

Committee: Strategic Development Committee	Date: 1 March 2012	Classification: Unrestricted	Agenda Item No: 7.2
Report of: Corporate Director Development & Renewal		Title: Planning Application for Decision	
Case Officer: Jane Jin		Ref No: PA/11/03375	
		Ward(s): Blackwall and Cubitt Town	

1. APPLICATION DETAILS

Location:	Poplar Business Park, 10 Prestons Road, London E14 9RL
Existing Use:	Three two storey warehouse style building comprising circa 7000sq.m of light industrial, offices and workspace.
Proposal:	Demolition of existing buildings and redevelopment of the site to provide a mixed use scheme of between 3 and 22 storeys comprising 8,104sq.m of business accommodation (Use Class B1), 392 residential units (Use Class C3), associated parking and landscaping.
	This application is accompanied by an Environmental Impact Assessment under the provision of the Town and Country Planning (Environmental Impact Statement) Regulations 1999.
Drawing Nos:	SCH-302 REV B, SCH-303 REV A, PL-001, PL-002, EL-001, EL-002, EL-003, EL-004, PL-003, PL-004, PL-005, PL-009A, PL-010A, PL-011A, PL-012A, PL-013A, PL-014A, PL-015A, PL-016A, PL-017A, PL-018A, PL-019A, PL-020A, PL-021A, PL-022A, PL-023A, PL-024, PL-025, PL-026, PL-027, PL-028, PL-029, PL-030, PL-031, PL-032, PL-100A, PL-101A, PL-102A, PL-103A, PL-104, PL-105, PL-200, PL-201A, PL-202A, PL-203A, PL-204A, PL-205A, PL-206, PL-300A, PL-301A, PL-302, PL-303, PL-304, PL-305, EL-141, EL-142, EL-143, EL-144, EL-145, EL-146, EL-147, EL-148, SC-151, SC-152, SC-153, SC-154, SC-155, SC-156, SC-157, LS-01, LS-04, LS-05, LS-06, LS-07
Approved Documents:	Design and Access Statement; Planning Statement; Environmental Statement; Transport Assessment; Sustainability Statement; Energy Statement; Statement of Community Involvement; Economic and Employment Study; Workspace Travel Plan; Residential Travel Plan
Applicant:	Workspace Group plc c/o GVA
Owner:	Workspace Group plc.
Historic Building Conservation	None
	None

Area:

2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

- 2.1 The Local Planning Authority has considered the particular circumstances of this application against the Council's approved planning policies contained in the London Borough of Tower Hamlets Unitary Development Plan (1998), the Council's Interim Planning Guidance (2007), Adopted Core Strategy (2010), Managing Development DPD (proposed submission version 2012), the London Plan (2011) and Government Planning Policy Guidance and has found that:
- 2.2 The scheme will provide an employment-led mixed used residential scheme which safeguards the employment uses on-site and would also facilitate locally-based employment, training and local labour opportunities for the local community together with the identified public realm improvements. The scheme therefore accords with policies 4.3, 4.4 of the London Plan, saved policies DEV3 and EMP1 of the Council's Unitary Development Plan (1998); policies DM15 and DM17 of the Managing Development DPD (proposed submission version 2012) and policies SP01 and SP06 of the Core Strategy 2010, which seek to support the growth of existing and future businesses in accessible and appropriate locations.
- 2.3 The scheme will provide a residential led mixed-use redevelopment with appropriate replacement of employment uses. The scheme would therefore provide opportunities for growth and housing in accordance with the objectives as set out in policies: SP02 of Core Strategy 2010; DEV3 of the Unitary Development Plan 1998; and DM3 and DM17 of Managing Development DPD (proposed submission version 2012).
- 2.4 The building height, scale, bulk and detailed design are acceptable and enhance the character and appearance of the surrounding area, in accordance saved policies: DEV1, DEV2 and DEV37 of the adopted Unitary Development Plan (1998), policies DEV1, DEV2 and DEV3 of the Interim Planning Guidance (2007), policies SP10 and SP12 of the Core Strategy (2010); and DM24 and DM26 of the Managing Development DPD (proposed submission version 2012); and policies 7.1, 7.4, 7.6 and 7.7 of the London Plan 2011, which seek to ensure buildings and places are of high quality design and suitably located.
- 2.5 The development would form a positive addition to London's skyline, without causing detriment to local or long distant views, in accordance policies 7.7 of the London Plan (2011) and policies SP10 of the Core Strategy Development Plan Document 2010; DEV6 of Unitary Development Plan 1998; DEV27 of the Interim Planning Guidance 2007; and DM26 of Managing Development DPD (proposed submission version 2012) 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.
- 2.6 The proposal provides an acceptable amount of affordable housing and mix of units, as demonstrated through viability assessment. As such, the proposal is in line with Planning Policy Statement 3, policies 3.8, 8.10, 3.11, 3.12, 3.13 of the London Plan (2011), saved policy HSG7 of the Council's Unitary Development Plan (1998), policies HSG2 and HSG3 of the Council's Interim Planning Guidance (2007); policy SP02 of the Core Strategy Development Plan Document (2010); and DM3 of the Managing Development DPD (proposed submission version 2012) which seek to ensure that new developments offer a range of housing choices.
- 2.7 On balance the scheme provides acceptable space standards and layout. As such, the scheme is in line with saved policy DEV2 of the Council's Unitary Development Plan (1998), policy DEV1 of Council's Interim Planning Guidance (2007); policy SP02 of the Core Strategy Development Plan Document (2010); and DM4 of the Managing Development DPD (proposed submission version 2012) which seek to provide an acceptable standard of

accommodation.

- 2.8 The proposed amount of amenity space is acceptable and in line with saved policy HSG16 of the Council's Unitary Development Plan (1998), policy HSG7 of the Council's Interim Planning Guidance (2007); policy SP02 of the Core Strategy Development Plan Document (2010), and of DM4 of the Managing Development DPD (proposed submission version 2012) which seek to improve amenity and liveability for residents.
- 2.9 On balance it is not considered that the proposal would give rise to undue impacts in terms of privacy, overlooking, sunlight and daylight, and noise upon the surrounding residents. Also, the scheme proposes appropriate mitigation measures to ensure a satisfactory level of residential amenity for the future occupiers. As such, the proposal is considered to satisfy the relevant criteria of saved policy DEV2 of the Council's Unitary Development Plan (1998), policy DEV1 of the Interim Planning Guidance (2007); policy SP10 of the of the Core Strategy Development Plan Document (2010) and DM25 of the Managing Development DPD (proposed submission version 2012), which seek to protect residential amenity.
- 2.10 Transport matters, including parking, access and servicing, are acceptable and in line with policies T16 and T19 of the Council's Unitary Development Plan (1998), policies DEV17, DEV18 and DEV19 of the Council's Interim Planning Guidance (2007); policy SP08 and SP09 of the Core Strategy Development Plan Document (2010) and DM20 and DM22 of the Managing Development DPD (proposed submission version 2012), which seek to ensure developments minimise parking and promote sustainable transport options.
- 2.11 Contributions have been secured towards the provision of affordable housing; education improvements; public realm improvements; community facilities; transportation; and access to employment for local people in line with Regulation 122 of Community Infrastructure Levy 2010, Government Circular 05/05, saved policy DEV4 of the Council's Unitary Development Plan (1998), policy IMP1 of the Council's Interim Planning Guidance (2007), and policies SP02 and SP13 of the Core Strategy Development Plan Document (2010), which seek to secure contributions toward infrastructure and services required to facilitate proposed development.

3. RECOMMENDATION

- 3.1 That the committee resolves to **GRANT** planning permission subject to:

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

B. The prior completion of a **legal agreement** to secure the following planning obligations:

Financial Contributions

- a) £652,520 towards Education;
- b) £108,799 towards Community Facilities (Leisure)
- c) £96,957 towards Employment and Enterprise;
- d) £136,000 towards Health;
- e) £300,000 towards the junction improvements to the Aspen Way;
- f) £150,000 towards public realm improvements along Poplar High Street;
- g) £270,000 towards public transport infrastructure provision (Buses) (TfL);
- h) £15,000 towards Legible London sign (TfL)
- i) £34,585 monitoring fee (2%)

Non-Financial Contributions

- j) 25% affordable housing by hab rooms – split 30% shared ownership and 70% affordable rent;
- k) 20% of the construction phase force to local residents

- l) 20% goods/services procured during construction phase
- m) Travel Plan (to include details of alternative real time public transport information display screens within the development)
- n) Code of construction practice
- o) Provision of a pedestrian access (public walkway) through the site and Aspen Way and future provision through to Poplar Business Park
- p) Car-free agreement
- q) Retain workspace as SMEs
- r) Review of viability prior to commencement to assess the delivery of affordable housing.

Total financial contribution: **£1,763,861**

- 3.2 That the Corporate Director Development & Renewal is delegated power to negotiate the legal agreement indicated above.
- 3.3 That the Corporate Director Development & Renewal is delegated power to impose conditions and informatives on the planning permission to secure the following matters:
 - 1) 3 year time limit for Implementation;
 - 2) Submission of phasing plan to be approved;
 - 3) Submission of Material samples including details of obscure glazing (block C1) and detailed drawings;
 - 4) Surface water drainage;
 - 5) Contamination;
 - 6) Verification report;
 - 7) Piling and foundation design using penetrative methods;
 - 8) Piling method statement;
 - 9) Impact studies on existing water supply
 - 10) No infiltration;
 - 11) Scheme of Highways works;
 - 12) Delivery and Service Management Plan;
 - 13) Construction Management and Logistics Plan;
 - 14) Parking (vehicle, disabled, motorcycle, cycle, a car club space);
 - 15) 20% electric charging points on site and in the basement and further 20% passive provision.
 - 16) Details of hard and soft Landscaping scheme (in consultation with City Airport), including details of brown roof; child play space and green walls;
 - 17) Details of wayfinding signage within the site;
 - 18) Scheme of lighting;
 - 19) Details of swift boxes and bat roost;
 - 20) Detailed specification of minimum 10% wheelchair units in each phase in accordance with plans submitted;
 - 21) Lifetime Homes;
 - 22) Internal noise specification/insulation;
 - 23) Details of ventilation and extraction for A3 uses;
 - 24) Refuse and recycling;
 - 25) BREEAM Excellent, Code Level 4;
 - 26) Provision of Heat network and in compliance with the energy strategy;
 - 27) Provision of Renewable energy;
 - 28) Archaeology;
 - 29) Details of craneage;
 - 30) Completed structure at 76.64 AOD;
 - 31) Standard hours of construction;
 - 32) Power/hammer driven piling/breaking (10am - 4pm Monday to Friday);
 - 33) Approved plans; and

- 34) Any other planning condition(s) considered necessary by the Corporate Director Development & Renewal.
- 35) Black redstart Survey
- 36) Waste Management Plan

Informatives

- 1) Section 106 agreement required;
 - 2) Definition of superstructure works
 - 3) Section 278 Highways agreements required;
 - 4) Contact Environment Agency;
 - 5) Contact Thames Water
 - 6) Any other informative(s) considered necessary by the Corporate Director Development & Renewal.
- 3.4 That if, the legal agreement has not been completed by the time agreed with the applicant in the Planning Performance Agreement, the Corporate Director of Development & Renewal is delegated power to refuse planning permission.

4. PROPOSAL AND LOCATION DETAILS

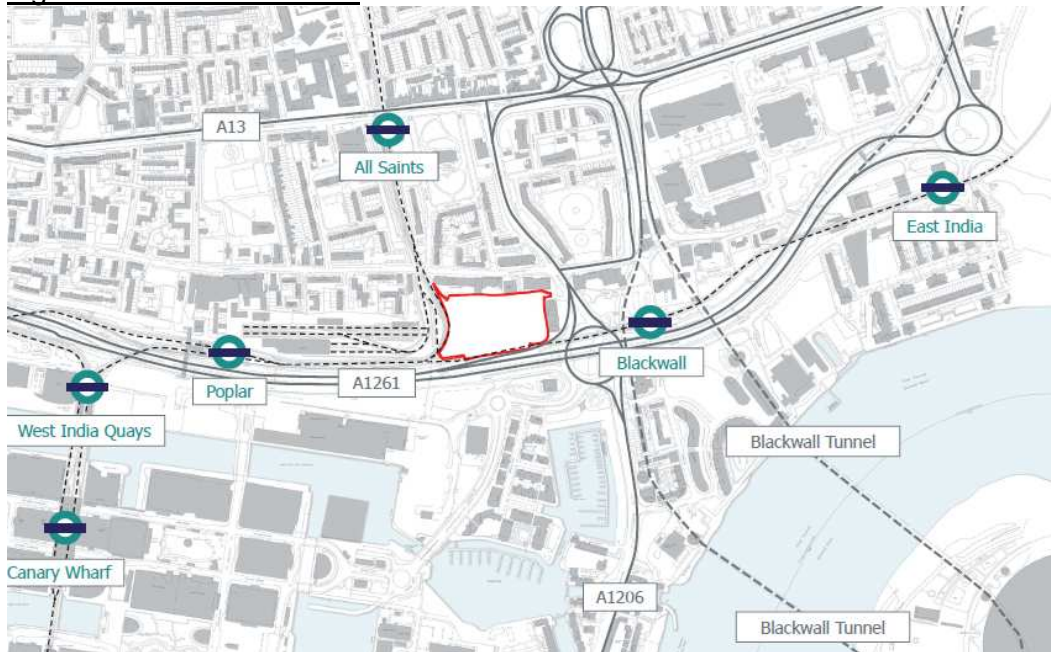
Proposal

- 4.1 The proposal is for the redevelopment of the site to provide mixed use development of buildings ranging from 3 to 22 storeys comprising 8,104sq.m of business accommodation (Use Class B1), 392 residential units (Use Class C3), associated parking and landscaping.

Site and Surroundings

- 4.2 The application site is 1.65ha in size and is located to the north of Isle of Dogs. The site is bounded by properties to the north fronting Poplar High Street, Dockland Light Railway tracks to the west and south, and Wharfside Point development to the east. The site is accessed off Prestons Road.
- 4.3 The site is occupied by three two storey buildings and is currently being used as a light industrial/office use (B1).
- 4.4 The site has a PTAL (Public Transport Accessibility Level) of 4, 6 being the highest and 1 being the lowest accessibility to public transport. The site is approximately 250m to Blackwall DLR station, and easy walking distance to Poplar, East India and All Saints Stations. The site is served by a several number of bus routes.
- 4.5 The prevailing heights of the buildings along Poplar High Street ranges from 2 to 13 storeys and Wharf Side Point South located east of the application reaches up to 25 storeys in height.

4.6 **Figure 1 Site Location Plan**



Relevant Planning History

4.7 The following planning decisions are relevant to the application:

LBTH ref.	Description
PA/10/01866	Redevelopment of the site to provide a mixed use scheme of between 3 & 30 storeys comprising 5,388 sq.m (GEA) of office (Class B1a) floor space; 1,270sq.m (GEA) of Light Industrial (Class B1c) floor space; 312 residential units (Class C3); a 91 bedroom hotel (Class C1); 3,329sq.m (GEA) of plant floor space; 202sq.m (GEA) of restaurant (Class A1/A3) floor space; and associated parking and landscaping. Application was withdrawn following discussions with officers.

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 this application:

Spatial Development Strategy for Greater London (London Plan)

- 1.1 Delivering the strategic vision and objectives of London
- 2.5 Sub regions
- 2.13 Opportunity areas and intensification areas
- 3.1 Ensuring equal life chances for all
- 3.2 Improving health and assessing health inequalities
- 3.3 Increasing housing supply
- 3.5 Quality and design for housing developments
- 3.6 Children and young people’s play and informal recreation facilities
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 3.10 Definition of affordable housing
- 3.12 Negotiating affordable housing
- 3.13 Affordable housing thresholds
- 4.1 Developing London’s economy
- 4.3 Mixed use developments and offices

4.12	Improving opportunities for all
5.1	Climate change mitigation
5.2	Minimising carbon dioxide emissions
5.3	Sustainable design and construction
5.6	Decentralised energy in new developments
5.7	Renewable energy
5.8	Innovative energy technologies
5.9	Overheating and cooling
5.11	Green roofs and development site environs
5.13	Sustainable drainage
5.14	Water quality and waste water infrastructure
5.15	Water use and supplies
5.21	Contaminated Land
6.3	Assessing effects of development on transport capacity
6.5	Funding Crossrail and other strategically important transport infrastructure
6.9	Cycling
6.10	Walking
6.13	Parking
7.1	Building London's neighbourhoods and communities
7.2	Inclusive environment
7.3	Designing out crime
7.4	Local character
7.5	Public realm
7.6	Architecture
7.7	Location and design of large and tall buildings
7.11	London view management framework
7.12	Implementing the LVMF
7.13	Safety, security and resilience to emergency
7.14	Improving air quality
7.15	Reducing noise and enhancing soundscapes
7.19	Biodiversity and access to nature
8.2	Planning obligations

Supplementary Planning Guidance/Documents

London Housing Design Guide 2010
 Affordable Housing 2012 (DRAFT)
 Providing for Children and Young People's Play and Informal Recreation

Unitary Development Plan 1998 (as saved September 2007)

Proposals: Flood Protection Area

Policies:

DEV1	Design Requirements
DEV2	Environmental Requirements
DEV3	Mixed Use Developments
DEV4	Planning Obligations
DEV8	Protection of Local Views
DEV9	Control of Minor Works
DEV12	Provision Of Landscaping in Development
DEV46	Protection of Waterway Corridors
DEV50	Noise
DEV51	Contaminated Soil
DEV55	Development and Waste Disposal
DEV56	Waste Recycling
DEV69	Efficient Use of Water

EMP1	Promoting economic growth and employment opportunities
EMP3	Change of use of office floorspace
EMP10	Development Elsewhere in the Borough
HSG7	Dwelling Mix and Type
HSG13	Internal Space Standards
HSG16	Housing Amenity Space
T10	Priorities for Strategic Management
T16	Traffic Priorities for New Development
T18	Pedestrians and the Road Network
T21	Pedestrians Needs in New Development
S10	Requirements for New Shop front Proposals
OS9	Children's Playspace
U2	Development in Areas at Risk from Flooding

Interim Planning Guidance for the purposes of Development Control

Proposals: Local Industrial Location

Policies:

DEV1	Amenity
DEV2	Character and Design
DEV3	Accessibility and Inclusive Design
DEV4	Safety and Security
DEV5	Sustainable Design
DEV6	Energy Efficiency
DEV7	Water Quality and Conservation
DEV8	Sustainable Drainage
DEV9	Sustainable Construction Materials
DEV10	Disturbance from Noise Pollution
DEV11	Air Pollution and Air Quality
DEV12	Management of Demolition and Construction
DEV13	Landscaping and Tree Preservation
DEV15	Waste and Recyclables Storage
DEV16	Walking and Cycling Routes and Facilities
DEV17	Transport Assessments
DEV18	Travel Plans
DEV19	Parking for Motor Vehicles
DEV20	Capacity of Utility Infrastructure
DEV21	Flood Risk Management
DEV22	Contaminated Land
DEV25	Social Impact Assessment
DEV27	Tall Buildings Assessment
EE2	Redevelopment/Change of Use of Employment Sites
HSG1	Determining Housing Density
HSG2	Housing Mix
HSG3	Affordable Housing
HSG7	Housing Amenity Space
HSG9	Accessible and Adaptable Homes
HSG10	Calculating Provision of Affordable Housing
CON5	Protection and Management of Important Views

Interim Planning Guidance - Leaside Area Action Plan

Proposals: Local Industrial location

Policies:	L2	Transport
	L3	Connectivity
	L5	Open Space

L6	Flooding
L7	Education provision
L8	Health Provision
L9	Infrastructure and services
L10	Waste
L35	Residential, retail and leisure uses in East India North Sub-area
L36	Design and built form in East India North sub-area

Core Strategy Development Plan Document (Adopted September 2010)

Proposals: Local Employment Location
Flood Risk Area 2 and 3

Policies:

SP01	Refocusing on our town centres
SP02	Urban living for everyone
SP03	Creating healthy and liveable neighbourhoods
SP04	Creating a green and blue grid
SP05	Dealing with waste
SP06	Delivering successful employment hubs
SP07	Improving education and skills
SP08	Making connected places
SP09	Creating attractive and safe streets and spaces
SP10	Creating distinct and durable places
SP11	Working towards a zero-carbon borough
SP12	Delivering placemaking – Tower of London Vision, Priorities and Principles

Managing Development - Development Plan Document (DPD) Proposed Submission Version

Proposals: Local Industrial Location
Flood Risk Area

Policies:

DM3	Delivering Homes
DM4	Housing Standards and amenity space
DM9	Improving air quality
DM10	Delivering Open space
DM11	Living Buildings and biodiversity
DM13	Sustainable drainage
DM14	Managing Waste
DM15	Local job creation and investment
DM16	Office Locations
DM17	Local Industrial Locations
DM20	Supporting a sustainable transport network
DM21	Sustainable transport of freight
DM22	Parking
DM23	Streets and public realm
DM24	Place-sensitive design
DM25	Amenity
DM26	Building heights
DM29	Achieving a Zero-carbon borough and addressing climate change
DM30	Contaminated Land and development and storage of hazardous substances

Government Planning Policy Guidance/Statements

PPS1	Delivering Sustainable Development
PPS3	Housing
PPS4	Planning for Sustainable Economic Growth
PPS9	Biodiversity and Geological Conservation
PPS12	Local Spatial Planning
PPS22	Renewable Energy
PPS23	Planning and Pollution Control
PPS25	Flood Risk

Draft National Planning Policy Framework

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

- A better place for living safely
- A better place for living well
- A better place for creating and sharing prosperity

6. CONSULTATION RESPONSE

6.1 The views of the Directorate of Development and Renewal are expressed in the MATERIAL PLANNING CONSIDERATIONS section below:

6.2 The following were consulted regarding the application:

LBTH Biodiversity

6.3 The application site is largely existing buildings and hard surfaces and therefore has little ecological value. Ecology was correctly scoped out of the Environmental Impact Assessment.

The only possible biodiversity impact would be if black redstarts are nesting on the site when the existing buildings are demolished. A condition should be imposed that, if demolition is undertaken during April to July inclusive, a survey for black redstarts should be undertaken immediately before demolition to ensure no black redstarts are nesting on the site. This will ensure no breach of the Wildlife & Countryside Act.

The proposals include extensive brownfield-style green roofs ("brown roofs"), which will be a significant biodiversity enhancement, including providing foraging habitat for black redstarts. Provision of brown roofs, with a minimum area matching that shown in the Illustrative Landscape Plan, should be secured by condition.

[Officer's Comment: Appropriately worded condition will be imposed]

LBTH Education

6.4 Based on the Council's Draft Planning Obligations SPD, the proposal would result in the need for 44 additional primary places at £14,830 per place, and 16 additional secondary school places at £22,347 per place. Accordingly, the total education financial contribution of £1,010,072 should be sought

[Officer's Comment: This is considered at paragraph 8.148 of this report.]

LBTH Design and Conservation

6.5 Design and conservation have no objections to the proposed scheme. Much of the detail design was discussed through a pre-application process. Details of materials should be secured as part of a condition.

[Officer's Comment: Appropriately worded condition will be imposed]

LBTH Energy Efficiency

- 6.6 The proposal aims to achieve a Code for Sustainable Homes Level 4 rating and have a total of 23% CO₂ reduction above the Building Regulation requirements. The proposal also includes PV installation on the rooftops which would result in a 3% carbon savings over the baseline. Suitably worded condition should be imposed to ensure that the energy strategy as submitted is implemented and Code for Sustainable Home Level 4 is achieved.

[Officer's Comment: Appropriately worded condition will be imposed]

LBTH Environmental Health

Air Quality

- 6.7 No response received.

Noise & Vibration

- 6.8 The proposed development will have several noise and vibration issues due to its proximity to DLR tracks, roads and business uses on the ground floor. Residential areas above and close to the noise and vibration sources will need to have appropriate sound insulation which comply with L_{Amax} criteria of BS8233:1999 'Sound Insulation and Noise Reduction for Buildings – Code of Practice.

[Officer Comment: The applicant has confirmed that suitable mitigation measures have been employed to ensure that good standard of living environment meeting the required criteria is met. A suitably worded planning condition will ensure that the internal noise level and appropriate sound insulation in accordance with the British Standards is implemented and maintained]

Land Contamination

- 6.9 The proposal is likely to result in the excavation of a large amount of contamination. As such, a condition requiring further contamination investigation and mitigation works should be attached if planning permission is granted.

[Officer's Comment: Appropriately worded condition will be imposed]

LBTH Highways and Strategic Transport

- 6.10
- The site has a PTAL rating of 4 which demonstrates that a good level of public transport service is available within the immediate vicinity of the site;
 - The proposed level of parking provision of 88 spaces including 9 dedicated spaces for blue-badge holders, complies with the maximum standards and therefore no objection raised.
 - A Car-Free Agreement is recommended;
 - Servicing will take place on site and the internal roads will be appropriately laid out to accommodate servicing vehicles for the uses proposed.
 - Auto-track for refuse lorry using the internal road and servicing the refuse pick-up points have been provided and acceptable in highways terms.
 - Residential cycle parking provision of 554 cycle spaces (minimum 1:1) complies with policy and is therefore acceptable. Of these, 44 are for the commercial uses and generous amount has been allocated for visitors which is supported;

- A location of Cycle Hire Docking station is also proposed which is supported however further discussion with the TfL is required.
- The applicant should ensure that the cycle storage areas are secure;
- A Section 278 Highway Agreement is required;
- A full travel plan for both residential and commercial uses have been submitted with the application;
- The pedestrian movements and accessibility improvements through the site is welcomed;
- Financial contribution towards pedestrian safety (Crossing), highway surface works, and public realm improvements to Poplar High Street and Cotton Street should be secured.

[Officer Comment: These comments are discussed in section 8 of this report]

LBTH Housing

6.11 Support the proposal for the following reasons:

- This development has been designed to deliver 25% affordable housing measured by habitable rooms.
- Within the 25% affordable offer, the proposed tenure split between social rent and intermediate accommodation is 70: 30 (by habitable rooms) This is inline with policy SP02(4) set out in the Councils Core Strategy.
- The unit mix within the affordable rented proposes 17% one beds against a target of 30%, 26% two beds against a target of 25%, 41% three beds against a target of 30%, 12% four beds against a target of 15% and 3% five beds for which there is no specific target.
- There is an under provision of one beds for affordable rent and a slight under provision of 4 beds. However, on balance, with the provision of 5 bed units the total level of family sized affordable rented accommodation proposed equates to 57%, the exceeds the minimum requirement of 45% and is therefore welcomed.
- Within the intermediate the applicant proposes to deliver 38% one beds against a target of 25%, 31% two beds against a target of 50% and a 28% provision of three beds against a target of 25%.
- There is an under provision of intermediate two beds, however on balance, with the above target provision of family sized units in the intermediate tenure, this would be acceptable.
- The proposal includes 10% provision of wheelchair units within the scheme. The borough currently has a high demand for large family sized wheelchair units in the social rented tenure.
- All family sized units within the affordable rent units have incorporated separate kitchens.

LBTH Waste Policy and Development

6.12 Separate refuse storage is provided within the proposed development. This is acceptable. A condition requiring a waste management plan should be imposed.

[Officer's Comment: Appropriately worded condition will be imposed]

NHS (Health)

- 6.13 This development is within Blackwall and Cubitt Town Ward. The nearest current practice that has the development in its catchment area is All Saints practice. To accommodate the expected population growth from this and other developments in the locality, a new network service hub is being development at Newby Place. Therefore a contribution of £531,908 is sought to go towards the long lease or fit out costs for this development.

[Officer's Comment: This is discussed at paragraph 8.150 of this report]

Environment Agency (Statutory Consultee)

- 6.14 Initially the Environment Agency raised objection as the proposal did not consider flood emergency planning including flood warning evacuation of people for a range of flooding events up to and including the extreme events.

The applicant has submitted an Emergency Flood Plan in accordance with PPS25, and EA have withdrawn their objection subject to planning conditions.

Greater London Authority (GLA) (Statutory Consultee)

- 6.15 London Plan policies on mixed-use development, housing, tall buildings, views, conservation, urban design, children's play space, inclusive design, sustainable development, flooding, ambient noise, transport and Crossrail are relevant to this application. The application complies with some of these policies but not with others, for the following reasons:

- The principle of a mixed-use redevelopment of the site is supported by London Plan polices 4.3 and 4.4
- The provision of housing on site is consistent with policy 3.3 of the London Plan. However, in the absence of an appraisal of the applicant's financial viability report, it is not possible to establish if the affordable housing is the 'maximum reasonable amount', in accordance with policy 3.12 of the London Plan. It also needs to be demonstrated that the housing mix meets local needs.

[Officer's comment: The applicant has submitted a viability toolkit which has been independently assessed and it demonstrates that the proposed amount of affordable housing of 25% is the maximum reasonable amount that the development can deliver]

- The proposed density of the site is appropriate for its context, in accordance with London Plan policy subject to confirmation about the quality of the residential accommodation in particular.

[Officer's Comment: Appropriately worded condition will be imposed to ensure that suitable living environment is achieved in terms of internal noise levels.]

- The principle of a tall building is acceptable in strategic planning terms, in accordance with policy 7.7 of the London Plan however further information is required in relation detailed design matters. Improvements or further information is required in terms of legibility of industrial uses, and provision of landscaping and green spaces and green walls.

[Officer's comment: The detailed design matters refer to details of wayfinding throughout the site and improving site's legibility. It is proposed that a suitable worded condition will be

imposed for details of wayfinding signage for the entire site to be submitted and approved. In addition, details of landscaping and green walls will be secured through a condition to ensure that this can be delivered.]

- A play strategy has been submitted confirming that sufficient on-site play provision for under 5 year olds would be provided, in accordance with the London Plan policy 3.6 and relevant planning guidance.
- The applicant has committed to meeting Lifetime Homes standards, together with the provision of 10% wheelchair accessible units. However, insufficient information has been provided in order to demonstrate that the scheme accords with the London Plan policies 3.8 and 7.2. Confirmation of how the residential units would comply with Lifetime Homes and Wheelchair accessibility standards is required before the application is referred back at Stage 2, together with a schedule of accommodation and an indicative layout plan of a typical wheelchair flat.

[Officer's Comment: Details of location of wheelchair units was subsequently submitted following Stage 1 comments from the GLA. The location of units are spread across the tenures and a total of 39 wheelchair units are provided, which is equivalent to 10% of the total provision. Further details of the wheelchair units are discussed in section 8 of this report.]

- The applicant has broadly followed the energy hierarchy. Sufficient information has been provided to understand the proposals as a whole and the carbon dioxide savings exceed the targets set within policy 5.2 of the London Plan, subject to some further information being provided. Further information is required in relation to connection to the site heat network.

[Officer's Comment: The applicant has submitted further information to the site heat network. The Council's Energy Officer is content that the site wide heat network connects all uses to the single energy centre.]

- The applicant has provided sufficient information to demonstrate that the scheme would meet the requirements of the London Plan and Mayor's Sustainable Design and Construction SPG. The measures proposed would need to be secured by way of condition.

[Officer's Comment: Appropriately worded condition will be imposed]

- The scheme would be affected by high noise levels and suitable attenuation measures and/or redesign are required to ensure that a satisfactory standard of accommodation is achieved in accordance with policy 7.15 of the London Plan. Improvements or further information is required in terms of residential quality and orientation of single aspect units, legibility of industrial uses, and provision of landscaping and green spaces and green walls.

[Officer's Comment: Appropriately worded condition will be imposed for suitable attenuation measures to ensure satisfactory standard of accommodation is achieved.]

- The scheme would be acceptable in relation to air quality, in accordance with policy 7.14 of the London Plan.
- The scheme is broadly acceptable from a transport and parking perspective but there are several issues that are outstanding and further information and commitments from the applicant are required before the proposals can be

accepted as fully compliant with London Plan transport policies. Measures are required in order to mitigate the transport impacts of the development. These include contributions towards improving bus capacity, a dedicated car club space and the delivery of pedestrian, cycling and public realm improvements, including contributions to the Cycle Hire Scheme, and a construction logistics plan and delivery and servicing plan should be secured by way of condition.

[Officer's Comments: An appropriate worded condition will ensure that a car club space is provided on site and the applicant has agreed to an onsite provision. The applicant has committed to financial contributions towards public realm improvements (Aspen Way and Poplar High Street) which will improve public access nearby. In relation to public transport improvements, the applicant has committed to provide financial contribution towards buses and Legible London. In relation to contributions sought for cycle hire scheme, further discussions took place with TfL and the applicant has agreed to a dedicated space within the site to accommodate the requested 24 cycle spaces only and no further contribution for the docking station. An appropriately worded condition will secure construction logistics plan and delivery and servicing plan]

- The site falls within the Isle of Dogs Contribution Area, as set out in the Mayor's SPG 'Use of Planning Obligations in the funding of Crossrail', and the scheme generates the requirements for a contribution towards Crossrail. Further discussion is required in order to secure the required amount of Crossrail contribution.

[Officer's Comments: Following further discussions with TfL, it has been agreed that in this instance a Crossrail charge is not applicable. This is due to the existing lawful use on the site falling within B1 Use Class which also includes B1(a). Given the nature of the accommodation provided (SMEs) it is not possible to quantify existing B1a floor space and the proposed B1a. The proposal is to replace the existing like for like and based on the assumption that there is no overall uplift in dedicated B1(a). In addition, the existing B1 floorspace of 6,945sq.m (GEA) and the proposed B1 floorspace is 7,255.7sq.m. The proposal therefore would only have an uplift of 310.7sq.m which falls below the threshold for contributions towards Crossrail.]

- Consideration should be given to securing flexible and affordable workspace in perpetuity.

[Officer's Comments: The proposed layout and the location of the workspace dictate flexibility and affordability of the use which allows for smaller spaces to be expanded for growing businesses. A clause will be added to the s106 to ensure that the proposed workspaces are provided as SMEs.]

- Further information and discussion is required in relation to the housing mix, housing quality, together with verification of the applicant's financial appraisal to demonstrate that the affordable housing level is the maximum reasonable amount.

[Officer's Comments: The Council's Housing Officer is satisfied with the proposed dwelling mix and the quality of housing that is proposed. The larger units within the affordable rent provision are provided with separate kitchens/diners. The financial viability toolkit has been independently assessed and it demonstrates the proposed provision of affordable housing is the maximum reasonable amount.]

National Air Traffic Services Ltd (NATS) (Statutory Consultee)

6.16 The proposed development has been examined from a technical safeguarding aspect and

does not conflict with our safeguarding criteria. Accordingly, NATS Limited has no safeguarding objections to this proposal.

London Fire and Emergency Planning Authority (Statutory Consultee)

- 6.17 Initially no comments were provided as detail of emergency access was required to assess the proposal. Further consultation was carried out with relevant information however no further comments have been received at the time of writing.

London City Airport (Statutory Consultee)

- 6.18 The proposal has been examined from an aerodrome safeguarding aspect and does not conflict with safeguarding criteria. Accordingly no safeguarding objection to the proposal subject to conditions.
- Completed structure at 76.64 AOD
 - Construction methodology for the use of cranes
 - All landscaping plans and plantations to ensure that it is unattractive to birds and to discourage bird activity to ensure safe operations at the Airport.

[Officer's Comment: Appropriately worded conditions will be imposed]

Natural England (Statutory Consultee)

- 6.19 Natural England welcomes the ecological enhancement recommendations within the submitted ecological assessment, particularly the inclusion of a green or brown roof within the development. This would have multiple benefits for urban biodiversity and tie in with this area's Local Biodiversity Action Plan targets.

Thames Water

- 6.20 The surface water management plan as specified in the submitted Flood Risk Assessment document is acceptable to Thames Water and should be adhered to.

Following planning conditions should be imposed.

- No impact piling shall take place until a piling method statement is submitted and approved.
- Impact studies of the existing water supply to be submitted and approved

Following informative should be added.

- discharge of ground water into public sewers, contact Thames Water.

[Officer's Comment: Appropriately worded condition and informatives will be added]

Transport for London (TfL) (Statutory Consultee)

- 6.21
- TfL considers that the level of vehicular trips generated by the proposed development is unlikely to have a significant impact on the operation of the TLRN.
 - The proposed development is likely to generate additional demand on the local bus network, which is currently at capacity. TfL therefore request contribution towards buses for over three years to provide extra journey on one of the routes that serve the site in order to mitigate the impact on bus capacity.
 - Overall, the level of car parking proposed is in line with the standards set out in the London Plan policy 6.13.
 - Applicant proposes to fit 20% of all car parking spaces with active electric vehicle charging points and make passive provision for further 20%, in line with London Plan policy 6.13.

- To promote sustainable car use, TfL recommends that the applicant considers providing dedicated car club parking spaces and measures to promote car club use which should be contained in the site's travel plan.
- The proposed level of cycle parking and individual elements of the scheme complies with the minimum London Plan standards set out in Policy 6.13.
- TfL welcomes the applicant's commitment to provide a Cycle Hire Docking Station within the site. Although the applicant suggested 16 docking stations, TfL requests a contribution of £182,000 towards a minimum of 30 docking points, given the scale of the site.
- The quality of the pedestrian realm around the site is poor, as identified by the applicant's PERS audit. TfL considers that opportunities for improving pedestrian and cyclist movements to better integrate the site into its surroundings should be explored and that contributions are pooled from this surrounding developments in this respect, in line with London Plan Policy 6.9.
- In addition, financial contribution towards installation of DLR departures screen (DAISY boards) in the communal areas of the residential blocks should be secured. Wayfinding should also be improved and the applicant is requested to contribute towards TfL's Legible London scheme in this respect.

[Officer's Comment: Financial contribution is secured for Legible London and an alternative real time public transport information display screens which will be secured through a travel plan as agreed with TfL].

- The delivery and servicing plan is welcomed and should secure through condition, alongside a construction and logistics plan (CLP).
- A requirement for a Crossrail contribution from this development relate to the net additional impact from the new development by deducting the theoretical charge that would be paid by the existing uses within the site from that proposed. Currently, the proposal has an amalgamated B1(a), (b), (c) uses, so it is unclear how much of these are/will be used as offices. This should be clarified.
- Overall, TfL has no significant objections to the principle of the proposed development. However, TfL considers that further work is required by the applicant in order to comply with the London Plan.

[Officer's Comment: Issues raised above have been addressed under GLA's comments: see paragraph 6.15]

Design Council CABA

6.22 The design Council generally supports the proposal and commends the applicant's commitment to develop a high quality mixed-use scheme on this site. However further detail of the organisation of the open space, quality of north-south route and the relationship between the proposed new blocks and the backs of the properties on Poplar High Street is required.

[Officer's Comment: Appropriately worded condition will be imposed to ensure high quality landscaping for the open space and the north-south route is delivered]

English Heritage Archaeology

6.23 The site lies in an Archaeological Priority Area, as designated by the borough. The designation is primarily due to the presence of prehistoric material and land surfaces in the area. Remains from the Neolithic through to Iron Age can be expected, along with ecofacts and paleo-environmental evidence associated with the underlying peats and alluvial deposits. No further work need be undertaken prior to determination of the planning application but the archaeological position should be reserved by attaching a condition to any consent granted under this application.

[Officer's Comments: Appropriately worded condition as suggested by the English Heritage]

will be imposed.]

7. LOCAL REPRESENTATION

7.1 A total of 1427 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: 16 Objecting: 16 Supporting: 35

No of petitions received: None

7.2 The following issues were raised in representations that objected to the proposal and are material to the determination of the application. These are addressed in the next section of this report:

- Loss of view and negative value on property

[Officer Comment: Loss of view and/or negative value on properties is not material consideration to planning.]

- Loss of daylight, overshadowing and visual amenity loss

[Officer comment: As discussed within paragraphs 8.78 to 8.106 of this report, on balance, it is considered that the benefits of the proposal would outweigh the impact on the neighbouring properties.]

- Increased congestion

[Officer's Comment: Whilst the proposal will result in an increase in car trips, the impact from the development will be mitigated through financial contribution sought will improve the pedestrian environment nearby and also the a car-free agreement will be secured to ensure that the future residents will not be able to apply for car parking space on street. This is discussed in detail within section 8 of this report.]

- Close proximity of the proposed building to Wharfside Point South resulting in overlooking and privacy

[Officer's Comment: The proposal has been designed with appropriate separation distances and therefore it is considered that the proposal will not significantly impact upon the amenity of the occupiers of the neighbouring properties. This is discussed in detail within Section 8 of this report.]

- Noise, disturbance, dust during construction

[Officer comment: This phase of the development would be closely monitored through an Environmental Management Plan and Construction Management Plan, thus this concern would be dealt with if planning permission were granted]

- Height and density

[Officer's Comment: The proposed heights and rationale in height distribution of the buildings across the site is considered acceptable. The proposed density is also considered acceptable for this site. Further detailed discussion on these matters can be found in Section 8 of the report]

- Decreased security

[Officer's Comment: There is no evidence to suggest that the development would result in

less security. The residential development together with pedestrian link through the site would provide more natural surveillance than the current situation on the application site.]

- Impact to the character of the area

[Officer's Comment: The proposal is considered to enhance the character and appearance of the area, though a carefully considered layout and design. There are no heritage assets within the immediate proximity. This is further detailed within Section 8 of this report.]

- No crossing provided for on Aspen Way

[Officer's Comment: The applicant has committed to provide financial contribution towards improvements to Aspen Way Junction. Contributions will be pooled from other developments nearby to provide improved pedestrian environment around the Preston Road Roundabout.]

- No provision for family sized units for existing residents

[Officer's Comment: The proposal includes appropriate amount of family sized dwellings (57% in the affordable provision and only a 4% shortfall overall) in accordance with Policy SP02 of the Core Strategy 2010. In addition, the Council's Housing officer is satisfied with the quantum and quality of family housing proposed.]

- Site is not suitable for a large redevelopment

[Officer's Comment: Whilst the site is physically constrained, the proposal follows the objectives of PPS 1 'Creating Sustainable Development', which promotes the more efficient use of land with higher density, mixed-use schemes. It suggests using previously developed, vacant and underutilised sites to achieve national targets. The effective use of land and the range of incentives/interventions to facilitate this are also encouraged in PPS3 'Housing'.]

- Glares from Solar Panel installation

[Officer's Comment: This comment is from residents in Wharfside Point South which is located east of the development site. It should be noted that PV solar panels are designed to absorb sunlight in order to convert it into electricity, and not reflect sunlight. In addition, the panels are designed with anti-reflective layer which is designed to reduce the polarised reflections]

- Overcrowding

[Officer's Comment: The proposed density on the site is appropriate and the space standards for the proposed dwellings are in compliance with the London Plan 2011.]

- Inadequate parking/loading/turning areas

[Officer comment: The amount and location of parking, provision for loading and servicing and turning areas on site are considered acceptable, as discussed further in section 8 of this report]

The following points were raised in representations that supported the proposal:

- Improve local area by providing more open space/public square
- Improvement to the community
- Provision for small businesses and high quality business units
- More affordable homes
- New pedestrian routes
- Quality housing for many different groups
- Attractive design

8. MATERIAL PLANNING CONSIDERATIONS

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

1. Land Use
2. Housing
3. Design
4. Amenity
5. Transport
6. Sustainability
7. Section 106 Agreement

Land Use

- 8.2 National, regional and local policy promotes a mixed use development approach on this site, subject to the following considerations.
- 8.3 In respect of national policy, PPS 1 'Creating Sustainable Development', promotes the more efficient use of land with higher density, mixed-use schemes. It suggests using previously developed, vacant and underutilised sites to achieve national targets. The effective use of land and the range of incentives/interventions to facilitate this are also encouraged in PPS3 'Housing'.
- 8.4 In respect of regional policy, whilst the London Plan does not identify the site as being strategically important industrial land, the site is identified as a 'Local Industrial Centre' and as such, in accordance with policy 4.4 there is an assumption that the continuing use of the site for industrial and business areas should be the first priority. The site also lies to the north of Isle of Dogs Opportunity Area as identified in policy 4.3 of the London Plan (2011). The policy states that the increase in office floor space should provide for mix of uses, including housing.
- 8.5 Locally, the site is in light industrial and business use, and the site is identified as a Local Industrial Location (LIL) as identified in Policy SP06 of the Core Strategy. The policy states that intensification through mixed use development of LIL can be supported if:
- a) there is no overall net loss of employment floorspace;
 - b) there is no detrimental impact upon the quality and usability of that floorspace;
 - c) appropriate access arrangements; and
 - d) mitigation of environmental impacts have been considered from the outset.

Policy DM17 of the Managing Development DPD (proposed submission version 2012) also supports intensification of LIL subject to:

- i) provision of separate access and servicing for commercial uses and residential uses;
- ii) provision of residential uses do not jeopardise the function and viability of the Industrial B Use Class on the site and within the wider LIL;
- iii) provision of high quality flexible working space which is usable; and
- iv) a range of flexible units including units less than 250 square meters and less than 100sq.m to meet the needs of Small and Medium Enterprises (SMEs).

Employment Use

- 8.6 The scheme proposes an increase in employment use through intensification of the site with re-provision of the employment floor space at a higher level than the existing. The proposal includes 7,255sq.m (GEA) of B1 Use Class which replaces 6,945sq.m (GEA) of existing underutilised commercial floorspace (Use Class B1).
- 8.7 The application site is owned and operated by Workspace Group who is a provider of affordable and managed business accommodation for small and medium enterprises

(SMEs). The proposed commercial floorspace will replace the existing to provide workspace units to modern day standards and a range in unit sizes allowing for occupation by small and medium sized businesses and a space for artist studio. The proposed layout of the commercial floorspace is flexible which provides opportunity for smaller business to expand into larger units as the business grows. The workspaces are arranged from ground and up to second floors of majority of the cores within the development. The scheme has been designed to truly meet the needs of the small and medium sized enterprises (SMEs) which accords with policies SP06 of the Core Strategy and policies DM15 and DM17 of the Managing Development DPD (proposed submission version 2012). This provision is proposed to be secured through the s106 to ensure that the uses do not change to a pure large scale office (B1a).

- 8.8 The proposed workspaces benefit from its own separate access and servicing to the residential uses and it proposes to create an 'employment hub' which includes central workspace reception area and ancillary café. The hub is positioned around the central public open space/access area where pedestrian link is provided through the site to Aspen Way and future connection to Poplar High Street. The proposed site layout with employment hub centred on the public realm will provide truly vibrant employment site.
- 8.9 The scheme also includes workshops which are more suited to light industrial activities on the south and western side of the site, along the DLR railway line. These units will benefit from direct servicing activities. The applicant has also confirmed that the proposal can provide flexible space above the A3 café use within Block B3 for the use as a community facility. The space has been designed flexibly to allow the use of the space as meeting rooms for the employment use, or use by the community as the demand arises.
- 8.10 The application states that the proposal is expected to generate 425 jobs directly, which represents a significant uplift of approximately 325 jobs over what is currently on site. This is considered to be beneficial to the borough's local employment opportunities and is supported.
- 8.11 The proposed re-provision of intensified employment uses on the subject Local Industrial Location is considered to be beneficial to the area providing for variety and flexible approach to employment spaces and complies with the policies contained within the London Plan and the Core Strategy.

A3 Use

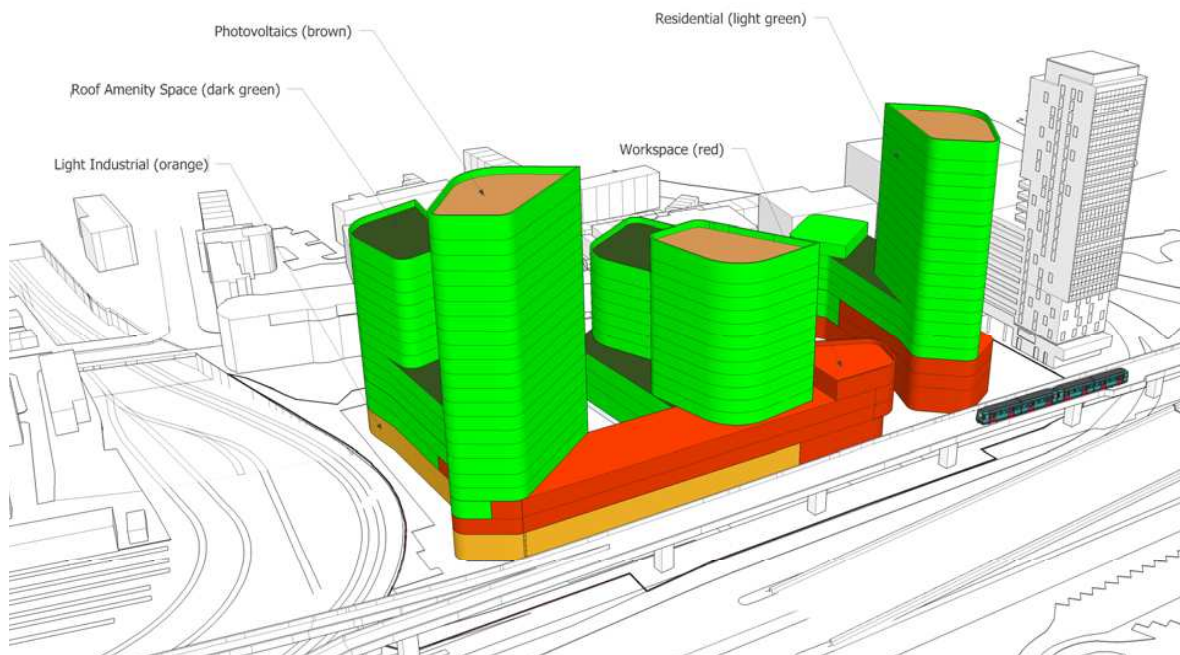
- 8.12 The application proposes commercial space on the ground floor, to include ancillary café A3 (restaurant/café), located within the employment hub. This is to support the activities of the employment spaces. The provision of the A3 use will assist in activating the ground floor of the central public realm area, and will also provide services for the future residents and pedestrians, and is therefore considered acceptable in the context of the overall development.

Residential Use

- 8.13 Additional homes are key priority of the London Plan, and its Policy 3.3 seeks provision of at least an annual average of 32,210 additional homes across London up to 2015/16. The Plan also sets an overall housing provision target between 2011 to 2021 of 28,850 new homes in the London Borough of Tower Hamlets, and an annual monitoring target of 2,885. The Council's Core Strategy seeks to deliver approximately 43,275 new homes from 2010 to 2025 which is in line with the target set out in the London Plan. The Core Strategy supports intensified mixed use scheme in Local Industrial Locations.
- 8.14 The key success in delivering residential use on the application site is to ensure that

satisfactory quality of residential accommodation is achieved and the functions of the commercial uses are not undermined by the residential uses. The scheme ensures that the proposed residential use complement the commercial uses by creating an inclusive environment for all the users on the site. The residential uses benefit from separate entrance cores, separate residential communal amenity space at semi podium level, above the semi basement car park. However, the residents can also utilise the central public space surrounded by workspaces, which creates a genuine inclusive environment. As discussed later, the proposal provides 392 residential units (which represents 13.5% of the borough's existing annual homes target) of which 25% is to be delivered as affordable housing. The proposed intensified mixed use development is considered to accord with the policies within the London Plan and the Core Strategy whilst helping to meet the borough's housing targets.

Figure 2. Proposed Uses



Density

- 8.15 Policy HSG1 of the IPG specifies that the highest development densities, consistent with other Plan policies will be sought throughout the Borough. The supporting text states that, when considering density, the Council deems it necessary to assess each proposal according to the nature and location of the site, the character of the area, the quality of the environment and type of housing proposed. Consideration is also given to standard of accommodation for prospective occupiers, microclimate, impact on neighbours and associated amenity standards.
- 8.16 London Plan (2011) policy 3.4 seeks to optimise housing potential, having regard to local context, design principles and public transport accessibility.
- 8.17 The site has a public transport accessibility level (PTAL) of 4, and its immediate setting is an urban location. For central sites with a PTAL range of 4, both the IPG and London Plan density matrix suggest a density of between 200-700 habitable rooms per hectare. Given the mixed use nature of the proposal, it is more appropriate to establish the net residential density. Therefore, based on a calculation of 1161 habitable rooms over the site area of 1.28ha (80% of 1.65ha. site), the proposed residential density would be 907 habitable rooms per hectare which is above the density guidance range of the London Plan and IPG.

It should be noted that the objective of London Plan and Council's IPG policies are to maximise the highest possible intensity of use compatible with the local context, good design principles and public transport capacity.

- 8.18 It should be remembered that density only serves an indication of the likely impact of development. Typically high density schemes may have an unacceptable impact on the following areas:
- Access to sunlight and daylight;
 - Lack of open space and amenity space;
 - Increased sense of enclosure;
 - Loss of outlook;
 - Increased traffic generation; and
 - Impacts on social and physical infrastructure.
- 8.19 As detailed within this report, officers consider that the subject site can accommodate the proposed density development in line with the suggested PTAL range, and the above symptoms of over-development are not prevalent in this case.

Housing

Affordable Housing

- 8.20 The Draft National Planning Policy Framework notes that "...where affordable housing is required, (local authorities should) set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities"
- 8.21 Policy 3.11 of the London Plan seeks the maximum reasonable amount of affordable housing, and to ensure that 60% is social housing, and 40% is intermediate housing. Policy 3.9 seeks to promote mixed and balanced communities, with a mixed balance of tenures.
- 8.22 Policies SO7 and SO8 of the Core Strategy (2010) seek to ensure that housing growth is delivered to meet housing demand in line with the London Plan, and ensure that housing contributes to the creation of socially balanced and inclusive communities, through delivery of housing reflecting the Councils priorities.
- 8.23 Policy SP02 of the Core Strategy (2010) states that the Council will seek to maximise all opportunities for affordable housing on each site, in order to achieve a 50% affordable housing target across the Borough, with a minimum of 35% affordable housing provision being sought. This policy seeks a split of 70% social rent to 30% intermediate housing provision.
- 8.24 Under the recent national planning policy statement, PPS3, issued in June 2011, the definition of affordable housing has changed and now includes social rented, a new product called affordable rented, and intermediate housing.
- 8.25 The Mayor of London has also published a draft supplementary planning guidance note on affordable housing, which is currently out for consultation. This deals with how the Government's new affordable rent housing product can be used to implement the policies in the Plan.
- 8.26 Target rented housing is defined as: Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed

with the local authority or with the Homes and Communities Agency as a condition of grant.

- 8.27 Affordable rented housing is defined as: Rented housing let by registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is not subject to the national rent regime but is subject to other rent controls that require a rent of no more than 80% of the local market rent.
- 8.28 Intermediate affordable housing is defined as: Housing at prices and rents above those of social rent, but below market price or rents, and which meet the criteria set out above. These can include shared equity products (e.g. HomeBuy), other low cost homes for sale and intermediate rent but does not include affordable rented housing.
- 8.29 A total of 87 of the 392 residential units within the proposal would be affordable housing, which represents a total provision of 25% based on habitable rooms. 58 residential units would be Affordable Rent which represents 70% and 29 residential units would be Intermediate, representing 30%.
- 8.30 The Council has commissioned a housing consultancy called the Pod Partnership to research market rent levels in different areas of the borough and to carry out affordability analyses. The affordability analyses for all areas of the boroughs led to the conclusion that rents would only be affordable to local people if they were kept at or below 65% of market rent for one beds, 55% for two beds and 50% for three beds and larger properties. These percentages have been factored into the emerging policies within the Managing Development DPD (proposed submission version 2012). The proposed rent levels will be secured in accordance with the levels stated in the Managing Development DPD.
- 8.31 The application was accompanied by a viability toolkit to demonstrate that the 25% is the maximum amount of affordable housing the proposal can deliver. The viability assessment has been tested by an independent consultant, appointed by the Council, and it has been confirmed that 25% is the maximum reasonable amount that the proposal can deliver together with the secured s106 package. Various sensitivity testing were also carried out to assess different level of affordable housing provision and its resultant s106 package to ensure that the maximum reasonable amount of affordable housing is secured. The London Plan and the Core Strategy accepts that the level of affordable housing provision is subject to viability of the scheme. The applicant has also agreed to a review mechanism to be secured through s106 to test the viability of the scheme at different phases of the scheme to increase the affordable housing should the financial climate become more favourable in the future.
- 8.32 Whilst the proposed affordable housing includes Affordable Rent provision, the rent levels are proposed at Pod research levels, that is, 65% of market rents for one beds, 55% for two beds and 50% for three beds and larger properties. This is in line with the Council's policy and therefore is considered to be acceptable.
- 8.33 On balance, the affordable housing offer is considered acceptable and accords with policies 3.9, 3.11 and 3.12 of the London Plan, Policy HSG3 of the IPG, policy SP02 of the Core Strategy, and policy DM3 of Managing Development DPD (proposed submission version 2012) in that it delivers the maximum reasonable amount of affordable housing. The proposal will deliver a mix of housing tenures, and thus officers are satisfied that the proposal is delivering mixed and balanced communities.

Housing Mix

- 8.34 Planning Policy Statement 3 states that "key characteristics of a mixed community are a variety of housing, particularly in terms of tenure and price and a mix of different households such as families with children, single person households and older people".

- 8.35 Pursuant to policy 3.8 of the London Plan, the development should “...offer a range of housing choices, in terms of housing sizes and types, taking account of the housing requirements of different groups’. Table 1 below shows the proposed unit mix on the Site.
- 8.36 Pursuant to saved policy HSG7 of the LBTH UDP (1998), new housing development should provide a mix of unit sizes where appropriate, including a substantial proportion of family dwellings of between 3 and 6 bedrooms. On developments of 30 dwellings or more, family dwellings should normally be in the form of houses with private gardens.
- 8.37 Policy SP02 of the Core Strategy Development Plan Document (2010) seeks to create mixed communities. A mix of tenures and unit sizes assist in achieving these aims.
- 8.38 According to policy HSG2 of the IPG, and policy DM3 of the Managing Development DPD, the family housing provision in the rented, intermediate and private sale components should be 45%, 25% and 20% respectively. Table 1 below sets out the proposed mix on the Site.

Table 1: Unit Mix

Unit size	Total units in scheme	Social Rent (Affordable rent)			Intermediate			Private Sale		
		Units	%	Target %	Units	%	Target %	Units	%	Target %
1 bed	135	10	17	30	11	38	25	114	37	50
2 bed	154	15	26	25	9	31	50	130	43	30
3 bed	93	24	41	30	8	28	25	61	20	20
4 bed	7	7	12	15	0		0	0		
5 bed	3	2	4	0	1	3	0	0		0
TOTAL	392	58	100	100	29	100	100	305	100	100

- 8.39 As seen from the table above, the unit mix within the affordable rented proposes 17% one beds against a target of 30%, 26% two beds against a target of 25%, 41% three beds against a target of 30%, 12% four beds against a target of 15% and 3% five beds for which there is no specific target. There is an under provision of one beds for affordable rent and a slight under provision of 4 beds. However, on balance, with the provision of 5 bed units the total level of family sized affordable rented accommodation proposed equates to 57%, the exceeds the minimum requirement of 45% and is therefore welcomed.
- 8.40 Within the intermediate the proposal will deliver 38% one beds against a target of 25%, 31% two beds against a target of 50% and a 28% provision of three beds against a target of 25%. There is an under provision of intermediate two beds, however on balance, with the above target provision of family sized units in the intermediate tenure, this would be acceptable.
- 8.41 The proposed dwelling mix secures a mixture of small and large housing by providing an overall target of 26% of all new housing to be of a size suitable for families, and importantly exceeding the requirement of 45% of social rented (affordable rent) housing by provide overall 57% family sized housing. Whilst there is a shortfall of 4% of the overall family sized housing, the excess family housing within the affordable housing provision is most welcomed and is supported by the Council’s housing officer. On balance, the proposal is considered to meet policy SP02 of the Core Strategy.

Wheelchair Housing and Lifetime Homes

- 8.42 Policy HSG9 of the Interim Planning Guidance requires housing to be designed to Lifetime Homes Standards including 10% of all housing to be designed to a wheelchair accessible or “easily adaptable” standard. The application incorporates these principles. The proposal provides 39 wheelchair adaptable units across all tenures and all the units are to be designed to lifetime home standards. The applicant has submitted detailed layout of each wheelchair unit and the proposed layout and space standards meets the wheelchair housing requirement. Therefore, the provision of 10% wheelchair homes together with 100% lifetime homes is acceptable in these circumstances.
- 8.43 If planning permission is approved, appropriate conditions should be attached to secure the delivery of accessible residential units, and parking spaces.

Floorspace Standards

- 8.44 Saved policy HSG13 ‘Conversions and Internal Space Standards for Residential Space’ of the adopted UDP 1998, Supplementary Planning Guidance ‘Residential Space’ (adopted 1998) and policy DM4 of the Managing Development DPD (proposed submission version 2012) set the minimum space standards for residential developments.
- 8.45 Policy 3.5 of the London Plan seeks to ensure that the design and quality of housing developments are of the highest standard internally, externally and to the wider environment. This includes new space standards from the London Housing Design Guide.
- 8.46 All of the units satisfy the minimum dwelling size standards as set out in table 3.3 in the London Plan 2011 and table 3 in the Managing Development DPD (proposed submission version 2012).

Amenity Space

- 8.47 Pursuant to PPS3, paragraph 16 states that the matters to consider, when assessing design quality in housing developments, include the extent to which the proposed development “*provides, or enables good access to, community and green and open amenity and recreational space (including play space) as well as private outdoor space such as residential gardens, patios and balconies*”. Further still, paragraph 17 of PPS3 states that “*where family housing is proposed, it will be important to ensure that the needs of children are taken into account and that there is good provision of recreational areas, including private gardens, play areas and informal play space*”.
- 8.48 Saved policy HSG16 ‘Housing Amenity Space’ of the adopted UDP (1998) requires schemes to incorporate adequate provision of amenity space. The Residential Space SPG (1998) sets the minimum space criteria. Similarly, Policy HSG7 ‘Housing Amenity Space’ of the IPG (2007) sets minimum criteria for private as well as communal and children’s playspace. More up to date amenity standards are set out in policy DM4 of the Managing Development DPD (proposed submission Version 2012). It should be noted that the policy states that variation from the minimum provision of communal space can be considered where the Council accepts the provision of a high quality, useable and public accessible open space in the immediate area of the site. The amenity space standards and Child play space standards of the UDP, IPG and MD DPD are summarised in tables 2 and 3 below.

Table 2: Amenity Space SPG 1998, IPG 2007 and MD DPD 2012 standards

Type	No.	Type	Proposed (sq.m.)	UDP (SPG) Minimum Standard (sq.m.)*	IPG Minimum Standard (sq.m.) [†]	MD DPD Minimum Standards (sq.m.) [†]
Communal Space	392 units	Roof top gardens	863	442	432	432
		Ground level	5484			
Total			6,347			

*Calculation based on 50sqm, plus an additional 5sqm per 5 units

[†]Calculation based on 50sq.m for the first 10 units, plus a further 5sq.m for every 5 additional units thereafter.

Table 3: Child Play space Standards

Type	No.	Type	Proposed (sq.m)	UDP (SPG) Minimum Standard (sq.m.)*	MD DPD Minimum Standard (sq.m.) [†]	GLA's standard (sq.m.) [†]
Child Play space	119 Children	Roof top	1217	357	1,190	1,190
		Ground level	59			
Total			1276			

*Calculation based on 3sqm per child

[†]Calculation based on 10sq.m per child.

Private Amenity Space

- 8.49 The scheme proposes 31,441sq.m. of total combined private amenity space which is in excess of the minimum total requirement for 392 residential units. The Council's policy DM4 of Managing Development DPD (proposed submission version 2012) states that a minimum of 5sq.m. of private amenity shall be provided for 1-2 beds and extra 1sq.m. should be provided for each additional occupant. This would equate to a total combined requirement of 2,504sq.m for the proposed units. The policy further requires proposed balconies or other external private amenity spaces to have a minimum width of 1.5m to ensure a usable space is provided.
- 8.50 All of the units benefit from private space in the form of either a balcony or a private terrace with majority of the units with more than the minimum width standard as specified in the MD DPD policy. Additionally, as noted below the scheme provides a substantial amount of communal amenity space for the use of residents, which is considered an appropriate response given the urban nature of the site.

Communal Amenity Space

- 8.51 A total of 6,347sq.m. of communal amenity space is proposed on site. 863sq.m of the communal space is located on the roof tops of various blocks and would be accessible to the residents of that block. 5484sq.m is provided at ground level and is a combined space of two separate communal amenity space. The centrally located space is approximately 3,400sq.m. which is surrounded by the employment hub and also allows for public access. More distinct separated space for the use by the residents is also provided and is approximately 2,000sq.m and is surrounded by residential entrances and cores benefiting from natural surveillance from those units. The overall communal amenity space available on site in excess of the minimum standards and is supported.

Public Open Space

- 8.52 The ground level central landscaped amenity space is accessible to the public and the proposal also creates a publicly accessible pedestrian link to Aspen Way and future link to

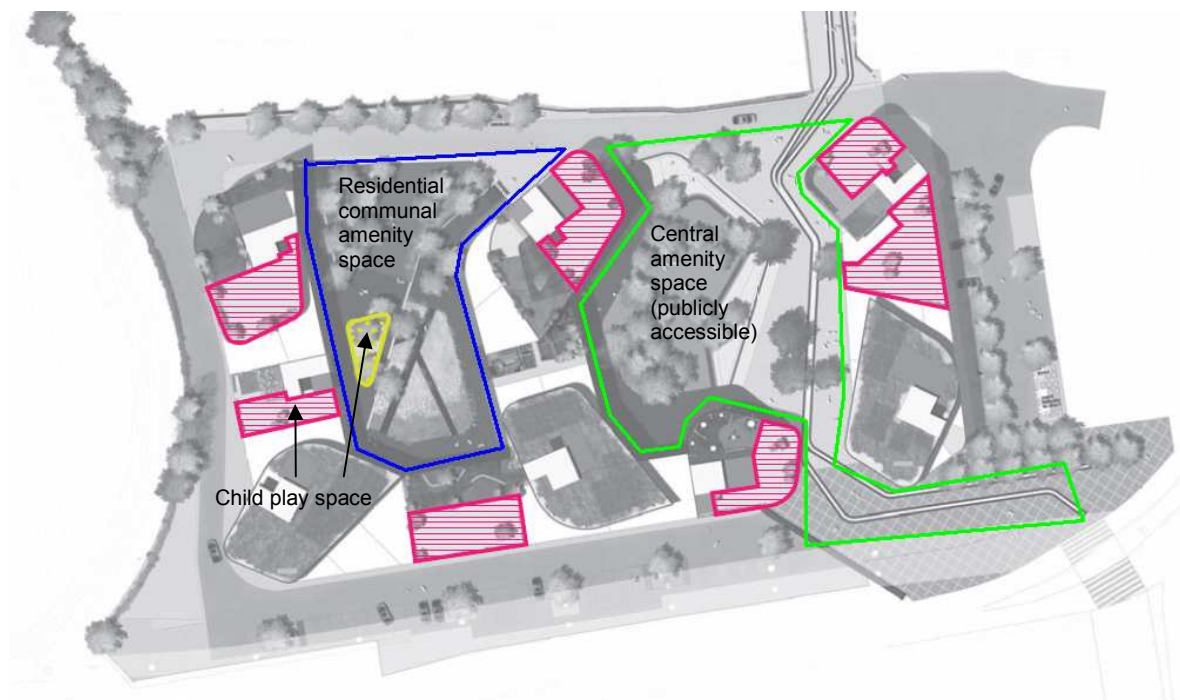
Poplar High Street. The public accessible route together with amenity space provision allows for active employment hub and is supported.

- 8.53 The provision of communal amenity space is substantially in excess of Council policy the proposal is considered to be an exemplar in integrating variety of usable spaces which is fully inclusive to all users.

Play Space

- 8.54 Based on the Tower Hamlets Planning for Population Change and Growth Capacity Assessment 2009 the proposed mix would result in a child yield of 119 children. This yield calculation is evidence based and Tower Hamlets specific, and is therefore considered a more accurate representation than the yield used by the GLA as outlined within the Mayor's supplementary planning guidance 'Providing for Children and Young People's Play and Informal Recreation'.
- 8.55 The Council's UDP (1998) seeks a minimum 3sqm play space per child, however the Mayor's supplementary planning guidance 'Providing for Children and Young People's Play and Informal Recreation' seeks 10sqm per child. The Council's more recent Managing Development DPD policy seeks 10sq.m per child, accordingly 10sqm threshold should be accommodated.
- 8.56 A total of 1,276sq.m of children's play provision is proposed both on the rooftop and on the ground level meets the minimum requirement of 1,190sq.m. of the Council's and GLA's standards. The details of children's play provision will need to be secured through a planning condition.
- 8.57 As detailed above, the application proposes a total combined space of 7,566sq.m communal and play space areas on site. On balance, it is considered that the proposal satisfies the requirements of the Interim Planning Guidance, UDP and the London Plan.

Figure 3. Location of amenity space and Child play space



Design

Introduction

- 8.58 PPS1 promotes high quality and inclusive design, creating well-mixed and integrated developments, avoiding segregation, with well planned public spaces. The PPS recognises that good design ensures attractive, useable, durable and adaptable places and is a key element in achieving sustainable development.
- 8.59 Policy 7.1 of the London Plan 'Building London's Neighbourhoods and Communities' sets out over-arching design principles for London. Policy 7.6 seeks to ensure that new buildings are of the highest architectural quality. These principles are also reflected in policies DEV1 and DEV2 of the UDP and the IPG.
- 8.60 Policy 7.7 of the London Plan (2011) sets out specific design issues associated with tall and large-scale buildings, which is particular relevance to the proposed scheme. The policy sets out specific additional design requirements for tall and large scale building, which are defined as buildings that are significantly taller than their surrounding and/or have a significant impact on the skyline and are larger than the threshold sizes set for referral of planning applications to the Mayor of London.
- 8.61 Policies 7.10 and 7.11 sets out the principles associated with the Mayor of London's View Management Framework.
- 8.62 Policy SP10 of the Core Strategy DPD (2010) seeks to promote and implement placemaking across the borough to ensure that the locally distinctive character and context of each place is acknowledged and enhanced. The policy also seeks to ensure that buildings and neighbourhoods promote good design principles to create buildings, spaces and places that are high-quality, sustainable, accessible, attractive, durable and well-integrated with their surrounds. The policy lists 8 criteria against which development proposals will be assessed in order to ascertain whether they achieve this.

Tall Buildings

- 8.63 Policy 7.7 of the London Plan (2011) states that tall buildings should be part of a plan-led approach to changing or developing an area by the identification of appropriate, sensitive and inappropriate locations. Tall and large buildings should not have an unacceptably harmful impact on their surroundings. Policy 7.7 of the London Plan provides detailed guidance on the design and impact of such large scale buildings, and requires that these be of the highest quality of design.
- 8.64 Council's own policy DM26 of the Managing Development DPD (proposed submission version) state that building heights will be considered in accordance with the town centre hierarchy and sets out a list of criteria. Policy DEV6 of the UDP 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. Policy DEV27 of the IPG October 2007 states that the Council will, in principle, support the development of tall buildings, subject to the proposed development satisfying a wide range of criteria.

Analysis

- 8.65 The design development has been discussed extensively with the applicant through pre-application and during the previously withdrawn application. The application site is challenging and constraint with Aspen Way and DLR railway lines immediately to the south and west of the site, and buildings on Poplar High Street and Cotton Street to the east and

north of the site. The site does benefit from a shared vehicular access with the development known as Wharf Side South/North from Cotton Street which is the existing arrangement for the site.

- 8.66 The proposed height of the buildings range from 3 to 22 storeys. The taller elements are located along the Aspen Way and DLR railway lines and these elements are considered to be well thought out in the context of the overall site layout and massing distribution of the proposed development. The proposed tall buildings relate well to the currently stand-alone tall building of Wharfside Point South (25 storeys) located to the east of the development site. The proposal creates a sense of place and better townscape along Aspen Way. The proposed tall buildings will be seen in the context with the tall building cluster currently emerging to the north eastern end of Isle of Dogs Activity Area, including Trafalgar Square, and New Providence Wharf to name a couple from many emerging residential towers with the proximity. Also the proposal will be seen with the Canary Wharf tall building cluster from a distance.
- 8.67 The proposal is considered to provide appropriate transition between the Isle of Dogs Activity Area to the south, and Poplar High Street Town Centre. The proposal does not have any significant impacts to Strategic and local views as discussed later in the report, and achieves high architectural design, which does not adversely impact up on any Heritage Assets. The proposal include high quality and useable amenity space for all users of the development, and does not adversely impacting on the microclimate of the surrounding area, as discussed later in the report. On balance, it is considered that the proposal complies with the criteria as set out in the Council's policies, in particular policies DM26 of the Managing Development DPD (proposed submission version 2012) and SP10 of the Core Strategy.

Scale, massing and layout

- 8.68 The proposal demonstrates a considered response to layout and massing of buildings. The height and massing of buildings has been redistributed successfully across the site compared to the withdrawn application, taking into account constraints of the site and the heights of neighbouring buildings. The proposed buildings range from 3 to 22 storeys in height, and the one of the proposed taller building adjacent to 25 storey building 'Wharfside Point South' is 20 storeys. The tallest building is proposed at 22 storeys and is located at the south western corner of the site nearest to DLR railway lines. The two taller buildings are closest to Aspen Way and DLR railway line and the building heights are reduced as it get closer to the backs of the buildings along Poplar High Street. The design has sought to integrate the Wharfside Point scheme and the current proposal as part of the same development and integrates well into the existing townscape.
- 8.69 The submitted design and access statement detail the massing and height distribution variations tested on the site. The proposed massing and height distribution have been carefully considered to take into account of visual permeability through the development, to create a noise buffer from DLR and Aspen Way, to allow sunlight and daylight potential to all amenity spaces and to create a space with different shape, size and identity.
- 8.70 In terms of layout, the proposed buildings are arranged as three fingers in a perimeter block form with permeable pedestrian access through the site from Aspen Way. The uses surrounding the communal open spaces inform how the spaces would be used and creates truly integrated mixed use scheme.
- 8.71 The proposed massing, scale and layout is considered to be satisfactory and successful within the confines of the site.

Design and Appearance

- 8.72 The proposal is considered to be well designed and of a good quality. The proposed individual buildings are treated individually with façade variations to create visual interest. The uses on the ground, first and second floors have bigger openings to distinct its employment use from residential use above and each of the buildings is treated with different subtle colours not to create large homogenous development. The predominant material used on buildings is brick which is welcomed.
- 8.73 The proposed design is well articulated, visually interesting and creates sense of place. Securing high quality materials is imperative to the success of this proposal, hence if planning permission is approved, a condition securing the submission of full details including samples of conditions is necessary.

Strategic Views

- 8.74 The site falls within the wider setting of the General Wolfe viewpoint (view point 5A.1) within Greenwich Park, as identified within the London Mayor's London View Management Framework (July 2010). The view includes several points of interest. The open space of Greenwich Park in the foreground and Grade I listed Queens House and Grade I listed Naval College in the middle distance. The view also includes Greenwich Reach, the Isle of Dogs and the tall buildings at Docklands.
- 8.75 The application is accompanied by Townscape and Visual Assessment which also includes local view assessments. At strategic level, the GLA have commented that the assessment from View 5A.1 is satisfactory, that although the proposed buildings would be visible, the proposed tall buildings would have limited detrimental impacts on the panorama, given the emerging cluster of recently constructed and approved tall buildings within the vicinity. In addition, when viewed from the General Wolfe viewpoint, the development would appear in the upper right quadrant of the view. It would not fall behind the silhouette of the Old Royal Naval College or other important buildings within the Greenwich Maritime World Heritage Site.

Local Views and townscape

- 8.76 On the impact to local townscape, of the 14 views tested the most important views to consider are from nearby listed churches as these churches are surrounded by open ground from which clear views of the proposed development can be gained. It is considered that the churches will remain as a dominant foreground element in the views tested as the proposed buildings will merge with the cluster of tall buildings appearing from East India Dock Road. On balance, the scheme is acceptable in this respect.

Figure 4. Proposed massing and height



Design Conclusions

- 8.77 In terms of height and massing, the proposed development is considered acceptable. The proposal has been designed in a manner which ensures relationship with its surrounding buildings is acceptable and coherent within the existing townscape. The proposal is therefore supported by officers in design terms.

Amenity

Daylight and Sunlight

- 8.78 Policy DEV2 of the UDP 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 policy DEV2 is concerned with the impact of development on the amenity of residents and the environment.
- 8.79 Policy DEV1 of the IPG 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. This is supported by policy SP10 of the Core Strategy.
- 8.80 The submitted Sunlight and Daylight Assessment has identified that several residential developments are within range of the proposed development, so as to be considered 'sensitive receptors', which contain habitable rooms*.

The following neighbouring residential properties were tested:

- Wharfside Point North;
- Wharfside Point South;
- 246-254 Poplar High Street;
- 260-268 Poplar High Street; and
- Caraway Heights

* The UDP (1998) advises that habitable rooms include living rooms, bedrooms and

kitchens (only where the kitchen exceeds 13sq.m.).

- 8.81 Daylight is normally calculated by three methods - the vertical sky component (VSC), Daylight Distribution (NSL) and the average daylight factor (ADF). BRE guidance (second edition), requires an assessment of the amount of visible sky which is achieved by calculating the VSC at the centre of the window. The VSC should exceed 27%, or not exhibit a reduction of 20% on the former value, to ensure sufficient light is still reaching windows. In the event that these figures are not achieved, consideration should be given to other factors including the NSL and ADF. The NSL calculation takes into account the distribution of daylight within the room, and again, figures should not exhibit a reduction beyond 20% of the former value. The ADF calculation takes account of the size and reflectance of rooms surfaces, the size and transmittance of its window(s) and the level of VSC received by the window(s). This is typically used to assess the quality of accommodation of new residential units, as opposed to neighbouring units.
- 8.82 British Standard 8206 recommends ADF values for residential accommodation as:
- 2% for kitchens;
 - 1.5% for living rooms; and
 - 1% for bedrooms.

Daylight Results: Impacts on Neighbouring Properties

- 8.83 Existing baseline conditions were tested to the windows and rooms of the properties mentioned above and the results are outlined in table 4 below.

Table 4. Existing daylight and sunlight to surrounding properties

Address	EXISTING VSC		% compliance
	Total windows assessed	No. of BRE compliant windows	
Wharfside Point South	233	138	59%
Wharfside Point North	146	105	72%
260-268 Poplar High Street	50	2	0.4%
246-254 Poplar High Street	29	24	82%
Caraway Heights	21	21	100%
Total	479	290	61%

- 8.84 Of the total 479 windows tested, 290 windows indicate compliance the BRE guidelines for VSC for the baseline situation. Majority of the properties along Poplar High Street are well lit with the exception of 260-268 Poplar High Street which has living accommodation under deep balconies which restrict availability of daylight.
- 8.85 In respect to the assessment as a result of the proposed development, of the 138 windows of the Wharfside Point South which are compliant with BRE, 126 windows will remain to comply with BRE guidelines in relation to VSC. It should be noted that the Wharfside Point South building is sited only 6 metres from the site boundary which means that any reasonable new development on site would have a significant effect on the available light.
- 8.86 Of the 105 windows on Wharfside Point North, 73 windows will remain to be compliance with BRE guidelines. The schemes improve the daylight and sunlight to 1 of the windows to 260-268 Poplar High Street such that it is BRE compliant. . In relation to 246-254 Poplar High Street none of the windows will comply with the BRE Guidelines as a result of the development, and similarly with Caraway Heights only 2 windows will remain to comply

with BRE guidelines.

- 8.87 When assessing No Sky Line Analysis (NSL), 109 of 172 rooms of Wharfside Point South comply with BRE, 109 of 125 rooms of Wharfside Point North comply with BRE, 7 out of 44 rooms of 260-268 Poplar High Street comply, 19 out of 26 of 246-254 Poplar High Street comply and 12 out of 21 of Caraway Heights comply with BRE guidelines.
- 8.88 In assessing Average Daylight Factors, majority of the rooms tested comply with the British Standards (BS). All the rooms tested for Wharfside Point South complied with BS standards; 117 rooms out of 125 for Wharfside Point North was satisfactory; 30 out of 39 rooms which complied with BS standards for 260-268 Poplar High Street was satisfactory; 16 out of 22 rooms which complied for 246-254 Poplar High Street was satisfactory; and all of 21 rooms of Caraway Heights was satisfactory.
- 8.89 In general, the worse affected properties are along Poplar High Street, and this is primarily due to 'borrowed light' scenario, in that the application site has low rise buildings and these properties have had virtually unobstructed views across the site for a very long period of time. Therefore any development over 3 stories on the site is likely to have a detrimental impact on the properties along Poplar High Street.
- 8.90 Whilst the results do show windows falling below the BRE standards for VSC and NSL and British Standards for ADF, it is considered that given the site location within an urban context and that the site has been occupied by low rise buildings, officers consider that on balance, the benefits of the scheme outweigh the loss of light suffered by these properties. In addition, in majority of cases, where the VSC and NSL falls below the BRE Guidelines, the ADF into the rooms still meet British Standards.

Sunlight Assessment

- 8.90 Sunlight is assessed through the calculation of the annual probable sunlight hours (APSH). This method of assessment considers the amount of sun available in the summer and winter, for windows within 90 degrees of due south.

Sunlight Results: Impacts on Neighbouring Properties

- 8.91 A total of 379 windows which overlook the site were tested and 200 indicate compliance. There is no impact to windows of Caraway Heights.
- 8.92 Whilst there are failures, on balance, and in the context of the scheme benefits and the dense urban environment, the overall impact on sunlight is considered acceptable.

Internal Daylight and Sunlight Amenity within the proposed development

- 8.93 The lower levels of the rooms were tested, and all the rooms meet the ADF criteria. The proposal will provide satisfactory means of accommodation for future occupiers.

Sunlight in gardens and open spaces

- 8.94 The BRE report (second edition) advises that for new gardens and amenity areas to appear adequately sunlit throughout the year "*at least half of a garden or amenity space should receive at least 2 hours of sunlight on 21st March.*"
- 8.95 Regrettably, the proposal can only provide 1 hour of sunlight (i.e. not cast by a shadow) to half of it proposed amenity space on the ground floor level. However, all the amenity spaces on the roof will have adequate sunlight throughout the year. It is also worth noting that a permanent shadow analysis has been carried out. The results on the residential

communal amenity space located between Blocks A and B of the development show that only 21.9% will be in permanent shadow, whilst 12.3% will be in permanent shadow in relation to the centrally located publicly accessible area (between Blocks B and C). In relation to the existing residential sites for Caraway Heights and 246-254 Poplar High Street, both areas are below 23% permanent shadow and majority of the permanent shadow are as a result of existing fences.

Air Quality

- 8.96 The application is accompanied by an Environment Impact Statement which includes Air Quality chapter, assessing likely air quality impacts as a result of the development. It is considered that as a result of the assessment a condition is necessary to require the submission and approval of a further Air Quality Management Plan as part of the Construction Management Plan, to detail measures to reduce dust escaping from the site. Such matters are also covered by separate Environmental Health legislation.

Noise and Vibration

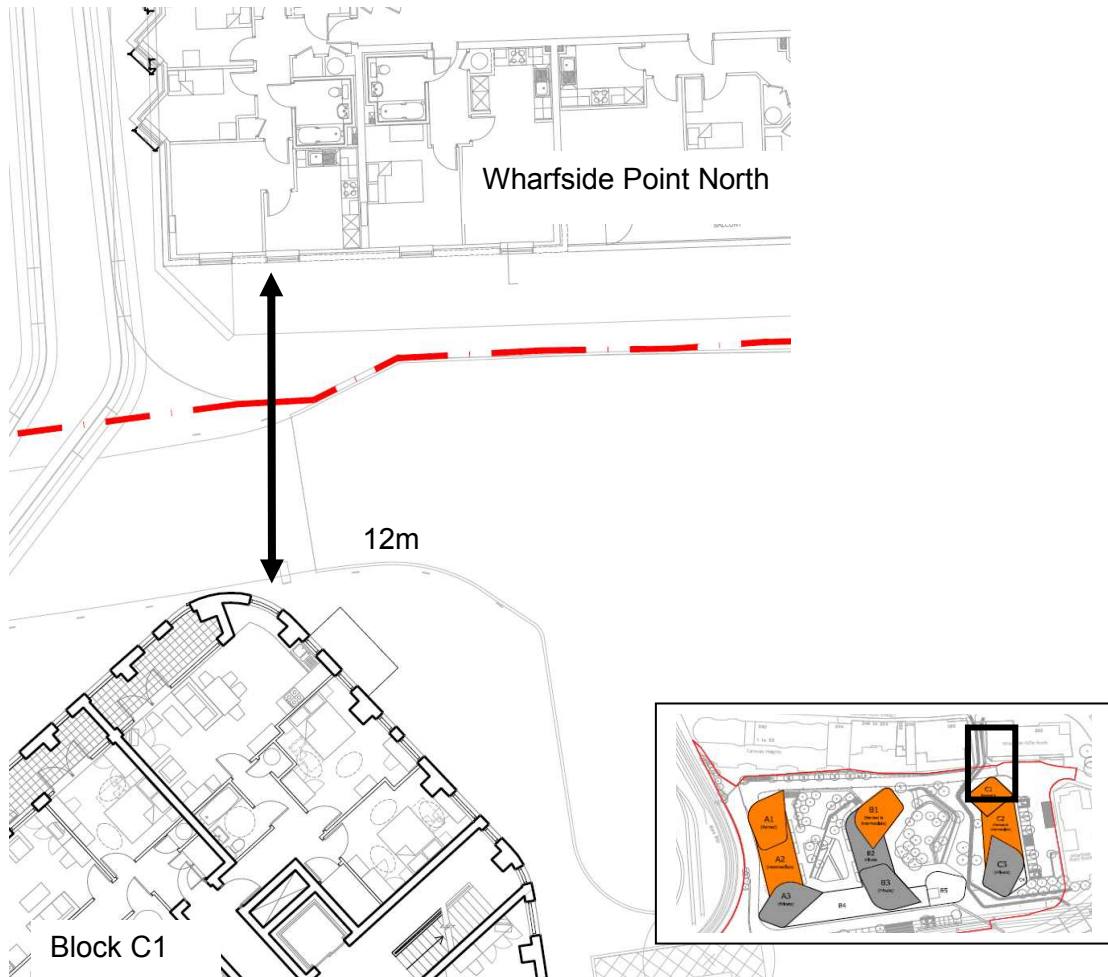
- 8.97 The Council's Environmental Health section reviewed the submitted information, and advised that the development will have several noise and vibration issues due to its proximity to DLR tracks, roads and business uses on the ground floor. Residential areas above and close to the noise and vibration sources will need to have appropriate sound insulation which comply with L_{Amax} criteria of BS8233:1999 'Sound Insulation and Noise Reduction for Buildings – Code of Practice. The applicant has confirmed that suitable mitigation measures have been employed to ensure that good standard of living environment. A suitably worded planning condition will ensure that the internal noise level and appropriate sound insulation in accordance with the British Standards is implemented and maintained.

Sense of Enclosure/Loss of Outlook and Privacy

- 8.98 Policies SP10 of the Core Strategy, DEV2 of the UDP; DEV1 of the IPG and policy DM25 of Managing Development DPD (proposed submission version 2012) seek to ensure that new development protects amenity, preventing the loss of privacy. This impact cannot be readily assessed in terms of a percentage or measurable loss of quality of outlook. Rather, it is about how an individual feels about a space. It is consequently difficult to quantify and is somewhat subjective.
- 8.99 The separation distance of the proposed building and its neighbouring building at Wharf side Point South is minimum 21m. The proposed buildings have also been designed like a 'teardrop' shape including curved edges to create greater separation distances between buildings. Not only does this improve the direct habitable to habitable room relationship, this element of the design also provides visual interest. The Council's UDP and policy DM25 of the Managing Development DPD (proposed submission version 2012) states that a distance approximately 18m between windows of habitable rooms reduces inter-visibility to a degree acceptable to most people. This is applied as guidance and the proposal generally exceed this minimum separation distance.
- 8.100 The only habitable room window to habitable room separation distance which fail to meet the minimum separation distance of is located on the northern end in Block C1 and its relationship with Wharfside Point North is approximately 12m. (see figure 5). Only one or two kitchen windows to a flat on each floor (a total of 6 units) which will have direct habitable room window to window separation distance of 12 m. In this instance, given that the proposed kitchen will have multiple windows, the subject windows can be obscured glazed to ensure no direct overlooking is achieved. A suitably worded condition will be imposed for appropriate mitigation towards direct overlooking.

8.101 All other window to window relationship is more than 18m and therefore is satisfactory. In the opinion of officers, the separation distances between the proposed development and directly facing neighbouring properties is considered acceptable given the urban context of the surrounding area and privacy impacts can be appropriately mitigated.

Figure 5. Separation Distance between proposed Block C1 and Wharf Side Point North



Micro-Climate

8.102 Planning guidance contained within the London Plan 2011 places great importance on the creation and maintenance of a high quality environment for London. Policy 7.7 (Location and Design of Tall and Large Buildings) of the London Plan, requires that *“tall buildings should not affect their surroundings adversely in terms of microclimate, wind turbulence..”* Wind microclimate is therefore an important factor in achieving the desired planning policy objective. Policy DEV1 (Amenity) of the IPG also identifies microclimate as an important issue stating that:

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

8.103 The application is accompanied by a Wind Microclimate Desk Study and it assesses the likely impact of the proposed development on the wind climate, by placing an accurate

model of the proposed building in a wind tunnel. The wind tunnel test also considered the landscaping proposal on site and parapet details of the scheme. The assessment has focused on the suitability of the site for desired pedestrian use (i.e. leisure walking at worst, with standing conditions at entrances and in retail areas, and sitting/standing conditions in public realm areas during summer) and the impact relative to that use.

- 8.104 The pedestrian level wind microclimate at the site was quantified and classified in accordance with the widely accepted Lawson Comfort Criteria.
- 8.105 Overall, all conditions within and around the site are suitable for their intended use, apart from entrance to a light industrial unit near the south west corner of the site. It is recommended that the entrance to the light industrial unit to be located either west elevation or south elevation of the unit. The proposed scheme has been designed with this assessment in mind, and the location of the entrance to the light industrial unit has been located on the western elevation and not located in the corner. All other locations have a wind microclimate that is equal to or calmer than desired, and therefore no additional mitigation is considered necessary.
- 8.106 It is therefore considered that the proposed development would be acceptable in terms of the impact upon microclimate conditions surrounding the development and would not significantly impact on the pedestrian amenity on the site.

Transport

- 8.107 In consideration of national policy, PPG13 'Transport' seeks to integrate planning and transport from the national to local level. Its objectives include: promoting more sustainable transport choices; promoting accessibility using public transport, walking and cycling; and reducing the need for travel, especially by car. Both PPS1 'Delivering Sustainable Development' and PPS3 'Housing' seek to create sustainable developments.
- 8.108 London Plan Policy 6.3 seeks to ensure that new development does not adversely affect safety on the transport network. Policies 6.8, 6.9 and 6.10 seek to ensure that new developments make appropriate provision for cycles and the pedestrian environment. Policies 6.12 and 6.13 seek to ensure that new developments provide an appropriate level of car parking, whilst ensuring new developments result in a net benefit on road network capacity.
- 8.109 In respect of local policy, UDP saved policy T16 states that the consideration of planning applications will take into account the requirements of the proposed use and any impact posed. Policy T18 indicates that priority will be given to pedestrians in the management of roads and the design and layout of footways. Improvements to the pedestrian environment will be introduced and supported in accordance with Policy T19, including the retention and improvement of existing routes and where necessary, their replacement in new management schemes in accordance with Policy T21.
- 8.110 Having regard to the IPG, policy DEV17 states that all developments, except minor schemes, should be supported by a transport assessment. This should identify potential impacts, detail the schemes features, justify parking provision and identify measures to promote sustainable transport options. DEV18 requires a travel plan for all major development. DEV19 sets maximum parking levels. Policies SP08 and SP09 of the Core Strategy DPD (2010) seek to deliver an accessible, efficient and sustainable transport network. Policy DM20 seeks to achieve the same objectives as the Core Strategy and the IPG. Policy DM22 sets out maximum parking levels.
- 8.111 The Public Transport Accessibility Level is 4, and it is located in close proximity to Blackwall DLR, and short walking distances to All Saints, East India and Poplar DLR

Stations. There are several bus networks easily accessible from Poplar High Street.

- 8.112 The proposal includes a total of 98 car parking spaces, 11 of which will be for disabled parking use. 12 motorcycle parking spaces and a maximum 554 cycle parking spaces are also proposed for residents, employees and visitors.

Vehicular Parking

- 8.113 The proposed 98 spaces comply with the Council's maximum parking standards and this represents 0.22 spaces per unit. The spaces are located within the proposed semi-basement level and on street level. Within the basement, which is for residential use only, a total of 69 spaces are provided, of which 6 spaces are dedicated as disabled parking spaces and 12 spaces are dedicated to 4 and 5 bedroom affordable units. Further 12 motorcycle spaces are also provided within the basement level. Remaining car parking spaces are located on the street level located appropriate for both workspaces and residential uses. 20% of all car parking spaces will need to be provided for electric charging points with further 20% passive provision for future installation. An appropriately worded condition will be imposed to ensure that this provision is delivered.
- 8.114 It is therefore considered that the vehicular parking provisions would be in accordance with policies 6.9 and 6.13 of the London Plan. A s106 legal agreement should be entered into in order that the Traffic Management Order can be amended to exempt occupiers of this site from obtaining parking permits. This will ensure no overflow parking on the public highway.

Cycle Parking

- 8.115 The application proposes a total of 554 secure cycle parking spaces can be provided within the basement level and at street level. The cycle parking areas are separated into various locations within the site for different users of the site. This represents a provision in excess of 1 space per residential unit, 1 space per 250sq.m of workspace, and 1 space per 500sq.m for light industrial floor space. The proposed provision is compliant with Planning Standard 3: Parking and policy DEV16 of the IPG. Commercial cycle spaces are proposed at ground level.
- 8.116 In addition to the proposed number of cycle spaces, the applicant has initially included a land provision for 16 cycle docking stations for TfL's Cycle Hire Scheme. Through Stage 1 response from GLA, TfL made representations and have requested a provision for 30 spaces, and further contribution of £186,000 towards Cycle Hire Scheme. As explained earlier in the report, the proposal is subject to viability and is constraint in delivering affordable housing and financial contributions. Following further discussions with TfL it has now been agreed that TfL will be satisfied with 24 cycle docking spaces on site to be located within the central open space area. The proposal now provides an area for 24 docking stations within the site and this will be secured through a 106 agreement.

Servicing and Refuse Collection

Servicing

- 8.117 All servicing for the commercial units are proposed to take place on site as the proposal benefits from a perimeter type road and sufficient areas have been provided in front of light industrial units and entrance cores of relevant uses. There is sufficient provision for turning areas for larger vehicles within the site. The Council's Highways section is satisfied with this arrangement.

Residential Refuse

- 8.118 The scheme proposes the incorporation of a refuse storage space in appropriate locations

where it will be collected to be stored in a central collection area for the development. The location is suitable as it is accessible to all the residents and the travel distance to the storage areas is adequate. An appropriately worded condition will be proposed to ensure that suitable provision of recycling and waste can be accommodated on site.

Commercial Refuse

- 8.119 The waste storage for commercial is separated and the workspace benefits from its own collection point. Recycling and general waste bins would be provided and this will also be secured by condition to ensure it can be delivered.

Delivery service plan and construction logistics plan

- 8.120 TfL have requested the submission of a delivery service plan and a construction logistics plan. Should permission be granted, conditions which secure the submission of a Construction Management Plan and a Delivery and Service Plan would satisfy this request.

Transport Assessment

- 8.121 A full transport assessment has been submitted and it identifies a significant increase in car trips associated with the scheme. In addition, the proposal will also have significant increase in the number of pedestrian movements, from Blackwall DLR Station and Bus depots to the site. TfL however have stated that proposed vehicular trips generated by the proposed development is unlikely to have a significant impact on the operation of Transport London Road Network. In order to mitigate against the impact from the increased car trips and pedestrians, financial contributions have been secured towards improvements towards public transport (Buses), junction improvements to Preston Road roundabout and Poplar High Street. Therefore, it is considered that the proposed impacts to local transport network will be appropriately mitigated.

Energy Efficiency and Sustainability

- 8.122 At a national level, PPS22 and PPS1 encourage developments to incorporate renewable energy and to promote energy efficiency. At a strategic level, the climate change policies as set out in Chapter 5 of the London Plan 2011 and London Borough of Tower Hamlets Core Strategy (SO24 and SP11) collectively require developments to make the fullest contribution to the mitigation and adaptation to climate change and to minimise carbon dioxide emissions.
- 8.123 The London Plan sets out the Mayor's energy hierarchy which is to:
- Use Less Energy (Be Lean);
 - Supply Energy Efficiently (Be Clean); and
 - Use Renewable Energy (Be Green).
- 8.124 The London Plan 2011 includes the target to achieve a minimum 25% reduction in CO2 emissions above the Building Regulations 2010 through the cumulative steps of the Energy Hierarchy (Policy 5.2).
- 8.125 Saved Policy DEV2 of the UDP (1998), DEV 6 of the IPG (2007) and SP02 of the Core Strategy (2010) seek to incorporate the principle of sustainable development, including use of energy efficient design and materials, and promoting renewable technologies. The London Borough of Tower Hamlets Policy SP11 requires all new developments to provide a 20% reduction of carbon dioxide emissions through on-site renewable energy generation.
- 8.126 The submitted energy strategy follows the Mayor's energy hierarchy as detailed above. The development would make use of energy efficiency and passive measures to reduce energy demand (Be Lean). The integration of a communal heating scheme incorporating a

Combined Heat and Power (CHP) engine to supply the space heating and hotwater requirements in accordance with policy 5.6 of the London Plan will also reduce energy demand and associated CO2 emissions (Be Clean).

- 8.127 Photovoltaic cells are proposed to provide a source of on site renewable energy (Be Green). The technologies employed would result in a 3% carbon savings over the baseline. Through the maximisation of the CHP system to deliver space heating and hot water it is acknowledged that achieving a 20% reduction in CO2 emissions through renewable energy technologies is not feasible. The applicant has demonstrated that the proposed CO2 emission reduction through PV's (300m2 with a peak output of 30kWp) is the maximum that can be achieved from renewable energy technologies for the site. Whilst the proposed development is not meeting Core Strategy Policy SP11, the Sustainable Development Team support the application as the development is in compliance with the London Plan (Policy 5.2) through achieving a cumulative 28% reduction above Building Regulation requirements.
- 8.128 The anticipated 28% reduction in carbon emissions through energy efficiency measures, a CHP power system and renewable energy technologies is considered to be acceptable and in accordance with the above mentioned development plan policies. It is recommended that the strategy is secured by Condition and delivered in accordance with the submitted Energy Strategy dated October 2011.
- 8.129 In terms of sustainability, London Borough of Tower Hamlets requires all new residential development to achieve a Code for Sustainable Homes Level 4 rating and all commercial development to achieve a BREEAM 'Excellent' rating. This is to ensure the highest levels of sustainable design and construction in accordance with Policy 5.3 of the London Plan 2011 dated and Policy DEV 5 of the London Borough of Tower Hamlets Interim Planning Guidance which seek the highest standards of sustainable design and construction principles to be integrated into all future developments.
- 8.130 The applicant has submitted a Sustainability Statement that details how the development will achieve a Code for Sustainable Homes Level 4 rating for the residential elements and BREEAM Excellent ratings for all non-residential uses. It is recommended that the achievement of these ratings is secured through an appropriately worded Condition.

Other Planning Issues

Flooding

- 8.131 Planning Policy Statement 25 (PPS25) and Policy 5.12 of the London Plan (2011), Policy SP04 of LBTH Core Strategy (2010) relate to the need to consider flood risk at all stages in the planning process.
- 8.132 The application site lies within Flood Zone 4 designated by Planning Policy Statement 25 as having a high probability of flooding. The applicant has submitted Flood Risk Assessment. The Flood Risk Assessment demonstrates that the proposed development of the site is appropriate from the perspectives of flood risk and drainage. Environment Agency (EA) has reviewed the Flood Risk Assessment however, the EA have requested Emergency Flood Management Plan. The applicant has submitted Emergency Flood Management Plan and EA have advised that the details should be assessed by the Council. At the time of writing, the Emergency Flood Management Plan is being assessed and further comment is awaited from the Council's Emergency Planning Team. Further update will be detailed in the addendum report.

Biodiversity

- 8.133 There are no significant biodiversity issues on the site and therefore, no adverse impacts on biodiversity. The proposals include extensive brown roofs at a higher level which cannot be accessed by residents of the development. This will be a significant biodiversity enhancement, including providing foraging habitat for black redstarts. The proposal is considered to be acceptable by the Council's Biodiversity Officer.

Demolition & Construction

- 8.134 Some concerns have been raised in relation to the nuisance from construction works. The typical hours of work, which would be secured by condition would be 08:00 – 18:00 weekdays; 08:00 – 13:00 Saturdays; and no working on Sundays or bank holidays. This is also covered by Pollution Prevention and Control Act 1999 and therefore the hours are regulated.
- 8.135 In addition, the applicants agree to the provision of an Environmental Management Plan (EMP) to be secured by condition. This plan would cover various operational aspects of the development phase, including air quality, noise, dust and vibration, as well as monitoring of impacts. The EMP would be reviewed by the Environmental Health section, and allow the Council to work with the developer to ensure that impacts associated with the build are closely monitored.

Environmental Impact Assessment

- 8.136 The proposed development falls within the category of developments referred to in paragraph 10(b) of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) regulations 2011.
- 8.137 As the proposal is likely to have significant effects on the environment, it is required to be subject to environmental impact assessment before planning permission is granted. Regulation 3 of the EIA Regulations precludes the grant of planning permission unless prior to doing so, the Council has taken the 'environmental information' into account. The environmental information comprises the applicant's Environmental Statement (ES), any further information submitted following request under Regulation 22 of the EIA Regulations, any other substantive information relating to the ES and provided by the applicant and any representations received from consultation bodies or duly made by any person about the environmental effects of the development.
- 8.138 The Council appointed consultants, Land Use Consultants (LUC) to examine the applicant's ES and to confirm whether it satisfied the requirements of the EIA Regulations. Following that exercise, LUC confirmed that whilst a Regulation 22 request was not required, further clarification was sought in respect of a number of issues.
- 8.139 Number of issues has been clarified and LUC conclude that the application is considered to meet the EIA Regulations and provide a satisfactory level of information to allow a proper assessment of the development proposals. The ES is considered to provide a comprehensive assessment of the environmental impacts of the proposed development.

Section 106 Agreement

- 8.140 As set out in Circular 05/2005, planning obligations should only be sought where they meet the 5 key tests. The obligations should be:
- (i) Relevant to planning;
 - (ii) Necessary to make the proposed development acceptable in planning terms;
 - (iii) Directly related to the proposed development;
 - (iv) Fairly and reasonably related in scale and kind to the proposed development;

and
(v) Reasonable in all other respects.

8.141 More recently, regulation 122 of the Community Infrastructure Levy Regulations 2010 brings into law policy tests for planning obligations which can only constitute a reason for granting planning permission where they are:

- (a) Necessary to make the development acceptable in planning terms;
- (b) Directly related to the development; and
- (c) Are fairly and reasonably related in scale and kind to the development.

8.142 Policies 8.2 of the London Plan (2011), Saved policy DEV4 of the UDP (1998), policy IMP1 of the IPG (2007) and policy SP13 in the Core Strategy (2010) seek to negotiate planning obligations through their deliverance in kind or through financial contributions.

8.143 The Council has recently adopted a Supplementary Planning Document on Planning Obligations in January 2012. Planning obligations set out in policy SP13 of the adopted Core Strategy. Within the document, the standard obligations area set out under the following headings:

Key priorities are:

- Affordable Housing
- Employment, skills, training and enterprise
- Community facilities
- Education

In light of these and taking account of the viability of the scheme, LBTH Officers have identified the following contributions to mitigate against the impacts of the proposed development, which the applicant has agreed. The amounts to be secured have also been agreed with Planning Contribution Obligation Panel. As such, it is recommended that a S106 legal agreement secure the following Heads of Terms:

Affordable Housing

8.144 Delivery of 25% affordable housing (a total of 87 units of which 58 are at affordable rent and 29 intermediate) on the Site.

Employment, skills, training and enterprise

8.145 The Council will secure **£96,957** to support and/or provide the training and skills needs of local residents in accessing job opportunities at the end-phase of the proposed development.

8.146 In terms of non-financial obligations, the applicant has also been asked to use reasonable endeavours to ensure:

- 20% Local procurement at construction phase

This requirement would be captured in the S106 requiring the developer to include a 'local procurement clause' for their subcontracting supply chains. The developer would provide LBTH with a list detailing a package of works/trades, so that LBTH can match these requirements with appropriate suppliers within the Borough.

The Skillsmatch Service would also assist in local procurement through advertising upcoming contracts in the East London Business Place and facilitating an integrated

consultation event with a number of developers to enable them to meet with prospective local suppliers.

8.147 • 20% Local labour in construction phase

This requirement would also be captured in the S106 where by Tower Hamlets would provide a full job brokerage service. The Skillsmatch team would have access to a database of entry-level operatives, experienced trades people and site managers and the team would develop a complete skills solution based on the developer's labour requirements.

This can also include pre-employment training for local jobseekers (e.g. Construction Skills Certification Scheme (CSCS) cards, Traffic Marshall certificates, Plant training tickets and other accreditations).

Education

- 8.148 Increased residential development impacts on the demand for school places within the borough. Where there is a child yield output from a development, the Council would seek contributions towards additional primary and secondary school places across the borough. Financial contributions towards Education would be pooled in line with Circular 06/2005. This would allow expenditure on Education to be planned on a Borough wide basis to meet the Education need for its residents. Based on the Council's Draft Planning Obligations SPD, the proposal would result in the need for 44 additional primary places at £14,830 per place, and 16 additional secondary school places at £22,347 per place. In light of the viability of the scheme, it is considered to be prudent for primary places to be secured in this instance and accordingly, the total education financial contribution sought is **£652,520**.

Community Facilities

- 8.149 A contribution of **£108,799** will be secured towards provisions of additional leisure facilities as identified in the Core Strategy.

Health

- 8.150 This development is within Blackwall and Cubitt Town Ward. To accommodate the expected population growth from this and other developments in the locality, a new network service hub is being development at Newby Place. Given the viability of the scheme, a part contribution of **£136,000** is sought from the development to go towards the long lease or fit out costs for this development.

Public Realm Improvements

8.151 *Prestons Road Roundabout*

The 2011 Study commissioned by the Council showed proposed design and costs for a scheme to deliver at grade crossing, junction improvements, new pedestrian bridge and comprehensive public realm improvements to the subway at Prestons Road Roundabout. The cost estimated the scheme to be in the region of £2,500,000 which has been verified by LBTH Highways. Planning contributions are being pooled from other developments nearby to deliver the improvements to the Prestons Road Roundabout. A contribution of **£300,000** will be secured towards this improvements works.

8.152 *Poplar High Street*

The total estimated cost to improve pedestrian crossing, signalling and realign junctions to create a better environment at the junction of Poplar High Street and Cotton Street together with public realm improvements including level access, de-cluttering and traffic

controls are estimated at £675,000. Contributions are being sought from other developments nearby to fund the project and therefore a contribution of **£150,000** from proposed development is sought.

Public Transport (buses)

- 8.153 The proposed development is likely to generate additional demand on the local bus network, which is currently at capacity. TfL therefore request a contribution of **£270,000** over three years to provide an extra journey on one of the routes that serve the site in order to mitigate the impact on bus capacity.

Legible London

- 8.154 Transport for London have requested a contribution of £15,000 to a signage wayfinding via the London wide 'Legible London' scheme as means of signposting for navigation on foot.

Total

- 8.155 A total financial contribution (including a monitoring fee of £34,585) of **£1,763,861** is therefore sought.

9 Conclusions

- 9.1 All other relevant policies and considerations have been taken into account. Planning permission should be approved 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.