
- 22) Materials – samples and details;
- 23) BREEAM;
- 24) Relocation of bus stop;
- 25) Vehicular, cycle and service parking;
- 26) Timely provision of coach/taxi layby on Marsh Wall;
- 27) Means of access and egress for people with disabilities;
- 28) Hours of building works;
- 29) Hammer driven piling;
- 30) Noise levels;
- 31) Vibration;
- 32) Compliance with the submitted Energy Strategy;
- 33) Photovoltaic panels;
- 34) Wheel washing;
- 35) Servicing and delivery via Manilla Street;
- 36) Compliance with Flood Risk Assessment;
- 37) Hotel Use Only;
- 38) Period of hotel suite occupation no longer than 90 consecutive days;
- 39) Approved plans; and
- 40) Any other planning condition(s) considered necessary by the Corporate Director Development & Renewal.

Informatives

- 1) Section 106 agreement required;
- 2) Section 278 & 72 Highways agreements required;
- 3) Contact Thames Water regarding installation of a non-return valve, petrol/oil-interceptors, water efficiency measures and storm flows;
- 4) Changes to the current licensing exemption on dewatering;
- 5) Contact London City Airport regarding cranes and scaffolding;
- 6) Contact LBTH Environmental Health;
- 7) Contact Environment Agency;
- 8) Section 61 Agreement (Control of Pollution Act 1974) required;
- 9) Contact London Fire & Emergency Planning Authority; and
- 10) Any other informative(s) considered necessary by the Corporate Director Development & Renewal.

3.3 That the Corporate Director Development & Renewal is delegated power to negotiate the legal agreement indicated above. If by the date nominated in the Planning Performance Agreement the legal agreement has not been completed, the Corporate Director development & Renewal is delegated power to refuse planning permission.

4. PROPOSAL AND LOCATION DETAILS

Proposal

- 4.1 The application proposes the demolition of the existing office building and the erection of a replacement 38-storey hotel building on Marsh Wall. On the Manilla Street frontage the proposed building is 39 storeys due to a level change.
- 4.2 The proposed building is described as a 'boutique hotel' and contains:
- 305 hotel suites (Use Class C1) at second to tenth, and eleventh to thirty-fourth floors;
 - Restaurants/cafes/bars (Use Class A3/A4) at podium, first, thirty-sixth and thirty-seventh floor, totalling 1,088sq.m;
 - Eight serviced offices (Use Class B1) at 8th – 10th floors totalling 762sq.m (NIA);
 - Swimming pool, gym and spa (Use Class D2) at basement and 35th floor level totalling 379sq.m (NIA);
 - A total of 433sq.m (NIA) of conference facilities (Use Class D1) together with 30 staff bicycle parking spaces, plant and ancillary hotel functions across a total of three basement levels;
 - One on-site disabled parking space, one on-site servicing space accessed off Manilla Street, together with 8 visitor cycle stands at ground floor level;
 - Provision of new publicly accessible open space and hard/soft landscaping at street level. This is achieved by recessing the building line from Marsh Wall and Cuba Street together with cantilevering the building's façade. An external glass lift is integrated into the external works to provide inclusive public access between the podium level at Marsh Wall and the lower level at Cuba Street and Manilla Street
- 4.3 The proposed building is roughly rectangular at ground floor level and located within the south eastern portion of the site. An area of hard and soft landscaping sets the building away from Marsh Wall and Cuba Street. The building is cantilevered at third floor level and the form visibly changes again at 8th floor level to seemingly form a tower above a 9 storey podium building. The height of the proposed building is 124.15m AOD.
- 4.4 The submitted Hotel Demand Report details that the proposed hotel would be a high quality 'boutique hotel' which will add to the diverse room stock in the area. The report appends a letter of interest from the InterContinental Hotel Group operator.
- 4.5 The application also proposes the formation of a taxi and coach drop off point on Marsh Wall, which involves the relocation of an existing bus stop outside the site.

Site and Surroundings

- 4.6 The site is located within the northern part of the Isle of Dogs, at the western end of Marsh Wall. The site is roughly triangular in shape with its boundaries formed by Marsh Wall to the north, Cuba Street to the west and Manilla Street to the south. There is a level change between the north and the south of the site, with Cuba Street and Manilla Street accessed via two sets of existing steps from Marsh Wall.
- 4.7 The site is occupied by a five storey (including ground and basement) office building with retail and professional services at ground floor level. The existing building occupies almost the whole site and was built in 1992 alongside an almost identical building upon the neighbouring site, 30 Marsh Wall. Between the two buildings are a set of public steps which provide a link between Marsh Wall and Manilla Street.
- 4.8 The prevailing land use to the north of the site towards Canary Wharf is dominated by mostly commercial and office buildings. Directly to the north and opposite the site is the 14-storey Britannia International Hotel and the Arrowhead Quay construction site – a commercial office development of 16-26 storeys (planning permission ref. PA/07/00347 dated 22nd August 2007).

- 4.9 The area to the south of Marsh Wall is characterised by a mix of residential, commercial and warehouse buildings. To the south-east of the site on Manilla Street is a row of low-rise industrial units and the North Pole public house, which has residential occupancy above. To the east of the site is a disused warehouse at 63-69 Manilla Street. This site has an extant planning permission for the erection of a part 4, part 7 and part 10 storey mixed use building consisting of office and retail floorspace with 11 residential units (planning permission reference PA/04/01847 granted on 1st May 2007).
- 4.10 To the west of the site on Cuba Street is Block Wharf, 7-storey residential building with commercial use at ground floor. Beyond Block Wharf lies a vacant site at 1-18 Cuba Street, on land bounded by Cuba Street, Tobago Street and Manilla Street. This site is also directly to the south of the site at 22-28 Marsh Wall, 2 Cuba Street and 17-23 Westferry Road, where the development of one building of 44 storeys, one building of 30 storeys and two buildings of 8-storeys to provide 802 dwellings together with retail, office, community uses and public spaces was granted under planning permission refs. PA/05/00052, PA/06/01439 and PA/07/02744. This development is nearing completion.
- 4.11 In terms of built heritage, the site does not fall within a conservation area, with the closest being the Narrow Street and West India Dock Conservation Areas some 650-750m to northwest and north respectively, and the Coldharbour Conservation Area approximately 1km to the east. The proposed building falls within the panoramic view from Greenwich Park towards St Paul's Cathedral as protected within view 5A.1 and 5A.2 of the London View Management Framework and the consultation draft. The proposed building would sit within the Canary Wharf cluster, which is central within the view 5A.1. The proposal is not specifically within the Protected Vista 5A.2, but forms part of the wider panorama.
- 4.12 The site has a good level of accessibility to public transport, with a Public Transport Access Level of 5 ('Very Good') where 1 represents the lowest and 6 the highest. The closest bus stop to the site is located directly upon the site's Marsh Wall frontage, which is served by the D8 bus service. A total of 4 other bus services operate within 400m of the site. Canary Wharf Underground station is located approximately 375m to the north, whilst Heron Quays and South Quay DLR stations are located approximately 280m to the north east and 400m to the east respectively. The site is also accessible via the Thames Clipper service from the Canary Wharf pier at Westferry Circus, approximately 560m to the north west, which operates every 20 minutes. The nearest Transport for London Road Network is the A1203, approximately 340 metres north west of the site.

Relevant Planning History

- 4.13 The following planning decisions are relevant to the application:
- ID/94/00135 Planning permission was granted by the London Docklands Development Corporation for the 'Formation of pedestrian steps between Marsh Wall and Cuba Street in conjunction with landscaping' on 3rd November 1994.
- PA/03/00547 Planning permission was granted on 10th June 2003 for the change of use of ground floor unit from use Class B1 (office) to use Class A2 (financial and professional services)
- PA/09/1220 Planning permission was refused on 7th May 2010 for the erection of a 39 storey building (equivalent of 40 storeys on Manilla Street) with three-level basement, comprising a 305 bedroom hotel (Use Class C1) with associated ancillary hotel facilities including restaurants (Use Class A3), leisure facilities (Use Class D2) and conference facilities (Use Class D1); serviced offices (Use Class B1); together with rooftop plant and associated landscaping. Permission was refused for the following reasons:

1. *The proposed development, by virtue of its excessive height and bulk, would appear out of character with the surrounding area. As a result, it is considered that the proposal would be out of keeping with the existing urban form. The proposal is therefore contrary to policies 4B.1, 4B.8, 4B.9, and 4B.10 of The London Plan 2008, policies DEV1, DEV2 and DEV3 of the Unitary Development Plan (1998) and policies CP48, DEV1, DEV2, DEV27 and IOD21 of the Council's Interim Planning Guidance 2007 which seek to ensure development and tall buildings in particular are of an appropriate design, height, scale and mass.*

2. *The proposed development, by virtue of its excessive height and bulk, would appear out of character with the surrounding area. As a result, it is considered that the proposal would be out of keeping with the existing urban form. The proposal is therefore contrary to policies 4B.1, 4B.8, 4B.9, and 4B.10 of The London Plan 2008, policies DEV1, DEV2 and DEV3 of the Unitary Development Plan (1998) and policies CP48, DEV1, DEV2, DEV27 and IOD21 of the Council's Interim Planning Guidance 2007 which seek to ensure development and tall buildings in particular are of an appropriate design, height, scale and mass.*

3. *The planning obligations are considered inadequate to mitigate against the impact of the development. As such, the proposal fails to comply with the requirements of Policy DEV4 of the adopted Tower Hamlets Unitary Development Plan (1998) which seeks to secure appropriate planning obligations which are reasonably related to the scale and nature of the proposed development and are necessary for the development to proceed.*

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:

Unitary Development Plan (1998) [UDP]

Proposals:		Flood Protection Area Central Area Zone
Policies:	DEV1	Design Requirements
	DEV2	Environmental Requirements
	DEV3	Mixed Use development
	DEV4	Planning Obligations
	DEV12	Provision of Landscaping in Development
	DEV50	Noise
	DEV51	Contaminated Land
	DEV55	Development and Waste Disposal
	DEV69	Water Resources
	EMP1	Encouraging New Employment Uses
	EMP6	Employing Local People
	CAZ1	Location of Central London Core Activities
	T16	Impact of Traffic
	T18	Pedestrian Safety and Convenience
	T21	Existing Pedestrians Routes
	S7	Restaurants
	ART7	Hotel Developments
	U2	Consultation Within Areas at Risk of Flooding
	U3	Flood Defences

Core Strategy Local Development Framework (Submission version December 2009) [CSLDF]

SO1	Delivering our regional role
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SO3	Achieving wider sustainability
SO4, SO4, SO6 and SP01	Refocusing on our town centres
SO7, SO8, SO9 and SP02	Urban living for everyone
SO10, SO11 and SP03	Creating healthy and liveable neighbourhoods
SO12, SO13 and SP04	Creating a green and blue grid
SO15, SO16 and SP06	Delivering successful employment hubs
SO19 and SP08	Making connected places
SO20, SO21 and SP09	Creating attractive and safe streets
SO22, SO23 and SP10	Creating distinct and durable places
SO24 and SP11	Working towards a zero-carbon borough
SO25 and SP12 and Millwall vision Statement LAP 7 & 8 SP13	Delivering placemaking Planning obligations

**Interim Planning Guidance for the purposes of Development Control (October 2007)
[IPG]**

Proposals: Major Centre (borders)
Flood Risk Area

Core Strategies: IMP1 Planning Obligations
CP3 Sustainable Environment
CP4 Good Design
CP5 Supporting Infrastructure
CP7 Job Creation and Growth
CP13 Hotels and Serviced Apartments
CP15 Provision of a Range of Shops
CP27 Community Facilities
CP29 Improving Education and Skills
CP31 Biodiversity
CP37 Flood Alleviation
CP33 Site of Nature Conservation Importance
CP38 Energy Efficiency and Production of Renewable Energy
CP39 Sustainable Waste Management
CP41 Integrating Development with Transport
CP46 Accessible and Inclusive Environments
CP47 Community Safety

Policies:	CP48	Tall Buildings
	CP49	Historic Environment
	CP50	Important Views
	DEV1	Amenity
	DEV2	Character & Design
	DEV3	Accessibility & Inclusive Design
	DEV4	Safety & Security
	DEV5	Sustainable Design
	DEV6	Energy Efficiency & Renewable Energy
	DEV7	Water Quality and Conservation
	DEV8	Sustainable Drainage
	DEV9	Sustainable Construction Materials
	DEV10	Disturbance from Noise Pollution
	DEV11	Air Quality
	DEV12	Management of Demolition and Construction
	DEV13	Landscaping
	DEV15	Waste and Recyclables Storage
	DEV16	Walking and Cycling Routes and Facilities
	DEV17	Transport Assessments
	DEV18	Travel Plans
	DEV19	Parking for Motor Vehicles
	DEV21	Flood Risk Management
	DEV22	Contaminated Land
	DEV27	Tall Buildings
	SCF1	Social and Community Facilities
	OSN3	Blue Ribbon Network
	CON1	Listed Buildings
	CON5	Protection and Management of Important Views
	IOD2	Transport and movement
	IOD4	Education Provision
	IOD6	Water Space
IOD7	Flooding	
IOD10	Infrastructure and services	
IOD18	Employment Uses in the Central sub-area	
IOD20	Retail and Leisure Uses in the Central sub-area	
IOD21	Design and Built Form in the Central sub-area	

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

2A.1	Sustainability Criteria
3A.18	Protection and enhancement of social infrastructure and community facilities
3B.1	Developing London's economy
3B.9	Tourism Industry
3B.11	Improving Employment Opportunities
3C.1	Integrating transport and development
3C.2	Matching development to transport capacity
3C.3	Sustainable Transport
3C.23	Parking strategy
3D.1	Supporting town centres
3D.3	Improving retail facilities
3D.7	Visitor Accommodation and Facilities
3D.14	Biodiversity and nature conservation
4A.2	Mitigating climate change
4A.3	Sustainable Design and Construction
4A.4	Energy assessment

4A.6	Decentralised energy: heating, cooling and power
4A.7	Renewable energy
4A.9	Adaptation to climate change
4A.12	Flooding
4A.13	Flood risk management
4A.14	Sustainable drainage
4A.16	Water supply and resources
4A.17	Water quality
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.5	Creating an inclusive environment
4B.8	Respect local context and communities
4B.9	Tall buildings - location
4B.10	Large-scale buildings – design & impact
4B.11	London’s built heritage
4B.12	Heritage conservation
4B.15	Archaeology
4B.16	London view management framework
4B.17	View management plans
4C.11	Access alongside the Blue Ribbon Network
4C.13	Mooring Facilities on the Blue Ribbon Network
4C.23	Docks
5C.1	The strategic priorities for North East London
5C.3	Opportunity areas in North East London
6A.4	Planning Obligation Priorities

Government Planning Policy Guidance/Statements

PPS1	Delivering Sustainable Development
PPS5	Planning for the Historic Environment
PPS9	Biodiversity & Conservation
PPG13	Transport
PPS22	Renewable Energy
PPS25	Development and Flood Risk

Community Plan The following Community Plan objectives relate to the application:

A better place for creating and sharing prosperity

A better place for learning, achievement and leisure

6. CONSULTATION RESPONSE

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

LBTH Access to Employment

6.2 A contribution of **£597,608** from the developer is sought towards improving access to employment and training for local residents including Skillsmatch, and toward the Enterprise Team including local business support and supply chains. (OFFICER COMMENT: The requested sum has been secured within the associated s106 agreement. Additionally, a Social Compact Obligation to Commit Skills has been secured within the s106 agreement to provide training and skills development for local secondary school children, apprenticeships and developing employment linkages with the community for the duration of occupancy at the site.)

LBTH Communities, Leisure and Culture

- 6.3 Cultural Services have requested s106 contributions towards leisure facilities and a £193,370 contribution towards open space provision in the Borough. (OFFICER COMMENT: With regard to open space provision, the requested figure is to be discounted by the amount of open space proposed on site which is 589m². Based on laying out costs for open space this equates to a discount of approximately £153,140 (£260/m² * 589m²) (as set in News International and Wood Wharf approvals). Accordingly, a financial contribution of **£40,260** has been agreed with the developer.

LBTH Energy Efficiency

- 6.4 Consider that the proposed sustainable energy strategy is acceptable in principle, subject to the submission of further information regarding the proposed decentralised energy system. (OFFICER COMMENT: Conditions have been attached to this effect)

LBTH Environmental Health (Commercial Health & Safety)

- 6.5 No objections raised.(OFFICER COMMENT: An informative has been added requesting the applicant to contact Environmental Health regarding matters relating to health and safety matters prior to implementation)

LBTH Environmental Health (Contaminated Land)

- 6.6 No response received, however to the previous application there was no objection subject to the attachment of appropriate conditions. (OFFICER COMMENT: Conditions have been attached to this effect).

LBTH Environmental Health (Daylight & Sunlight)

- 6.7 Consider that the impact of the development is acceptable and planning permission can be considered. (OFFICER COMMENT: This matter has been addressed in further detail under the amenity section of this report).

LBTH Environmental Health (Noise and Vibration)

- 6.8 No response received, however to the previous application there was no objection subject to the attachment of appropriate conditions. (OFFICER COMMENT: Conditions have been attached to this effect).

LBTH Highways

- 6.9 Highways considered the proposal to be acceptable in highways terms and the impact upon the highway and public transport network can be mitigated through s106 contributions, section 278 and 72 Highways agreements.
- 6.10 Parking and Disabled Parking: Highways have no objections to the development being car free. The proposed levels of cycle and disabled parking are acceptable.
- 6.11 Highway Impact and Trip Generation: Concern is raised regarding the TRAVL database comparison sites used for the trip generation of the proposed development. However, as part of the consideration of the 2009 application, the Highways section found the comparative site was satisfactory. Case officer considers that comparative site of an apart/hotel based in Holborn is acceptable. The trips generated (persons and vehicles) demonstrate that the increase would not have an adverse impact on both the highway network and public transport which cannot be mitigated.
- 6.12 Coach Parking/ Taxi Drop off & Pick up: The LBTH Interim Planning Guidance requires 1

coach parking space per 100 hotel bedrooms. A lay-by is proposed on the southern side of Marsh Wall, positioned directly in front of the site, and secured by way of section 278 & 72 Highways Agreements, which would also ensure that a public footpath with a minimum width of 2 metres is maintained. The lay-by would not be for the sole use of 40 Marsh Wall since it would be constructed on the public highway.

- 6.13 It is also proposed that the lay-by would be used for taxi drop-off and pick up. However, the Highways section do not consider that the arrangement acceptable as the proposals would require a coach to reverse within the lay-by if a taxi was also parked within the space, and there are also concerns regarding visibility for taxi's egressing the lay-by when a coach is parked in the space. (OFFICER NOTE: This aspect of the scheme is further discussed in the Highways Section of this report. It is also recommended that a condition is attached to require the prior agreement of the necessary highways works. These are separate to the s106 contribution works, as detailed above)
- 6.14 Servicing: Proposed to take place off the highway via a servicing bay on Manilla Street. Whilst the Highways section previously supported this arrangement, their latest comments raise concerns regarding serving vehicles reversing onto the highway, and the width of the crossover. If planning permission is granted, the Highways Section has requested a Service Management Plan, and a Construction Management Plan. (OFFICER COMMENT: Conditions have been attached requiring the provision of a Servicing Management Plan and a Construction Management Plan prior to implementation. Further discussion regarding the servicing entrance is provided within the Highways section of this report)

LBTH Waste Policy & Development

- 6.16 No comments received.

British Broadcasting Corporation (BBC)

- 6.17 No comments received.

Commission for Architecture and the Built Environment (CABE)

- 6.18 CABE have commented that they cannot support the development proposal, which they feel has come forward prematurely in the absence of strategic policy guidance for the Marsh Wall area. In addition, it is not considered that the proposed scheme satisfies the stringent quality requirements that would be expected of a tall building in this location. Concerns were also raised due to an awkward internal layout and energy efficiency/sustainability (OFFICER COMMENT: The merits of the design, energy efficiency and sustainability are discussed in detail within the main body of this report, below. There are currently no emerging plans for a Masterplan in this area, and the present Development Plan is considered satisfactory. In summary, it is considered that the proposal satisfactorily addresses these issues and planning conditions have been attached to mitigate these concerns)

EDF

- 6.19 No objections.

English Heritage (statutory consultee)

- 6.20 No objections.

English Heritage - Archaeology & Built Heritage (statutory consultee)

- 6.21 No objections.

Environment Agency (statutory consultee)

6.22 No objections, subject to a number of conditions relating to flood risk assessment, contamination, piling and protection of water quality. Informatives are also recommended regarding the protection of the aquatic environment, both groundwater and surface water. (OFFICER COMMENT: Conditions and informatives have been attached accordingly).

Greater London Authority (statutory consultee)

6.23 The Mayor has indicated that the application proposal is generally acceptable in strategic planning terms and many of the elements of the proposal respond well to London Plan policies. The proposed land uses are supported by the London Plan and the overall design and scale of the building, together with the associated landscaping is considered to be sufficiently high.

6.24 However, before the application can be considered fully-compliant with the London Plan, the GLA have requested additional information and minor changes to the proposed scheme, including:

- Further information upon strategic views and the proposed building materials;
- Further information regarding the adjacent stairs on the neighbouring site and the position of the proposed external lift;
- Minor changes to improve accessibility including removal of the revolving door and alteration of parking arrangements;
- Further information upon the proposed energy efficiency measures and sustainable urban drainage systems;
- TfL have requested s106 obligations and financial contributions (including £50,000 towards the relocation of a bus stop and £20,000 for the incorporation of a DAISY board) and have asked the applicant to undertake a pedestrian crossing survey and provide a full travel plan;
- TfL have requested a contribution toward Crossrail, which has been agreed at £424,627; and
- TfL have also requested that where possible, the canal and river system should be used as the main mode of transporting construction/waste materials in and out of site.

6.25 (OFFICER COMMENT: These issues have been addressed in the body of the report below. In summary, the applicant has worked to address the GLA's concerns and it is understood that these issues have been adequately addressed. The requested s106 obligations are included, as detailed above)

London Borough of Greenwich

6.26 No objection raised.

London City Airport (statutory consultee)

6.27 No response received, however a standard informative regarding the requirement for consultation upon the use of cranes and scaffolding during construction has been attached.

London Fire and Emergency Planning Authority (statutory consultee)

6.28 No response received, however a standard informative regarding the necessity to contact the LFEPA has been attached.

London Wildlife Trust

6.29 No comment.

London Underground (statutory consultee)

6.30 No objections.

National Air Traffic Services (NATS – statutory consultee)

6.31 No objections.

Natural England (statutory consultee)

6.32 No comments received.

Thames Water (statutory consultee)

6.33 Concern raised with relation to the ability of the existing waste water infrastructure to accommodate the needs of the proposal. Condition requested securing details of drainage strategy prior to the commencement of any works on site, together with an informative. These has been attached to the draft decision notice.

Transport for London (statutory consultee)

6.34 TfL comments are addressed within the body of the GLA's Stage 1 response as raised in paragraph 6.24. TfL comments have been addressed in detail within the Highways section of this report.

7. LOCAL REPRESENTATION

7.1 A total of 460 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:	2	Objecting:	2	Supporting:	0
No of petitions received:	0				

7.2 The following issues were raised in representations that are material to the determination of the application, and they are addressed in the next section of this report:

- The proposed building is too high; and
- Marsh Wall is often partially blocked by coaches serving the International Hotel and this proposal will exacerbate existing traffic and pedestrian safety problems on Marsh Wall

7.3 The following issues were raised in representations, but they are not material to the determination of the application:

- The Council is money wasting.

8. MATERIAL PLANNING CONSIDERATIONS

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

1. Land Use
2. Employment

3. Design
4. Amenity
5. Highways & Transportation
6. Energy Efficiency
7. Other

Land Use

- 8.2 The application proposes the demolition of the existing building which is used for office (Use Class B1) and professional services (Use Class A2) purposes and the erection of a hotel led, mixed-use development, together with associated ancillary hotel facilities including restaurants (Use Class A3), leisure facilities (Use Class D2), conference facilities (Use Class D1) and serviced offices (Use Class B1). The hotel is described as a five-star 'boutique hotel' comprising 305 suites.
- 8.3 When the application was previously presented to Members the principle of the hotel use was supported by officers, a view which Members previously accepted.
- 8.4 On a strategic level, the Isle of Dogs, in which the application site is located, is identified within the London Plan as an Opportunity Area within the North-East London sub region. Policy 5C.1 seeks to promote the sub-region's contribution to London's world city role, especially in relation to the Isle of Dogs.
- 8.5 According to the London Plan, tourism is seen as a key growth industry for London. To accommodate this growth, policy 3D.7 specifies a target of 40,000 net additional hotel bedrooms by 2026. The policy identifies Central Activities Zones (CAZ) and Opportunity Areas as priority locations for new hotel accommodation and seeks to maximise densities. Policy 3D.7 also supports a wide range of tourist accommodation, such as serviced apartments.
- 8.6 Within the CSLDF (2009) the site sits within LAP 7&8, on the boundary between the Canary Wharf and Millwall Strategic Vision Areas, which encourage mixed use developments. Policy SP06 supports the concentration of hotels, serviced apartments and conference centres, to attract visitors and promote tourism in the borough, within the Central Activities Zone, City Fringe Activity Area, Canary Wharf Activity Area and Major and District Centres.
- 8.7 According to policy ART7 and CAZ1 of the UDP (1998) the Council will normally give favourable consideration to major hotel developments within the Central Area Zone (CAZ). In addition to this, policy CP13 of the IPG (2007) states that large scale hotel developments and serviced apartments will be supported in areas of high public transport accessibility and close proximity to commercial development, such as the Canary Wharf major retail centre, business and conference facilities and public transport.
- 8.8 Policy IOD18 of the Isle of Dogs Area Action Plan (IODAAP) states that in areas to the north of Marsh Wall, employment uses which support the formation of a global and financial business centre on the Isle of Dogs, such as mixed-use hotel and serviced apartment developments, should be provided. In areas to the south of Marsh Wall, policy IOD18 states that the Council will support a diverse range of employment uses.
- 8.9 The Mayor's Stage I report states that:

"The proposal sits just outside the CAZ boundary but within a location that is very accessible to the commercial hub at Canary Wharf. There are also other hotels in the area and Canary Wharf is a recognised hotel location in London. This proposal will enhance facilities for visitors to London and supports 3D.7'Visitor Accommodation and Facilities', which seeks to

achieve a target of 40,000 net additional hotel rooms by 2026'

- 8.10 The applicant has provided a hotel demand report which references the requirement of the Mayor of London's Hotel Demand Study (2006) for an average need of 2,800 hotel rooms per annum for the 10 year period between 2007 and 2016. The report highlights Tower Hamlets as an area for significant growth with 3,600 existing rooms and approximately 1,500 in the planning pipeline (including the application proposal) – representing around 6% of London's recognised supply, compared to the traditional West End's 72%.
- 8.11 The hotel demand report details five existing hotels within the surrounding area, which are all of 3-4 star rating, with up to a further 8 in the pipeline. The report concludes that there is room for a 5-star hotel of the quality proposed at this time, particularly given the site location and the ongoing commercial development of Canary Wharf Estate and nearby local attractions including Greenwich and the O2 Arena to fuel both significant employment and a profitable hotel operation.
- 8.12 The associated ancillary hotel facilities including restaurant/cafe, leisure facilities, conference facilities and serviced offices are all considered to be in accordance with the abovementioned policy framework.
- 8.13 In conclusion, whilst the application proposal results in the loss of approximately 2,600 sq.m of office floorspace (discussed further within the employment section of this report, below), the provision of hotel accommodation with associated ancillary commercial facilities in this location is supported by the relevant local and regional planning policy.

Employment

- 8.14 The application proposal would result in the loss of 2,636 sq.m of office (B1) floorspace. The existing number of employees within 40 Marsh Wall is detailed as 145 on the application form, with an expected 249 equivalent full time jobs associated with the proposed development.
- 8.15 UDP (1998) policy EMP3 considers the change of use and redevelopment of outmoded or surplus office floorspace. The following factors are taken into account by the Council:
- The length of time that surplus office floorspace has been vacant;
 - The level of vacant floorspace and unimplemented planning permissions for office floorspace in the surrounding area; and
 - Whether the development would involve the loss of premises built to a standard which provides adequate loading and servicing facilities for the full range of B1 uses.
- 8.16 Policy SP06 of the CSLDF (2009) designates the site as lying within the Canary Wharf Preferred Office Location, supporting larger floor-plate offices and intensification of floorspace.
- 8.17 Policy EE2 of IPG (2007) states that proposals that seek to reduce employment floor space may only be considered where
- The applicant has shown that the site is unsuitable for continued employment use due to its location, accessibility, size and condition;
 - There is evidence that there is intensification of alternative employment uses on site; and
 - There is evidence that the possibility to reuse or redevelop the site for a similar or alternative business use, through active marketing, has been fully explored over a period of time or there is recent evidence that the site is suitable for ongoing employment use.
- 8.18 The applicant has produced an Employment Supply Study to justify the loss of office

floorspace. The report states that the 40 Marsh Wall offers relatively poor quality office space in comparison with the newer buildings at Canary Wharf, with the location becoming less attractive due to several large developments in other areas of the Docklands, particularly those in North Quay where the new Crossrail station will be located, and refurbishments at Canary Wharf. Furthermore, given that the office market in the Docklands is likely to be over supplied with an expected fall in demand for office space, any demand that there is will be focused around Canary Wharf rather than in the fringe locations such as Marsh Wall. The report also states that 40 Marsh Wall contains 3804sq.m of B1 office floorspace, which presently accounts for 0.2% of total Docklands office stock, which itself is ever-increasing.

- 8.19 Whilst it is noted that the report does not go into the specific details of the current occupation levels of the building and the demand for cheaper 'fringe' buildings, it is considered that the report is largely indicative of the low level of occupier demand for outdated space such as that at 40 Marsh Wall. Furthermore, given the increase in employment numbers as a result of the proposal together with the broad range of job opportunities provided, and given the ability to ensure the resultant jobs are maximised in a manner that can benefit local residents via the s106 agreement, it is considered that the loss of employment space is justified in accordance with policies EMP3 of the UDP 1998, SP06 of the CSLDF (2009) and EE2 of IPG (2007).

Design

- 8.20 Policy 4B.8 of the London Plan states that tall buildings will be promoted where they create attractive landmarks enhancing London's character, help to provide a coherent location for economic clusters of related activity or act as a catalyst for regeneration and where they are also acceptable in terms of design and impact on their surroundings. Policy 4B.9 of the London Plan (2008) provides detailed guidance on the design and impact of such large scale buildings, and requires that these be of the highest quality design.
- 8.21 When the application was previously presented to Members the principle of the scale, bulk and detailed design of the building was supported by officers. However, Members did not agree with this view, and subsequently the application was refused on the grounds of height and bulk as detailed in paragraph 4.13.
- 8.22 Whilst the GLA has consistently supported the height of the building, the applicants have responded to Members concerns by making several alterations to the proposal. These are:
- Height of the building reduced by one storey; and
 - Detailed design alterations undertaken in response to amendments to internal arrangements.
- 8.23 Policy DEV6 of the UDP (1998) specifies that high buildings may be acceptable subject to considerations of design, siting, the character of the locality and their effect on views. Considerations include, overshadowing in terms of adjoining properties, creation of areas subject to wind turbulence, and effect on television and radio interference.
- 8.24 Policy SP10 of the CSLDF (2009) seeks to ensure that developments promote good design to create high quality, attractive, durable buildings that are well-integrated with their surroundings.
- 8.25 Policies CP1, CP48 and DEV27 of the IPG (2007) state that the Council will, in principle, support the development of tall buildings, subject to the proposed development satisfying a wide range of criteria.
- 8.26 Good design is central to all the objectives of the London Plan. Chapter 4B of the London Plan refers to 'Principles and specifics of design for a compact city' and specifies a number

of policies aimed at high quality design, which incorporate the principles of good design. These principles are also reflected in policies DEV1 and DEV2 of the UDP (1998) and the IPG (2007).

- 8.27 Policies DEV1 and DEV2 of the UDP (1998) and policy CP4 of the IPG (2007) state that the Council will ensure development create buildings and spaces of high quality design and construction that are sustainable, accessible, attractive, safe and well integrated with their surroundings.
- 8.28 Policy IOD21 of the IODAAP (2007) states that the central sub-area will contain a mix of building heights which do not compete with the cluster of tall buildings in the Northern sub-area (i.e. the Canary Wharf cluster). In general, building heights will be higher in the north of the sub-area and reduce in height towards the southern parts. Building heights of new development must consider and respond to the close proximity of established residential areas nearby.

Analysis

- 8.29 The application proposes the erection of a 38 storey building (39 storeys upon Manilla Street due to a level change across the site) with an area of hard and soft landscaping which sets the building away from Marsh Wall and Cuba Street. The height of the proposed building is 124.15m AOD, 3 metres lower than the previously considered application.
- 8.30 The site is located upon a curve in Marsh Wall, creating a triangular site within close proximity of the 22 Marsh Wall and Arrowhead Quay development sites, as detailed above within section 4 of this report. The busy nature of the area, together with its close proximity to the Canary Wharf estate, has resulted in the emergence of an interesting cluster of tall buildings around the site.
- 8.31 The building is considered by Council's design officers to be a refined and well considered design which responds to surrounding consented buildings and context. There is a particular emphasis on high quality façade treatments and a quality public realm, with accessible and active frontages to Marsh Wall, Cuba Street and Manilla Street.
- 8.32 Architecturally it is a visually distinctive building. The building is visually separated into two sections – a 9-storey plinth at the base, and an interlocking 38/39 storey tower. The plinth is orientated to the east/west in order to provide a better volumetric relationship to, and continue the emerging 9-storey street scene within Cuba Street and Manilla Street as formed by the recent development at 22 Marsh Wall and the neighbouring 30 Marsh Wall, as shown below within **figure 1**. The plinth is proposed to be clad in a distinctive smooth glazed cladding system, made up of a mixture of saffron-hued glass panels which increase in transparency towards ground level in order to create active frontages.
- 8.33 The tower element of the proposed building is formed by two interlocking rectilinear and curved elements, which create a slim, elegant profile that responds well to the site's location upon the curve of Marsh Wall. The façade treatment of the rectilinear element of the tower comprises a series of opaque and transparent vertical flush glazing with horizontal aluminium channels at alternative levels. The interlocking curved element of the tower uses a triple height glazing system with projecting vertical aluminium fins which contrasts the horizontal rhythm of the rectilinear element. It is considered that the building would add visual interest and contrast to the emerging cluster of tall buildings at this western end of Marsh Wall, from both a local perspective at street level and from longer distance views.



8.34 Figure 1: The proposed building (far right) as viewed from the south in context with (from the left) the development at 22 Marsh Wall and the neighbouring 30 Marsh Wall

8.35 The height of the proposed building is not significant enough to raise any concerns for London wider strategic views and would be masked by silhouettes of the taller Riverside South, City Pride and Heron Quays. The proposed building is considered to conform with policy IOD21's requirement for buildings in this area to taper in height to the south. Furthermore, the proposal is 7 storeys shorter than the adjacent 22 Marsh Wall which, together with its more slender profile, adds visual relief to the emerging cluster of tall buildings in the area. The GLA has confirmed that the proposal does not raise any concerns in relation to strategic views, and the London Borough of Greenwich have not raised objection to the proposal.

8.36 The GLA's Stage I report states:

"As stated for the previous scheme, the proposed building will appear amongst a skyline of other tall buildings and, given its relatively slender built form, will not have a negative impact on views of the Canary Wharf of the wider Isle of Dogs"

"This building arrangement is logical and should sit comfortably on the site"

8.37 Policy DEV27 of the IPG (2007) provides criteria that applications for tall buildings must satisfy. Considering the form, massing, height and overall design against the requirements of the aforementioned policy, the proposal is considered to be in accordance with the policy as follows:

- The scheme is of a high quality design;
- The development creates an acceptable landmark building to the edge of the Canary Wharf Estate, invigorating Marsh Wall and complementing the existing and emerging tall buildings;
- It contributes to an interesting skyline, from all angles and at night time;
- The proposal is acceptable within a strategic view corridor;
- The proposal is acceptable within a local view corridor and would not impact adversely

- on local landmarks;
- The scheme frees up approximately 60% of the site to provide high quality, usable amenity space;
- The scheme enhances the movement of people, including disabled users, through the public realm area whilst securing a high standard of safety and security for future users of the development;
- The scheme meets the Council's requirements in terms of micro-climate;
- The proposal demonstrates consideration of sustainability throughout the lifetime of the development, including the achievement of high standards of energy efficiency, sustainable design, construction and resource management;
- The impact on biodiversity will not be detrimental and a condition has been attached to ensure appropriate habitats are created;
- The mix of uses proposed are considered appropriate and will contribute positively to the social and economic vitality of the surrounding area;
- The site is located in an area with good public transport accessibility;
- The proposal takes into account the transport capacity of the area and includes an appropriate S106 contribution towards transport infrastructure, to ensure the proposal will not have an adverse impact on transport infrastructure and transport services;
- The proposal conforms with Civil Aviation requirements; and
- Subject to requirements in the s106 agreement, the proposal will not interfere, to an unacceptable degree, with telecommunication and radio transmission networks.

8.38 It is considered that the proposed public realm improvements will make a valued contribution to the regeneration of this particular area of Marsh Wall. The proposal seeks to replace the existing back edge of pavement development which occupies almost the entire site, with a slender tower that gives over 60% of the site to publicly accessible landscaping where none currently exists. It is also considered that this results in improvements for north/south permeability, safety and security and animates Marsh Wall, Cuba Street and Manilla Streets at floor level.

8.39 With regard to CABE's comments as detailed above, whilst there is no masterplan in place for this area of the Isle of Dogs, it is considered that the vast number of development plan policies (listed above), comprising the London Plan (2008), UDP (1998), CSLDF (2009), IPG (2007) and IODAAP (2007), provide sufficient guidance to ensure the appropriate redevelopment of this site. Furthermore, it should also be noted that, as detailed above, a number of developments of a similar scale to that proposed are located within close proximity to the application site and a number of other sites within the area have been, or are engaged with the Council under the formal pre-application advice process. Accordingly, officers are seeking to ensure a coherent, sustainable approach to the redevelopment of the area is achieved.

8.40 In light of supporting comments received from the GLA and the Council's Design Department regarding the form, height, bulk, massing and design of the development, and subject to conditions to ensure a high quality detailing of the development is achieved, it is considered that the proposal is acceptable in design terms and accords with the abovementioned policy and guidance.

Heritage Issues

8.41 PPS5 (Planning and the Historic Environment) requires local planning authorities who consider proposals which affect a listed building to have special regard to the preservation of the setting of the listed building as the setting is often an important part of the building's character.

8.42 Policy 4B.11 of the London Plan (2008) seeks to protect and enhance London's historic environment. Furthermore, Policy 4B.12 states that Boroughs should ensure the protection and enhancement of historic assets based on an understanding of their special character.

- 8.43 Policy SP10 of the CSLDF (2009) seeks to ensure that new development preserves or enhances the wider built heritage and historic environment of the borough, enabling the creation of locally distinctive neighbourhoods.
- 8.44 Policy CON1 of the IPG (2007) states that planning permission will not be granted for development which would have an adverse impact upon the setting of a listed building.
- 8.45 As detailed above, the application site is not located within a conservation area, with the nearest located approximately 650 metres away to the north of the site. It is not considered that the Conservation Areas would be adversely affected by the proposal. The site is not located within the vicinity of any listed structures.
- 8.46 English Heritage and the Council's Design & Conservation Department have raised no objections to the proposal. As such, the proposal is considered to be appropriate and in accordance with PPG15, the London Plan (2008), and the Council's CSLDF (2009) and IPG (2007).

Accessibility and Inclusive Design

- 8.47 Policy 3D.7 of the London Plan identifies that the Council should support an increase and the quality of fully wheelchair accessible accommodation. Further, paragraph 4.38 of policy CP13 of the IPG highlights that there is a shortage of accessible hotel accommodation in London. It identifies the English Tourist Council's National Accessible Standard as best practice to make hotel accommodation more accessible. All new hotel developments are required to meet the National Accessible Standard.
- 8.48 Policy 4.5 of the draft replacement London Plan relates to the provision of visitor accommodation and facilities, and supports an increase in the quality and quantity of fully wheelchair accessible accommodation. The draft policy seeks at least 10% of new hotel bedrooms to be wheelchair accessible, and for applicants to submit an accessibility management plan which sets out how the continuing management of the hotel will ensure the accessible rooms are maintained and managed, helping inclusive access become part of the overall operation of the hotel. The applicants have confirmed that the proposal will deliver 10% wheelchair accessible rooms, and a condition to secure an accessibility management plan has been attached to the draft decision notice.
- 8.49 The GLA have queried a number of minor issues relating to access. The applicant has since responded to the GLA directly to justify the proposed positioning of an external lift close to the lower ground entrance to the hotel, stating that the location of the lift is well-lit, sheltered and overlooked, together with the inclusion of revolving doors and the fact a second accessible lift to the eastern side of the site is not feasible. A condition has been attached in order to ensure the access is as inclusive as possible.

Safety and Security

- 8.50 In accordance with DEV1 of the UDP (1998) and DEV4 of the IPG (2007), all development is required to consider the safety and security of development, without compromising the achievement of good design and inclusive environments. The Metropolitan Police Crime Prevention Officer has raised no objection to the scheme. As such, the safety and security of the scheme is considered acceptable, however it is recommended a condition to secure a CCTV and lighting scheme is submitted for approval.

Amenity

- 8.51 According to paragraph 4.37 of policy CP13 of the IPG (2007), hotels must fit into their surroundings and should not harm the environment by reason of noise, disturbance, traffic

generation or exacerbation of parking problems, or detract from the character of the area. Notwithstanding this, the IPG states that such facilities are more preferable in town centres and locations with good access to public transport, away from established residential areas to ensure any impacts are minimal.

- 8.52 Policy DEV2 of the UDP (1998), SP10 of the CSLDF (2009) and policy DEV1 of the IPG (2007) state that development is required to protect, and where possible improve, the amenity of surrounding existing and future residents and building occupants, as well as the amenity of the surrounding public realm.
- 8.53 In terms of amenity, the applicant provided an Environmental Statement which addressed a wide range of issues, such as daylight/sunlight, air quality, wind, noise and vibration.

Sunlight/Daylight

- 8.54 Policy 4B.10 of the London plan requires all large scale buildings, including tall buildings, to be sensitive to their impact on micro-climates in terms of sunlight, daylight and overshadowing.
- 8.55 DEV2 of the UDP (1998) seeks to ensure that adjoining buildings are not adversely affected by a material deterioration of their daylighting and sunlighting conditions. Supporting paragraph 4.8 states that DEV2 is concerned with the impact of development on the amenity of residents and the environment.
- 8.56 Policy SP10 of the CSLDF (2009) notes that new buildings should protect amenity and promote well-being, including access to daylight and sunlight.
- 8.57 Policy DEV1 of the IPG (2007) states that development is required to protect, and where possible improve, the amenity of surrounding existing and future residents and building occupants, as well as the amenity of the surrounding public realm. The policy includes the requirement that development should not result in a material deterioration of the sunlighting and daylighting conditions of surrounding habitable rooms.
- 8.58 It is noted that when the previous scheme was presented to Members, officers considered the daylight and sunlight implications of the proposal acceptable. Since the previous application, the proposal has reduced in height by 3 metres, however the footprint of the building has remained the same.
- 8.59 The applicant submitted a Daylight and Sunlight report which looks at the impact upon the daylight, sunlight and overshadowing implications of the development upon itself and on neighbouring residential properties.
- 8.60 The method for assessment of daylight, sunlight and overshadowing matters is set out in the Building Research Establishment (BRE) Handbook. As stated in the BRE guidance "*guidelines may be used for houses and any non-domestic buildings where daylight is required*". However, in accordance with the guidance, and with best practice, where there is no guidance on the acceptable level for non-domestic buildings, commercial buildings are usually assumed not to require sunlight, and as such, is not included within the assessment.

a. Surrounding Daylight/Sunlight

- 8.61 The submitted Environmental Statement has tested the impact of the proposal upon the habitable rooms within the North Pole Public House, 1-7 Bellamy Close and 19-26 Cuba Street. Other surrounding buildings are considered non-residential and therefore detailed assessments are not considered necessary. The Council's Environmental Health Officer has agreed this approach.

- 8.62 Overall, the analysis undertaken demonstrates that the impact of the proposed development is negligible with regard to daylight. The majority of windows at 19-26 Cuba Street will receive increased levels of daylight as a result of the proposed building reducing in width compared to the existing building, whilst there will be a minor adverse impact upon daylight levels to 4 of the 8 windows at the North Pole public house. In total, out of the 88 windows tested, 18 would be adversely affected by the proposal as a result of having a Vertical Sky Component (VSC) loss of over 20%.
- 8.63 On balance, it is considered that the results of the daylight assessment are acceptable, considering the dense, mixed use location of the subject site.
- 8.64 Regarding sunlight, the BRE guidelines state that “*access to sunlight should be checked for the main window of each room which faces within 90 degrees of due south*”. None of the windows that are considered to be affected by the proposal face within 90 degrees of due south and, as such, it is not considered necessary to test them.
- 8.65 It is acknowledged that there will be a loss of daylight to a small number of windows at the North Pole public house and 19-26 Cuba Street as a result of the proposal. It is also acknowledged that the urban character of the area and the flexibility and suburban basis of the BRE guidelines, some impact on daylight and sunlight is expected to occur in such locations. Indeed, it can be argued that the amount and quality of light received is not untypical in an urban environment and therefore difficult to refuse on these grounds, and thus on balance the proposal is considered acceptable in this respect.
- 8.66 National, strategic and local planning policy of relevance to the sites redevelopment encourages the development of higher density developments and schemes which maximise the use of accessible sites. Given that the majority of the habitable rooms surrounding the site comply with the BRE daylight/sunlight guideline levels, it is unlikely that the loss of daylight and sunlight would justify refusal of this scheme and its noted benefits. On this basis, the proposal can be supported in this respect.

b. Internal Daylight Assessment

- 8.67 According to paragraph 4.39 of IPG policy CP13, serviced apartments are not a form of permanent housing and therefore are considered to be non-domestic buildings. As mentioned above, there are no standards given in the BRE to determine acceptable levels for non-domestic buildings. Nevertheless, due to the height and location of the serviced apartments within the development, there are very few obstructions. Given the urban context, and the lack of guidance for non-domestic buildings, the internal daylight is considered acceptable.

c. Overshadowing

- 8.68 The BRE report advises that for an amenity area to appear adequately sunlit throughout the year no more than two-fifths (40%) and preferably no more than one-quarter of such garden or amenity areas should be prevented by buildings from receiving any sun at all on 21st of March.
- 8.69 The results of the submitted permanent overshadowing assessment indicates that 4.4% of the proposed amenity space will be in permanent shadow on March 21st.
- 8.70 The level of amenity area within permanent overshadowing is well within the BRE guideline criteria and the impact of the proposal is considered to be minimal in this respect.

Air Quality

- 8.71 In order to mitigate any potential impacts during the construction phase, a Construction Environmental Management Plan (CEMP) will be conditioned setting out measures to be applied throughout the construction phase, including dust mitigation measures.
- 8.72 During the operational phase, the scheme is car free. Nonetheless, the s106 legal agreement has been drafted to require a Green Travel Plan which will encourage the use of sustainable transport modes. This will further reduce the impact of the development in terms of both greenhouse gases and pollutants.

Wind

- 8.73 Although there is no national or regional planning policy guidance in relation to wind assessments, Policy 4B.10 of the London plan requires all large scale buildings, including tall buildings, to be sensitive to their impact on micro-climate in terms of wind.
- 8.74 Similarly, there is no specific UDP (1998) policy relating to wind, but this is addressed in respect of micro-climate in the IPG (2007) policies DEV1, DEV5 and DEV27.
- 8.75 Within the submitted Environmental Statement, the applicant undertook a wind assessment, in order to assess the impact of the proposal upon the local microclimate, using wind tunnel tests. The report concludes that, following the implementation of mitigation measures such as tree and hedge planting and semi-permanent fencing along the west and east boundaries, the pedestrian comfort and safety levels are appropriate for the intended use.

Noise and Vibration

- 8.76 PPG24 provides national planning guidance regarding the impact of noise, which is identified as a material consideration in the determination of planning applications. It advises that wherever practicable, noise sensitive developments should be separated from major sources of noise. When separation is not possible, local planning authorities should consider whether it is practicable to control or reduce noise levels or to mitigate the impact of noise through conditions.
- 8.77 The London Plan (2008) seeks to reduce noise, by minimising the existing and potential adverse impacts of noise on, from, or in the vicinity of development proposals (Policy 4A.20). Policy DEV50 of the UDP (1998) states that the Council will consider the level of noise generated from developments.
- 8.78 Within the submitted Environmental Statement, the applicant undertook a noise assessment. The Council's Environmental Health officer made no comments on the scheme, and it is recommended appropriate conditions are attached to ensure appropriate consideration of these details.

Privacy/ Overlooking

- 8.79 Issues of privacy/overlooking are to be considered in line with Policy DEV2 of the UDP, SP10 of the CSLDF (2009) and DEV1 of the IPG (2007) where new developments should be designed to ensure that there is sufficient privacy for residents. A distance of about 18 metres (60 feet) between directly facing habitable room windows reduces inter-visibility to a degree acceptable to most people. This figure is generally applied as a guideline depending on the design and layout concerned and is interpreted as a perpendicular projection from the face of the habitable room window.
- 8.80 The proposed Hotel rooms are not a form of permanent housing and therefore are considered to be non-domestic buildings. The North Pole public house habitable windows are located approximately 9 metres directly south of the site. However, the existing building

at 40 Marsh Wall abuts the site boundary and the present separation distance is equal. Whilst the proposed building overhangs the pavement to the south above the 9/10 storey plinth, it is considered that no overlooking would occur as the North Pole public house is considerably shorter at 4 storeys. There is a minimum separation distance of 10m between the application site and the habitable windows at 19-26 Cuba Street, which is considered to be acceptable in such an urban environment. Accordingly, it is not considered the proposal would result in an unduly detrimental loss of privacy for surrounding residential occupants.

Highways & Transportation

Access

- 8.81 Policy T16 of the UDP (1998) and policies DEV17, DEV18 and DEV19 of the IPG (2007) require new development to take into account the operational requirements of the proposed use and the impact of the traffic that is likely to be generated. In addition, policy objectives seek to ensure that the design minimises possible impacts on existing road networks, reduces car usage and, where necessary, provides detailed mitigation measures, to enable the development to be acceptable in planning terms.
- 8.82 The application site takes advantage of being in a highly accessible location well served by public transport. Canary Wharf Underground station is located approximately 375m to the north east, whilst Heron Quays and South Quay DLR stations are located approximately 280m to the north east and 400m to the east respectively. The closest bus stop to the site is located directly upon the site's Marsh Wall frontage, which is served by the D8 bus service (although the proposal will require the re-location of this bus stop). A total of 4 other bus services operate within 400m of the site. The site is also accessible via the Thames Clipper service from the Canary Wharf pier at Westferry Circus, approximately 560m to the north west, which operates every 20 minutes. The nearest Transport for London Road Network is the A1203, approximately 340 metres north west of the site.
- 8.83 The proposal would bring forward significant improvements to the pedestrian environment around the site, in accordance with the London Plan and Council policy to improve pedestrian access.
- 8.84 The proposal includes the provision of a taxi and coach lay-by on Marsh Wall. The timely provision of the lay-by is secured by way of condition, whilst a s72 Highways agreement will ensure that a new pavement with a minimum width of 2m is also provided. S106 contributions have also been secured to finance the relocation of the existing bus stop, and both TfL and JC Decaux (who would submit the planning application for the relocation of the bus stop) have agreed the approach suggested by the applicants.
- 8.85 The previous application did not include a specific coach parking space, but rather proposed a drop-off point via Manilla Street. Whilst officers supported this approach, Members had concerns regarding the compact nature of the street-network, and the limited ability of coaches to negotiate the proposed route. The scheme was subsequently refused on parking and traffic impacts as detailed in paragraph 4.13 of this report.
- 8.86 In response to Member's concerns, the applicant has revised the arrangement to provide a dedicated taxi and coach drop-off lay-by directly outside the site, on Marsh Wall. Separate traffic orders would be required, designating a specific taxi space, and specific coach space. Whilst the Council's Highways section have concern over this arrangement as detailed in section 6 of this report, it is considered by officers to be the most pragmatic and logical place for the coach parking. This section of Marsh Wall is currently used as a bus stop, which demonstrates that large vehicles have been stopping and pulling into traffic on Marsh Wall for some time. Additionally, the size of the lay-by has been increased in width from the previous application, to ensure that coaches will not obstruct the free-flow of traffic

when they are parked.

- 8.87 Further to this, it is noted that the applicant does not anticipate coaches visiting the site on a regular basis, given the high-end clientele associated with the proposed 5 star hotel.
- 8.88 The proposal is car-free and, as such, the impact of the development will be largely borne upon public transport. The submitted Transport Assessment indicates that the proposal will have a minimal impact upon the capacity of the DLR and London Underground services. Furthermore, the impact upon the bus network is also minimal. Notwithstanding this, contributions have been secured towards the provision of TfL DAISY (Docklands Arrival Information System) information boards within the vicinity of the development.
- 8.89 TfL have stated within the Mayor's Stage I report that they generally support the proposal and welcome that the assessment is accompanied by a draft travel plan. A full travel plan will be secured by planning condition in order to manage travel demand. At TfL's request, contributions have also been secured for the installation of Olympic signage and the provision of three new gates on the nearby Thames Pathway National Trail, together with a signage audit to be carried out within the area to improve way-finding in the area.

Car and Cycle Parking

- 8.90 In line with London Plan policy 3C.1, the developer seeks to reduce the need to travel by car. Measures to achieve this include: a car free development (only one disabled space is provided); 38 cycle parking spaces; improved pedestrian facilities; and appropriate travel planning. The development is not expected to generate significant numbers of motorcycle trips and no on-site parking provision is proposed. Canary Wharf provides on-street motorcycle bays at various locations across the estate.
- 8.91 In view of the site's high public transport accessibility level, TfL welcomes the car free nature of the scheme, and the cycle parking has been provided in accordance with TfL standards.

Servicing and Refuse Provision

- 8.92 The submitted Environmental Statement details that waste produced in the building would be consolidated at basement level and temporarily housed at lower ground level, from where waste and recyclables would be transported by a registered contractor to suitable waste transfer and recycling storage.
- 8.93 The applicant has provided a Transport Assessment which details that servicing and deliveries would take place off the highway through a serviced bay, accessed from Manilla Street. This arrangement has not changed from that previously supported by the Highways Section. However, the Council's Highways Department has now raised concern regarding the width of the crossover, and requirement for vehicles to reverse onto the Manilla Street. Given the previous position formally taken by the Council, and the fact that vehicles negotiating the 90 degree turn on Manilla Street need to travel at modest speed, on balance officers consider the approach previously agreed is acceptable.
- 8.94 The Highways section have requested that a condition be attached requiring the submission of a service management plan, in order for the service bay to be effective. This has been included on the draft decision notice.

Energy Efficiency & Sustainability

- 8.95 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. UDP (1998), CSLDF (2009) and IPG (2007) policies also seek to reduce the impact of development on the environment, promoting sustainable development objectives.

8.96 Policy 4A.1 of the London Plan (2008) sets out the energy hierarchy for tackling climate change.

8.97 Policy 4A.3 (Sustainable Design and Construction) of The London Plan (2008) states that boroughs should ensure future developments meet the highest standards of sustainable design and construction, seeking measures that, among other matters will:

- Reduce the carbon dioxide and other emissions that contribute to climate change;
- Minimise energy use by including passive solar design, natural ventilation and vegetation on buildings;
- Supply energy efficiently and incorporate decentralised energy systems and renewable energy; and
- Promote sustainable waste behaviour in new and existing developments, including support for local integrated recycling schemes, CHP and CCHP schemes and other treatment options.

8.98 Policies 4A.4 (Energy Assessment), 4A.5 (Provision of heating and cooling networks) and 4A.6 (Decentralised Energy: Heating, Cooling and Power) of the London Plan (2008) further the requirements for sustainable design and construction, setting out the requirement for an Energy Strategy with principles of using less energy, supplying energy efficiently and using renewable energy; providing for the maximising of opportunities for decentralised energy networks; and requiring applications to demonstrate that the heating, cooling and power systems have been selected to minimise carbon dioxide emissions. Policy 4A.7 (Renewable Energy) of the London Plan goes further on this theme, setting a target for carbon dioxide emission reduction as a result of onsite renewable energy generation at 20%. Policy 4A.9 promotes effective adaptation to climate change.

8.99 The submitted Sustainable Energy Strategy Report details that combined heat and power (CHP) is to be included within the development to provide heat and electricity and thus improve the overall efficiency of the primary energy delivered to the site. The favoured strategy for the provision of the CHP is to connect to the Barkantine Heat and Power Company network which is close to the application site. This approach is welcomed by both LBTH's Energy Efficiency Department and the GLA. Should this approach not be possible, an on-site CCHP plant will be provided which will provide electricity to the building, with the heat generated being used for hot water and space heating, and for cooling via an absorption chiller. The applicant also proposes to install solar PV panels at roof level and on the south elevation to generate electricity for use in the building.

8.100 The table below shows an overall reduction of 32.1% carbon emissions from the baseline after all the various energy strategies have been implemented.

Assessment	Energy Demand % reduction	CO2 Emission % reduction
Using Baseline Figures (Part L compliant building)		
After energy efficiency improvements	10.6	7.6
After incorporation of CCHP	-14.1	24.3
After incorporation of PV panels	0.1	0.2

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Table 1: Proposed carbon emission reductions

- 8.101 Policy 4A.3 of the London Plan requires all development proposals to include a statement on the potential implications of the development on sustainable design and construction principles. This is also reflected within the relevant policies of the IPG. The applicant details that a commitment to achieve a BREEAM “Excellent” rating.
- 8.102 The information submitted has been assessed by the Council’s Energy Efficiency Department who have commented that the submitted Sustainable Energy Strategy is considered to be appropriate for the development and the London Plan Hierarchy has been followed appropriately. As requested by the Energy Efficiency Officer, conditions have been attached which require the submission of details of the proposed cooling and heating systems.
- 8.103 The GLA did not raise objection to the proposed energy strategy within their Stage I report, subject to further information being provided. The applicant has since responded to this request. The GLA also request that connection to the Barkantine Heat and Power network is prioritised. A condition has been attached to this effect. It is therefore considered that the proposed carbon emission reductions are in accordance with the abovementioned policies.

Other Planning Issues

Biodiversity

- 8.104 The site and surroundings are not designated for nature conservation, and neither the Environment Agency nor British Waterways raised any objections to the proposal on such grounds. The applicant has provided an element of brown roofing at roof level to respond to comments previously made by Natural England with relation to the inclusion Black Redstart habitat. A condition has been attached requiring the submission of details of ecological enhancements.

Flooding

- 8.105 Policy U3 of the UDP (1998) and policy DEV21 of the IPG (2007) state that the Council (in consultation with the Environment Agency) will seek appropriate flood protection where the redevelopment of existing developed areas is permitted in areas at risk from flooding.
- 8.106 The site is located within a Flood Risk area. The Environment Agency have not raised any objections to the proposal on the grounds of flood risk, subject to a number of conditions. As such, the scheme is considered acceptable in this respect.

Environmental Statement

- 8.107 The Environmental Statement (ES) and further information/clarification points have been assessed as satisfactory by Council’s independent consultants Land Use Consultants. Mitigation measures required are to be implemented through conditions and/ or Section 106 obligations.

Financial Contributions

- 8.108 As discussed in section 4 of this report, the third reason for refusal associated with the previous application related to the inadequacy of the planning obligations to mitigate against the impacts of the proposed development.

The planning obligations are considered inadequate to mitigate against the impact of the development. As such, the proposal fails to comply with the requirements of

Policy DEV4 of the adopted Tower Hamlets Unitary Development Plan (1998) which seeks to secure appropriate planning obligations which are reasonably related to the scale and nature of the proposed development and are necessary for the development to proceed.

8.109 As iterated in section 3 of this report, the agreed Heads of Terms are as follows:

Financial Contributions:

- a) Employment & Training – Provide **£597,608** towards improving access to employment and training for local residents including Skillsmatch, and toward the Enterprise Team including local business support and supply chains;
- b) Transport Infrastructure Improvements - **£722,627** comprising:
 - £424,627 towards Crossrail;
 - £150,000 towards footway and carriageway reconstruction beyond the immediate environs of the site;
 - £75,000 towards Mastmaker Road/Marsh Wall junction improvements;
 - £20,000 towards the provision of TfL DAISY information boards;
 - £50,000 towards the re-provision of bus stop; and
 - £3,000 towards the funding of Workplace Travel Plan monitoring;
- c) Public Art - Provide **£35,000** towards public art within the local area. This is in line with contributions secured in the Millennium Quarter;
- d) Tourism and Olympic Signage - Provide **£1,400** towards the Thames Path National Trail;
- e) Open Space Provision – **£40,260**;
- f) Community organisation contribution - **£100,000**;
- g) Olympic volunteering programme - **£30,000**;
- h) Tower Hamlets leisure marketing and promotion - **£108,000**; and
- i) Tower Hamlets business tourism marketing programme - **£30,250**.

Non-Financial Contributions:

- l) Car-free agreement;
- m) TV reception monitoring;
- n) Publicly accessible open space – To maintain access across the new public realm ;
- o) Code of Construction Practice - To mitigate against environmental impacts of construction;
- p) Access to Employment - To promote employment of local people during and post construction, including an employment and training strategy;
- q) Social Compact Obligation to Commit Skills - To provide training and skills development for local secondary school children, apprenticeships and developing employment linkages with the community for the duration of occupancy at the site;
- r) Servicing Management Plan – To ensure servicing is undertaken in an appropriate manner;
- s) Air quality monitoring during construction;
- t) Travel Plan;
- u) Relocation of bus stop; and
- v) Disabled bay, coach drop off and taxi parking to be provided/maintained.

Total financial contribution: **£1,665,145**.

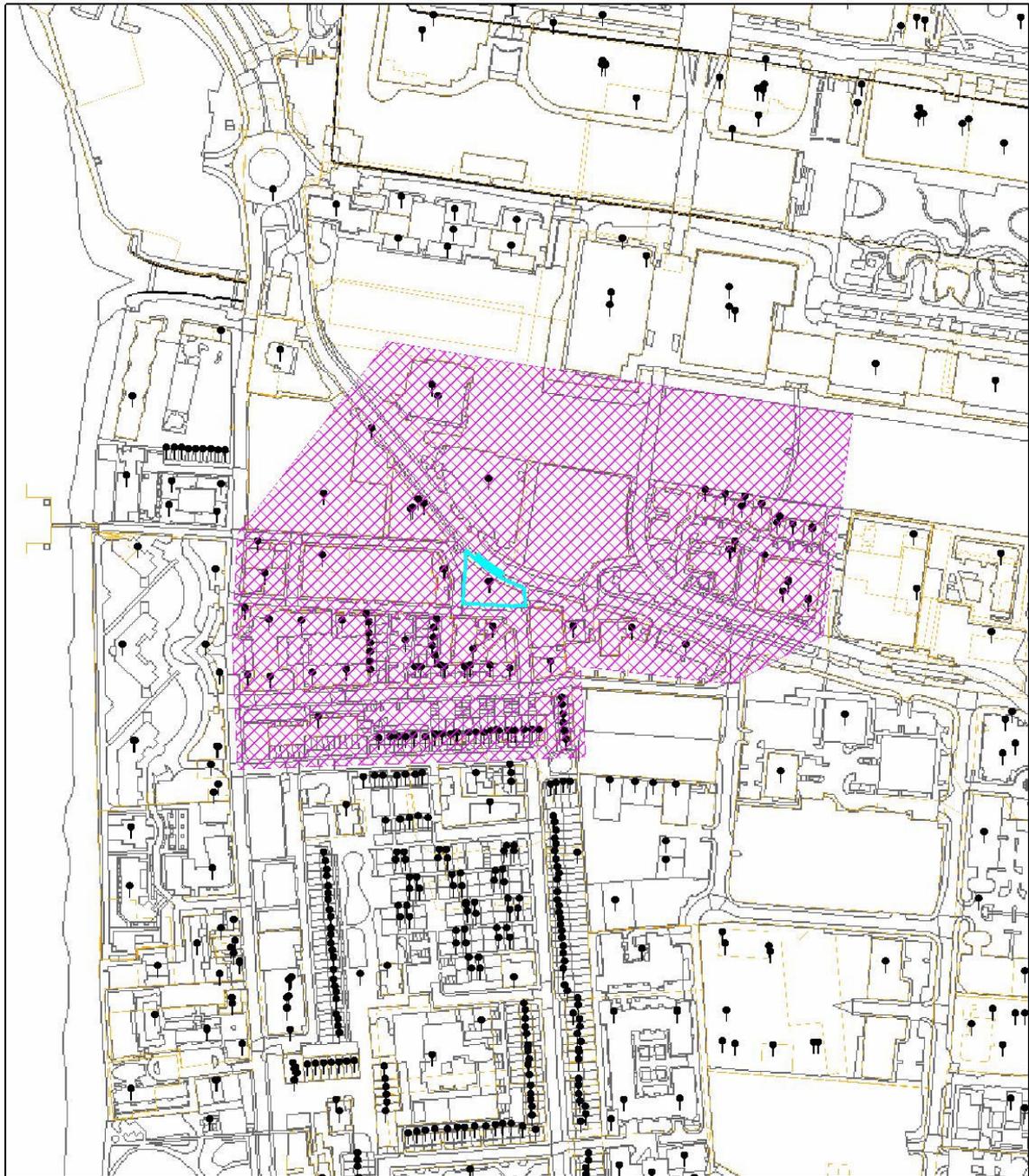
8.110 In financial terms, this equates to a contribution of £5459 per hotel unit, where the previous scheme secured £4067.22 per hotel unit.

8.111 Accordingly, officers consider that the level of financial and non-financial contributions associated with the proposal are wholly appropriate, and adequately and appropriately mitigate against any impacts associated with the proposed development.

Conclusions

- 9.0 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.

Planning Application Site Map



-  Planning Application Site Boundary
-  Other Planning Applications
-  Consultation Area
-  Land Parcel Address Point



This Site Map displays the Planning Application Site Boundary and the neighbouring Occupiers / Owners who were consulted as part of the Planning Application process. The Site Map was reproduced from the Ordnance Survey mapping with the permission of Her Majesty's Stationary Office (c) Crown Copyright. London Borough of Tower Hamlets LA086568