

LONDON BOROUGH OF TOWER HAMLETS

DEVELOPMENT COMMITTEE

8th February 2012 at 7.00pm

UPDATE REPORT OF HEAD OF PLANNING AND BUILDING CONTROL

INDEX

Agenda item no	Reference no	Location	Proposal
7.1	PA/10/02578	Island Gardens Estate	Demolition of Capstan House, 19 and 21 Glengarnock Avenue (26 x existing residential units) and ground floor vehicular garages and the development of a residential -led mixed-use scheme comprising 86 new residential units (including 4 x studios, 18 x 1 bed, 42 x 2 bed, 20 x 3 bed, 2 x 4 bed) in 3 new blocks between 4 and 6 storeys in height plus 68 sq.m. of retail space (A1, A2, A3 and B1) and 67 sq.m. of non-residential floorspace for community, education and cultural uses (D1) together with demolition and alterations of existing building structures, new and improved landscaped public open space and public realm, cycle parking, and associated utilities/services.
7.2	PA/10/02577	PA/10/02577; Site adjacent to 76 Stebondale Street (at the junction with Kingfield Street), London	PA/10/02577; Erection of a three storey family dwelling house (Use Class C3) located on land at the junction of Kingfield Street and Stebondale Road.
7.3	PA/11/3220	102-104 Watney Street	Application for a new Planning Permission to replace an extant Planning Permission dated 24th September 2008, Reference PA/08/01732: Erection of first floor rear extension, additional second floor and mansard roof. Conversion to create 1 x 3 bedroom, 2 x 2 bedroom and 2 x 1 bedroom flats. Alterations to existing elevations including insertion of door in side elevation and enlargement of window in front elevation

7.4	PA/11/03309	Unit TG-003, Block T, Trumans Brewery, 91 Brick Lane, London E1	Application for Change of use of unit TG-003 from Retail (A1 use) to Restaurant (A3 use) Following instruction from applicant the application was withdrawn on 3 rd February 2012
7.5	PA/11/03310	Unit FG-021, Block F, 91 Trumans Brewery, London E1	Application for Change of use of unit FG-021 from car park and Sunday market to Restaurant (A3 use) Following instruction from applicant the application was withdrawn on 3 rd February 2012

Agenda Item number:	7.1
Reference number:	PA/10/02578
Location:	Island Gardens Estate
Proposal:	Demolition of Capstan House, 19 and 21 Glengarnock Avenue (26 x existing residential units) and ground floor vehicular garages and the development of a residential -led mixed-use scheme comprising 86 new residential units (including 4 x studios, 18 x 1 bed, 42 x 2 bed, 20 x 3 bed, 2 x 4 bed) in 3 new blocks between 4 and 6 storeys in height plus 68 sq.m. of retail space (A1, A2, A3 and B1) and 67 sq.m. of non-residential floorspace for community, education and cultural uses (D1) together with demolition and alterations of existing building structures, new and improved landscaped public open space and public realm, cycle parking, and associated utilities/services.

1. PRINCIPLE OF ESTATE REGENERATION

1.1 It was noted that there was a typographical error paragraphs 8.5-8.7, the corrections are set out below and the amended text highlighted for clarification:

1.2 “8.5. As part of the Tower Hamlets Housing Choice Programme the Island Gardens Estate was transferred to Eastend Homes in 2006. In order for Eastend Homes to facilitate the regeneration of the Island Gardens Estate and bring the existing homes estate up to the Decent Homes Plus standard, a comprehensive redevelopment is proposed.

8.6. The application includes the provision of additional housing in new blocks across the application site, which increases the housing density of the estate. The increase in density is required in order to generate sufficient value from market housing development to support the refurbishment of the existing ~~dwelling~~estate, and the provision of new affordable housing. This accords with the requirements of IPG policy HSG5 which seeks to improve all existing housing stock to a minimum decent homes plus standard.

8.7. The application proposes the erection of 68 86 new residential units to facilitate the following estate regeneration improvements:-.....”

2. SUPPLEMENTARY PARKING SURVEY

2.1 A supplementary note (Appendix A) has been prepared by Team Leader of the Transport and Highways Team providing a detailed review of the on-street parking availability within the vicinity of the application site.

2.2 The findings highlight that within a 200m distance of the site limits, which is a standard measurement used by transport planners for measuring a reasonable distance for parking from a persons home, there are 404 legal on-street parking bays. Following a review of the Councils 2010 Parking survey information, it is found that 202 of these 404 bays are vacant/unoccupied during the daytime and 135 bays are vacant unoccupied overnight.

3. EXISTING ON SITE PARKING

3.1 Paragraph 6.18 states that there are 26 surface level car parking spaces and 23 lock up garages and of these 49 spaces, 38 are allocated to residents within the Island

Gardens estate. This figure of 38 allocated residents parking spaces is detailed throughout the Committee report at para 8.12 and 8.14.

- 3.2 This was an typographical error and should have read 34 spaces allocated to Island Garden residents. Whilst this was a typographical error, the comments received from the Highways Team at the time of assessing the application were based upon the reallocation of 34 allocated resident spaces.

4. LOCATION OF CHRIST CHURCH

- 4.1 Paragraph 4.14 identifies the Grade II* listed Christ Church as being located to the south west of the application site. This is an error; Christ Church lies to the north east of the Island Gardens Estate.

5. RECOMMENDATION

- 5.1 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 the main report.

Agenda Item number:	7.2
Reference number:	PA/10/02577
Location:	PA/10/02577; Site adjacent to 76 Stebondale Street (at the junction with Kingfield Street), London
Proposal:	Erection of a three storey family dwelling house (Use Class C3) located on land at the junction of Kingfield Street and Stebondale Road.

1. LAND USE

- 1.1 The application site adjacent to 76 Stebondale Street, at the junction of Kingfield Street is described with Agenda Item 7.2 as an area of vacant hardstanding.
- 1.2 The sites existing use, alongside comprising an area of vacant hardstanding, provides 2 off street car parking spaces for Island Gardens Estate Permit Holders.

2 LOSS OF PARKING

- 2.1 Paragraphs 8.3-8.5 of the Committee report assess the land use of the site and it is therefore necessary to assess the loss of 2 off street car parking spaces, to supplement the original committee report.
- 2.2 National guidance on transport provision is given in PPG13: Transport, London Plan polices 6.1, 6.3, 6.9, 6.10, 6.13; MD DPD policies DM20 and DM22, IPG policies DEV16, DEV17, DEV18, DEV19 and policy SP09 of the Core Strategy 2010 (CS). In broad terms these policies seek to promote more sustainable modes of transport by reducing car-parking and improving public transport.
- 2.3 Saved UDP policy T16 requires that consideration is given to the traffic impact of operational requirements of a proposed use and saved UDP policy T18 seeks to ensure priority is given to the safety and convenience of pedestrians.
- 2.4 The main issue arises from the loss of the 2 on-site surface level car parking spaces at the application site and the displacement of these two spaces onto the local highway network.
- 2.5 The Councils Highways Officer has provided an analysis of parking occupancy levels within the local area (Appendix A). Whilst the survey was done to inform the substantive Island Gardens application which is linked to this proposal, the extent of the survey (200metres from the boundary of the Island Gardens site) covers the area of the current application at the junction of Stebondale Street and Kingfield Street.
- 2.6 The review of the parking occupancy levels identifies that at any given time, the local highway network in the vicinity of the site has the capacity to accommodate vehicles on-street. This provides scope for the removal of on-site car parking and the displacement of vehicles onto the local highway network. This proposal has therefore been found to be acceptable by Officers and compliant with local, regional and national planning guidance.

3. RECOMMENDATION

- 3.1 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 the main report.

Agenda Item number:	7.3
Reference number:	PA/11/3220
Location:	102-104 Watney Street
Proposal:	Application for a new Planning Permission to replace an extant Planning Permission dated 24th September 2008, Reference PA/08/01732: Erection of first floor rear extension, additional second floor and mansard roof. Conversion to create 1 x 3 bedroom, 2 x 2 bedroom and 2 x 1 bedroom flats. Alterations to existing elevations including insertion of door in side elevation and enlargement of window in front elevation

1. CORRECTION

1.1 The description of development should read:

Application for a new Planning Permission to replace an extant Planning Permission dated **24th September 2008**, Reference PA/08/01732:
Erection of first floor rear extension, additional second floor and mansard roof.
Conversion to create 1 x 3 bedroom, 2 x 2 bedroom and 2 x 1 bedroom flats.
Alterations to existing elevations including insertion of door in side elevation and enlargement of window in front elevation

The proposal as outlined a point 1 of the committee report and date referred to at point 5.1 is incorrect as it refers to the date of the previous approval as 18th November 2008. The date of decision was 24th September 2008.

2. RECOMMENDATION

2.1 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 the main report.

ISLAND GARDENS AREA PARKING OCCUPANCY : FURTHER HIGHWAYS COMMENTS

The following data on the area around Island Garden is extracted from the Council's parking survey, undertaken on all LBTH-maintained highways on weekdays in late September 2010. Daytime and Overnight periods were monitored in a snap-shot survey. One on-street bay is counted as having a notional 5.5m length; the vacancies don't take into consideration road repair closures or suspended bays.

STREET	TOTAL BAYS	DAYTIME		OVERNIGHT	
		Total Vacant	% occupied	Total Vacant	% occupied
<i>A) Within 200m of site centre</i>					
Glengarnock Ave	28	12	57	0	100
Glenaffric Ave	15	1	93	0	100
Stebondale St	29	20	31	18	37
Manch'r Rd *	113	67	42	18	84
Parsonage Ave	9	5	44	0	111
<i>Sub -Total</i>	194	105	*	36	*
<i>B) Within 200m of site limits</i>					
Billson St	12	7	41	0	100
Kingfield Rd	14	8	42	0	107
Glenworth Ave	11	6	45	6	45
Ferry St (Sth& West)	59	27	54	38	36
Ferry St (East)	16	16	0	0	106
Saunders Ness Rd	76	19	76	39	50
Manchester Grove	22	14	36	0	104
<i>Sub-Total</i>	210	97	*	99	*
TOTAL A) +B)	404	202	*	135	*

Source: Tower Hamlets Independent Parking Occupancy Survey 2010

* Manchester Road: bays between Seyssel St and East Ferry Rd

The findings show that within 200m from the site's limits – a standard measurement used by transport planners for a reasonable distance from parking to home, there are 404 legal on-street parking bays, of which 202 were found to be vacant ie un-occupied during the daytime survey, and 135 overnight. There was a range of percentage occupancy figures across the roads, ranging from 0 to more than 100% (where cars are tightly parked more than 10 cars (say) can park in a notional 10 parking bays-space, hence a figure of more than 100% can be returned). Vacant spaces were considerably less numerous at night due to residents returning with their cars for the evening and competing with other users during 'uncontrolled' parking hours.

At the time that Highways was consulted on this application, the parking survey report was still in production and data not available. The Highways officer therefore advised the applicant's consultant on drawing up their own survey (undertaken weekdays July 2010) using London-wide survey parameters later applied to the Council's survey, albeit the applicant used a notional space length of 5m whereas the Council's survey used a length of

5.5m to allow for adequate manoeuvring space – so the applicant will have identified a larger total number of bays and vacancies. Allowing for this and the applicant's survey taking place during school holidays (which is associated with lower occupancies), the applicant's survey findings are broadly consistent with the Council's. Their total of legal in-use spaces was 469 and they found 301 spaces vacant in the daytime and 266 at night.

The Highways officer was satisfied with the applicant's parking survey results and commented that the level of displacement onto the street was acceptable. Further issues taken into consideration were the provision of cycle parking to standard as well as a Travel Plan, to encourage a modal switch to more sustainable transport means.

As part of the proposed regeneration of the Island Gardens development, all on-site parking is proposed to be removed (though an additional disabled space is to be provided at its margins – not the two spaces the Highways officer sought).

Currently there are (or were at the time of the application's assessment), 26 on-site parking spaces, 13 of which are allocated, and 23 garages, 21 of which are allocated. This means that there is a demand/use of 34 spaces which would need to be found on-street, although a total 49 physical spaces would be displaced. The application was received and assessed by Highways before a Member-led initiative of Permit Transfer came into force. This allows social-renting tenants of 3bed and larger units, who had had an on-street permit at their previous social-rented home, to be exempt from the permit-free legal agreement typically applied to this and other housing developments. It is understood that there are to be 12 three-bed+ units. Allowing for some extra transfers (and it is not possible to predict how many people will be eligible), I consider that there will be an impact on parking availability around the site, more noticeably in the evening and in those streets nearest the site. There is however a reasonable margin of spare or vacant capacity to accommodate the displaced cars/spaces plus the new units (86, but not all the residents will own a car). Cumulative impact from subsequent housing developments will lessen capacity to stress levels however, therefore -if permitted- this scheme's arrangements should not be taken as a precedent and future large schemes will be treated on their own merits and contribution to further reducing parking capacity.

Rachel Yorke
Team Leader, Development (Transport & Highways)
3rd Feb 2012

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