

Committee: Development Committee	Date: 20 th September 2005	Classification: Unrestricted	Report Number: DC018/056	Agenda Item Number: 5.1
Report of: Director of Development and Renewal		Title: Town Planning Application and Conservation Area Consent		
Case Officer: David Gittens		Location: 744 WICK LANE AND 46-52 FAIRFIELD ROAD, FAIRFIELD ROAD, LONDON, E3		
		Ward: Bow East		

1. SUMMARY

1.1 Registration Details

Reference No: PA/04/01203 and PA/04/01210

Date Received: 13/08/2004

Last Amended Date: 28/06/2005

1.2 Application Details

Existing Use:

Vacant. Former part light industry, part storage.

Proposal:

REVISED PROPOSAL:

- 1) Demolition of existing 2 buildings;
- 2) Construction of new residential development of 5 connected blocks of three, four, five, six, seven and eight storeys, comprising of 146 flats with a 217.5sqm A2/B1 commercial unit fronting Fairfield Road together with associated car parking and landscaping.

Applicant:

Wick Lane Property Ltd. and Fairfield Road Property Company plc

Ownership:

Wick Lane Property Ltd. and Fairfield Road Property Company plc

Historic Building:

Conservation Area:

Fairfield Road Conservation Area

2. RECOMMENDATION:

A That the Development Committee **grant** planning permission subject to the conditions outlined below:

- 1 Permission valid for 5 years.
- 2 Details of external materials to be submitted for the Council's written approval prior to the commencement of construction of the development.
- 3 Details of hard and soft landscaping treatment to be submitted for the Council's written approval. The approved landscaping shall be implemented prior to the occupation of any part of the proposed development of any part of the development.
- 4 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and trees or plants which within a period of 5 years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season.
- 5 Details of any proposed walls, fences and railings to be submitted for the Council's written approval.
- 6 Site investigation regarding any potential soil contamination to be carried out and any remedial work required to be agreed in writing by the Council and carried out as per agreement before construction works begin.
- 7 Details of sound insulation/attenuation measures, to protect future residents from noise and vibration shall be carried out as specified in the applicant's consultant's supplementary information submitted to the Council unless otherwise agreed in writing.
- 8 Building, engineering or other operations including demolition shall be carried out only between the hours of 8.00am and 6.00pm Mondays to Fridays and between the hours of 9.00am and 1.00pm Saturdays and shall not be carried out at any time on Sundays or Public

LOCAL GOVERNMENT ACT 2000 (Section 97)

LIST OF BACKGROUND PAPERS USED IN THE DRAFTING OF THIS REPORT

Brief Description of background paper:	Tick if copy supplied for register	Name and telephone no. of holder
Application case file, plans, supporting technical reports, UDP, PPGs.		David Gittens Development Control: 020 7364 5336

Holidays.

- 9 Any power/hammer driven piling/breaking out of material required during construction/demolition shall only take place between the hours of 10.00am and 4.00pm Monday to Friday and at no other time, except in emergencies or as otherwise agreed by the Council in writing.
- 10 Details of any external lighting to be submitted to the Council for written approval.
- 11 The development of the site should not begin until a statement to minimise the impact on Air Quality is submitted to and agreed by the Local Planning Authority for written approval.
- 12 No development approved by this permission shall be commenced until a scheme for the provision and implementation of surface water storage capacity during 1 in 100 year conditions has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.
- 13 No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted by the applicant and approved by the Local Planning Authority.

B That planning permission be granted subject to a S106 legal agreement to secure:

- 1) The provision of affordable housing in accordance with the Council's policies at a ratio of 35% of the residential floorspace in the development which is not subject to grant funding, with 20% for intermediate housing and 80% for rented housing;
- 2) Car free development;
- 3) Local Labour in construction;
- 4) Financial contribution towards road/junction improvements at the Wick Lane/Blackwall Tunnel Northern Approach (A102(M) East Cross Route)/Tredegar Road (B142) road junction (£40,000)
- 5) Financial contribution towards local primary school places (£130,920);
- 6) Financial contribution towards local public health facilities (£204,080);
- 7) S278 Agreement for remedial highway works associated with the development.

C That the Development Committee **grant** conservation area consent subject to the conditions outlined below:

- 1 The demolition works hereby permitted shall be begun before the expiration of five years from the date of this consent.
- 2 Demolition, building, engineering or other works audible at or beyond the site boundary, and delivery/collection of materials, to be restricted to between 8.00am to 6.00pm Monday to Friday and 9.00am to 1.00pm Saturdays and at no other time. Noisy operations or special deliveries/collection outside these times shall only take place in exceptional circumstances, for example to meet police traffic restrictions, in an emergency or in the interests of public safety.
- 3 Any power/hammer driven piling/breaking out of material required during construction/demolition shall only take place between the hours of 10.00am and 4.00pm Monday to Friday and at no other time, except in emergencies or as otherwise agreed by the Council in writing.

3. **BACKGROUND**

Site and Surroundings

- 3.1 The application site comprises a strip of land that runs from north-east to south-west, located between Wick Lane and Fairfield Road. The site is bounded to the immediate north by a railway viaduct and immediately to the south by Bow Bus Garage and the residential Brymay Close. It has vehicular and pedestrian traffic off both Fairfield Road, via a raised access road in front of Bow Bus Garage, and via Wick Lane. The site rises/drops in height by over 4 metres from Fairfield Road to Wick Lane.
- 3.2 There are two existing warehouse buildings on site; S Green & Sons near Fairfield Road and Pennywise (A. & M Harvey) accessed from Wick Lane. The buildings consist of large 2/3 storey rectangular structures that run along the site. The site area measures 5884 square metres and the existing buildings provide 5286 square metres of floorspace
- 3.3 The site is in a difficult location, sandwiched principally between a busy railway and a bus garage. Both buildings are functional and provide little positive architectural contribution to the area and the site has limited car parking and a constrained goods yard used for loading and storage purposes. The proposed redevelopment therefore provides an opportunity to significantly enhance the site in terms of

its usability/functionality and in urban design terms.

- 3.4 Whilst the wider area contains a mix of land use activities, the land use pattern immediately surrounding the site is predominately residential in character. North of the railway viaduct lies the tall Lexington and Manhattan Buildings within the Bow Quarter development. These are former factory buildings now converted into residential apartments. Fairfield Road is characterised by typical 2/3 storey 1930s, Victorian and Edwardian dwelling houses. Brymay Close contains flats of 3 storeys with the gable ends facing the application site. The adjacent bus garage is principally a single storey building with mezzanine floors internally offering operational/ancillary offices and storage.
- 3.5 The site is well located in relation to shopping facilities, community services and amenity space. It is well served by a range of public transport options. The site lies within the Fairfield Road Conservation Area.

Planning History

- 3.6 During the 1950's and 60's a series of planning permissions were granted for the construction of industrial and office buildings on the site.
- 3.7 In November 1987, planning permission was refused for the change of use of the site to bus and staff parking ancillary to the adjacent Bow Bus garage. The reasons for refusal were:
- 1) The proposed development involved the loss of industrial manufacturing floorspace and thereby contravened the Council's policies for the protection of existing industries as contained in the Statutory Local Plan for Tower Hamlets.
 - 2) The movement of vehicles to and from the site, and the manoeuvring of vehicles on the site, would be detrimental to the residential amenities of the occupiers of the nearby dwellinghouses.

The Proposed Development

- 3.8 Application is now made for the demolition of existing buildings and construction of a new residential development of four, five, six, seven and eight storeys, comprising 146 flats with a 217.5sqm A2/B1 commercial unit fronting Fairfield Road, together with associated car parking and landscaping.
- 3.9 The proposed development would involve the construction of a linear block running along the line of the railway of between three, four, five and six storeys in height. This block would be "punctuated" by five towers (blocks A to E) that project southward. They are four, seven, eight, seven and part four/five storeys high respectively starting from the Fairfield Road end.
- 3.10 The proposal includes a commercial unit, located in the Fairfield Road frontage within block A. This would provide A2 or B1 uses at ground floor level with residential units above. The remainder of the scheme would be residential.
- 3.11 Of the 146 residential units, 35% would be affordable by floorspace (of which 80% would be social rented and 20% intermediate/shared ownership). The residential density of the proposed development is 722 habitable rooms per hectare (hrh).
- 3.12 The current scheme has been developed following a consultation exercise that the applicant organised with local residents, and subsequent discussion with officers to address the issues and concerns raised. In essence the changes to the scheme include:

Siting of Buildings and Juxtaposition of Development

- Realignment of the block away from the adjacent listed Bow Bus Garage;
- Block A has been set back and way from the adjoining Bus Garage, to improve the setting of the building, in relationship to its juxtaposition to the Grade II Listed Bus Garage and its frontage along Fairfield Road.
- The building footprint has been re-aligned, to protect the future improvements/expansion of the adjoining DLR Line.
- The "higher" elements of the scheme, at the eastern end of the site, have been re-aligned to respect the building line and urban form of the residential blocks in Brymay Close.
- The vehicular access to and from Fairfield Road has been removed (on request of the Council's Highway Engineer). The sole access to and from the proposed development is via the existing

access arrangements in Wick Lane.

- The distances between the facing blocks within the scheme have been changed to between 20.5 and 29 metres.

Scale, Form and Design

- The scale of Block A (fronting Fairfield Road) has been reduced from 9 storeys to 4 storeys in height.
- The height of Blocks D and E at the eastern end of the site (adjoining Brymay Close) have been reduced from 7 to 6 and 4/5 storeys in height respectively;
- The height of Blocks B and C, within the centre of the scheme have been reduced to 7 and 8 storeys respectively;
- Further articulation has been added to the northern elevation, with the incorporation of “fake” window panelling and balconettes, plus various recess/projections in the building line, to create depth and interest.

Land use

- The live/work accommodation originally proposed has been omitted.
- A commercial unit has been incorporated within the ground floor of Block A, which the applicant had stated meets with the desires of local residents.

Affordable Housing and Housing Mix

- The level of Affordable Housing has been increased to 35% of the total residential floor space
- The level of family housing (within the Affordable Housing component of the scheme) has been increased to approximately 38%, resulting in the following level and mix of accommodation:

Type	1 bed	2 bed	3 bed	4 bed	5 bed	Totals
Private	25	76	-	-	-	101
Afford	12	16	11	5	1	45

- 3.13 The modifications to the scheme has led to a total reduction in the number of units from the originally proposed 184 flats and 11 live/work units to 146 flats.

4. PLANNING POLICY FRAMEWORK

Comments of Chief Legal Officer

- 4.1 The relevant policy framework against which the Committee is required to consider planning applications includes the adopted London Plan 2004, the Council's Community Plan, the adopted Unitary Development Plan (UDP) 1998, the Draft UDP and Interim Planning Guidance Notes.
- 4.2 Decisions must be taken in accordance with sections 54A and 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004. Section 70(2) of the Town and Country Planning Act 1990 is particularly relevant, as it requires the Committee to have regard to the provisions of the Development Plan, so far as material to the application and any other material considerations.
- 4.3 Whilst the adopted UDP 1998 is the statutory development plan for the Borough, it will be replaced by a more up to date set of plan documents, which will make up the Local Development Framework (LDF). The emerging policies in the Draft UDP and the Interim Planning Guidance will inform the LDF and, as the replacement plan documents progress towards adoption, they will gain increasing status as a material consideration in the determination of planning applications.
- 4.4 The report takes account not only of the policies in statutory UDP 1998 but also the emerging plan which reflect more closely current Council and London-wide policy and guidance.
- 4.5 In accordance with Article 22 of the General Development Order 1995 members are invited to agree the recommendations set out above which have been made on the basis of the analysis of the scheme set out in this report. This analysis has been undertaken on the balance of the policies set out below and any other material considerations set out in the report.
- 4.6 The following Unitary Development Plan **proposals** are applicable to this application:

- (1) Flood Protection Areas

4.7 The following Unitary Development Plan **policies** are applicable to this application:

- | | | |
|------|--------------|---|
| (1) | Policy DEV1 | Urban design |
| (2) | Policy DEV2 | Environmental requirements |
| (3) | Policy DEV3 | Mixed use development |
| (4) | Policy DEV4 | Planning obligations |
| (5) | Policy DEV6 | Tall buildings outside Central Area Zones |
| (6) | Policy DEV12 | Provision of landscaping |
| (7) | Policy EMP1 | Encouraging new employment uses |
| (8) | Policy EMP2 | Retaining existing employment uses |
| (9) | Policy EMP10 | Development elsewhere in the borough |
| (10) | Policy HSG2 | Location of new housing |
| (11) | Policy HSG3 | Affordable housing |
| (12) | Policy HSG7 | Dwelling mix and type |
| (13) | Policy HSG8 | Mobility housing |
| (14) | Policy HSG9 | Density |
| (15) | Policy HSG16 | Housing amenity space |
| (16) | Policy T15 | Location of new development |
| (17) | Policy T17 | Planning standards |

4.8 The following Draft Unitary Development Plan **policies** are applicable to this application:

- | | | |
|------|-------|--|
| (1) | EMP1 | Promoting economic growth and employment opportunities |
| (2) | EMP2 | Mixed use development |
| (3) | EMP8 | New build residential/Employment mixed-use proposals |
| (4) | EMP10 | Redevelopment or change of use of employment sites |
| (5) | HSG1 | Housing provision |
| (6) | HSG2 | New housing developments |
| (7) | HSG4 | Affordable Housing Target |
| (8) | HSG5 | Affordable Housing Ratio and Mix |
| (9) | HSG8 | Dwelling Mix and Type |
| (10) | HSG8 | Housing density |
| (11) | HSG10 | Lifetime homes and mobility housing |
| (12) | HSG12 | Amenity space |
| (13) | TRN6 | Parking and servicing |
| (14) | TRN11 | Bicycle facilities |
| (15) | TRN10 | Pedestrian permeability |
| (16) | UD1 | Scale and density |
| (17) | UD2 | Architectural quality |
| (18) | ENV1 | Amenity |
| (19) | ENV5 | Disturbance from demolition and construction |
| (20) | ENV9 | Development and contaminated land |
| (21) | ENV11 | Waste disposal |
| (22) | ENV20 | Flood protection |

4.9 The following Community Plan **objectives** are applicable to this application:

- | | |
|-----|----------------------------------|
| (1) | A better place for living safely |
| (2) | A better place for living well |

5. **CONSULTATION**

5.1 The following were consulted regarding this application:

(1) **English Heritage**

Archaeological investigations to be secured by condition.

(2) **Thames Water Utilities Ltd.**

The drainage proposals are acceptable. No objections to the development on sewerage matters.

(3) **Environment Agency**

The site is not at risk of flooding. Consequently, a flood risk assessment will not be required.

(4) **London Fire and Emergency Planning Authority**

Satisfied with the proposals in relation to the fire precautionary arrangements.

(5) **Network Rail (formerly Railtrack)**

Developer should not come within 3 metres of electric traction equipment or any associated part such as supporting masts, cables, switches etc.

(6) **Highways**

A financial contribution towards a signalised junction at the Wick Lane/East Cross Route(A102) junction is required.

(7) **Environmental Health**

Satisfied with the proposed mitigation measures for noise and vibration subject to the developer using the mitigation measures recommended in their submitted letter.

The revised Daylight/Sunlight report demonstrates there would be little or no impact on the local residential properties. It is therefore acceptable to grant planning permission.

(8) **Housing**

There will be a need for the developer to provide 35% affordable housing in line with Council's emerging UDP.

(9) **Education**

This area of the borough experiences problems already with lack of primary school places locally. The proposal is likely to create additional demand for primary places. A sum should be sought to meet need for additional places arising from such increased development.

(10) **Commission for Architecture & Built Environment**

No comment.

(11) **London Underground Ltd.**

No comments to make on the proposed development as concerns about the possible impact on the Central Line tunnels will be addressed directly with the developer.

5.2 Responses from neighbours were as follows:

No. Responses: 67 In Favour: 0 Against: 65 Petition: 1

5.3 In response to the original scheme, some 67 letters of objection and a 107 signature petition were received, all objecting to the original proposal on the following grounds:

The proposed building would create a loss of privacy to residential property in Bow Quarter, and Brymay Close.

- The proposed development is completely out of character with the surrounding properties and over three storeys higher than the Bow Quarter.
- The buildings proposed are going to be built in a yellow stock brick, a coloured render and an aluminium roof, which is not keeping with the character of the adjacent buildings.

- Traffic on Fairfield Road is already extremely busy and the addition of a new entrance on this road with additional cars will cause severe congestion. There is also the problem of inadequate parking that is already a problem both on Fairfield Road and on Wick Lane. The streets of Wrexham Road, Jebb Street and Rigdale Street are already congested with cars from the bus station and property owners. This is going to put an increased strain on existing car parking levels.
- The proposal constitutes an over-development of the site.
- Loss of light and privacy to Bow Quarter. The Bow Quarter has windows facing the railway. At present there are few windows on the existing blocks opposite and these are only at three levels. The addition of a five/nine storey block is much taller than recent developments in the area and the proximity to the Bow Quarter will impact on light and privacy in Bow Quarter and properties in Wrexham Road/Brymay Close.
- The proposed building would give rise to additional noise bouncing off the block back towards Bow Quarter, creating a tunnel effect. The addition of a five/nine storey building alongside the railway could well create an 'echo chamber' effect from the railway itself, increasing the noise level to Bow Quarter, which cannot add double glazing due to its listed status.
- The proposed development is going to have an impact on the present utilities received by surrounding properties (water, gas and sewage). Has the Planning Committee taken this into account? Will water pressure to the surrounding properties be affected by this development?

6. ANALYSIS

6.1 The main issue in this case is the acceptability of a predominantly residential use on a site previously used for employment purposes and the physical impact of the redevelopment proposals on their surroundings in respect of its design, amenity and highways implications.

Land Use

6.2 It is acknowledged that there is an acute shortage of housing in London. The London Plan states that the overall housing supply in London should be increased by 23,000 homes per year. Policy HSG1 of the Tower Hamlets UDP recognises the need to meet the Borough's housing target to provide some 15,000 residential units between 1987 and 2006.

6.3 Although a potential employment generator, the site is not located within a designated employment area. The Adopted UDP employment policies promote employment growth (EMP1) that meets the needs of local people (EMP6). However the Council can also allow development resulting in a loss of employment generating uses in some cases (EMP2).

6.4 Within the life of this application, the premises have closed down. Its last use was for warehouse purposes, which traditionally provides a low density of employment. The presently vacant buildings are unsightly, particularly in the context of its modernising and redeveloping residential surroundings. Whilst largely secluded, the current buildings do not contribute anything visually to the area at present.

6.5 Whilst once a predominantly industrial location, Fairfield Road has been changing significantly over the last decade. The area within which the application site is set is now a predominantly residential area characterised by the conversion of the former Bryant and May match factory and the residential redevelopment of many sites along the road. The application site is one of few remaining in the locality with the potential for significant commercial use within Fairfield Road, which is now predominantly residential in nature.

6.6 Because of the present vehicular access difficulties to this part of Wick Lane, the ability to service warehouse and industrial uses to contemporary standards in this location is restricted. Larger vehicles generally have difficulty getting into, and circulating around, the site. In this context, the likelihood of an employment generating use letting this site is diminishing. Furthermore, planning

permission has previously been refused for the redevelopment of the site on the grounds of the impact of the movement of vehicles to and from and within the site. Accordingly, the site is no longer considered appropriate for significant employment generating use.

- 6.7 In this context, the proposed residential use of the site would be compatible with the character of its surroundings. Given the residential nature of the area, a residential use on the site is considered appropriate. UDP Policy EMP2 allows for this, under Paragraph 4, which is concerned with situations where employment sites cannot be made compatible with adjoining residential uses and this includes consideration of traffic generation and means of access.
- 6.8 As the proposal involves the redevelopment of previously used land more intensively, the principle of the redevelopment of the site is in accordance with national planning guidance (PPG3/Housing), which encourages redevelopment of brownfield land and to higher densities where appropriate.

Housing

- 6.9 The proposed development would provide 146 residential units, which would be arranged as 37 one-bedroom units, 92 two-bedroom units, 11 three-bedroom units and 5 four-bedroom units and 1 five-bedroom unit. The proposal seeks to provide affordable housing at a rate of 35% of the residential floorspace, which would equate to 3394 square metres from a total of 9549 square metres. The affordable housing floorspace would be split 80:20 between rented and shared accommodation. The affordable housing would comprise the following dwelling mix:

12 x 1 bedroom units	= 26.7% of units (17% of floorspace (including 7 shared ownership))
16 x 2 bedroom units	= 35.6% of units (31.2% of floorspace (including 7 shared ownership))
11 x 3 bedroom units	= 24.4% of units (29.8 % of floorspace)
5 x 4 bedroom units	= 11.1% of units (18.2% of floorspace)
1 x 5 bedroom unit	= 2.2% of units (3.8% of floorspace)

- 6.10 Whilst this produces an overall level of family accommodation of 37.7% of affordable units, family accommodation measures 51.8% of affordable floorspace within the scheme. Family accommodation also accounts for 66% of the rented floorspace.
- 6.11 The proposed residential use is in line with the objectives of PPG3, which encourages the re-use of under-used brownfield sites for housing. This is particularly pertinent at this site which is currently under-utilised yet has significant regenerative potential. The proposed residential units would also deliver affordable accommodation, including family units, making a valuable contribution to local and strategic housing needs, in keeping with Policy HSG1 and HSG2 of the Tower Hamlets UDP.

Density

- 6.12 At a net residential density of 722 habitable rooms per hectare (hrh), the proposal is a high density scheme on a small brownfield site. Indeed it is higher than the standard required by the Tower Hamlets UDP 1998 of 247hrh. However, under the terms of the London Plan, the site is in an urban location with a PTAL score of 4-5, which would normally permit a residential density of 450-700hrh. As such the proposed density is marginally above this figure.
- 6.13 However, it is considered that the scheme is still in keeping with Policy HSG9 which allows for higher densities because:
- The proposed development is located in an area with reasonable access to public transport, open space and other local facilities (in this case 350 metres from Bow Church DLR and 650 metres from Bow Road District Line Station),
 - The proposed dwellings are located within a small infill development site,
 - The proposal meets the other standards for new development in the UDP,
 - Does not conflict with the Council's policies for the environment and result in any consequence, typically seen in an overdeveloped site (i.e. poor size of flats, loss of light to adjacent properties, loss of privacy/overlooking of adjacent amenity space, lack of amenity space etc).
- 6.14 Accordingly, the site is considered appropriate for a development of the scale and density proposed.

Design And Form Of The Development

- 6.15 It is accepted that a case for removal of the existing buildings can be made, provided that the replacement is of sufficient quality. The design approach seeks to reconcile the opportunity to redevelop and improve a difficult infill site with its location in a conservation area, adjacent a listed building and the need to respect the character of this area.
- 6.16 The revised scheme retains the same basic plan arrangement and site layout as the original proposal (i.e. an east-west linear block with higher projecting wings, together forming courtyards). However the height and location of some of the wing blocks have been changed, so that the proportions of the courtyards between them are different. There have been revisions to the appearance of the blocks and to the outdoor spaces. The building footprint has been pulled away from the southern site boundary and is now separated by an access road.
- 6.17 The heights of some blocks have been reduced following earlier comments on their adverse impact on the Conservation Area, the listed Bow Garage and relationship to the existing streetscape. Because the site is long and thin, the two street frontages of the scheme - on Fairfield Road and Wick Lane – are short and limited compared to the total streetscape. The two blocks (Blocks A and E), which fill these frontages, have been lowered significantly to make them in scale and context with their neighbours.
- 6.18 The north-facing elevation will be screened by the raised railway tracks. Much of the south elevation of the scheme will be screened by Bow Garage. Accordingly, the scheme would have a limited visual impact beyond the site itself, since it would only be visible in views directly into the scheme from its entrances on Fairfield Road and Wick Lane.
- 6.19 The bulk and massing of the scheme has been distributed well across the site, in a way that reacts to the surrounding building forms. The overall design is considered acceptable and consistent with Policies DEV1 and DEV6 of the Tower Hamlets UDP and Policies UD1 and UD7 of the Deposit Draft UDP.
- 6.20 Because of its location, the higher elements of the scheme are likely to be seen only from longer views against the backdrop of the scale of the Bow Quarter setting. The scheme will therefore have less of a visual impact on the Conservation Area than if it occupied a more central location within it. Following the height reductions proposed, the development does not affect the setting of the listed building. Overall, it is considered that the proposal would make a positive contribution to the character of the conservation area.

Impact on Residential Amenity

- 6.21 The massing and layout of the proposed buildings responds positively to the site's urban context and seeks to achieve acceptable residential amenity standards in relation to privacy, sense of enclosure, and ensuring adequate daylight and sunlight within habitable rooms overlooking the central courtyard.
- 6.22 The daylight and sunlight assessment submitted with the application demonstrates that the proposed development would not result in any unacceptable levels of light being received by either existing residential properties or the proposed units. The scheme incorporates obscured glazing on the south elevation of all the projecting blocks, on all levels. The separation distances between and the arrangement of the proposed blocks ensure that the privacy of proposed and neighbouring occupiers would not be harmed.
- 6.23 With regard to the concerns raised in respect of noise and vibration from the railway, the Council's Environmental Health Team requested that the applicant provide additional information that confirmed that noise and vibration would be successfully mitigated for future residents. Environmental Health are satisfied that, subject to the implementation of a scheme consistent with the additional information submitted, an acceptable residential environment can be attained at the site for future occupiers consistent with the requirements of DEV2. Environmental Health raised no concerns with regard to the potential impact of railway noise reverberating between the proposed building and the existing Bow Quarter.

Amenity Space

- 6.24 Through its use of balconies and south-facing landscaped external areas, the provision of amenity

space meets the Council's standards.

Highways And Parking Issues

- 6.25 The proposed development provides 31 off-street car parking spaces (21% provision) within a ground level car park accessed from Wick Lane. This is considered acceptable subject to a financial contribution towards improving the road junction at Wick Lane/Blackwall Tunnel Northern Approach (A102(M) East Cross Route)/Tredegar Road (B142). This level of provision is consistent with the Council's current aspirations for residential car parking. Furthermore it is acceptable in view of the site's present public transport accessibility (PTAL level 4-5) due to its close proximity to Bow Church DLR and Bow Road District Line Station, together with several bus routes available locally. Servicing and access for refuse vehicles would also be via Wick Lane.

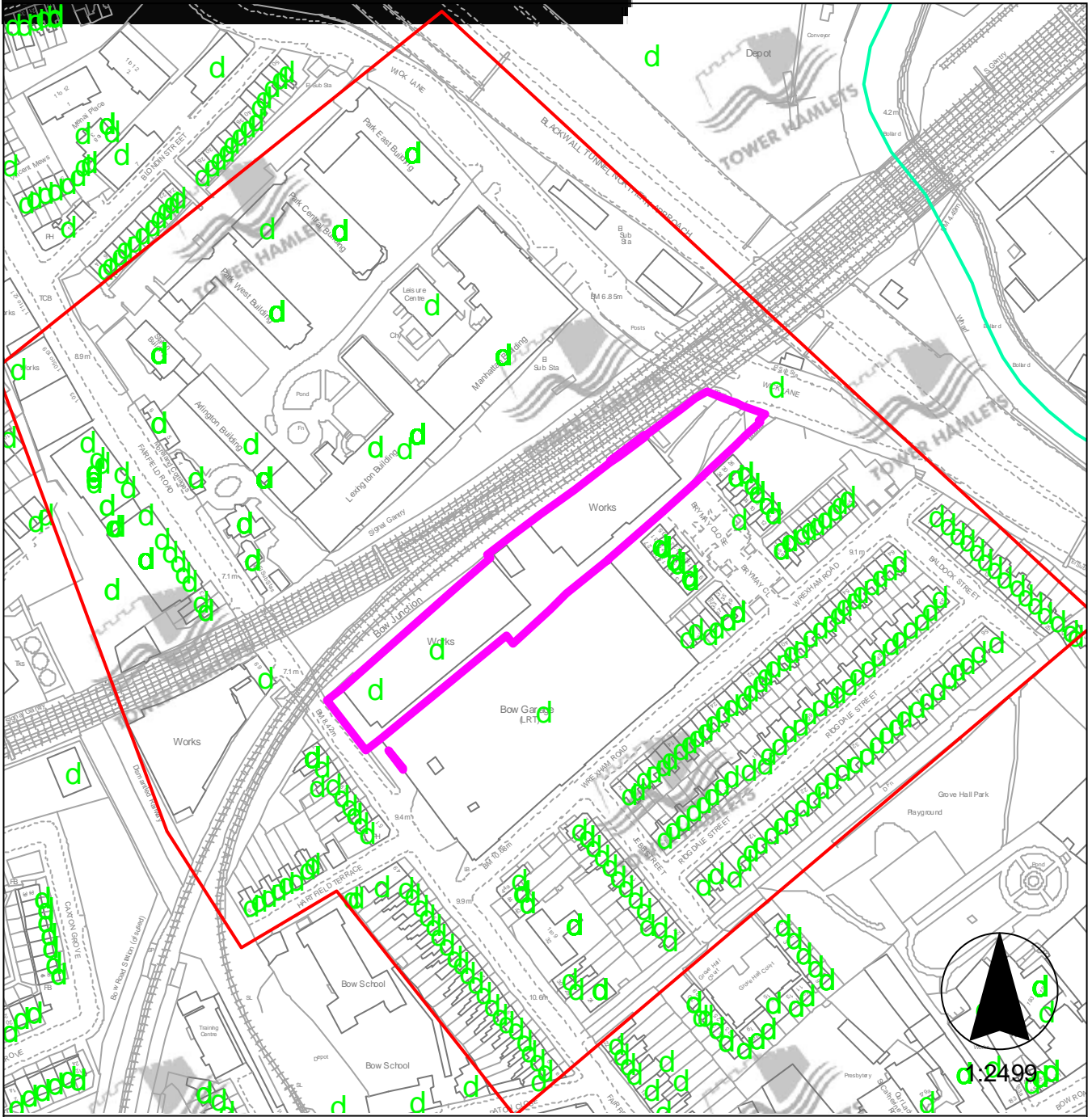
Section 106 Agreement

- 6.26 It is recommended that a planning obligation agreement be entered into with the applicant and those with relevant legal interests in the application site. The planning obligation agreement is to deal with (i) technical land use matters that cannot be dealt with easily or at all by condition and (ii) planning contributions pursuant to section 106 of the Town and Country Planning Act 1990.
- 6.27 The Secretary of State's tests with regard to the use of planning obligations have been applied in this case. It is considered that the planning obligations negotiated in section 2B of this report are necessary, relevant to planning, directly related to the proposed development, fairly and reasonably related in scale and kind to the proposed development and to be reasonable in all other respects. The prescription, mitigation, and compensation achieved are in keeping with the ODPM guidance.

7. SUMMARY

- 7.1 The application proposal offers an opportunity to contribute to the regeneration of the area. The proposal is acceptable when considered in terms of its land use mix and its impact on its surroundings. It would deliver an appropriate mix of residential units, including affordable housing units that would make a valuable contribution to local and strategic needs.
- 7.2 The proposed development is of an appropriate scale, height and density and represents a design solution that successfully addresses the site's difficult context. Officers are satisfied the proposed bulk and massing of the proposal are now acceptable, having gone through a process of design refinement.
- 7.3 The development is acceptable in policy terms in relation to land use, design, amenity space provision and highways issues including car parking and access. Accordingly it is recommended that planning permission be granted in line with the recommendations of section 2 of this report.

Site Map



Legend

- Planning Application Site Boundary
- Consultation Area
- d Land Parcel Address

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 Stationery Office © Crown Copyright. London Borough of Tower Hamlets LA086568

744 WICK LANE AND 46-52 FAIRFIELD ROAD, FAIRFIELD ROAD, LONDON, E3