

Committee: Strategic Development Committee	Date: 14 July 2005	Classification: Unrestricted	Report Number: SDC002/056	Agenda Item Number: 7.1
Report of: Corporate Director of Development and Renewal		Title: Planning Application		
Case Officer: David Gittens		Location: 71 Carmen Street and 134-156 Chrisp Street, London E14		
		Ward: East India and Lansbury		

1. SUMMARY

1.1 Registration Details **Reference No:** PA/04/01620

Date Received: 20.10.2004

Last Amended Date:

1.2 Application Details

Existing Use: Light industrial, warehouse (B2, B8).

Proposal: Demolition of existing buildings and construction of four blocks up to 17 storeys comprising 821sqm commercial/community floorspace (B1/D1 uses), 125sqm retail space (A1/A2/A3 uses) and 154 residential units, plus amenity space and car parking.

Applicant: East Thames Group/ Tiffany Assets

Ownership: Norah Theresa Skelton; PAL Trustees Ltd; Surjit Singh Sachdeva; Amarjit Kaur Sachdeva; A & D Griffiths (Veneers) Limited.

Historic Building: No

Conservation Area: No

2. RECOMMENDATION:

A. **Referral to the Mayor of London** pursuant to the Town & Country Planning (Mayor of London) Order 2000 as a new tall building over 30 metres in height.

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

- 1 Permission valid for 5 years.
- 2 Details of external materials to be submitted for the Council's written approval prior to the commencement of construction of the development.
- 3 Details of hard and soft landscaping treatment to be submitted for the Council's written approval. The approved landscaping shall be implemented prior to the occupation of any part of the proposed development of any part of the development.
- 4 Landscape maintenance.
- 5 Details of any proposed walls, fences and railings to be submitted for the Council's written approval.
- 6 Details of refuse storage and collection to be submitted for the Council's written approval.
- 7 Details of service access for refuse vehicles to be submitted.
- 8 Site investigation regarding any potential soil contamination to be carried out and any remedial work to be agreed in writing by the Council
- 9 Details of sound insulation/attenuation measures, including for windows, to be submitted for the Council's written approval;
- 10 Building, engineering or other operations including demolition shall be carried out only between the hours of 8.00am and 6.00pm Mondays to Fridays and between the hours of 9.00am and 1.00pm Saturdays and shall not be carried out at any time on Sundays or Public Holidays.
- 11 Any power/hammer driven piling/breaking out of material required during construction/demolition shall only take place between the hours of 10.00am and 4.00pm Monday to Friday and at no other time, except in emergencies or as otherwise agreed by the Council in writing.

**LOCAL GOVERNMENT ACT 2000 (Section 97)
LIST OF BACKGROUND PAPERS USED IN THE DRAFTING OF THIS REPORT**

Brief Description of background paper: **Tick if copy supplied for register**
Application case file, plans and
& UDP

Name and telephone no. of holder
Development Control 020 7364 5338

- 12 Details of external lighting to be provided.
- 13 The development of the site should not begin until a statement to minimise the impact on Air Quality is submitted to and agreed by the Local Planning Authority for written approval.
- 14 No development approved by this permission shall be commenced until a scheme for the provision and implementation of surface water storage capacity during 1 in 100 year conditions has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.
- 15 Development shall not commence until details of on site drainage works have been submitted to, and approved in writing by, the Local Planning Authority. No works which result in the discharge of foul or surface water from the site shall be commenced until the onsite drainage works referred to above have been completed as approved.
- 16 Development shall not commence until construction details of the basement have been submitted to, and approved in writing by, the Local Planning Authority.
- 17 Development shall not commence until a sustainability report for the proposal has been submitted to, and approved in writing by, the Local Planning Authority.

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

- 1) The provision of affordable housing in accordance with the Council's policies at a ratio of 35% of the residential floorspace in the development which is not subject to grant funding;
- 2) Contribution towards the provision of a public open space/piazza, on Carmen Street;
- 3) Land transfer from applicant to Council;
- 4) Car free development;
- 5) Local Labour in construction;
- 6) Financial contribution towards employment training for local people;
- 7) Financial contribution towards local child care provision;
- 8) Financial contribution towards provision of local play space/school places;
- 9) Financial contribution towards highway and environmental improvements and/or alterations to Carmen Street, Chrisp Street, and Cording Street including improved pedestrian and cycling provision;
- 10) Financial contribution towards improvements to existing footbridge at Carmen Street on the commencement of development;
- 11) Financial contribution towards the installation of passenger information display units (DAISY screens) within the approved development should Langdon Park DLR Station come to fruition;
- 12) Assessment of potential impacts upon proposed station in respect of radio communication and micro climate impacts;
- 13) S278 Agreement for resurfacing of Carmen Street and Cording Street;
- 14) Television reception survey and remediation.

3. BACKGROUND

Site and Surroundings

- 3.1 The application site covers an area of 0.4357 hectares and is bounded by Cording Street to the north, Chrisp Street to the west and Carmen Street to the south. The DLR forms its eastern boundary along with a small strip of land to the north eastern boundary that is in a separate ownership and industrial use.
- 3.2 The site is occupied by buildings of between one and three storeys that are in industrial and storage/distribution uses. The building to the north at the junction of Chrisp Street and Cording Street (165 Chrisp Street) is a single storey print works. The remaining three buildings at the site are occupied by a distribution company. The buildings on the site appear visually unattractive and presently detract from the character and amenity of the area and although there has been some significant redevelopment in the area on nearby sites, much of the area's built environment is of poor quality.
- 3.3 The existing buildings and associated areas of hardstanding at the existing long blank frontage to Chrisp Street in particular has a 'deadening' effect on the streetscene. The proposed redevelopment therefore provides an opportunity to significantly enhance this area in urban design terms.
- 3.4 Opposite the site, to the western side of Chrisp Street, the area is residential in nature, however it is relatively industrial to the north and south, with a general existing built form that is similar to the application site. The site is well located in relation to shopping facilities, community services and amenity space and is well served by a range of public transport options. It is in the immediate vicinity

of Chrisp Street District Centre.

Planning History

- 3.5 Planning records indicate a long history of employment generating uses on the site. Permissions have been granted during the 1980's for extensions to existing factory buildings, the temporary location of storage containers, and the erection of a light industrial/storage building. In January 2000 planning permission was granted for the part demolition of an existing warehouse/office, extension to the warehouse and use of part of the existing warehouse for offices.

The Proposed Development

- 3.6 The proposed development involves the demolition of existing buildings and redevelopment to provide four new blocks of between three and seventeen storeys. The development would accommodate 821sqm of commercial/community floorspace, 125sqm of retail space and 154 residential units. The proposal would include a range of landscaped amenity space and 47 car parking spaces, as well as motorcycle and cycle parking.
- 3.7 Building A is a seventeen storey landmark building within the south eastern section of the site. It would provide commercial floorspace of A1, A2 or A3 uses at ground floor level and residential units above. The main frontage building B/C to Chrisp Street comprises a five storey building that runs virtually the whole length of the site. It would have seven B1 or D1 commercial units at ground floor level with four storeys of residential floorspace above. The proposed building D comprises a three storey terrace of six townhouses fronting Chrisp Street.
- 3.8 Of the 154 residential units, 35% would be affordable by floorspace (of which 70% would be social rented and 30% intermediate/shared ownership). The residential density of the proposed development is 1016 habitable rooms per hectare (hrh).

4. PLANNING POLICY FRAMEWORK

Comments of Chief Legal Officer

- 4.1 The relevant policy framework against which the Committee is required to consider planning applications includes the adopted London Plan 2004, the Council's Community Plan, the adopted Unitary Development Plan (UDP) 1998, the Draft UDP and Interim Planning Guidance Notes.
- 4.2 Decisions must be taken in accordance with sections 54A and 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004. Section 70(2) of the Town and Country Planning Act 1990 is particularly relevant, as it requires the Committee to have regard to the provisions of the Development Plan, so far as material to the application and any other material considerations.
- 4.3 Whilst the adopted UDP 1998 is the statutory development plan for the Borough, it will be replaced by a more up to date set of plan documents which will make up the Local Development Framework (LDF). The emerging policies in the Draft UDP and the Interim Planning Guidance will inform the LDF and, as the replacement plan documents progress towards adoption, they will gain increasing status as a material consideration in the determination of planning applications.
- 4.4 The report takes account not only of the policies in statutory UDP 1998 but also the emerging plan which reflect more closely current Council and London-wide policy and guidance.
- 4.5 In accordance with Article 22 of the General Development Order 1995 members are invited to agree the recommendations set out above which have been made on the basis of the analysis of the scheme set out in this report. This analysis has been undertaken on the balance of the policies set out below and any other material considerations set out in the report.
- 4.6 The following Unitary Development Plan **proposals** are applicable to this application:
- (1) New Station at Carmen Street
- 4.7 The following Unitary Development Plan **policies** are applicable to this application:
- | | | |
|-----|-------------|----------------------------|
| (1) | Policy DEV1 | Urban Design |
| (2) | Policy DEV2 | Environmental Requirements |
| (3) | Policy DEV3 | Mixed Use Development |

(4)	Policy DEV4	Planning obligations
(5)	Policy DEV6	Tall buildings outside Central Area Zones
(6)	Policy DEV12	Provision of landscaping
(7)	Policy EMP1	Encouraging new employment uses
(8)	Policy EMP2	Retaining Existing Employment Uses
(9)	Policy EMP8	Encouraging small business growth
(10)	Policy EMP10	Development elsewhere in the borough
(11)	Policy HSG2	Location of New Housing
(12)	Policy HSG3	Affordable Housing
(13)	Policy HSG7	Dwelling Mix and Type
(14)	Policy HSG8	Mobility housing
(15)	Policy HSG9	Density
(16)	Policy HSG16	Housing Amenity Space
(17)	Policy T15	Location of new development
(18)	Policy T17	Planning standards
(19)	Policy S6	Requirements for new retail development
(20)	Policy SCF4	Location of Primary Health care facilities
(21)	Policy SCF6	Location of facilities

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

- (1) EMP1 Promoting economic growth and employment opportunities
- (2) EMP2 Mixed use development
- (3) EMP6 Range of unit sizes and managed work spaces
- (4) EMP8 New build residential/Employment mixed-use proposals
- (5) EMP10 Redevelopment or change of use of employment sites
- (6) HSG1 Housing provision
- (7) HSG2 New housing developments
- (8) HSG4 Affordable Housing Target
- (9) HSG5 Affordable Housing Ratio and Mix
- (10) HSG8 Dwelling Mix and Type
- (11) HSG8 Housing density
- (12) HSG10 Lifetime homes and mobility housing
- (13) HSG12 Amenity space
- (14) TRN6 Parking and servicing
- (15) TRN11 Bicycle facilities
- (16) TRN10 Pedestrian permeability
- (17) UD1 Scale and density
- (18) UD2 Architectural quality
- (19) ENV1 Amenity
- (20) ENV5 Disturbance from demolition and construction
- (21) ENV9 Development and contaminated land
- (22) ENV11 Waste disposal
- (23) SF1 Social facilities

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

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

5. **CONSULTATION**

5.1 The following were consulted regarding this application:

(1) **Greater London Authority**

The proposal will provide a more efficient use of the site and will play a role in the expansion and diversification of the local economy. It will also make an important contribution to local and strategic objectives relating to the delivery of employment opportunities.

The redevelopment represents a clear opportunity to enhance the area in urban design terms. Initiatives to create training opportunities for local people and to address other barriers to employment (eg child care) should be formalised through a S106 agreement.

The proposal generally adheres to the objectives and requirements of national, strategic, and local planning policy.

(2) **Environment Agency**

Satisfied with the flood risk assessment submitted. No objections, subject to the imposition of conditions relating to flooding and water pollution.

(3) **Docklands Light Railway**

DLRL has no objections following consideration of the daylight/sunlight assessment for the scheme. The new layout for the development accounts for the five metre protection zone adjacent to the railway. The other areas of concern are:

- Potential conflict between refuse collection and pedestrian movement at peak hours.
- S106 contributions are required towards both the associated treatment works on Carmen Street and the bridge link.
- The travel plan for the proposed development should include installing real-time information displays (known as DAISY screens) for DLR services in strategic locations (such as building foyers).

(4) **Thames Water Authority**

Waste Comments

A condition should be imposed to ensure Thames Water has sufficient lead-in time to provide additional foul and surface services if required.

Applicant should incorporate protection to avoid the risk of sewage backflow during storm conditions and to prevent oil-polluted discharges entering local watercourse.

Water Comments

No comments.

(5) **Environmental Health**

Site falls within Noise Exposure Category A/B of PPG24 therefore, windows with higher sound attenuation than normal single glazing should be fitted to habitable rooms along with sound attenuating ventilators. Recommend restrictions on construction hours.

Consider that the development should be "car free" in air quality management terms. Recommend a condition that prohibits development until a satisfactory Air Quality impact statement is provided.

Recommend contaminated land condition.

(6) **Housing Association Co-ordination Group**

The scheme is generally acceptable. However, East Thames are now proposing to provide 35% grant free affordable housing based on 29 rented units and 18 shared ownership units. The proposed ratio of 70% rent 30% intermediate is contrary to the Council's current policy of 80:20.

(7) **Cleansing Officer**

Collection should be undertaken between 10.00am and 12.00noon in order to avoid the peak times (and also avoid any lunchtime activity). It may be difficult to make this a formal contractual arrangement, but we should be able to effect an informal agreement with the service provider.

Separate collection will need to take place to service the commercial premises.

Carrying out recycling services at the site will also require a separate collection service.

(8) **Crime Prevention Officer**

Would like to meet architect/clients with regard to security details of design.

(9) **Head of Highways**

- Anticipated loss of on-street parking on both Cording Street and Carmen Street. However this can be reasonably achieved at the applicant's expense.
- Basement needs to have Approval in Principle from our structural engineers (this can be a condition prior to the start of the work on site)
- Applicant should make a financial contribution to the improvement to the pedestrian bridge at Carmen street via S.106 to provide a safe route until the proposed station bridge is completed
- S106 contribution to improve pedestrian and cycle provisions in the area;
- S278 agreement to carry out off site highway work on the roads adjacent to the site.

5.2 Responses from neighbours were as follows:

No. Responses: 4 In Favour: 0 Against: 4 Petition: 1

- The proposed residential units in Cording Street would be unduly disturbed by the activity of large numbers of heavy goods vehicles and heavy skips during the course of each day (and sometimes at night) in attendance at 18A Cording Street.
- The large number of commercial vehicles may be particularly hazardous for children living in the planned residential units.
- The proposal may generate additional traffic causing problems in Cording, Carmen and Chrisp Streets during the rush hour adding to the current congestion at that time.
- We object to the net loss of on street parking spaces that serve existing parking demand in the area. As it is, we have difficulty parking because of vans and other commercial vehicles parking in Carmen Street, most without permits.
- We are wholly opposed to the erection of four blocks of up to 17 storeys high, as are other residents in Carmen Street. The buildings should be erected in line with the residences already there, which are only 2/3 storeys high.
- The erection of such high buildings will block out all light.
- Chrisp St itself is not wide enough to take extra cars that would come via this new development.
- Currently a very low rise area - giving consent to this project would set a worrying precedent for others to follow;
- The materials of the proposed project seem to be of cheap - fast eroding quality - and no maintenance plan is being offered.
- The B1 use is likely to remain vacant as there is a surplus of office floorspace in the area (as seen by Canary Wharf);
- B1 use will incur more deliveries, that cannot be accommodated by Chrisp Street.

5.3 A 56 signature petition has also been submitted that objects in principle to the proposal. No specific grounds are given.

6. ANALYSIS

6.1 The key issues in this case are the acceptability of the proposed change of use in the light of the Council's employment policies, and the physical impact of the redevelopment proposals on their surroundings with in respect of design, amenity and highways implications. This needs to be considered, in the context of the Council's policies and in the context of the potential for the adjacent major infrastructure that could be provided by Langdon Park DLR Station.

Langdon Park DLR Station

6.2 Of major significance to the proposal is that the Council has made a long standing commitment to support the development of a new Docklands Light Railway station in this area. A new station would improve accessibility and reduce journey times for local people wishing to travel to destinations such as Stratford and Canary Wharf. The project has been supported for some time by local residents. Furthermore the new station would support new development on the eastern side of the railway.

6.3 Docklands Light Railway Limited is in the process of securing funding through the Community Infrastructure Fund (CIF) to construct the proposed Langdon Park station. Single Regeneration Budget (SRB) monies are already available for the scheme. A final decision from the ODPM on the CIF funding is expected shortly. DLRL are aware of the application proposal and have been consulted. DLRL and LBTH are keen to ensure that both development proposals are integrated and interface opportunities are defined and agreed. This is consistent with Policy T1 of the Tower Hamlets UDP and Policy TRN 4 of the deposit draft UDP.

Land Use

- 6.4 The proposal is for a redevelopment of an employment generating site for a more intensive mixed use. Although an employment generator, the site is not located within a designated employment area. The Adopted UDP employment policies promote employment growth (EMP1) that meets the needs of local people (EMP6). The Council also opposes development resulting in a loss of employment generating uses (EMP2). However the council will consider exceptions to EMP2 for example where the loss of employment generating land is made good by replacement with good quality buildings likely to generate a reasonable density of jobs.
- 6.5 The application proposal would involve the net loss of the employment generating floorspace and its replacement with other commercial floorspace that may accommodate a higher employment density. In this context, the redevelopment of the application site to provide a mixed commercial/residential scheme is acceptable in line with Policy EMP2.
- 6.6 As the proposal involves the redevelopment of previously used land the principle of redevelopment of the site, to a more intensive level is therefore in accordance with national planning guidance (PPG3 Housing) which encourages redevelopment of brownfield land and to higher densities where appropriate.

Employment

- 6.7 At present the site provides approximately 5,500 square metres of employment floorspace and employs approximately 26 people. The proposed development would replace this with 946sqm of flexible, high quality employment generating floorspace (821sqm of the floorspace is for B1 and/or D1 uses, the remaining 125sqm is designed for A1, A2 or A3 uses). The proposed floorspace could accommodate a higher density and potentially greater diversity of employment opportunities. Based on information provided by the applicant, the proposed commercial units could accommodate up to 49 employees. Although the proposal provides a reduction in employment floorspace, it is capable of delivering a substantially higher number of jobs than the existing uses. As set out above, the net loss of employment floorspace is therefore considered acceptable in terms of the Council's land use objectives (EMP2).

Housing

- 6.8 The proposed development would provide 154 residential units which would be arranged as 48 one bedroom units, 84 two bedroom units, 15 three bedroom units and 7 four bedroom units. The proposal seeks to provide affordable housing at a rate of 35% of the residential floorspace, which would equate to 3558 square metres from a total of 10281 square metres. The affordable housing floorspace would be split 70:30 between rented and shared accommodation, producing figures of 2492(29 units) and 1066(18 units) respectively. The affordable housing would comprise the following dwelling mix:

14 x 1 bedroom units [704 sq m] = 30% of units
15 x 2 bedroom units [1018 sq m] = 32% of units
12 x 3 bedroom units [906 sq m] = 25% of units
6 x 4 bedroom units [930 sq m] = 13% of units

- 6.9 Combined these figures accord broadly with the Basic Needs Assessment Model within the Council's Housing Need Study 2004 that identified an overall affordable housing requirement of 20% 1 bedroom units, 34% 2 bedroom, 32% 3 bedroom and 14% 4 bedroom.
- 6.10 Although the proposed 70:30 split in terms of rented/intermediate housing does not conform with the Council's standard of 80:20, it does conform with the GLA requirements in the London Plan and has been recently accepted elsewhere in the Borough. Overall, an appropriate mix of residential units is proposed and the units comply with the Council's minimum floorspace guidelines. On balance, the proposal is considered acceptable.
- 6.11 The proposed residential use is in line with the objectives of PPG3 which encourages the re-use of under used brownfield sites for housing. This is particularly pertinent at this site which is currently under-utilised yet has significant regenerative potential particularly in the light of its strategically important location adjacent to the site of the proposed Langdon Park DLR Station. The proposed development would deliver substantial regeneration benefits and the residential units proposed, including the high level of affordable accommodation and family units, would make a valuable contribution to local and strategic housing needs in keeping with Policy HSG1 and HSG2 of the Tower Hamlets UDP.

Density

- 6.12 The application site is located within the boundary of the Leaside Action Area Framework in the Deposit draft UDP which anticipates a residential density of up to 300 habitable room per hectare(hrh). The site also has a PTAL score of 3 which would normally permit a residential density of up to 450hrh.
- 6.13 The site is located in an area of good public transport accessibility, which following construction of the new DLR station, would be improved to a PTAL score of 4 which would normally permit a residential density of 700hrh. The net residential density of the proposed development is approximately 1016 hrh. A higher density residential development is supported in this strategically important location by PPG3, PPG13 and the London Plan. The landmark character of the proposal and its potential role as a catalyst in the regeneration of this part of the Borough would also support the density proposed. Accordingly, the site it is considered appropriate for a development of the scale and density proposed.

Design And Form Of The Development

- 6.14 The existing buildings and associated areas of hardstanding at the site presently detract from the character and amenity of the area. The existing long blank frontage to Chrisp Street in particular has a 'deadening' effect on the streetscene. The proposed redevelopment therefore provides an opportunity to significantly enhance this area in urban design terms.
- 6.15 The design approach seeks to reconcile the opportunity to deliver a landmark building at the site with the need to respect the character of this area. The applicants have designed the scheme to incorporate a tower to "signpost" the anticipated new Langdon Park DLR station and help define the location of the existing footbridge across the DLR tracks. The main frontage building, block B/C would provide an active frontage to Chrisp Street with an interesting design. The active ground floor uses and a mix of lively employment and residential activity can contribute to the quality of the street environment and increase natural surveillance in the area, discouraging anti-social behaviour and crime. These have been raised key issues within the draft Community Plan.
- 6.16 The proposed development has been amended in response to officer's concerns and those expressed by the Docklands Light Railway Ltd. The amendments included re-modelling of the tower building to give it a more streamlined, slender appearance and to provide a greater degree of differentiation between its elements. Its main body is more slender and better proportioned and the stepping down to the lower, northern section has been increased to good effect.
- 6.17 The tower has also been moved away from the eastern site boundary to create a greater separation distance between the building and the DLR line and the Carmen Street footbridge. The height of the frontage building B/C has also been reduced through the removal of a residential storey and a mezzanine level within the commercial units. This has reduced the building's scale and mass and would help to integrate the proposal with the existing Chrisp Street streetscene. There is now a greater and more effective contrast between the form and scale of the tower and the street frontage blocks. The proposed terrace of houses located near to the neighbouring site to the east is considered to be of appropriate scale. The bulk and massing of the scheme has been distributed well across the site, in a way that reacts to the surrounding building forms. The overall design is considered acceptable and consistent with Policies DEV1 and DEV6 of the Tower Hamlets UDP and Policies UD1 and UD7 of the Deposit Draft UDP.

Impact on Residential Amenity

- 6.18 The massing and layout of the proposed buildings responds positively to the site's urban context and seeks to achieve acceptable residential amenity standards in relation to privacy, sense of enclosure and daylight and sunlight within habitable rooms overlooking the central courtyard.
- 6.19 The daylight and sunlight assessment submitted with the application demonstrates that the proposed development would not result in any unacceptable levels to either existing residential properties or the proposed units. The DLR have confirmed that they are not concerned at the overshadowing of the DLR lines that would occur in the late afternoon/evenings.
- 6.20 Despite being located adjacent the DLR lines, the site falls within the relatively low Noise Exposure Category "A/B" of PPG24. The Council's Environmental Health section recommend that windows with higher sound attenuation than normal single glazing should be fitted to habitable rooms along with sound attenuating ventilators. Accordingly, subject to the provision of appropriate noise

attenuation measures, an acceptable residential environment can be attained at the site for prospective occupiers consistent with the requirements of DEV2..

Amenity Space

- 6.21 The proposal would provide communal amenity space in the form of a central hard landscaped courtyard and a roof garden with block A, whilst the majority of the proposed units would be served by a private garden or balcony. The proposed amenity space would compliment existing areas of open space in the vicinity of the site. The total provision of amenity space is generally consistent with the Council's standards. In addition, the application site is situated in close proximity to two local parks; Langdon Park 150metres east of the site and Bartlett Park 500metres west of the site.
- 6.22 The separation distances between, and the arrangement of, the proposed blocks is also acceptable to ensure that the privacy of occupiers would not be harmed, whilst the proposed communal and private amenity space is generally consistent Council's standards.

Highways And Parking Issues

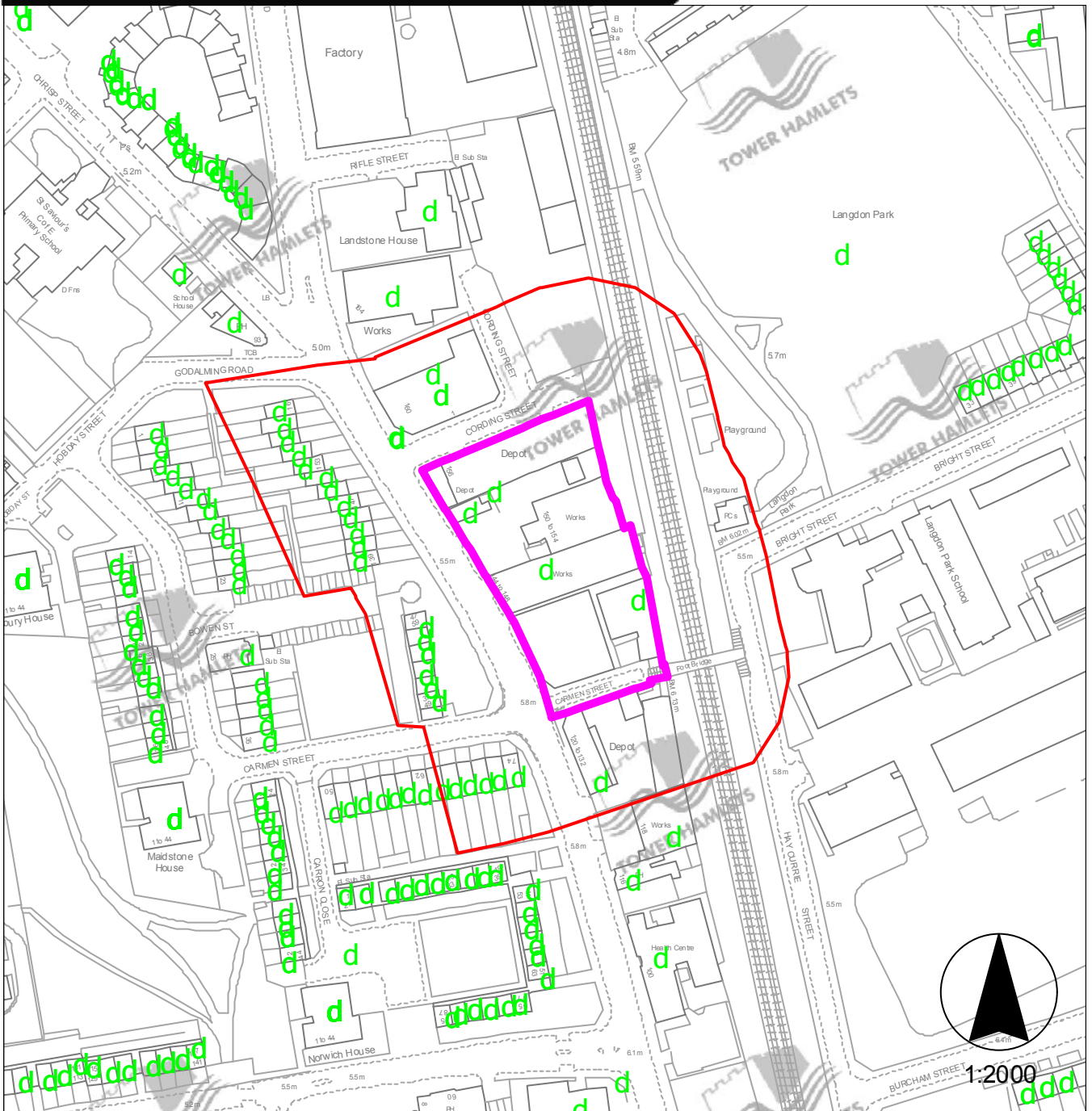
- 6.23 The proposed development provides 41 off street car parking spaces (31% provision) within a basement level car park accessed from Chrisp Street, together with a further 6 parking spaces, one located within each house proposed on Cording Street. This level of provision is in keeping with the standards set out in the UDP and is acceptable in view of the site's present public transport accessibility. Servicing and access for refuse vehicles would be via Carmen Street and Cording Street. It is anticipated that an appropriate informal arrangement can be achieved to ensure refuse collection outside of peak pedestrian travel times.

Section 106 Agreement

- 6.24 It is recommended that a planning obligation agreement be entered into with the applicant and those with relevant legal interests in the application site. The planning obligation agreement is to deal with (i) technical land use matters that cannot be dealt with easily or at all by condition and (ii) planning contributions pursuant to section 106 of the Town and Country Planning Act 1990.
- 6.25 The Secretary of State's tests to apply for the use of planning obligations are that they should be necessary, relevant to planning, directly related to the proposed development, fairly and reasonably related in scale and kind to the proposed development and to be reasonable in all other respects. There are many linkages with this application, principally related to the potential DLR station at Langdon Park/Carmen Street. The matters presently being negotiated to be covered by the planning obligation agreement are set out above.

7. SUMMARY

- 7.1 This mixed use proposal offers an opportunity to contribute to the regeneration of the area based on the above policy observations. The proposal is generally acceptable when considered in terms of its land use mix and its impact on existing uses. It would deliver an increase in employment opportunities and an appropriate mix of residential units, including high proportions of affordable and family units. The affordable housing units proposed, in particular, would make a valuable contribution to local and strategic need.
- 7.2 The proposed development is of an appropriate scale, height and density and represents a high quality scheme of contemporary architecture that successfully addresses the site's context. Officers are satisfied the proposed bulk and massing of the proposal is now satisfactory having gone through a process of design refinement.
- 7.3 The proposal would comprise a high quality piece of contemporary architecture. It would be of a scale and height that responds to the site's strategic importance, though would also relate to the existing urban context and emerging development in the area. The proposal would enhance the area in urban design terms and could act as a catalyst to stimulate regeneration both in this part of the Borough as well as assisting in providing a gateway and signpost to the proposed new DLR station at Langdon Park/Carmen Street.
- 7.4 The development is acceptable in policy terms in relation to land use, design, amenity space provision and residential amenity standards, and highways issues including car parking and access. Accordingly it is recommended that planning permission be granted in line with the recommendations of section 2 of this report.



71 CARMEN STREET AND 134 TO 156 CHRISP STREET, LONDON E14