

Meeting of the

STRATEGIC DEVELOPMENT COMMITTEE

Thursday, 20 September 2007 at 7.30 p.m.

A G E N D A

VENUE

Council Chamber, 1st Floor, Town Hall, Mulberry Place, 5 Clove
Crescent, London, E14 2BG

Members:	Deputies (if any):
Chair: Councillor Rofique U Ahmed Vice-Chair: Councillor Helal Abbas	
Councillor Louise Alexander Councillor M. Shahid Ali Councillor Sirajul Islam Councillor Rania Khan Councillor Joshua Peck Councillor Simon Rouse Vacancy	Councillor Ohid Ahmed, (Designated Deputy representing Councillors Rofique U. Ahmed, Helal Abbas, Md. Shahid Ali, Sirajul Islam and Joshua Peck) Councillor Shahed Ali, (Designated Deputy representing Councillors Shamim A. Chowdhury and Rania Khan) Councillor Tim Archer, (Designated Deputy representing Councillor Simon Rouse) Councillor Alibor Choudhury, (Designated Deputy representing Councillors Rofique U. Ahmed, Helal Abbas, Md. Shahid Ali, Sirajul Islam and Joshua Peck) Councillor Stephanie Eaton, (Designated Deputy representing Councillor Louise Alexander) Councillor Motin Uz-Zaman, (Lead

Member, Health and Wellbeing)

[Note: The quorum for this body is 3 Members].

If you require any further information relating to this meeting, would like to request a large print, Braille or audio version of this document, or would like to discuss access arrangements or any other special requirements, please contact: Louise Fleming, Democratic Services, Tel: 020 7364 4878, E-mail: louise.fleming@towerhamlets.gov.uk

LONDON BOROUGH OF TOWER HAMLETS
STRATEGIC DEVELOPMENT COMMITTEE

Thursday, 20 September 2007

7.30 p.m.

1. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2. DECLARATIONS OF INTEREST

To note any declarations of interest made by Members, including those restricting Members from voting on the questions detailed in Section 106 of the Local Government Finance Act, 1992.

Note from the Chief Executive

In accordance with the Council's Code of Conduct, Members must declare any **personal interests** they have in any item on the agenda or as they arise during the course of the meeting. Members must orally indicate to which item their interest relates. If a Member has a personal interest he/she must also consider whether or not that interest is a **prejudicial personal interest** and take the necessary action. When considering whether or not they have a declarable interest, Members should consult pages 195 to 198 of the Council's Constitution. Please note that all Members present at a Committee meeting (in whatever capacity) are required to declare any personal or prejudicial interests.

A **personal interest** is, generally, one that would affect a Member (either directly or through a connection with a relevant person or organisation) more than other people in London, in respect of the item of business under consideration at the meeting. If a member of the public, knowing all the relevant facts, would view a Member's personal interest in the item under consideration as so substantial that it would appear likely to prejudice the Member's judgement of the public interest, then the Member has a **prejudicial personal interest**.

Consequences:

- If a Member has a **personal interest**: he/she must declare the interest but can stay, speak and vote.
- If the Member has **prejudicial personal interest**: he/she must declare the interest, cannot speak or vote on the item and must leave the room.

When declaring an interest, Members are requested to specify the nature of the interest, the particular agenda item to which the interest relates and to also specify whether the interest is of a personal or personal and prejudicial nature. This procedure is designed to assist the public's understanding of the meeting and is also designed to enable a full entry to be made in the Statutory Register of Interests which is kept by the Service Head, Democratic Services on behalf of the Monitoring Officer.

	PAGE NUMBER	WARD(S) AFFECTED
3. UNRESTRICTED MINUTES		
To confirm as a correct record of the proceedings the unrestricted minutes of the ordinary meeting of the Strategic Development Committee held on 21 st June 2007.	1 - 18	
4. RECOMMENDATIONS		
To RESOLVE that, in the event of amendments to recommendations being made by the Committee, the task of formalising the wording of any amendments be delegated to the Corporate Director Development and Renewal along the broad lines indicated at the meeting.		
5. PROCEDURE FOR HEARING OBJECTIONS		
To NOTE the procedure for hearing objections at meetings of the Strategic Development Committee.	19 - 20	
6. DEFERRED ITEMS	21 - 22	
7. PLANNING APPLICATIONS FOR DECISION	23 - 24	
7 .1 721-737 Commercial Road and 2-22 Lowell Street, Commercial Road, London	25 - 48	Limehouse
7 .2 4 Mastmaker Road and 1 Millharbour, London E14	49 - 66	Millwall
7 .3 1 Park Place, London E14 4HJ	67 - 76	Millwall

LONDON BOROUGH OF TOWER HAMLETS

MINUTES OF THE STRATEGIC DEVELOPMENT COMMITTEE

HELD AT 7.30 P.M. ON THURSDAY, 21 JUNE 2007

**COUNCIL CHAMBER, 1ST FLOOR, TOWN HALL, MULBERRY PLACE, 5 CLOVE
CRESCENT, LONDON, E14 2BG**

Members Present:

Councillor Rofique U Ahmed (Chair)

Councillor Helal Abbas
Councillor M. Shahid Ali
Councillor Shamim A. Chowdhury
Councillor Rania Khan
Councillor Joshua Peck
Councillor Simon Rouse

Councillor Ohid Ahmed
Councillor Stephanie Eaton

Other Councillors Present:

Councillor Tim Archer
Councillor Philip Briscoe
Councillor Peter Golds
Councillor Shirley Houghton
Councillor Waiseul Islam

Officers Present:

Suki Binjal – (Interim Head of Non-Contentious Team, Legal Services)
Renee Goodwin – (Acting Applications Manager)
Michael Kiely – (Service Head, Development Decisions)
Dianne Phillips – (Legal Adviser)
Louise Fleming – Senior Committee Officer

1. ELECTION OF VICE-CHAIR

The Committee RESOLVED that Councillor Helal Abbas be elected Vice-Chair of the Strategic Development Committee for the 2007/08 municipal year.

2. APOLOGIES FOR ABSENCE

Apologies were received from Councillors Louise Alexander and Sirajul Islam. Councillors Stephanie Eaton and Ohid Ahmed deputised respectively.

3. DECLARATIONS OF INTEREST

Councillor Helal Abbas declared a personal interest in item 8.1 as he had been invited to an exhibition by the applicant. However, he had not formed any opinion on the application prior to the meeting.

Councillor Josh Peck declared a personal interest in item 8.2 as he had received an e-mail from a member of the public.

Councillor Simon Rouse declared a personal interest in item 8.2 and 8.3 as he had received correspondence from objectors. He also declared an interest in item 8.5 as the Ward Member for Millwall.

The Chair declared a personal interest in Item 8.2 which related to the Olympics Applications as a member of the Olympic Delivery Authority Planning Committee and therefore left the room during consideration of the item. Councillor Helal Abbas took the Chair in his absence.

4. UNRESTRICTED MINUTES

The minutes of the meeting held on 10th May 2007 were confirmed and signed as a correct record by the Chair.

5. RECOMMENDATIONS

The Committee RESOLVED that, in the event of amendments to recommendations being made, the task of formalising the wording of any amendments be delegated to the Corporate Director Development & Renewal along the broad lines indicated at the meeting.

6. PROCEDURE FOR HEARING OBJECTIONS

The Committee noted the procedure and those who had registered to speak.

7. DEFERRED ITEMS

The Committee noted the position relating to deferred items.

8. PLANNING APPLICATIONS FOR DECISION

8.1 13 to 20 Norton Folgate, 2 to 9 Shoreditch High Street, 5 to 11a Folgate Street, 12 to 17 & 10 Blossom Street, London E1

Mr Michael Kiely, Head of Development Decisions, introduced the site and proposal for the erection of buildings between 4 and 10 storeys plus plant (43 metres), and retention and conversion of a selection of existing buildings, to provide a mixed use development to contain 8 residential units (1 x studio flat, 1 x 1 bed flat, 4 x 2 bed flats and 2 x 3 bed flats), 22,387 sq m of B1 (Office) (1,336 sq m of which are small/medium enterprise units), 1,622 sq m of A1 (Retail) and A3 (Restaurant and Café) and 595 sq m of A4 (Public House), with associated open space and servicing at 13 to 20 Norton Folgate, 2 to 9 Shoreditch High Street, 5 to 11a Folgate Street, 12 to 17 & 10 Blossom Street, London E1.

Ms Renee Goodwin, Acting Strategic Applications Manager, presented a detailed report on the application and outlined the reasons why the application had been recommended for approval.

Members expressed concern relating to the width of Blossom Street and the access to it. Members also asked questions relating to the loss of the dental practice, the extension of the public house and the impact of the proposed development on sunlight and daylight. Considerable concern was expressed relating to the effect of the 10 storey element of the building on the conservation area. Ms Goodwin explained the breakdown of the different heights of the development and their positioning in relation to the conservation area. She informed the Committee that the 35 storey Bishopsgate development on Shoreditch High Street had been taken into consideration when examining the character of the area and it was the view of officers that the proposal respected the character of the conservation area.

However, after consideration of the report, Members were still concerned about the impact that the development would have on the character and appearance of the conservation area and on a vote of 0 for, 3 against and 3 abstentions the Committee indicated that it did not support the officers' recommendation to approve planning permission. On a vote of 4 for and 1 abstention, the Committee RESOLVED that planning permission for the erection of buildings between 4 and 10 storeys plus plant (43 metres), and retention and conversion of a selection of existing buildings, to provide a mixed use development to contain 8 residential units (1 x studio flat, 1 x 1 bed flat, 4 x 2 bed flats and 2 x 3 bed flats), 22,387 sq m of B1 (Office) (1,336 sq m of which are small/medium enterprise units), 1,622 sq m of A1 (Retail) and A3 (Restaurant and Café) and 595 sq m of A4 (Public House), with associated open space and servicing at 13 to 20 Norton Folgate, 2 to 9 Shoreditch High Street, 5 to 11a Folgate Street, 12 to 17 & 10 Blossom Street, London E1 be REFUSED on the grounds that the height and scale of the development would be out of character with the conservation area.

(Councillors Ohid Ahmed, Josh Peck, Stephanie Eaton and Simon Rouse voted in favour of the proposal to refuse the application. Councillor Helal Abbas abstained).

(Councillor Rania Khan arrived during the consideration of the item, at 7.42 pm and Councillor M. Shahid Ali left the room for a short time. The Councillors could not, therefore, vote as they had not been present for the entire consideration of the item.)

(Councillor Ohid Ahmed left the room after consideration of this item, at 8.05 pm, and did not return for the duration of the meeting.)

(The order of business of the meeting was varied for procedural convenience but all items are shown in their original agenda order, for ease of reference.)

8.2 Olympics Applications

Mr Michael Kiely briefly introduced the site and proposals submitted by the Olympic Delivery Authority (ODA).

Mr Tom Ridge spoke in objection on the grounds of the loss of important historical buildings which could be retained and reused, in particular Kings Yard. He made a number of points, including the pollution which would be generated from the development and its carbon efficiency.

Mr Andrew Jones spoke on behalf of the ODA and addressed the points made in the previous presentation about renewable energy sources and the decision to demolish Kings Yard.

Mr Kiely made a detailed presentation to the Committee on the applications submitted by the Olympic Delivery Authority (ODA). He detailed the site preparation, the facilities and their legacy transformation. Mr Kiely presented the proposals for Tower Hamlets for the Olympics and Legacy phases; and the implications for the Borough. The Committee was advised of the concerns of officers in relation to the Legacy design and the impact on residents. Following submission of the applications, the ODA had requested under Regulation 19 of the EIA Regulations 1999 the submission of further information in relation to the facilities and their applications.

The Committee considered, as part of the Update Report, a draft response to the ODA detailing the observations of the Council and asked a number of questions relating to the powers of the Council in relation to the demolition of buildings, the siting of the Heating Plant in relation to the Local Development Framework, the legacy implications for Tower Hamlets and the relocation of the allotments. Members stressed the importance of retaining access for residents along the canal.

Mr Kiely stressed that English Heritage had been consulted in respect of Kings Yard and had not considered it worthy of retention. It was neither statutorily listed nor locally listed and was not part of a conservation area. He advised the Committee that the applications contained proposals for the Olympics and the immediate post-Olympics period only. Longer term proposals in line with the development plan designations for the area would come forward at a future date. Mr Kiely informed Members that officers would emphasise to the ODA the importance of a good quality design for the Plant. He also informed the Committee that the ODA was investigating the relocation a water main.

The Committee RESOLVED that

- (i) the ODA Planning Decisions Team should consider the views and issues of the London Borough of Tower Hamlets as set out in the Observations Letter to the ODA PDT attached to the Update Report with the addition of comments relating to the availability of towpaths made by the Committee; and
- (ii) the Corporate Director of Development and Renewal be given delegated powers to make further observations and/or recommendations (as necessary) to the ODA.

During consideration of this item, at 10.30 pm, the Committee RESOLVED that, in accordance with Council Procedure Rule 14.1.13 (motion to extend the meeting under Rule 9), the meeting be extended by up to one hour.

8.3 Alberta House, Gaslee Street, E Boyle Motor Engineering Ltd Site, Blackwall Way; and Brunswick Arms Public House, 78 Blackwall Way, London E14

Mr Michael Kiely, Head of Development Decisions, introduced the site and proposal for the demolition of existing buildings for redevelopment to provide 133 residential units in buildings up to 25 storeys plus roof plant, 47 sq.m of retail (A1/A3) use and 26 sq.m of community (D1) use at ground floor level, with associated car parking, servicing & landscaping at Alberta House, Gaselee Street, R Boyle Motor Engineering Ltd Site, Blackwall Way, And Brunswick Arms Public House, 78 Blackwall Way, London, E14.

Mr Thomas Gere spoke in objection on the grounds of density, height, loss and lack of open space. He felt that the financial contributions proposed would not mitigate against the effects of the high density development.

Mr Hanesh Patel spoke in objection on the grounds of overdevelopment, density, privacy, overlooking and the loss of the public house.

Mr Simon Dunn-Lwin spoke on behalf of the applicant and informed the Committee that the density had been reduced following the refusal of a previous application. He outlined the changes which had been made to the

application following consultation with both officers and residents. He felt that the proposal was in context with the area and would provide benefits such as affordable housing and regeneration for the area.

Councillor Peter Golds addressed the Committee on behalf of the Blackwall and Cubitt Town ward. He felt that there had been a lack of consultation and that the proposal would contribute to the overdevelopment on the Isle of Dogs.

Councillor Tim Archer addressed the Committee on behalf of the Blackwall and Cubitt Town ward. He informed the Committee that the residents were in favour of regeneration of the area but were concerned over the density. He felt that the height was inappropriate and the proposal would exacerbate existing parking problems.

Ms Renee Goodwin, Acting Strategic Applications Manager, presented a detailed report on the application. She outlined the main issues for consideration, the objections received and the conditions which had been proposed. It was the view of officers that the proposal was acceptable and outlined the reasons why it had been recommended for approval.

Members asked questions relating to the density, provision of healthcare facilities, open space, parking and sunlight and daylight. Concern was expressed over the high density and the supporting infrastructure in the area. Ms Goodwin explained the issue of density in relation to Council policies and the financial contributions as part of the legal agreement for healthcare provision. She explained the difference between private and public open space and gave the breakdown of each for the development. It was the aim of the Council to improve the public amenity space in the area through planning contributions. The Committee was advised that the proposal included a high percentage of affordable family sized accommodation, which was in line with the Council's Policies.

The Committee RESOLVED that planning permission for the demolition of existing buildings for redevelopment to provide 133 residential units in buildings up to 25 storeys plus roof plant, 47 sq.m of retail (A1/A3) use and 26 sq.m of community (D1) use at ground floor level, with associated car parking, servicing & landscaping at Alberta House, Gaselee Street, R Boyle Motor Engineering Ltd Site, Blackwall Way, And Brunswick Arms Public House, 78 Blackwall Way, London, E14 be GRANTED subject to the following:

- A. Any direction by The Mayor
- B. The prior completion of a legal agreement, to the satisfaction of the Chief Legal Officer, to secure the following:
 - 1. Affordable housing provision of 54% of the proposed habitable rooms with a 66/34 split between rented/ shared ownership to be provided on site.
 - 2. A contribution of £30,000 towards improvements to the Blackwall Way Park

Bridge Link.

3. A contribution of £165,574 to mitigate the demand of the additional population on health care facilities.
4. A contribution of £64,426 to mitigate the demand of the additional population on education facilities.
5. Provide £40,000 towards open space improvements to relieve the pressure that will arise from the new dwellings on existing open space and recreational facilities within the Borough.
6. Completion of a car free agreement to restrict occupants applying for residential parking permits.
7. TV reception monitoring and mitigation.
8. Commitment towards utilising employment initiatives such as the Local Labour in Construction (LLiC) in order to maximise the employment of local residents.
9. Preparation of a Travel Plan

That the Head of Development Decisions be delegated power to impose conditions on the planning permission to secure the following:

Conditions

1. Permission valid for 3 years.
2. Details of the following are required:
 - Samples of materials for external fascia of building;
 - Mock up of external cladding system module to be assembled on site;
 - Roof level parapet wall details (1:10 scale);
 - Typical balcony and cladding details (1:20 scale);
 - Ground floor public realm (including children's play space and cycle parking/storage);
 - All external landscaping (including roof level amenity space) including lighting and security measures, finishes, levels, walls, fences, gates and railings, screens/ canopies, entrances, seating and litter bins;
 - The design of the lower floor elevations of commercial units including shop fronts; and
 - The storage and collection/disposal of rubbish
3. Landscape Management Plan
4. Parking – 5 car parking spaces (minimum 2 disabled spaces) and a minimum of 133 cycle spaces
5. Details of insulation of the ventilation system and any associated plant required
6. Archaeological investigation.
7. Investigation and remediation measures for land contamination (including water pollution potential).
8. Impact study of water supply infrastructure required.
9. Full particulars of the following:
 - Surface/ foul water drainage plans/ works; and

- Surface water control measures.
- 10. Details of finished floor levels required.
- 11. No soakaways to be constructed in contaminated ground.
- 12. Details of the site foundations works.
- 13. Construction Environmental Management Plan,
- 14. The D1 use is to be limited to Class XV and XVI
- 15. Details of the proposed D1 uses, including hours of operation and delivery hours.
- 16. Details of the proposed A1/A3 use, including hours of operation and delivery hours.
- 17. Details of the A3 fume extraction system.
- 18. Detailed design and method statement for all ground floor structures, foundations and any other structures below ground level, including piling
- 19. No works below ground level shall be carried out when a tunnel boring machine (associated with Crossrail) within 100 metres of the site.
- 20. Air Quality Assessment
- 21. Biomass heating and renewable energy measures to be implemented
- 22. Implementation of noise control measures as submitted.
- 23. Implementation of micro-climate control measures as submitted.
- 24. Limit hours of construction to between 8.00 Hours to 18.00 Hours, Monday to Friday and 8.00 Hours to 13.00 Hours on Saturdays.
- 25. Limit hours of power/hammer driven piling/breaking out to between 10.00 Hours to 16.00 Hours, Monday to Friday.
- 26. Ground borne vibration limits.
- 27. Submission of details of brown and/or green roof systems.
- 28. All residential accommodation to be built to Lifetime Homes standard, including at least 10% of all housing being wheelchair accessible.
- 29. Access and circulation
- 30. 278 agreement to be entered into for Highway works surrounding the site
- 31. Ensure that Secured by Design principles are incorporated into the design of the public realm.
- 32. Any other condition(s) considered necessary by the Head of Development Decisions

Informatives

1. Section 106 agreement required.
2. Section 278 (Highways) agreement required.
3. Site notice specifying the details of the contractor required.
4. Construction Environmental Management Plan Advice.
5. Means of fire escape and relevant Building Regulations.
6. Environment Agency Advice.
7. Ecology Advice
8. Environmental Health Department Advice.
9. Metropolitan Police Advice.
10. Thames Water Advice.
11. Transport Department Advice.
12. Advertising signs and/or hoardings consent.
13. Contact the GLA regarding the energy proposals.

That, if by 21st September 2007 the legal agreement has not been completed to the satisfaction of the Chief Legal Officer, the Head of Development Decisions be delegated power to refuse planning permission.

(Councillor Stephanie Eaton left the room during consideration of this item, at 8.55 pm, and did not return for the duration of the meeting.)

(The Committee adjourned for a short break at 9.10 pm and resumed business as 9.20 pm.)

8.4 2 to 10 Bow Common Lane, London E14

Mr Michael Kiely, Head of Development Decisions, introduced the site and proposal for the redevelopment up to 13 storeys to provide 157 residential units and 2 commercial units comprising 868 sq.m of floor space for A1, A2, A3, A4, B1, D1 or D2 use with car parking and landscaping at 2-10 Bow Common Lane, London E14.

Ms Renee Goodwin, Acting Strategic Applications Manager, presented a detailed report on the application and outlined the main issues for the Committee to consider when making its decision.

Members asked questions relating to the lighting of the towpath, the materials to be used, the microclimate statement and the parking provision. Ms Goodwin advised that the lighting of the towpath would be included in the S106 agreement and that the materials to be used would be controlled by a condition. There would be no adverse wind conditions created by the development, and there would be appropriate planting to mitigate against any weather conditions. Ms Goodwin explained the Council's policy on parking in relation to the Public Transport Accessibility Level (PTAL) of the area.

The Committee RESOLVED that planning permission for the redevelopment up to 13 storeys to provide 157 residential units and 2 commercial units comprising 868 sq.m of floor space for A1, A2, A3, A4, B1, D1 or D2 use with car parking and landscaping at 2-10 Bow Common Lane, London E14 be GRANTED subject to

- A. Any direction by the Mayor;
- B. The prior completion of a Legal Agreement to the satisfaction of the Chief Legal Officer, to secure the following:
 - a) Affordable Housing provision of 36.7% of the proposed residential units measured by habitable rooms with a 76/24 split between rented/shared ownership in accordance with the mix specified in the Committee report.
 - b) A contribution of £500,000 towards healthcare to mitigate the demand of the additional population on healthcare services.

- c) A contribution of £250,000 towards education to mitigate the demand of additional school places generated by the proposal.
- d) A contribution of £20,000 towards employment initiatives such as the Local Labour in Construction (LLiC) or Skillsmatch in order to maximise the employment of local residents.
- e) A contribution of £150,000 towards highways, pedestrian & cycle improvements within the surrounding area.
- f) A contribution to TfL of £20,000 towards the installation of the Docklands Arrival Information System (DAISY).
- g) Completion of a car free agreement to restrict occupants applying for residential parking permits.
- h) Preparation of a Travel Plan (for both the residential and commercial component).
- i) A contribution of £10,000 towards improvements to the riverside walkways and access to the canal to be implemented by British Waterways, to include sufficient lighting along the towpath.
- j) Code of Construction Practice.
- k) TV and Radio Reception.

That the Head of Development Decisions be delegated power to impose conditions and informative on the planning permission to secure the following:

Conditions

- 1) Permission valid for 3 years;
- 2) Details of the following to be submitted:-
 - (a) the materials, to be used on the external faces of the building including balcony detail and treatments;
 - (b) Design of frontage for ground and first floor commercial units;
 - (c) Details of all roof level plant equipment;
 - (d) Detail of children's play areas;
- 3) Submission of a Secured by Design Statement and implement recommendations;
- 4) Submission of a Landscaping scheme and landscape management plan, to be considered in consultation with British Waterways and the Environment Agency. Landscaping schemes would include unobstructed access to the Limehouse Cut for riverside maintenance;
- 5) All planting, seeding or turfing to be carried out in the first planting and seeding seasons;
- 6) Submission of full details of the proposed lighting and CCTV scheme, to be considered in consultation with British Waterways;
- 7) Submission of details of all necessary fume/ventilation for the Class A1, A2, A3, A4, B1, D1 or D2 use;
- 8) Any fume/ventilation and air conditioning equipment shall only operate between the hours of 8.00 am and 10.00 pm;
- 9) The Class A1, A2, A3, A4, B1, D1 or D2 use to operate only between the hours of 8.00 am to 10.00 pm on any day;
- 10) No music, PA system or other amplified sound to be played within the Class A1, A2, A3, A4, B1, D1 or D2 use so as to be audible from nearest residential premises;

- 11) Submission of details of sound insulation measures for the Class A1, A2, A3, A4, B1, D1 or D2 use premises;
- 12) Implementation of mitigation against external noise and the recommendations continued within Table 3 of the noise assessment submitted;
- 13) No doors or gates shall be hung so as to open over or across any pedestrian or public footpath;
- 14) Provision of a minimum of 157 cycle spaces;
- 15) Provision of a maximum of 30 car parking spaces and 3 disabled spaces;
- 16) Parking, access and loading/unloading, manoeuvring;
- 17) Submission of details of refuse and recycling facilities;
- 18) Submission of details of surface source water drainage works/control measures;
- 19) No soakaways shall be constructed in contaminated ground;
- 20) Submission of details of site foundations;
- 21) Submission of an investigation and remediation measures for land contamination;
- 22) Submission of an air quality assessment;
- 23) Submission of construction management plan including a traffic management plan detailing all routes to be used by construction vehicles and maintenance programmes to be considered in consultation with TfL;
- 24) Hours of Construction (8.00 am to 6.00 pm Monday to Friday 9.00 am to 5.00pm on Saturdays. You must not carry out the required building works on Bank Holidays.)
- 25) Power/hammer driven piling/breaking (10am – 4pm Monday – Friday);
- 26) Lifetime Homes / 10% Disabled Access;
- 27) Renewable Energy Measures (at least 10% reduction in carbon dioxide emissions);
- 28) Submission of a waterways wall survey, including a method statement and schedule of repairs identified;
- 29) Prior to the commencement of development a canal wall survey must be submitted and considered in consultation with the environment Agency. The survey would detail the stability and structural integrity of the wall and the ability to accommodate climate change.
- 30) A canal wall survey shall be carried out to assure that the canal wall lifetime corresponds to the lifetime of the development, which is at least 50 years.
- 31) A detailed scheme of how the canal wall can be raised in the future with at least 600 mm.
- 32) Any planting scheme within the buffer zone.
- 33) As part of the development, green or brown roofs should be established on the flat roofs of the buildings.
- 34) During construction no solid matter shall be stored within 10 metres of the banks of the Limehouse Cut and thereafter no storage of materials shall be permitted in this area.
- 35) Sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, to be approved.
- 36) The construction of the foul and surface water drainage system.

- 37) A scheme to deal with the risks associated with contamination of the site.
- 38) The construction of the site foundations.
- 39) A scheme detailing water efficiency measures.
- 30) Any other condition(s) considered necessary by the Head of Development Decisions.
- 31) Additional conditions recommended by the Environment Agency as set out in the Addendum Update Report.

Informatives

- 1) Section 106 of the Town and Country Planning Act 1990.
- 2) Locally native plant species only, of UK genetic origin.
- 3) Adequate sewerage infrastructure in place.
- 4) With regard to (Decontamination), contact Council's Environmental Health Department.
- 5) With regard to the Code of Construction Practice, discuss this with Council's Environmental Health Department.
- 6) With regard to the Air Quality Assessment, discuss this with Council's Environmental Health Department.
- 7) Consult with the Council's Highways Development Department regarding any alterations to the public highway.
- 8) Consult British Waterways on canal edge details, including landscaping and ecological enhancements.
- 9) Consult British Waterways on opportunities to explore the opportunity to remove construction waste, deliver construction materials and to remove household waste and recylates from the site by water.
- 10) Any discharge of surface water into the waterways requires British Waterway's written permission before development commences.
- 11) In the event of any balcony overhangs or other encroachments into British Waterway's airspace, land or water, enter into an appropriate agreement with British Waterways
- 12) Contact British Waterways engineer, "Code of Practice for Works affecting British Waterways."
- 13) Contact the GLA regarding the energy proposals.

That if by the 21st September 2007 the legal agreement has not been completed to the satisfaction of the Chief Legal Officer; the Head of Development Decisions be delegated power to refuse planning permission.

8.5 Site south of Westferry Circus and west of Westferry Road, London

Mr Michael Kiely, Head of Development Decisions, introduced the site and proposal for the erection of Class B1 office buildings comprising two towers of 45 and 35 storeys with a lower central link building and Class A1, A2, A3, A4 and A5 uses (retail, financial/professional services, restaurant/ café, drinking establishments and hot food takeaway) at promenade level together with ancillary parking and servicing, provision of access roads, riverside walkway,

public open space, landscaping, including public art and other ancillary works at site south of Westferry Circus and west of Westferry Road, London.

Ms Renee Goodwin, Acting Applications Manager, presented a detailed report on the application and outlined the differences between the proposals and that which had been previously approved on the site.

Members asked questions relating the retention of public access on the riverside walkway, the impact of the heights of the buildings and its effect on daylight/sunlight. Members expressed a wish that the river be used for the transportation of refuse from the site and that the public walkways are available at all times.

The Committee RESOLVED that planning permission for the erection of Class B1 office buildings (324,888 sq. m) comprising two towers of 45 and 35 storeys (max 241.1m and 191.3m AOD) with a lower central link building (77.450m AOD) and Class A1, A2, A3, A4 and A5 uses (retail, financial/professional services, restaurant/ café, drinking establishments and hot food takeaway) at promenade level up to a maximum of 2367 sq.m together with ancillary parking and servicing, provision of access roads, riverside walkway, public open space, landscaping, including public art and other ancillary works. (total floor space 327,255 sq.m) at site south of Westferry Circus and west of Westferry Road, London be GRANTED subject to the following

- A. Any direction by the Mayor;
- B. The prior completion of a Legal Agreement to the satisfaction of the Chief Legal Officer, to secure the following:
 - 1) Public Transport
Contribution towards DLR enhancement works - £3,000,000;
Contribution to TfL towards enhancements to the No. 135, 330 and the 330 bus services (£900,000 – paid in sums of £300,000 per annum);
 - 2) Public Realm
Provision and maintenance of the new open space at the southern end of the site, the riverside walkway within the site and other areas of public realm within the site - £5,343,000;
 - 3) Isle of Dogs Community Foundation
Contributions towards social and community facilities - £2,500,000;
 - 4) Highways Works
Provision of pedestrian crossing to the north of Heron Quays Roundabout - £236,000;
Contribution towards upgrade of Heron Quays Roundabout - £607,000;
 - 5) Lease of Skills Match / IDEA Store

16 years 6 month lease of the IDEA Store / 10 year lease of the Skills Match Unit at peppercorn rents - £5,312,000; and

6) Community and Social Infrastructure Provision – projects to be determined through strategy for each area - total of £4,545,000

- Employment, Skills and Training
 - Sustainable Transport Initiatives
 - Public Realm, Design and Open Space Improvements
 - Sports facility improvements
- 7) Preparation of a Travel Plan Framework - to be completed prior to the commencement of the development. The Travel Plan will be subject to ongoing monitoring and review
- 8) Code of Construction Practice
- 9) TV and Radio Reception

That the Head of Development Decisions be delegated power to impose conditions and informatives on the planning permission to secure the following:

Conditions

1. Time limit;
2. Details of the following are required prior to the relevant stage of construction:
 - a) Samples of all external building materials including a 'typical cladding detail mock up';
 - b) Detailed design of all lower floor elevations, including shop fronts;
 - c) Details of hard soft landscaping, including walkways, design and layout of new park, tree planting scheme, street furniture, CCTV and all external lighting;
 - d) Public art;
 - h) Details of all boundary wall treatments including walls, fences, railings and gates;
3. Submission of details of external ventilation/extract ducts to A3, A4, A5 units;
4. Submission of details of high level/roof top plant and sound attenuation;
5. Submission of details of refuse/recycling proposals, including a waste management strategy;
6. Submission of details of disabled access (also to address the matters raised in the Councils letter of the 15th May 2007 in regards to accessibility);
7. Submission of details of the location of a proposed taxi rank;
8. Submission of details of the location of suitable riparian life saving equipment along the riverside walkway;

9. Submission of details of external lighting to be used during construction and on completion of the development to be considered in consultation with the Port of London Authority;
10. River Barges must be used where feasible for the transport of materials to/from the site in both construction and on completion of the development. A strategy must be submitted detailing the use of barges to be considered in consultation with the Port of London Authority;
11. Submission of a landscape Management Plan;
12. Planting, seeding, turfing;
13. Detailed scheme for the ecological enhancement of the river wall.
14. Ecological management plan detailing all ecological enhancement works for the site.
15. Details of the riverside walk.
16. Methods for the reconstruction of the river wall and basement construction, the use of barges, the storage of materials, the tracking of machinery and construction uses within 5 metres of the river wall. There will be no fires or dumping within this 5 metre zone.
17. A landscape management plan.
18. No development approved by this permission shall be commenced until a planting scheme has been approved by the Local Planning Authority.
19. No development approved by this permission shall be commenced until a scheme for 'brown roofs', has been submitted.
20. The construction of the foul and surface water drainage system shall be carried out in accordance with details submitted to and approved.
21. Surface water source control measures.
22. Scheme for the provision and implementation of surface water run-off limitation, by means of a sustainable drainage system.
23. Detailed site investigation shall be carried out to establish if the site is present, and to determine its potential for the pollution of the water environment.
24. The construction of the site foundations shall be carried out in accordance with details submitted and approved.
25. Submit a scheme for approval by the Local Planning Authority detailing water efficiency measures along with rainwater harvesting and grey water reuse.
26. Completion of the restaurant/retail units prior to occupation of any other part of the Development.
27. Submission of details of the method of construction including details of use location and height of cranes and other structures to be considered in consultation with London City Airport;
28. When not in use cranes are to be parked parallel to the runway centre line with London City Airport;
29. Buildings must be equipped with aircraft obstacle lighting.
30. Submission of design specifications of acoustic screens for cooling towers/air cooled chillers;
31. Submission of a Construction Environmental Management Plan (EMP) setting out measures to be applied during the construction phase, relating to site planning, construction vehicles, demolition and construction activities on the site;
32. The following parking spaces are to be provided:

- A maximum of 150 car parking spaces of which 10% must be allocated for disabled users.
 - A minimum of 1300 cycle spaces for the office element and a minimum of 8 spaces located at the entrance for the retail element.
 - 132 motorcycle spaces.
33. Restriction of access from podium level down to Westferry Circus to Emergency Vehicles only.
 34. Submission of a detailed plan to ensure that the barrier to the basement access is setback from the highway in order to allow for sufficient space to allow for queuing vehicles.
 35. Submission of a service management plan detailing a servicing scheme for deliveries and servicing throughout the site;
 36. Limit hours of construction to between 8.00 Hours to 18.00 Hours, Monday to Friday and 8.00 Hours to 13.00 Hours on Saturdays.
 37. Air Quality Monitoring;
 38. Level of noise emitted from the site to be restricted.
 39. Ground borne vibration limits.
 40. Limit hours of power/hammer driven piling/breaking out to between 10.00 Hours to 16.00 Hours, Monday to Friday.
 41. Details of a monitoring and control regime of the Environmental Management Plan.
 42. Investigation and remediation measures for land contamination (including water pollution potential).
 43. Details of the construction of the site foundations.
 44. Details of surface and foul water drainage system required.
 45. Impact study of water supply infrastructure required.
 46. Details of Water Efficiency measures.
 47. Renewable energy measures to be approved in writing by the Local Planning Authority in consultation with the Greater London Authority and implemented in perpetuity.
 48. Implementation of a programme of archaeological work in accordance with the written scheme of investigation.
 49. S278 to be entered into for highway works surrounding the site.
 50. Requirement for a pedestrian capacity study. To be considered in consultation with Transport for London.
 51. Any other condition(s) considered necessary by the Head of Development Decisions.

Informatives:

1. Section 106 agreement required;
2. Section 278 (Highways) agreement required;
3. River works licensing (Port of London Authority);
4. Riparian lifesaving equipment provided to the 1991 Hayes Report Standards (Port of London Authority);
5. Site notice specifying the details of the contractor required
6. Construction Environmental Management Plan Advice
7. Use of Thames to transport bulky materials
8. London City Airport Advice

9. All cycle parking is to be provided in accordance with the London Cycle Network Manual.
10. Environmental Health Department Advice
11. Advertising signs and/or hoardings consent
12. Contact the GLA regarding the energy proposals
13. Any other informative(s) considered necessary by the Head of Development Decisions

That if by the 21st September 2007 the legal agreement has not been completed to the satisfaction of the Chief Legal Officer; the Head of Development Decisions be delegated power to refuse planning permission.

(The Chair left the room after consideration of this item, at 9.50 pm, and did not return for the duration of the meeting.)

The meeting ended at 10.40 p.m.

Chair, Councillor Rofique U Ahmed
Strategic Development Committee

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DEVELOPMENT COMMITTEE STRATEGIC DEVELOPMENT COMMITTEE

PROCEDURES FOR HEARING OBJECTIONS AT COMMITTEE MEETINGS

Provisions in the Council's Constitution (Part 4.8) relating to public speaking:

- 6.1 Where a planning application is reported on the "Planning Applications for Decision" part of the agenda, individuals and organisations which have expressed views on the application will be notified by letter that the application will be considered by Committee at least three clear days prior to the meeting. The letter will explain these provisions regarding public speaking.
- 6.2 When a planning application is reported to Committee for determination the provision for the applicant/supporters of the application and objectors to address the Committee on any planning issues raised by the application, will be in accordance with the public speaking procedure adopted by the relevant committee from time to time (see below).
- 6.3 All requests to address a committee must be made in writing or by email to the committee clerk by 4pm on the Friday prior to the day of the meeting. This communication must provide the name and contact details of the intended speaker. Requests to address a committee will not be accepted prior to the publication of the agenda.
- 6.4 After 4pm on the Friday prior to the day of the meeting the Committee clerk will advise the applicant of the number of objectors wishing to speak.
- 6.5 The order of public speaking shall be as stated in Rule 5.3, which is as follows:
 - An objector who has registered to speak
 - The applicant/agent or supporter
 - Non-committee member(s) may address the Committee for up to 3 minutes
- 6.6 Public speaking shall comprise verbal presentation only. The distribution of additional material or information to members of the Committee is not permitted.
- 6.7 Following the completion of a speaker's address to the committee, that speaker shall take no further part in the proceedings of the meeting unless directed by the Chair of the Committee.
- 6.8 Following the completion of all the speakers' addresses to the Committee, at the discretion of and through the chair, committee members may ask questions of a speaker on points of clarification only.
- 6.9 In the interests of natural justice or in exceptional circumstances, at the discretion of the chair, the procedures in Rule 5.3 and in this Rule may be varied. The reasons for any such variation shall be recorded in the minutes.
- 6.10 Speakers and other members of the public may leave the meeting after the item in which they are interested has been determined.

Public speaking procedure adopted by this Committee:

- For each planning application up to two objectors can address the Committee for up to three minutes each. The applicant or his/her supporter can address the Committee for an equivalent time to that allocated for objectors (ie 3 or 6 minutes).
- For objectors, the allocation of slots will be on a first come, first served basis.
- For the applicant, the clerk will advise after 4pm on the Friday prior to the meeting whether his/her slot is 3 or 6 minutes long. This slot can be used for supporters or other persons that the applicant wishes to present the application to the Committee.
- Where a planning application has been recommended for approval by officers and the applicant or his/her supporter has requested to speak but there are no objectors or non-committee members registered to speak, the chair will ask the Committee if any member wishes to speak against the recommendation. If no member indicates that they wish to speak against the recommendation, then the applicant or their supporter(s) will not be expected to address the Committee.

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Agenda Item 6

Committee: Strategic Development	Date: 20 th September 2007	Classification: Unrestricted	Agenda Item No: 6
Report of: Corporate Director of Development and Renewal		Title: Deferred items	
Originating Officer: Michael Kiely		Ref No: See reports attached for each item	
		Ward(s): See reports attached for each item	

1. INTRODUCTION

- 1.1 This report is submitted to advise the Committee of planning applications that have been considered at previous meetings and currently stand deferred. The following items are in that category:

Date deferred	Reference number	Location	Development	Reason for deferral
18/1/07	PA/02/01555	News International site at the south east junction of the Highway and Vaughan Way, London E1	Erection of two buildings of 10 and 27 storeys to create 115,388 sq. m floor space for Class B1 (Offices), 1,419 sq. m A1 (Shop), 913 sq. m A3 (Cafe and restaurant) and 1,200 sq. m D2 (Assembly and leisure), together with new access and servicing arrangements, car parking for up to 650 cars, lorry marshalling area & landscaping works.	To enable officers to carry out further consultations with local residents.

2. CONSIDERATION OF DEFERRED ITEMS

- 2.1 Deferred applications may be reported in the Addendum Update Report if they are ready to be reconsidered by the Committee. This report is available in the Council Chamber 30 minutes before the commencement of the meeting.

3. RECOMMENDATION

- 3.1 The Committee to note the current position relating to deferred items.

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

Brief Description of background papers:	Tick if copy supplied for register	Name and telephone no. of holder:
Application, plans, adopted UDP. draft LDF and London Plan	✓	Eileen McGrath (020) 7364 5321

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Agenda Item 7

Committee: Strategic Development	Date: 20 th September 2007	Classification: Unrestricted	Agenda Item No: 7
Report of: Corporate Director of Development and Renewal		Title: Planning Applications for Decision	
Originating Officer: Michael Kiely		Ref No: See reports attached for each item	
		Ward(s): See reports attached for each item	

1. INTRODUCTION

- 1.1 In this part of the agenda are reports on planning applications for determination by the Committee. The following information and advice applies to all those reports.

2. FURTHER INFORMATION

- 2.1 Members are informed that all letters of representation and petitions received in relation to the items on this part of the agenda are available for inspection at the meeting.
- 2.2 Members are informed that any further letters of representation, petitions or other matters received since the publication of this part of the agenda, concerning items on it, will be reported to the committee in an update report.

3. ADVICE OF ASSISTANT CHIEF EXECUTIVE (LEGAL SERVICES)

- 3.1 The relevant policy framework against which the Committee is required to consider planning applications includes the adopted Tower Hamlets Unitary Development Plan 1998 (UDP), the adopted London Plan 2004, the Council's Community Plan, the Draft Local Development Framework and Interim Planning Guidance Notes.
- 3.2 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.
- 3.3 Under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects listed buildings or their settings, the local planning authority must have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest it possesses.
- 3.4 Under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects a conservation area, the local planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area.
- 3.5 Whilst the adopted UDP 1998 is the statutory development plan for the Borough (along with the London Plan), it will be replaced by a more up to date set of plan documents which will make up the Local Development Framework (LDF). As the replacement plan documents

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

Brief Description of background papers:	Tick if copy supplied for register	Name and telephone no. of holder:
Application, plans, adopted UDP. draft LDF and London Plan		See reports attached for each item

progress towards adoption, they will gain increasing status as a material consideration in the determination of planning applications.

- 3.6 The reports take account not only of the policies in the statutory UDP 1998 but also the emerging plan, which reflect more closely current Council and London-wide policy and guidance.
- 3.7 In accordance with Article 22 of the General Development Procedure Order 1995, Members are invited to agree the recommendations set out in the reports, which have been made on the basis of the analysis of the scheme set out in each report. This analysis has been undertaken on the balance of the policies and any other material considerations set out in the individual reports.

Agenda Item 7.1

Committee: Strategic Development	Date: 20 th September 2007	Classification: Unrestricted	Agenda Item No: 7.1
Report of: Corporate Director of Development and Renewal		Title: Planning Application for Decision	
Case Officer: Shay Bugler		Ref No: PA/06/02081	
		Ward(s): Limehouse	

1. APPLICATION DETAILS

Location: 721-737 Commercial Road and 2-22 Lowell Street, Commercial Road, London

Existing Use: The site is currently vacant. (Formally used as an open yard, recycling plant warehousing).

Proposal: Demolition of existing buildings and redevelopment up to 14 storeys to provide 319 units (319 residential units (9 x studio; 107 x 1 bed; 119 x 2 bed; 79 x 3 bed and 5 x 5 bed)) residential units and 675 sqm commercial (Class A2, A3, A4, B1, D1 and D2) space.

Drawing Nos: PL/100 Rev B: Site layout
PL/101 Rev B: Lower Ground Floor Plan
PL/102 Rev B: Upper Ground Floor Plan
PL/103 Rev C: First Floor Plan
PL/105 Rev B: Second Floor Plan
PL/105 Rev B: Third Floor Plan
PL/106 Rev C: Fourth Floor Plan
PL/107 Rev B: Fifth Floor Plan
PL/108 Rev B: Sixth Floor Plan
PL/109 Rev A: Seventh Floor Plan
PL/110 Rev A: Eight, ninth, tenth & eleventh floor plans
PL/114 Rev A: Twelfth Floor Plan
PL/115 Rev A: Thirteenth Floor Plan
PL/116 Rev B: Roof Plan
PL/251 Rev A: Block B Details of West Elevation
PL/121 Rev A: Block G Revised Plans
PL/200 Rev A: Section AA
PL/201: Section BB Block B West Elevation
PL/202 Rev A: Section CC Block B West Elevation
PL/203 Rev A: Section DD (Along Wilson's Place)
PL/204 Rev A: Section EE
PL/205 Rev B: Section FF Lower Street Elevation
PL/207 Rev A: Section HH
PL/220 Rev A: Block E South Elevation (Commercial Road)
PL/221: Blocks B & D South Elevation
PL/222 Rev A: Block E East Elevation
PL/223 Block B: West Elevation
PL/224: Section HH: Block B,C & D Garden elevations
PL/225: Section EE Blocks C & E North Elevation
PL/226 Rev A: Block A South Elevations (Wilson's Place Elevation)
PL/227 Rev A: Block A North East Elevation

PL/228 Rev A: Blocks A North Elevation
 PL/229 Rev A: Front and Rear of Houses North Elevation South Elevation
 PL/230 Rev B: Block G. East Elevation
 PL/231 Rev A: Block G South Elevations (Mews Elevation)
 PL/232 Rev B: Block G West Elevation (Lower Street Elevation)
 PL/233 Rev B: Block G North Elevation (Dalgleish Street)
 PL/235 Rev A: Section through courtyard
 PL/250: Details of South elevation
 PL/251 Rev A: Block B Detail of West Elevation
 PL/252 Rev A: Detail elevation extract (Wilson's Place Elevation)
 PL/254: Detail of South Elevation West Pavillion Block
 PL/255: Details of Mews Houses
 PLS1002 Rev A: Lower Ground Amenity Plan
 PLSI003 Rev A: Upper ground floor amenity Plan
 PLSI004 Rev A: First floor amenity plan
 PLSI 005 Rev A: Second floor amenity plan
 PLSI Rev A: Third floor amenity plan
 PLSI 007 Rev A: Fourth floor amenity plan
 PLS1 008 Rev A: Fifth floor amenity plan
 PLSI 009 Rev A: Sixth floor amenity plan
 PLSI_010 Rev A: Seventh floor amenity plan
 PLSI001 Rev A: Twelfth floor amenity plan
 PLSI012 Rev A: Thirteenth floor amenity plan

The following list of accompanying technical reports also forms part of this application:

- Design Statement - Stock Woolstencroft
- Drainage sustainability social impact – Stock Woolstencroft
- Planning Statement - Stock Woolstencroft
- Noise and vibration day and sunlight microclimate- paragons acoustics
- Daylight and sunlight report - Stoke Woolstencroft
- Proposed Redevelopment of 723-737 Commercial Road, London, E14 (Addendum BRE Daylight/Sunlighting Report 27th June 2007)
- Microclimate - Cambridge architectural research
- Sustainability - esd
- Landscape and ecology report - Studio Engleback
- Supplementary Information Transport - Stock Woolstencroft
- Supplementary Information sustainable energy strategy June 2007 - Stock Woolstencroft

Applicant: SURE Estates Ltd
Owner: SURE Estate Ltd
Historic Building: N/A
Conservation N/A

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, the Council's emerging Local Development Framework Submission Document, associated supplementary planning guidance, the London Plan and

Government Planning Policy Guidance and has found that:

- (a) In principle, the proposed development is acceptable, subject to an appropriate planning obligations agreement and conditions to mitigate against the impact of the development.
- (b) The proposed development would result in a sustainable, high quality, high density scheme with an acceptable level of affordable housing and associated tenure split and a good dwelling mix. This would contribute to the regeneration of the wider area and that is considered to be in the interests of good strategic planning in London.
- (c) It is considered that the proposed uses would not have an adverse impact on the residential amenity of any nearby properties. A number of conditions are recommended to secure submission of details of materials, landscaping, external lighting and to control noise and hours of construction.
- (d) The proposed development would deliver regeneration benefits comprising: improved townscape; modern employment facilities; and new residential accommodation.

3 RECOMMENDATION

3.1 That the Committee resolve to **GRANT** planning permission subject to:

3.2 A. Any **direction** by **The Mayor**

3.3 B. The completion of a **legal agreement**, to the satisfaction of the Chief Legal Officer to be completed within 3 months from the date of the committee to secure the following:

- Affordable Housing provision at 35% of the habitable rooms with a 70/30 split between affordable rented/shared ownership to be provided on site.
- A contribution of £266,100 to mitigate the demand of the additional population on health care facilities.
- A contribution of £530,000 to mitigate the demand of the additional population on education facilities
- A contribution of £219,000 towards Employment and training initiatives.
- A contribution of £35,000 towards TfL bus stop
- A contribution of £20,000 to TfL signal booster to DLR or DAISY screen
- A contribution of £300,000 for Community initiatives (refurbishing and upgrading of nearby community centre
- A contribution of £41,000 for upgrade works to Stonebridge Wharf
- 'Car Free' agreement
- LLIC
- TV/radio reception mitigation

- Travel Plan

3.4 **C.** That the Head of Development Decisions be delegated authority to impose conditions and informatives on the permission to secure the following:

- 1) Permission valid for 3 years
- 2) Submission of samples / details / full particulars
- 3) Submission of a Secured by Design Statement
- 4) Submission of desktop study report for land contamination
- 5) Submission of details of site drainage
- 6) Submission of details of site foundations
- 7) Submission of an Investigation and remediation measures for land contamination
- 8) Provision of a minimum of **319** cycle spaces for the residential component of the scheme
- 9) Submission of a traffic management plan detailing all routes to be used by construction maintenance programmes and also detailing how sustainable travel to and from the proposed development will be provided amongst residents and staff working on the site.
- 10) Parking, access and loading/unloading, manoeuvring
- 11) No parking on site, other than in the basement car park
- 12) Vehicular access
- 13) Refuse and recycling facilities
- 14) Hours of Construction (8.00am to 6.00pm Monday to Friday 9.00am to 5.00pm on Saturdays and not at all on Sunday or Bank holidays)
- 15) Power/hammer driven piling/breaking (10am – 4pm Monday – Friday)
- 16) Submission of full details of the proposed lighting and CCTV scheme.
- 17) Any other condition(s) considered necessary by the Head of Development Decisions.
- 18) Lifetime Homes
- 19) 10% Disabled Access
- 20) Renewable Energy Measures (at least 10% reduction in carbon dioxide emissions)
- 21) Applicant to use a 35 kilo Watt electrical combined heat and power plant.
- 22) Further archaeological work or historic building assessment as necessary, to establish the actual impact of development so an appropriate mitigation strategy can be implemented.
- 23) Any other condition(s) considered necessary by the Head of Development Decisions

3.5 **Informatives**

- 1) Section 106 of the Town and Country Planning Act 1990.
- 2) Locally native plant species on site, of UK genetic origin.
- 3) Adequate sewerage infrastructure in place
- 4) With regard to (Decontamination), contact Council's Environmental Health Department
- 5) Code of Construction Practice, discuss this with Council's Environmental Health Department
- 6) Consult with the Councils Highways Development Department regarding any alterations to the public highway
- 7) During construction consideration must be made to other developments within the area and the impact to traffic movements on Commercial Road

3.6 That if by the **20th December 2007** the legal agreement has not been completed to the satisfaction of the Chief Legal Officer; the Head of Development Decisions be delegated authority to refuse planning permission.

4 PROPOSAL AND LOCATION DETAILS

Proposal

4.1 The planning application is for the demolition of existing Council depot buildings and for the

redevelopment of up to 14 storeys to provide 319 (9 x studio; 107 x 1 bed; 119 x 2 bed; 79 x 3 bed; and 5 x 5 bed) residential units and 675 sqm commercial (Class A2, A3, A4, B1, D1 and D2) space

4.2 The tenure of the accommodation includes:

Table 1: Tenure and dwelling mix

Tenure	studio	1 bed	2 bed	3 bed	4 bed	5 bed
Affordable rent	0	21	24	22	0	5
Shared ownership	0	11	13	8	0	0
Private market	9	75	82	49	0	0

4.3 The proposal includes public open space, in the form of a public square, communal landscaped areas, private gardens, roof terraces and balconies. Basement and undercroft car parking for 79 spaces, including disabled spaces.

4.4 The layout of the site is informed by the configuration of the site boundary. Wilson's Place is the current rear vehicular access from Salmon Lane to 723 Commercial Road. 22 Lowell Street has its own separate vehicular access from Dalgleish Street. The proposed layout extends and links Wilson's Place through the site, with the current public square to the south on to Commercial Road and with Lowell Street to the west. The new access road through the site facilities both pedestrian and vehicular access for servicing and parking within the site.

4.5 On the Commercial Road frontage three 5 storey blocks (Blocks B, D and E), rise to 5 storeys with 6/7 storey set back, which are arranged symmetrically/ around the central public square. Block C to the rear fronts Wilson's Place. A 4 storey junction building is positioned on the western boundary, adjacent to the 4 storey terrace on Grade 2 Listed Buildings. Commercial units straddle the public open space with Blocks E at ground level to create an active frontage on the Commercial Road

4.6 The main stepped tower at Block A, rising from a 6 storey element at the rear to 12 and 14 storeys, is positioned immediately behind the public square and aligned in a north-east /south west orientation addressing the new public square to the front on Commercial Road. The tower is linked to the frontage Block E by a 6 storey element that arches over the new access road that links to the frontage the site.

Site and Surroundings

4.7 The application site covers an area of 0.77 hectares which includes a section of Wilson's Place.

4.8 The site extends from Lowell Street in the west to Salmon Lane to the east, with its main frontage on Commercial Road, wedged in between a terrace of 4 storey Grade 11 Listed residential properties and The Seaman's Mission, situated on the corner of Commercial Road and Salmon Lane.

4.9 Commercial Road (A13) is a main arterial route through the Borough which is characterised by a mix of predominantly commercial uses along its length although other uses are present. The predominant land use immediately to the north and south of the site is residential with pockets of commercial uses concentrated along Commercial Road and the local shopping parade in Salmon Lane. The east side leading up from East India Dock Road to the site and

beyond to Limehouse Basin are generally commercial uses in small scale period buildings along the main road frontage.

- 4.10 The site is not located within a Conservation Area. However St. Anne's Conservation Area and Lowell Street Conservation Area abut the site. To the south east is the Grade I Listed Church of St. Anne's Conservation Area, but the majority of residential properties within the immediate area comprises mainly purpose built blocks of flats of varying heights , 2/3 storey period properties and commercial, ecclesiastical and civic buildings.
- 4.11 In terms of transport, the site is served by the D3 bus route connecting Wapping with Canary Wharf. Bus D3, 15 and 115 on Commercial Road, directly outside the site, connect to Canning Town and Stratford to the east and the City to the west. Limehouse DLR Station to the South west is approximately a 5 minute walk from the site.
- 4.12 The site is connected within close proximity to transport with Limehouse DLR and Mainline Station located approximately 0.2 miles to the west, Salmon Lane to the east and Dalgleish Street/Fenchurch Street.
- 4.13 The site straddles the boundary between Public Transport Accessibility Level (PTAL) scores 6a and 6b. The London Borough of Tower Hamlets suggests that the portion of the site fronting onto Commercial Road has PTAL scores of 6b (the second highest level). Seven bus services run within 640m of the site. Limehouse rail and DLR station is 370 metres to the west of the site on Commercial Road.

Planning History

- 4.14 The following planning decisions are relevant to the application:

PA/06/135 Request for Screening Opinion as to whether redevelopment by demolition of existing buildings and erection of buildings of 4-9 storeys to provide 722 sq.m. of ground floor commercial space (A1 to A5 and B1 uses) and 305 residential units (C3 use) with approximately 100 car parking spaces and landscaping requires an Environmental Impact Assessment. 27/01/2006

PA/06/463 Request for Scoping Opinion as to the information to be contained within an Environmental Impact Assessment in support of redevelopment by demolition of existing buildings and erection of buildings of 3/6/7 and 15 storeys to provide 630 sq.m. of ground floor commercial space (A1 to A5 and B1 uses) and 345 residential units (C3 use) with approximately 100 car parking spaces and landscaping. Scoping Option issued 14/04/2006

Ref. PL/DC/05/13225 dated 07/01/70: In 1970, planning permission was granted by the former Greater London Council (GLC) for the "redevelopment of petrol filling station and vehicle service buildings at 731-737 Commercial Road for three-storey municipal offices and depot. The site was redeveloped to provide the present buildings and described subsequently as a 'GLC Housing Depot'.

TH12155/10902 2-22 Lowell Street is adjacent to the site, which forms part of the application premises. Planning permission was granted to the GLC for the "erection of 2 storey building for use as a district office' on 15th November 1979. In the report to the Council's Planning Committee, the site was described as being 'previously vacant residential'. Subsequent records show approval of details. The present building was completed in June 1980, as verified by the District Surveyors completion certificate on file. There is reference to the building being used for 'offices and management

control unit”.

5.0 POLICY FRAMEWORK

5.1 For details of the status of relevant policies see the front sheet for “Planning Applications for Decision” agenda items. The following policies are relevant to the application:

Policies:	DEV1	Design Requirements
	DEV2	Environmental Requirements
	DEV3	Mixed Use Developments
	DEV4	Planning Obligations
	DEV6	High Buildings Outside the Central Area & Business Core
	DEV12	Provision of Landscaping in Development
	DEV13	Design of Landscape Scheme
	DEV50	Noise
	DEV55	Development & Waste Disposal
	DEV56	Waste Recycling
	EMP2	Retaining Existing Employment Uses
	HSG2	Provision for Housing Development
	HSG3	Affordable Housing
	HSG7	Dwelling Mix & Type
	HSG8	Mobility Housing
	HSG9	Density of New Housing Development
	HSG13	Standard of Dwelling
	HSG16	Housing Amenity Space
	T15	Location of New Development
	T17	Planning Standards (Parking)
	T21	Pedestrian Needs in New Development
	T24	Cyclists Needs in New Development
	OS9	Children’s Play Space

Emerging Local Development Framework

Proposals:	CP34	Development Site for residential use ID 39
Core Strategies:	IMP1	Planning Obligations
	CP1	Creating Sustainable Communities
	CP2	Equal Opportunity
	CP3	Sustainable Environment
	CP4	Good Design
	CP5	Supporting Infrastructure
	CP9	Employment Space for Small Businesses
	CP19	New Housing Provision
	CP20	Sustainable Residential Density
	CP21	Dwelling Mix & Type
	CP22	Affordable Housing
	CP25	Housing Amenity Space
	CP38	Energy Efficiency and Production of Renewable Energy
	CP39	Sustainable Waste Management
	CP40	A Sustainable Transport Network
	CP41	Integrating Development with Transport
	CP42	Streets for People
	CP46	Accessible and Inclusive Environments
	CP47	Community Safety
	CP48	Tall Buildings

Policies:	DEV1	Amenity
	DEV2	Character & Design
	DEV3	Accessibility & Inclusive Design
	DEV4	Safety & Security
	DEV5	Sustainable Design
	DEV6	Energy Efficiency & Renewable Energy
	DEV7	Water Quality and Conservation
	DEV8	Sustainable Drainage
	DEV9	Sustainable Construction Materials
	DEV10	Disturbance from Noise Pollution
	DEV11	Air Pollution and Air Quality
	DEV12	Management of Demolition and Construction
	DEV13	Landscaping and Tree Preservation
	DEV15	Waste and Recyclables Storage
	DEV16	Walking & Cycling Routes & Facilities
	DEV17	Transport Assessments
	DEV18	Travel Plans
	DEV19	Parking for Motor Vehicles
	DEV20	Capacity of Utility Infrastructure
	DEV22	Contaminated Land
	DEV27	Tall Buildings Assessment
	EE2	Redevelopment/Change of Use of Employment Sites
	HSG1	Determining Residential Density
	HSG2	Housing Mix
	HSG3	Affordable Housing Provisions in Individual Private Residential and Mixed-use Schemes
	HSG4	Varying the Ratio of Social Rented to Intermediate Housing
	HSG7	Housing Amenity Space
	HSG9	Accessible and adaptable Homes
	HSG10	Calculating Provision of Affordable Housing

Planning Standards

- Planning Standard 1: Noise
- Planning Standard 2: Residential Waste Refuse and Recycling Provision
- Planning Standard 3: Tower Hamlets Density Matrix
- Planning Standard 4: Lifetime Homes

Supplementary Planning Guidance/Documents

- Design out crime
- Sound Insulation
- Residential Space
- Landscape Requirements

Spatial Development Strategy for Greater London (London Plan)

- Policy 3A.7 Affordable Housing Targets
- Policy 3A.8 Negotiating Affordable Housing in Individual Private Residential and Mixed Use Schemes
- Policy 3C.2 Matching Development to Transport Capacity
- Policy 4A.6 Improving Air Quality
- Policy 4A.7 Energy Efficiency and Renewable Energy
- Policy 4A.8 Energy Assessment
- Policy 4A.9 Providing for Renewable Energy

Policy 4A.10	Supporting the Provision of Renewable Energy
Policy 4A.11	Water supplies
Policy 4A.14	Reducing Noise
Policy 4B.1	Design Principles for a compact city
Policy 4B.2	Promoting world class architecture and design
Policy 4B.3	Maximising the potential of sites
Policy 4B.4	Enhancing the Quality of the Public realm
Policy 4B.5	Creating an inclusive environment
Policy 4B.6	Sustainable Design and construction
Policy 4B.7	Respect Local context and communities
Policy 4B.8	Tall buildings, location
Policy 4B9	Large scale buildings, design and impact
Policy 4C.2	Context for sustainable growth
Policy 4C.8	Sustainable Drainage

Government Planning Policy Guidance/Statements

PPG1	Generally Policy and Principles
PPG3	Housing
PPG13	Transport
PPG24	Planning & Noise
PPS1	Delivering Sustainable Development
PPS22	Renewable Energy
PPS3	Housing
PPS1	Urban Design
PPG13	Transport
PPS1	Access

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
- A better place for learning, achievement and leisure
- A better place for excellent public services

6.0 CONSULTATION RESPONSE

- 6.1 The views of officers within the Directorate of Development and Renewal are expressed in the MATERIAL PLANNING CONSIDERATIONS section below. The following were consulted regarding the application:
- 6.2 **LBTH Education Development:**
- 6.3 The dwelling mix leads to a need for 43 additional primary school places. A contribution is sought (at 100%) for 43 primary school places @ £12,342 = £530,706.
- 6.4 **LBTH Highways Development:**
- 6.5 The provision of 79 car parking spaces is welcomed.
- 6.6 The high levels of public transport accessibility, proximity to local amenities and the pressures on parking in the area make this essential to sign a car free agreement.
- 6.7 The opening up of Wilson's Place is welcomed and the through route will provide better

access to the development for servicing and refuse collection. Wilson's Place will remain as public highway

- 6.8 Cycle parking is insufficient; there should be a minimum of 319 spaces for the residential development and a number of spaces for employees in the commercial properties. Cycle parking should also be designed into the landscaping areas, particularly around the commercial units. It is recommended that the above measures be secured by way of condition and appropriate legal agreement.
- 6.9 Refuse storage for the commercial units needs to be identified and clearly separated from domestic waste. There also needs to be better provision for recyclable refuse storage for residential units. It is recommended that the above measures be secured by way of condition and appropriate legal agreement.
- 6.10 A s278 will have to be entered into for works to Wilson's Place and the junction with Salmon Lane, as well as Lowell Street which is fronted by the development. TfL must be contacted in respect to s278 works on Commercial Road, and a separate agreement drawn up with them.
- 6.11 Providing the upgrade of Wilson's Place can be included in the s278 agreement with Tower Hamlets. There is no need for additional s106 contributions; however TfL may wish to secure contributions to bus measures and signage to Limehouse station.

6.12 **LBTH Environmental Health**

- 6.13
- Environmental Health is satisfied with the methodology and the results of the Air Quality assessment.
- 6.14
- The applicant needs to provide further details on how it is intended to mitigate for dust **and** emissions from the construction site.
- 6.15
- Although mitigation measures are proposed for dust during the construction phase, the following is required:
- 6.16
- 1) A traffic management plan. This should include for e.g. European Emissions Standards for all off and on-road vehicles to be used during the construction phase, a schedule of all plant, equipment and vehicles, etc.
- 6.17
- 2) Details of a contact person on the site to be forwarded to this section in the event that complaints are received from the public.

This will be addressed as part of a condition.

6.18 **External consultees**

6.19 **Greater London Authority (GLA- Strategic Consultee):**

Initially, GLA identified the following in the Stage 1 report:

(a) inadequate quantum of private external amenity space and non-defined/non designated child play space

(b) inadequate investigated energy solution for the development

(c) a need to secure legible and safe pedestrian links to nearby public open spaces. A need to secure public transport infrastructure to ensure delivery of a sustainable development.

6.20 The applicant has subsequently taken Greater London Authority (GLA's) comments on board and has amended the scheme accordingly to the satisfaction of the GLA and the Local Planning Authority.

6.21 **Thames Water Authority** - no comments received

6.22 **London City Airport** - no comments received

6.23 **English Heritage (Statutory consultee)**

6.25 *West Pavilion Block:* The scale and form of the proposed development would detrimentally impact on the setting of the listed terrace. Development on the scale of the listed terrace would be more appropriate on this part of the site as this could potentially return into the proposed 'square' forming an L shaped block. The design of the junction between any new development and the listed terrace requires particular careful handling. The large blank area of brick and tall vertical roof top feature lack elegance

6.26 *East Pavilion Block:* The height of the East Pavilion block adjoining the Seaman's Mission should be reduced in order to preserve the dominance of that important building. The façade to Commercial Road should rise no higher than the main part of the cornice of the Seaman's Mission building. This would allow the small eastern turret of the Seaman's Mission to retain some prominence in the streetscene. The junction between any new development and the Seaman's Mission should be treated sensitively

(Officers comment: Refer to main body of the report)

6.27 **Transport for London (Statutory consultee)**

6.28 The development will have low car parking provision and therefore it would not result in a significant overall increase in daily traffic to the site nor result in any unacceptable impact to the TLRN or SRN.

6.29 The transport assessment also provides insufficient information about the pedestrian environment surrounding the site. Given the proximity to public transport and the low levels of car parking proposed the development is likely to be reliant on links to public transport routes so TfL would expect greater detail about the condition of footways, position of crossings, lighting and ease of use of routes

6.30 Appropriate cycle spaces should be provided in line with TfL's Cycle Parking Standards as referred to in the London Plan (Officer's comments: The figures were based on the original scheme which comprised of 338 residential units. The scheme was subsequently amended and now comprises 319 residential units. (Officers comment: The applicant will be required to provide 319 cycle spaces for the residential element of the site. This will be addressed as part of a condition).

6.31 The Travel Plan should be submitted, detailing how sustainable travel to and from the proposed development will be promoted among residents and staff working on site. This should be secured, monitored and reviewed as part of the Section 106 agreement. (Officers comment: A Travel Plan will need to be submitted and approved to the satisfaction of the Council prior to occupation)

6.32 The height of the proposed development may reduce the strength of DLR radio signals from

trains operating in the area. The developer should conduct a radio signal survey and if the development will have an adverse impact on radio signals, a financial contribution of £20,000 will be required for signal boosters (This is included in the Section 106 Agreement).

GLASS:

- 6.33 Although the site lies just outside an archaeological priority area as defined in the Borough UDP, the scale of the redevelopment proposals would present a significant impact if archaeological remains were to be present. The redevelopment of this site may therefore affect remains of archaeological importance.
- 6.34 GLASS welcomes the inclusion of Cultural Heritage and Archaeology in the draft Environmental Impact Assessment Scoping Opinion. Assessment should include examination of known archaeological data for the area as well as documentary, cartographic and geotechnical sources in order to identify areas where development proposals have the potential to impact on archaeological remains and built heritage.
- 6.35 A condition will be addressed to the application which will require the applicant to undertake further archaeological work or historic building assessment to establish the actual impact of development so an appropriate mitigation strategy can be implemented.

7.0 LOCAL REPRESENTATION

7.1 A total of 177 neighbouring properties within the area shown on the map appended to this report were notified of 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:

Consultation

No. of individual responses	5	Objecting: 5	Supporting: 0
No. of petitions received	0	0	0

7.2 The following local groups/societies made representations:

- Stephen Job associates on behalf of Salmon Lane Mission Trustees
- Salmon Lane Mission Trustees Limited
- 3 Local residents

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

- a) Loss of views from Mission Building Flats
- b) Loss of light to Mission Building Flats (negative from block C)
- c) The proposed development plans does not respect the local context of sufficient space between developments.
This site is an ideal location for a supermarket. Instead of the four smaller units, the upper ground floor of the development should be used for a single, larger, supermarket.
- d) The development will have a negative impact on the members of the Salmon Lane church and residents due to the loss of natural light and privacy. The loss of sun light will have a negative impact upon the temperature of the Church raising the cost of our utilities.

- e) The increased traffic will have a negative impact on the over burdened and congested Salmon Lane.
- f) Increase in noise generated by the additional traffic.
- g) Appears the proposed plans call for taking a small section of the Church property at the front corner next to Wilson's Place.
- h) The development would adversely affect the character and appearance of St. Anne's Church Conservation Area and the Lowell Street Conservation Area. It would also adversely affect the setting of nearby listed buildings

8.0 MATERIAL PLANNING CONSIDERATIONS

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

1. Land Use
2. Density
3. Design and layout and the suitability of a tall building at this location
4. Accessibility and inclusive design
5. Associated amenity impacts to surrounding properties
6. Affordable housing, dwelling mix and housing standards
7. Transport and Parking
8. Open space/amenity space
9. Sustainability

Land Use

8.2 The subject site is not designated as an employment area although it is located within very close proximity to the Industrial Employment and Office Employment area in the UDP. The surrounding area is also nominated as an employment area in the UDP proposals map (1998). Land use within the area is presently evolving and the site and surrounds has been designated in the Local Development Framework Core Strategy and Development Control Submission Document as a suitable location for mixed use development. In essence, the proposed development comprising both residential and B1 use is policy compliant with the adopted UDP (1998) and consistent with the emerging LDF, thereby reflecting the evolution of the area.

8.3 The commercial element of the scheme will be B1 (Office) floorspace. The previous Council depot contained 1096 sq.m of office floorspace and 356 sq.m of warehouse floorspace. The proposed office space on site is 675 sqm. The site is currently vacant. Although the proposal would technically result in the loss of employment floorspace on site, the site has been identified for residential development in the emerging Local Development Framework. The regeneration benefits including the provision of family and affordable housing attributed to the scheme on balance out weighs the loss of the vacant employment floorspace currently on site. Although there is a net loss of employment floorspace on site, the proposal will result in a higher density and better quality floorspace. The applicant has demonstrated that this improvement in quality employment floor space will result in an increase in the number of people employed on site.

Density

8.4 UDP policy HSG9 which refers to a density of 247 (hrh) habitable rooms per hectare has largely been superseded by the density policies of the London Plan 2004 and Policies of the Local Development Framework – Core Strategy and Development Control Submission Document. Core policy CP20 of the Local Development Framework states that Council will seek to maximise residential densities, taking into account the individual relative merits of sites and their purposes. The London Plan and LDF policy HSG1 include the

implementation of a density, location and parking matrix, which links density to public transport availability as defined by PTAL (Public Transport Accessibility Level) scores which are measured on a scale of 1 (low) – 6 (high).

8.5 The site has a public transport accessibility level (PTAL) of 6a. For urban sites with a PTAL range of 6 the appropriate density of 450-700 hrh. The proposed density of 1218 hrh (Net site area) exceeds the greater level of the density range. However, the scheme is acceptable based on the following grounds:

- The development of the site for mixed use development is consistent with emerging policy and will assist in the regeneration of this area and promote investment in infrastructure and services in the long term which will benefit both existing and future residents.
- A number of contributions towards health, education and public infrastructure have been agreed to mitigate any potential impacts on local services and infrastructure.
- The development is located within an area with good access to public transport services, open space and other local facilities.
- The proposal does not result in any of the common symptoms of overdevelopment, i.e., inappropriate height, bulk and massing, excessive site coverage, undersized flats and open space, or significant amenity impacts to surrounding properties, etc.
- The proposal is of a high quality and complies with the Council's objectives for new development as outlined in the UDP and the Local Development Framework– Core Strategy and Development Control Submission Document.

Design & Layout and Suitability of a Tall Building at this Location

8.6 Design and layout

8.7 Policy 4B.2 of the London Plan states that the Mayor seeks to promote world class design. Development proposals should show that developers have sought to provide buildings and spaces that are designed to be beautiful and enjoyable to visit, as well as being functional, safe, accessible, sustainable and accessible for all. Policy 4C.20 seeks a high quality of design for all waterside development. All development, including intensive or tall buildings, should reflect local character, meet general principles of good design and improve the character of the built environment.

8.8 Policy DEV1 of the LBTH UDP sets out the general principles that the Council will promote, stating that all development proposals should:

- Take into account and be sensitive to the character of the surrounding area in terms of design, bulk, scale and the use of materials;
- Be sensitive to the development capabilities of the site, not result in over development or poor space standards; be visually appropriate to the site and its setting; and take full account of planning standard No.1: Plot Ratio;
- Normally maintain the continuity of street frontages, and take account of existing building lines, roof lines and street patterns;
- Provide adequate access for disabled people in respect of the layout of sites and the

provision of access to public buildings;

- Be designed to maximise the feeling of safety and security for those who will use the development; and
 - Include proposals for the design of external treatments and landscaping.
- 8.9
- Policy CP4 of the draft Core Strategy states that LBTH will ensure development creates buildings and spaces of high quality design and construction that are sustainable, accessible, attractive, safe and well integrated with their surroundings. Policy DEV2 reiterates this and DEV1 of the UDP and states that developments are required to be of the highest quality design, incorporating the principles of good design including.

Tall Buildings

- 8.10 The London Plan encourages the development of tall buildings in appropriate locations. Policy 4B.8 states that tall buildings will be particularly appropriate where they create attractive landmarks enhancing London's character, help to provide a coherent location for economic clusters of related activity or act as a catalyst for regeneration and where they are also acceptable in terms of design and impact on their surroundings. Policy 4B.9 of the London Plan requires all large-scale buildings, including tall buildings, to be of the highest quality of design.
- 8.11 Policy DEV5 of the LBTH UDP states that tall buildings may be acceptable within the Zones subject to policies DEV1 and DEV2. The development will also:
- not adverse impact on the micro climate, wind turbulence, overshadowing and telecommunication interference,
 - have access to appropriate transport and infrastructure,
 - not adversely harm the essential character of the area or important views; and identify and emphasise a point of civic and visual significance.
- 8.12 Policy CP48 of the emerging LDF recognises that tall buildings can contribute positively to an area where they are designed to high quality standards.
- 8.13 Policy DEV27 of the emerging LDF Core Strategy provides criteria that applications for tall buildings must satisfy. The proposal satisfies the relevant criteria of Policy DEV27 as follows:
- 8.14
- The design is sensitive to the context of the site.
- 8.15
- The architectural quality of the building is considered to be of a high design quality, demonstrated in its scale, form, massing, footprint, materials, relationship to other buildings and open space provision.
- 8.16
- Block A (Tower- tallest block) rises from 6 to 12 to 14 storeys. The scale and massing of the 14 storey building is considered acceptable. The applicant has provided computer generated images to demonstrate this. A number of tall buildings have appeared in the area, namely Tequila Wharf and Norway Wharf and 17 storey Anchor House to the North of Lowell Street. As such, a precedent for tall buildings within the area has already been established.

- 8.17
- The proposed development does not fall within the strategic views designated in Regional Planning Guidance 3A (Strategic Guidance for London Planning Authorities, 1991) or the Mayor's draft London View Management Framework SPG (2005). However, the scheme has demonstrated consideration of the appearance of the building as viewed from all angles and is considered to provide a positive contribution to the skyline.
- 8.18
- The proposal visually integrates into the streetscape and the surrounding area.
- 8.19
- The proposal presents a human scaled development at the street level.
- 8.20
- The proposal will not be detrimental to the setting of the listed terrace.
- 8.21
- There will be no adverse impact on the privacy, amenity and access to sunlight and daylight for surrounding residents.
- 8.22
- The proposal improves permeability with the surrounding street network.
- 8.23 Initially, Conservation and Design were concerned with the following:
- The scale, bulk and siting of Block A - 14 storey was inconsistent with on site.
 - Block G is excessive in its footprint.
 - Articulation of West Pavilion building E is unsympathetic to the adjoining Listed terrace.
 - Bulk of the western edge needs to be reduced as well as bulk at Fourth-Fifth- Sixth floors to be further set-backed away from the listed building. This needs to be justified by preparing 3D views or block model as appropriate.
 - The junction between the listed terrace and west pavilion block needs resolution.
- 8.24 In respect of the above comments, the applicant has included the following amendments to the scheme:
- The top floor of the West Pavilion (Block E) block was removed from the main section of the building.
- 8.25 The smaller section of the building between the main block and the listed terrace was revised in response to LBTH/EH comments, namely:
- balcony rail to front elevation was set back beyond parapet to ensure that the top of the brickwork aligned with the top cornice of the listed building elevation.
 - apartment on third floor was set back from the front and western boundary to minimise impact on listed terrace.
 - at ground floor level the brick pier nearest to the listed terrace was reduced in width to reflect the proportion of the adjacent terrace
 - fenestration to the first and second floor was revised and responds to the proportion of the listed terrace as shown on the drawing, whilst still relating to the new elevation.
 - recessed 'shadow gap' between existing terrace and new elevation clarified on drawing.

- 8.26 English Heritage considered that the height of the East Pavilion should be reduced in order to preserve the dominance of the Mission building. Whilst the Mission Buildings is of architectural merit, it is not listed or located within a Conservation Area. The Council does not consider the height of block C to be detrimental to the setting of the Seaman's Mission Buildings.
- 8.27 The footprint of Block G has been reduced and amendments have been made to demonstrate a greater degree of sensitivity to its context and sympathetic to the setting of the listed building. The junction between the listed terrace and the west pavilion has also been resolved to the satisfaction of the Council. The height of Block E (West Pavilion) was reduced from 7 storeys to six storeys. The plan of Block E West Pavilion was revised at the south end of the building to minimise impact on neighbouring terrace.
- 8.28 With reference to Block A (Tower), there was concern regarding the strict façade grid which made the building appear somewhat corporate and faceless. The amended plans include balconies on the eastern side of the Tower. The elevational treatment has also been amended. The north eastern elevation drawing PL227 shows the balconies on this elevation from 1st to 5th floor. The layout plans PL103b and 116B shows that the majority of the flats within the tower have private balconies on the north west and south west elevations. The tower now appears to be more sympathetic to its surroundings and as such will not be detrimental to the character and appearance of the surrounding area).
- 8.29 The GLA has noted that the adjacent site of the former ENO warehouse on Dalgleish Street is due to come forward for development in the near future and the GLA will be negotiating inclusion of communal amenity space to the South West corner of the site to allow through route to Dalgleish Street and the school beyond and this will also increase amenity space locally. The GLA requests that an access is added from the Commercial Road scheme through to Dalgleish Street site and this is conditioned. This will also improve access to other local open spaces without the need to walk along the Commercial Road frontage. The proposed 'Tower' should not prejudice the development rights of the Dalgleish Street site. The positioning of the balconies in block A has responded to the initial concerns that the layout of Block G could have on the nearby site. The applicant has amended Block G to respond to proposals for the neighbouring site.
- 8.30 The overall layout, design, height, massing and footprints of the development demonstrates sensitivity to its context. The proposal complies with national and local design policies.

Accessibility & Inclusive Design – Safety & Security

- 8.31 The Major requires a commitment to delivering an inclusive environment in accordance with Policy 4B.5 of the London Plan. Policy 3A.4 of the London Plan requires all new housing to be built to Lifetime Home Standards and 10% of all new housing to be designed to be wheelchair accessible to meet the full range of housing needs.
- 8.32. UDP policies DEV1 and 2 and policy DEV 3 of the Local Development Framework – Core Strategy and Development Control Submission Document seeks to ensure that development incorporates inclusive design principles and can be safely, comfortably and easily accessed and used by as many people as possible. It is considered that the design and layout of public and private spaces within the development are inclusively designed resulting in improved permeability and connectivity and a high standard of amenity for future occupants.
- 8.33 Further UDP Policies DEV1 and 2 and Policy DEV 4 of the Local Development Framework – Core Strategy and Development Control Submission Document seek to ensure that safety and security within development and the surrounding public realm are optimised through

good design and the promotion of inclusive environments.

- 8.34 The access road is designed for use by service vehicles only. Service vehicles will be able to enter and leave the site in forward gear. The proposed access road is one way- entering from Salmon Lane and leaving by Lowell Street. Access to the site for pedestrians and cyclists is permeable from all sides. Footways of varying widths up to 5.0m are provided alongside all side roads with the exception of the west end to cross site route which is designated mews style layout with a shared surface. The link road improves the permeability of the site. The link route is the only way emergency vehicles could reach areas of the site.
- 8.35 The commercial component of the development is located on Commercial Road providing frontage. The entries to the residential component of the development and individual units are provided off Lowell Street, Commercial Road and Salmon Street. Three entrances provide good natural surveillance for the site.
- 8.36 The layout of the site and the through linkages proposed results in good accessibility and inclusive design which would lead to a high quality environment for future occupants.
- 8.37 Overall it is considered that the proposal represents a design, massing and scale which achieve a positive response appropriately to the broader context of the site. Whilst much of the development around the site is medium rise, a number of tall buildings have appeared in the area, namely Tequila Wharf and Norway Wharf.

Daylight/Sunlight assessment

- 8.38 Policy 4B.9 of the London Plan refers to the design and impact of large scale buildings and includes the requirement that in residential environments particular attention should be paid to privacy, amenity and overshadowing.
- 8.39 DEV 2 of the UDP seeks to ensure that the adjoining buildings are not adversely affected by a material deterioration of their daylighting and sunlighting conditions. Supporting paragraph 4.8 states that DEV2 is concerned with the impact of development on the amenity of residents and the environment.
- 8.40 Policy DEV1 of the draft Core Strategy states that development is required to protect, and where possible improve, the amenity of surrounding existing and future residents and building occupants, as well as the amenity of the surrounding public realm. The policy includes the requirement that development should not result in a material deterioration of the sunlighting and daylighting conditions of surrounding habitable rooms.
- 8.41 A Daylight/Sunlight analysis prepared by Drivers Jonas considered the sunlight, daylight and shading effects from the proposed development. The assessment considers the potential impact on existing neighbouring dwellings and open spaces surrounding the site and compares the results against the current Building Research Establishment (BRE) discretionary guidance.
- 8.42 To calculate the impact the proposal will have on the daylight levels for the future residents of the development. The BRE guidelines have two methods of assessing daylight levels. The first method is usually used for assessing daylighting levels to neighbouring properties where the internal arrangements are not known.
- 8.43 The residents in flat 104 and 204 of the Mission premises, located on the corner of Salmon Lane and Wilson's Place have objected to the treatment of proposed block C and its potential impact on the current daylight/sunlight levels.

- 8.44 The submitted BRE Daylighting/ Sunlighting report assesses the impact the proposal has on flat 204 of the Mission buildings. The results demonstrated that the flank window to flat 204 suggests the two windows. Whilst there is a reduction in daylight when comparing the existing and proposed situations, the internal daylight analysis demonstrates that there will be a satisfactory level of daylight to the flank window.
- 8.45 Whilst there is a reduction in daylight (flat 108 and flat 204) when comparing the existing and proposed situations, the internal daylight analysis demonstrates that there will be a satisfactory level of daylight retained in the proposed situation. With reference to flat 204, the sunlight levels to the flank windows exceed the BRE guidelines.
- 8.46 This proposal is a high density inner city development and this is reflected on the number of habitable rooms being created by the proposed development. The Salmon Lane Evangelical Church did not require a daylight/sunlight assessment primarily because it is not in residential usage. The church has a number of windows facing the development site but the daylight consultants have not identified the residential usage.
- 8.47 An internal daylight report has been undertaken to assess the impact the proposal will have for future residents on site. The report identifies the key areas around the proposed site where it is considered the lowest daylight levels will be achieved in the proposed development. A small proportion of rooms will fall below the suggested BRE guidelines. However, on balance the scheme meets the BRE guidelines and a good level of daylight/sunlight will be achieved.
- 8.48 Whilst it is acknowledged there will be a loss of daylight/sunlight, the proposed residential units will receive sufficient daylight/sunlight levels and will not undermine the residential amenity of future occupiers and not warrant refusal.

Affordable housing, dwelling mix and housing standards

- 8.49 Affordable Housing
- 8.50 Adopted UDP Policy HSG3 seeks an affordable housing provision on sites capable of providing 15 or more units in accordance with the Plan's strategic target of 25%. Policy 3A.8 of the London Plan states that boroughs should seek the maximum reasonable amount of affordable housing taking into account the Mayor's strategic target that 50% of all new housing in London should be affordable and in line with the Borough's own affordable housing targets.
- 8.51 The Local Development Framework – Core Strategy and Development Control Submission Document Policy CP22 seeks 50% affordable housing provision from all sources across the Borough with a minimum of 35% affordable housing provision on site's capable of providing 10 or more dwellings. Policy HSG10 confirms that affordable housing will be calculated in terms of habitable rooms with the exception of where this yields a disparity of 5% or more compared to calculation in terms of gross floor space.
- 8.52 Policy CP22 of the emerging LDF governs the amount of affordable housing expected. For schemes providing more than 10 units there is a target of 50% with a minimum requirement of 35% affordable housing.
- 8.53 Policy CP22 of the emerging LDF governs the amount of affordable housing expected. For schemes providing more than 10 units there is a target of 50% with a minimum requirement of 35% affordable housing.

- 8.54 Policy HSG10 of the emerging LDF specifies that the affordable housing should be calculated by using habitable rooms as a primary measure unless there is greater than 5% disparity between the provision calculated by habitable rooms and by floorspace, when the measure providing the most affordable housing should be used.
- 8.55 Policy CP21 'Dwelling Mix and Type' of the emerging LDF governs the ratio of social rented units to those of intermediate tenures. The expectation is that the ratio will be 80% / 20%
- 8.56 Policy HSG2 'Housing Mix' of the emerging LDF specifies an expected unit mix. The scheme unit mix is analyzed on table 3 of the attached sheet;
 Para 5.14 states that a range of dwellings with differing layouts should be provided to widen housing choice. Sites with a larger site area have a greater opportunity to provide a mix of housing types including flatted and terraced style homes.
 Para 12.12 reinforces the expectation that both terrace style and flatted units will be provided in suitable locations

Provision of affordable housing

- 8.57 This provision meets the policy requirement for 35% minimum affordable housing. The planning applicant has indicated this will be provided without recourse to grant funding.

Table 2: Tenure breakdown

	Number of units	Habitable rooms
Affordable rent total	72	232
Shared ownership	32	93
Market total	215	601
<i>Total</i>	<i>319</i>	<i>926</i>

- 8.58 The proposal provides 25% of family units within the intermediate level and 22.7% of family units within the market component of the scheme. This exceeds the policy requirement of 25% for market and intermediate housing

Overall Dwelling Mix

- 8.59 On appropriate sites, UDP Policy HSG7 requires new housing schemes to provide a mix of unit sizes including a "substantial proportion" of family dwellings of between 3 and 6 bedrooms.
- 8.60 Local Development Framework – Core Strategy and Development Control Submission Document HSG2 specifies the appropriate mix of units to reflect local need and provide balanced and sustainable communities. In terms of family accommodation, the Policy requires that 25% of intermediate and market housing to comprise units with 3 or more bedrooms respectively.
- 8.61 It is considered that on balance the scheme provides a reasonable match with the Council's preferred unit mix specified in the Local Development Framework – Core Strategy and Development Control Submission Document. Within the intermediate and market housing, the scheme provides a total of 21% family housing against a target of 25%. On balance this is acceptable, taking into account the higher amount of affordable housing proposed.
- 8.62 The proposed tenure split within the affordable is 69% social rented and 31% shared ownership. Whilst this falls within the London Plan's overall target for London, it does not meet Tower Hamlets' own local requirement within the LDF policies of 80% / 20%.

Analysis of unit mix

- 8.63 From the analysis it can be seen that the proposals provide 5 five bedroom houses within the affordable rented homes which are welcomed, and a reasonable unit mix for the affordable rented homes. However overall the scheme displays a unit mix providing 26.3% (84/319) family accommodation (3 bed and larger) against an average target of 30% taking into account the Council’s weighted targets for affordable rented (45%), intermediate (25%) and private (25%)
- 8.64 Policy HSG2 ‘Housing Mix’ of the emerging LDF requires that both the intermediate housing and market housing components of housing provision contain an even dwelling mix of dwelling sizes, including a minimum provision of 25% family housing, comprising 4 and 5 plus bedrooms.

Table 3: Proposed housing mix against HSG2 of the emerging LDF

8.65

		affordable housing						market housing		
		social rented			intermediate			private sale		
Unit	Total Units in scheme	units	%	target	unit	%	target	units	%	target
Studio	9	0	0	0	0	0	25	9	4.1	25
1 bed	107	21	29	20	11	34.3	25	75		25
2 bed	119	24	33.5	35	13		25	82	38.1	25
3 bed	79	22		30	8	25	25	49		25
4 bed	0	0	0	10	0			0		
5 Bed	5	5	7	5	0			0		
TOTAL	119	72	100	100	32	100	100	215	100	100

- 8.66 Although the percentage of family units within the Social rented component of the scheme falls short of the policy requirement of HSG 2 the Council is, on balance, satisfied with the proposed family dwelling mix. The scheme provides 37.5% family housing (including 4 and 5 bedroom units) in the social rent affordable housing component. Policy in the emerging LDF requires 45% of social rented units to be suitable for family occupation (3 bed or more). Although the proposal falls short of this requirement, the Council is broadly satisfied with the overall level of family units on site. The toolkit which was submitted as part of the viability study demonstrates that it is not viable to provide 45% family units within the affordable rented component of the scheme. The Greater London Authority agrees with the assumptions made in the toolkit and does not object to the level of family accommodation within the development.
- 8.67 The total contribution sought from PCT is £1,529,483. (both capital and revenue contribution)
- 8.68 Due to viability restrictions on the scheme, the capital contribution has only been sought for health (266,100). This was agreed to by Planning Committee Obligations Panel-

PCOP).The proposal would generate a capital contribution requirement of £177,000 (Market) and £88,000 (affordable) = £266,100

Transport & Parking

Current Parking Standards

- 8.69 For development control purposes, parking standards set out in the UDP have now been superseded by those set out in Planning Standard 3: Parking of the Core Strategy and Development Control (November 2006 Submission Document). The development proposes residential and commercial development and the table below set out the acceptable range of maximum car parking and minimum car parking provision.

Table 4: Tower Hamlets Borough Parking Standards

Lane Use	Maximum car/motorcycle	Minimum cycle parking
C3 Dwelling Houses	Car free housing up to 0.5 dwelling	1 space per unit + 1 space for visitors.
B1 Offices and Light	No parking	1 spaces per 250m2 or a 2 spaces

- 8.70
- 8.71 In terms of accessible parking for people with disabilities, Planning Standard 6 sets out a minimum requirement of 1 space to be provided on site for a car free development.
- 8.72 Public Transport Accessibility (PTALs) have been adopted in London to produce a consistent public transport access mapping facility to assist boroughs with locational planning and assessment of appropriate parking provision by measuring broad public transport accessibility levels.
- 8.73 A total of 79 car parking spaces are provided within the proposed development, including three disabled spaces. The proposal therefore complies with car parking standards as set out in the emerging.
- 8.74 Parking will be provided for residents in three areas:
- At upper ground floor level 31 parking spaces will be provided in the undercroft parking area to the north of the route.
 - At lower ground floor level 41 parking spaces will be provided to the south of the cross site route.
 - 10 motorcycle spaces on the upper ground floor and 13 motorcycle spaces on the upper floors.
- 8.75 Tower Hamlets' residential parking standards are contained in the Authority's Unitary Development Plan (UDP) which states that the maximum permitted level of off street parking provision is set at 50% for all residential units.
- 8.76 The proposed development adequately is therefore consistent with PPG3 guidance, London Plan Policy 3C.1 and 3C.22 UDP Policy T15 and T16 and the emerging DPD Policies TR1, TR2, TR3 and TR7.

Open space/ amenity space

- 8.77 Policy HSG7 of the emerging LDF stipulates that developments should make appropriate public and private amenity space.

Table 5: Residential amenity space

Residential Unit Type	Minimum size of amenity space
All dwelling housings; or terrace/ground floor units comprising 3 bedrooms or greater	50m ²
Terrace/ground floor units comprising less than 3 bedrooms	25m ²
Dwellings comprising 1 bedroom or studios	6m ²
Dwelling comprising 2 bedroom or more	10m ²

8.79 The GLA stage 1 report noted that there is an inadequate quantum of private external amenity space. The applicant has provided an amenity audit which shows the breakdown of public amenity space (ground floor area), communal amenity areas and private amenity space. In summary the public square is 768 sq.m, communal space is 1601 sq.m and the total private space is 2149.8 sq.m. Total amenity space within the site is therefore 4518.8 sq.m. The proposal broadly meets the Council's policy. The Greater London Authority and the London Borough of Tower Hamlets consider the provision of private, communal and child space to be acceptable.

Sustainability/Energy

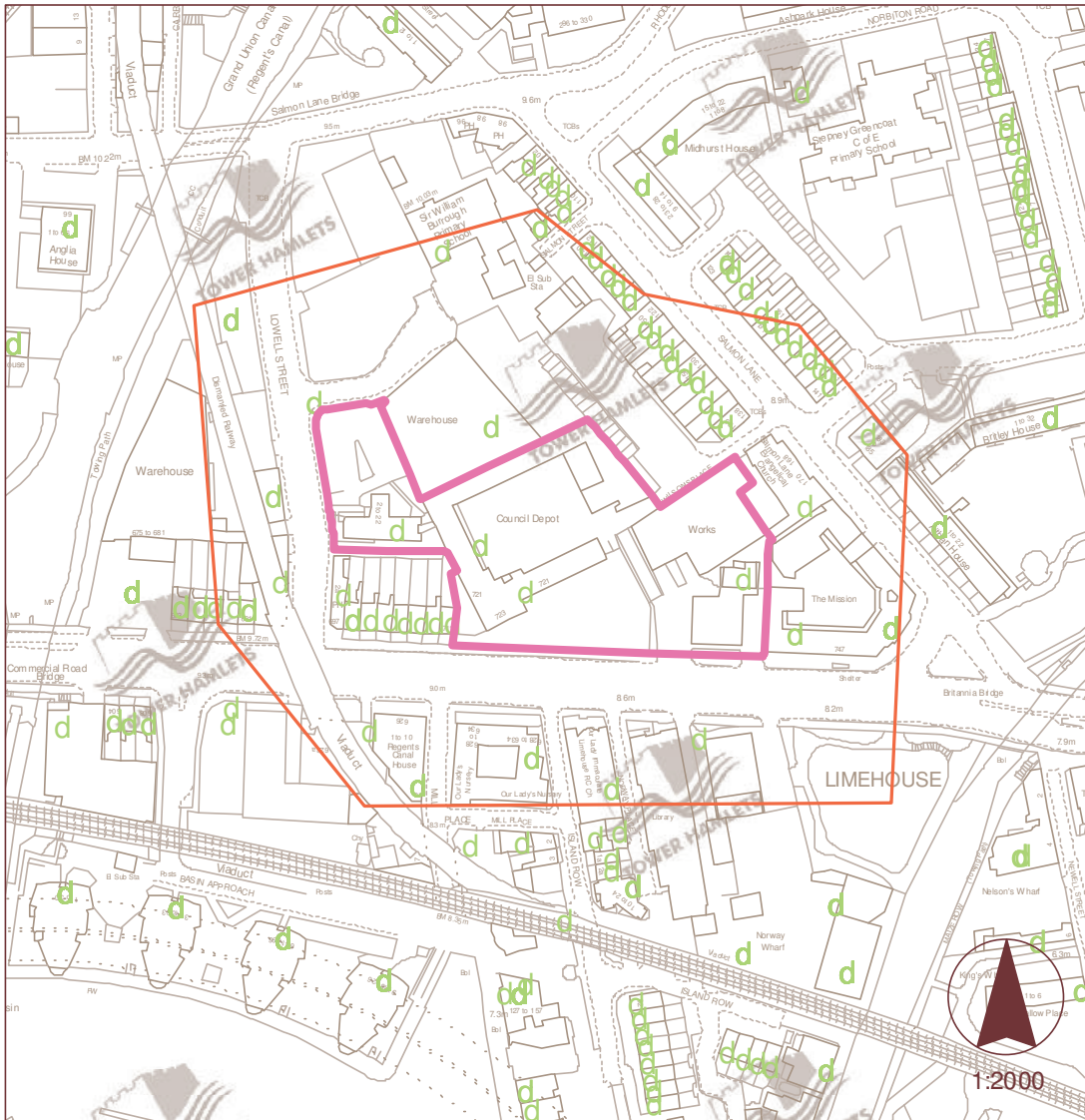
8.80 Policy 4B.6 Sustainable design and construction of the London Plan states that new developments should meet the highest standards of sustainable design and construction. Policy 4A.8 *Energy assessment* states that the Major will require an assessment of energy demand of proposed major developments. This should demonstrate the steps taken to apply the Major's energy hierarchy. Renewable energy should be considered first (preferably to fuel combined heat and power and community heating), then secondly, community heating with combined heat and power, and thirdly, gas condensing boilers and gas central heating. At least 10% of the site's energy needs should come from renewable energy and design should incorporate passive solar design, natural ventilation, borehole cooling and vegetation on and adjacent to buildings where technically feasible. It is recommended that the above measures be secured by way of condition and appropriate legal agreement.

8.81 The GLA requested that the applicant carry out a robust investigation on the use of a combined heat and power system plus complimentary renewable, rather than the currently proposed biomass boilers. The applicant was required to undertake a combined heat and power study. GLA and the applicant have both agreed that the applicant uses a 35 kilo Watt electrical combined heat and power plant which will result in a 20% reduction of carbon emissions and 25% reduction of on site energy from renewable sources. It is recommended that the above measures be secured by way of condition.

9 CONCLUSIONS

All other relevant policies and considerations have been taken into account. Planning permission should be granted for the reasons set out in the SUMMARY OF MATERIAL PLANNING CONSIDERATIONS and the details of the decision are set out in the RECOMMENDATION at the beginning of this report.

Site Map



Legend

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

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

Agenda Item 7.2

Committee: Strategic Development	Date: 20 th September 2007	Classification: Unrestricted	Agenda Item No: 7.2
Report of: Corporate Director of Development and Renewal		Title: Planning Application for Decision	
Case Officer: Terry Natt/Joe Salim		Ref No: PA/07/01239	
		Ward(s): Millwall	

1. APPLICATION DETAILS

Location: 4 Mastmaker Road, London E14 and 1 Millharbour, E14
Existing Use: N/A
Proposal: Alterations of previously approved scheme ref PA/05/1781, for the development of buildings up to 23 storeys in height comprising 199 residential units, associated retail (A1) or food and drink (A3/A4) and community uses (D1/D2), together with new access arrangements, parking, open space and landscaping.

The application includes the submission of an Environmental Statement under the provisions of the Town and Country Planning (Environmental Impact Assessment) Regulations 1999.

Drawing Nos: 364 drg 300 rev A, 364 drg 305, 364 drg 301 rev A, 364 drg 302 rev A, 364 drg 303 rev A, 364 drg 304 rev A, 364 drg 310 rev B, 364 drg 311 rev A, 364 drg 312 rev A, 364 drg 313 rev B, 364 drg 314 rev A, 364 drg 315 rev B, 364 drg 316 rev A, 364 drg 317 rev C, 364 drg 318 rev C, 364 drg 319 rev C, 364 drg 320 rev B, 364 drg 321 rev B, 364 drg 322 rev B, 364 drg 323 rev B, 364 drg 324 rev B, 364 drg 325 rev A, 364 drg 326 rev A, 364 drg 327, 364 drg 329 rev A, 364 drg 330 rev C, 364 drg 331 rev C, 364 drg 332 rev C, 364 drg 333 rev C, 364 drg 334 rev C, 364 drg 335 rev C, 364 drg 336 rev C, 364 drg 337 rev C, 364 drg 338 rev C, 364 drg 339 rev C, 364 drg 375 rev B;

The following is a list of accompanying technical reports relevant to this application:

- Design and Access Statement, April 2007;
- Landscape Strategy, April 2007;
- Planning Statement, April 2007;
- Sustainability Statement, April 2007;
- Energy Strategy Statement, April 2007;
- Flood Risk Assessment, April 2007;
- Statement of Community Involvement, April 2007; and
- Environmental Statement and Non-Technical Summary, April 2007;
- ES: Vol4 Appendix 6.3 – Transport Assessment;
- ES: Vol3 Appendix 6.4 – Construction Traffic Study; and
- Environmental Statement Regulation 19, July 2007.

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

Brief Description of background papers:	Tick if copy supplied for register	Name and telephone no. of holder:
Application, plans, adopted UDP. draft LDF and London Plan		Eileen McGrath 020 7364 5321

Applicant: Bellymore Millharbour Limited
Owner: Bellymore Millharbour Limited
Historic Building: N/A
Conservation Area: N/A

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, associated supplementary planning guidance, the London Plan and Government Planning Policy Guidance and has found that:

- a) In principle, the alterations to a previously approved scheme ref PA/05/1781, for the development of buildings up to 23 storeys in height comprising 199 residential units, associated retail (A1) or food and drink (A3/A4) and community uses (D1/D2), together with new access arrangements, parking, open space and landscaping is acceptable, subject to appropriate planning obligations agreement and conditions to mitigate against the impact of the development;
- b) It is considered that the proposed use would not have an adverse impact on the residential amenity of the surrounding properties. A number of conditions are recommended to secure the submission of details of materials, landscaping, external lighting, plant, and to control noise and hours of construction;
- c) The submitted Environmental Impact Assessment is satisfactory, including the cumulative impact of the development, with mitigation measures to be implemented through conditions and a recommended legal agreement
- d) The increase in the number of approved housing units from 190 to 199 is supported, as is inclusion a total of 71% affordable housing as calculated by habitable rooms.

3. RECOMMENDATION

3.1 That the Committee resolve to **GRANT** planning permission subject to:

- A. The prior completion of a **legal agreement**, to the satisfaction of the Chief Legal Officer, to secure the following:
 - a) A total of 142 affordable housing units (530 habitable rooms). The affordable housing consists of 24 units (71 habitable rooms) provided onsite associated with the onsite private housing and 118 units (459 habitable rooms) provided onsite associated with the scheme at 1 Millharbour (PA/05/1782) and in accordance with the mix and type as specified in Section 7.7.7 of this report. The overall tenure mix set at 69% social rented and 31% intermediate housing;
 - b) Provide £305,465 towards the improvements and upgrades of the transport infrastructure, public realm and open spaces, provision of training and employment and securing community facilities and achieving the objectives of the Millennium as set out within the Millennium Quarter Master Plan;
 - c) Provide £261,475 towards education to mitigate the demand of the additional population on education facilities;
 - d) Provide £837,895 towards medical facilities to mitigate the demand of the additional population on medical facilities;
 - e) Secure Public Access Routes through the site;
 - f) Secure the connection to and use the Argentine Combined Heat and Power Unit;
 - g) A Travel Plan (for both the commercial and residential component) which promotes sustainable transport by reducing dependency on the private motor car and implements a shift towards more environmentally sustainable means of servicing the travel requirements of occupants and visitors;
 - h) The use of local Labour in Construction and the occupation of the development;
 - i) Compliance with a post construction Environmental Management Plan;

- j) Details of a monitoring and control regime (Liaison Group) to secure the delivery of development works associated with the development (as set out in Schedule 1 of the signed S106 agreement for PA/05/01781);
- k) Section 72 and 38 agreement to widen Byng Street to provide a footpath along the site;
- l) A car free agreement to restrict the occupiers from applying for residents parking permits in the area;
- m) Improvements/ connection to the existing children's play space;
- n) contribution of £175K to improve pedestrian linkage via alpha Grove to the riverside walkway.

3.2 That the Head of Development Decisions be delegated authority to impose conditions and informative on the planning permission to secure the following:

Conditions

- 1) Time limit for Full Planning Permission
- 2) Details of the following are required:
 - Elevational treatment including samples of materials for external fascia of building;
 - Ground floor public realm (detailed landscape plan for amenity courtyards and ground floor public realm improvements);
 - Means of enclosure;
 - Refuse provision;
 - External lighting and security measures; and
 - Design of lower floor elevations (shopfronts).
- 3) Landscape Management Plan required;
- 4) Detailed parking layout, including parking maximum cars and minimum cycle and motorcycle spaces;
- 5) Construction in accordance with Lifetime Homes standards;
- 6) Hours of construction limits (0800 – 1800, Mon-Fri: 0800 – 1300 Sat)
- 7) Construction work limitations;
- 8) Foundation design and ground works;
- 9) Details required for soil survey, including pollution of water;
- 10) Programme of archaeological work;
- 11) Defined management of microclimate studies and remedial measures included in the Environmental Statement;
- 12) Detailed Environmental Management Plan;
- 13) Detailed Air Quality Management Plan;
- 14) Construction Traffic Management Assessment required;
- 15) Management of construction transportation;
- 16) Construction Management Plan, including matters such as noise, dust and nuisance;
- 17) Restriction of ground borne vibration;
- 18) Details of surface water source control measures required;
- 19) 278 agreement to be entered into for Highway works surrounding the site;
- 20) Signage strategy for site; and
- 21) Any other condition(s) considered necessary by the Head of Development Decisions

Informative

- 1) Use of highest quality of materials;
- 2) Requirements of Control of Pollution Act 1974;
- 3) Compliance with Environmental Management Plan;
- 4) Compliance with Millennium Quarter Code of Construction Practice;
- 5) Implementation of green biodiversity objectives;
- 6) Encourage to use all sources of transportation during construction;
- 7) Consideration of the environmental information in connection with the development as required by the Town and Country Planning (EIA) Regulations 1999;

- 8) Environment Agency advice; and
- 9) Highway works as required under Section 278/72/38 of the Highways Works Act.

3.3 That, if by 21st December 2007 the legal agreement has not been completed to the satisfaction of the Chief Legal Officer, the Head of Development Decisions be delegated authority to refuse planning permission.

3.4 That the Committee agree the variation of the Section 106 legal agreement (of the planning application PA/05/01782, approved on 20th June 2007) for the development at number 1 Millharbour by updating the off-site affordable housing provision schedule, in Schedule 2, Part 2.

4. PROPOSAL AND LOCATION DETAILS

Proposal

4.1 Redevelopment by the erection of buildings up to 23 storeys in height comprising 199 residential units, associated retail (A1) or food and drink (A3/A4) and community uses (D1/D2), together with new access arrangements, parking, open space and landscaping.

4.2 A previous scheme on this site obtained a resolution for approval at the Council's Development Committee meeting on 22nd June 2006. On 20th June 2007, the associated S106 legal agreement was completed and the decision notice issued. The following table describes the amount of floorspace and units proposed under the current application and changes from the previously approved scheme.

	Area	Change from previously approved scheme
Total Floorspace	26,486sqm	+115
Residential Units	199	+9
Market Units	57	+3
Affordable Units	142	+6
Affordable family units	44%	+9%
Retail (A1, A2, A3, A4, A5)	90sqm	+12sqm
Community (D1/D2)	544	+274sqm
Car parking spaces	72	-10
Disabled parking spaces	10%	No change
Cycle parking spaces	150	No Change

To summarise, the changes include:

1. An increase in the number of residential units on site from 190 to 199;
2. A change in the mix of units proposed on site, including and increase in the number of family housing units;
3. Design changes to the approved scheme including elevational changes and internal reconfiguration (There is no increase in the height of any component of the scheme)

Site and Surroundings

Site

4.3 The site is located south of Byng Street and west of Mastmaker Road in the Isle of Dogs.

The total site area is 0.62 hectares. Marsh Wall forms the northern boundary of the site. The site has recently been vacated by the South Point Mercedes dealership and all buildings relating to this use have been demolished and a hoarding erected around the site. The current vehicle access to the site is from Mastmaker Road. The site is approximately 450 metres south of Canary Wharf Station and approximately 100 metres from the South Quay DLR station. The site is located within the Millennium Quarter which is the subject of the Millennium Quarter Masterplan (MQM), September 2000. The MQM provides a framework for the future of the Isle of Dogs as part of the strategic centre of the Borough, and aims to bring significant economic, social and environmental benefits.

Surrounding Area

- 4.4 A mix of commercial and residential uses surround the site. The area to the immediate north of the site is occupied by a commercial building (approximately 3 – 4 storeys). West of the site is the Argentine Estate which comprises predominantly two to four storey residential buildings.
- 4.5 North of the site is West India Dock and development north of this dock is characterised by high-rise development up to 37 storeys. Further north is the 55 storey office tower of 1 Canada Square, the Citigroup and HSBC buildings, each of 48 storeys. The area to the north west of the site is characterised by small scale commercial uses and the recently approved scheme at 22 – 28 Marsh Wall which included four buildings, the largest of which is 40 storeys high.
- 4.6 West of the site are the medium-rise buildings such as Knighthead Point, Topmast Point, and Bowspirit Point. Amongst these are several two or four storey homes. East of the site, the area is characterised by two to three storey high business units, including offices and car dealerships.
- 4.7 A number of redevelopment schemes have been approved in the surrounding area. These include the following:
- Lanterns Court: Outline planning permission granted for 651 residential units arranged in a building of 4 – 21 storeys;
 - Indescon Court: Outline application for a mixed use development up to a maximum height of 19 storeys (78.5 metres) comprising residential and commercial floorspace;
 - Arrowhead Quay: planning permission for a 16/ 25 storey office building, including retail/ restaurant use on part of the ground floor;
 - South Quay – resolution to grant planning permission for a high-density mixed scheme; and
 - 22 Marsh Wall – planning permission granted for high-density mixed use development.

Planning History

- 4.8 The following planning decision is relevant to this application:

PA/05/01781 Erection of buildings up to 21 storeys in height comprising 190 residential units, retail (Class A1) or food and drink (Class A3/A4) and community uses (Class D1/D2) together with new access arrangements, parking, open space and landscaping. **Approved 20th June 2007**

- 4.9 Relevant planning permission at 1 Millharbour, which relates to the application site:

PA/05/01782 Erection of two buildings of 48 storeys and 39 storeys to provide 763 residential units, retail (Class A1), food and drink (Class A3, A4), business (B1) and leisure (D2) uses with new vehicular access, parking, open space and landscaping. **Approved 20th June 2007**

5. POLICY FRAMEWORK

5.1 For details of the status of relevant policies see the front sheet for “Planning Applications for Decision” agenda items. The following policies are relevant to the application:

5.2 Unitary Development Plan

Proposals:		Central Area Zone
		Flood Protection Area
Policies	DEV1	Design Requirements
	DEV2	Environmental Requirements
	DEV3	Mixed Use Development
	DEV4	Planning Obligations
	DEV5	High Buildings
	DEV6	Buildings Outside the Central Area and Business Core
	DEV18	Art and Development Proposals
	DEV50	Noise
	EMP6	Employing Local People
	HSG2	New Housing Development
	HSG3	Affordable Housing
	HSG7	Dwelling Mix
	HSG8	Access for People with Disabilities
	HSG9	Density
	HSG13	Internal Standards for Residential Developments
	HSG16	Amenity Space
	T16	Impact of Traffic
	T17	Parking Standards
	T19	Pedestrians
	T21	Pedestrians
	T23	Cyclists
	T26	Use of Waterways for movement of Bulky Goods
	S6	New Retail Development
	OS0	Children’s Play Space
	U2	Tidal and Flood Defences
	U3	Flood Protection
	U9	Sewerage Network

5.4 Emerging Local Development Framework

Proposals:	ID22e	<ul style="list-style-type: none">• Gateway to Alpha Grove forming a key east-west connection,• Should be planned so as to become a focus for family play and gathering• Open space delivered through implementation of Millennium Quarter Master Plan
Core Policies:	IMP1	Flood Risk Area
	CP1	Planning Obligations
	CP2	Creating Sustainable Communities
	CP3	Character and Design
	CP4	Sustainable Environment
	CP5	Good Design
	CP7	Supporting Infrastructure
	CP11	Job creation and growth
	CP14	Sites in employment uses
	CP19	Combining Employment and Residential Use
	CP20	New Housing Provision
	CP21	Sustainable Residential Density
		Dwelling Mix and Type

	CP22	Affordable Housing
	CP25	Housing Amenity Space
	CP27	High Quality Social and Community Facilities to Support Growth
	CP29	Improving Education and Skills
	CP30	Improving the Quality and Quantity of Open Spaces
	CP31	Biodiversity
	CP37	Flood Alleviation
	CP38	Energy Efficiency and Production of Renewable Energy
	CP39	Sustainable Waste Management
	CP40	Sustainable Transport Network
	CP41	Integrating Development with Transport
	CP42	Streets for People
	CP43	Better Public Transport
	CP46	Accessible and Inclusive Environments
	CP47	Community Safety
	CP48	Tall Buildings
Policies:	DEV1	Amenity
	DEV2	Character and Design
	DEV3	Accessibility and inclusive design
	DEV4	Safety and Security
	DEV5	Sustainable Design
	DEV6	Energy Efficiency and Renewable Energy
	DEV7	Water Quality and Conservation
	DEV8	Sustainable Drainage
	DEV9	Sustainable Construction Materials
	DEV10	Disturbance from Noise Pollution
	DEV11	Air Pollution and Air Quality
	DEV13	Landscaping and Tree Preservation
	DEV15	Waste and Recyclable 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	Contamination Land
	DEV24	Accessible Amenities and Services
	DEV25	Social Impact Assessment
	DEV27	Tall Buildings Assessment
	EE2	Redevelopment /Change of Use of Employment Sites
	HSG1	Determining Residential Density
	HSG2	Housing Mix
	HSG3	Affordable Housing Provisions in Individual private Residential and Mixed-use Schemes
	HSG4	Varying the Ratio of Social Rented to Intermediate Housing
	HSG5	Estate Regeneration Schemes
	HSG7	Housing Amenity Space
	HSG9	Accessible and Adaptable Homes
	HSG10	Calculating Provision of Affordable Housing
	SCF1	Social and Community Facilities
	IOD18	Employment uses in the Central sub-area
	IOD19	Residential uses in the Central sub-area
	IOD20	Retail and leisure uses in the Central sub-area
	IOD21	Design and built form in the Central sub-area
	IOD22	Site allocations in the Central sub-area

5.5 Spatial Development Strategy for Greater London (London Plan)

Policy 3A.7	Affordable Housing Targets
Policy 3A.8	Negotiating Affordable Housing in Individual Private Residential and Mixed Use Schemes
Policy 3C.2	Matching Development to Transport Capacity
Policy 2C.24	Freight Strategy
Policy 4A.6	Improving Air Quality
Policy 4A.7	Energy Efficiency and Renewable Energy
Policy 4A.8	Energy Assessment
Policy 4A.9	Providing for Renewable Energy
Policy 4A.10	Supporting the Provision of Renewable Energy
Policy 4A.11	Water supplies
Policy 4A.14	Reducing Noise
Policy 4B.1	Design Principles for a compact city
Policy 4B.2	Promoting world class architecture and design
Policy 4B.3	Maximising the potential of sites
Policy 4B.4	Enhancing the Quality of the Public realm
Policy 4B.5	Creating an inclusive environment
Policy 4B.6	Sustainable Design and construction
Policy 4B.7	Respect Local context and communities
Policy 4B.8	Tall buildings, location
Policy 4B9	Large scale buildings, design and impact
Policy 4C.1	The strategic importance of the blue ribbon network
Policy 4C.2	Context for sustainable growth
Policy 4C.8	Sustainable Drainage
Policy 4C.12	Sustainable growth priorities for the blue ribbon network
Policy 4C.14	Freight uses on the blue ribbon network

5.6 Government Planning Policy Guidance/Statements

PPG1	Generally Policy and Principles
PPG3	Housing
PPG13	Transport
PPG24	Planning & Noise
PPS1	Delivering Sustainable Development
PPS22	Renewable Energy

5.7 **SPG's** The following SPG is relevant to this application:

Millennium quarter Masterplan

5.8 **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
- A better place for learning, achievement and leisure
- A better place for excellent public services

6. CONSULTATION RESPONSE

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

Greater London Authority (Statutory)

- 6.2 The Mayor considers that the current application does not raise strategic issues other than that identified under the approved planning permission PA/05/01781, and has therefore directed the Council to proceed to determine the application without further reference to the GLA.

TfL (Statutory)

- 6.3 The development is broadly in line with the London Plan policies for improving London's transport infrastructure but further information is needed on the Section 106 agreement for transport infrastructure improvements, in order to ensure that the proposed development can be accommodated within the transport network.

Environment Agency (Statutory)

- 6.4 No objection to the proposal in principle subject to the application of conditions relating to the following:
- Development not to commence until the width of the breach area in the breach analysis is in accordance with guidance
 - Contamination constraints
 - Control of surface water
 - Piling and foundation design
 - Construction of drainage system
 - Adequate sewerage infrastructure

English Heritage (Statutory)

- 6.5 No objections raised.

English Heritage (Archaeology) (Statutory)

- 6.6 No objections, subject to conditions securing the implementation of a programme of archaeological work in accordance with a written scheme for investigation.

London City Airport (Statutory)

- 6.7 No safeguarding objection

NATS (Statutory)

- 6.8 No Safeguarding objection

Greenwich Council (Statutory)

- 6.9 No objections raised

CABE

- 6.10 Consulted about more schemes than they have the resources to deal with and will not be able to comment on this scheme

Natural England (Statutory)

- 6.11 No objection raised.

BBC

6.12 No adverse comments

Metropolitan Police

6.13 Generally supportive of the design – the more active frontages at ground floor the better. However, the submission of details relating to landscaping should include defensible space shown in front of ground floor residential windows and doors. Regulation of car parking will be required in the management plan.

LBTH Highways

6.14 No objection to the development subject to:

- A Section 278 agreement for off site highway works;
- A Section 72 agreement to wide Byng Street to provide footpath along the site;
- A Section 106 contribution of £175K to improve pedestrian linkage via alpha Grove to the riverside walkway; and
- The Millennium Quarter Master Plan contributions framework.

LBTH Environmental Health

6.15 The Environmental Impact Assessment was considered to be satisfactory. The following observations are made and conditions are required to ensure that the environmental health impacts of the proposal are minimised:

- Food premises are to be registered with Environmental Health;
- Site contamination mitigation measures are required including redemption strategy;
- Need for a Section 61 consent for noise abatement although it is recognised that works have already begun on site in response to the previous approval;
- Restriction on hours of work;
- Ventilation provision for kitchen/bathroom areas;
- Hours of delivery to be restricted;
- A code of construction practice detailing how the applicant intends to mitigate for dust and emissions from the construction site. Due regard must be given to the London Best Practice Guide; and

Wind Assessment

Satisfied with the wind conditions. It is recommended that the wind mitigation measures identified in the wind report are implemented, including evergreen trees on ground floor and porous screens at 4th and 5th floor to mitigate wind.

Sunlight/ Daylight

Satisfied with the Sunlight/ daylight conditions to adjoining residential properties, including Bosun Place. Satisfied with the overshadowing conditions.

7. LOCAL REPRESENTATION

7.1 A total of 112 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 responses: 1 Objecting: 1 Supporting: 0

7.2 The following local groups/societies made representations:

Association of Island Communities

- 7.3 The following issues were raised in representations that are material to the determination of the application, and they are addressed in the next section of this report:
- Site not suitable to accommodate additional family housing;
 - Increase in traffic and associated parking demands;
 - Adverse impact on existing residential amenity.

8. MATERIAL PLANNING CONSIDERATIONS

- 8.1 The main planning issues raised by the application that the committee must consider are:
1. An increase in the number of housing units on site and provision of affordable housing units;
 2. Mix of housing units provided;
 3. Design changes resulting from the amended scheme;
 4. Amenity impacts on surrounding properties as a result of changes to the scheme.

Land Use

- 8.2 In response to the previous approval, the site is currently under redevelopment with the building associated with the previous use currently being demolished. The surrounding area predominantly comprises a mix of commercial and residential uses.
- 8.3 The site is identified on the emerging LDF Proposals Map as site ID22e. The emerging Isle of Dogs AAP states that this site should be developed in line with the Millennium Quarter Masterplan (MQM). The MQM is a material consideration for developments within this area and sets out a series of guidelines for development including building height, open space, access and linkages. The Millennium Quarter is broadly split into three 'zones'. The northernmost zone is predominantly commercial and relates to the existing Canary Wharf uses. The southern part of the Quarter is intended as residential with the intermediate zone combining both residential and commercial uses.
- 8.4 The proposal will provide 199 residential units, being consistent with the requirements of UDP Policy HSG2 and LDF Policy HSG1 and Council's aims to meet the housing targets of 41,280 homes between 2006 and 2016. Additional uses proposed include 90sqm of retail and 544sqm of office space. This is consistent with UDP Policies CAZ3, DEV3 and Draft UDP Policy EMP2, which promote mixed-use developments.
- 8.5 The current scheme includes a mix of uses consistent with the Millennium Quarter Masterplan and emerging Isle of Dogs AAP. Whilst it is noted that the total floorspace has increased overall (largely to accommodate the increase in residential units) and the amount of office, apart-hotel and retail floorspace has decreased, the proposed scheme is still in line with the requirements of the LDF and can be supported.

Community facility

- 8.6 The scheme includes a health and fitness facility of 544sqm. This larger to that approved as part of the previous scheme. A management plan will be required to ensure proper community access is secured for the local community for this facility, but otherwise it is supported by emerging policy SCF1 in the LDF which seeks to secure appropriate community facilities.

Affordable Housing

Background

- 8.7 The proposed scheme must take into account the planning history of not only the previous approval listed above, but also a proposal currently under construction at 1 Millharbour. The permission granted for 1 Millharbour included arrangements for the large proportion of affordable housing not secured on 1 Millharbour to be secured by way of a 106 agreement and to be provided at 4 Mastmaker. Notwithstanding the transfer of affordable housing from 1 Millharbour, 4 Mastmaker, as a stand-alone development is required to provide an appropriate amount of affordable housing in its own right.
- 8.8 UDP Policy HSG3 seeks an affordable housing provision on sites capable of providing 15 or more units in accordance with the Plan's strategic target of 25%. Policy 3A.8 of the London Plan states that Borough's should seek the maximum reasonable amount of affordable housing taking into account the Mayor's strategic target that 50% of all new housing in London should be affordable and in line with the Borough's own affordable housing targets. The Local Development Framework – Core Strategy and Development Control Submission Document Policy CP22 seek 50% affordable housing provision from all sources across the Borough with a minimum of 35% affordable housing provision on site's capable of providing 10 or more dwellings.

Affordable Housing

- 8.9 A total of 142 affordable housing units out of the total 199 units is proposed, representing 71% provision overall. Whilst this scheme exceeds the Council's minimum target of 35% and the London Plan and LDF target of 50% as calculated by the number of units, this also includes the allocation of affordable housing from 1 Millharbour. The total provision from Millharbour remains at 33% (as calculated by habitable rooms) and the breakdown of affordable housing from 1 Millharbour proposed to be provided on 4 Mastmaker is as follows:

1 Millharbour Affordable Housing (Proposed)

	Units	Habitable Rooms
1 Bed	29	58
2 Bed	27	86
3 Bed	12	49
4 Bed	50	266
Total	118	459

This compares to the previously approved breakdown from 1 Millharbour as demonstrated in the following table

1 Millharbour Affordable Housing (Approved)

	Units	Habitable Rooms
1 Bed	15	30
2 Bed	46	138
3 Bed	28	140
4 Bed	30	150
Total	19	458

- 8.10 Removing these from the overall calculation of affordable housing, this leaves the following breakdown provided by 4 Mastmaker in its own right:

4 Mastmaker Affordable Housing (Stand alone – Proposed)

	Units	Habitable Rooms
1 Bed	1	2

2 Bed	23	69
3 Bed	0	0
4 Bed	0	0
Total	24	71

4 Mastmaker Affordable Housing (Stand alone – Approved)

	Units	Habitable Rooms
1 Bed	5	10
2 Bed	6	18
3 Bed	3	15
4 Bed	3	15
Total	17	58

8.11 Combined, the overall affordable housing provision at 4 Mastmaker includes 142 units (530 Habitable rooms) as compared to the previously approved 136 units (516 habitable rooms). These tables demonstrate that although the 4 Mastmaker affordable housing component has decreased slightly in terms of absolute numbers, the mix provided is better balanced in favour of family housing. This is also true with respect to the component from 1 Millharbour where the number of overall units and the number of habitable rooms allocated to family housing within the social component has increased from the approved 58 family housing units (290 habitable rooms) to 62 units (315 habitable rooms). Discussion on the mix of units is contained below. Overall, the affordable housing provision is acceptable taking into account the history of both schemes and policies contained in the London Plan, the UDP and emerging LDF.

8.12 Overall, 69% of the affordable housing would comprise social rented accommodation and 31% intermediate. This generally accords with the London Plan’s objective that 70% of the affordable housing should be social rented and 30% intermediate but does meet the requirements of Policy HSG5 of the Local Development Framework – Core Strategy and Development Control Submission Document that requires a social rented to intermediate ratio of 80:20 for grant free affordable housing. The applicant has been involved with discussions with the Council’s housing department who have agreed this tenure split on this site. On this basis the proposed tenure split is acceptable.

Housing Mix

8.13 On appropriate sites, UDP Policy HSG7 requires new housing schemes to provide a mix of unit sizes including a “substantial proportion” of family dwellings of between 3 and 6 bedrooms.

8.14 Local Development Framework – Core Strategy and Development Control Submission Document HSG2 specifies the appropriate mix of units to reflect local need and provide balanced and sustainable communities. Family accommodation is again identified as a priority reflecting the findings of the Borough’s Housing Needs Survey as well as the draft East London SRDF. In terms of family accommodation, the Policy requires 45% of social rented housing and 25% of market and intermediate housing to comprise family housing (units with 3 or more bedrooms respectively).

8.15 The proposal would provide for 199 residential units. For comparison, this is set alongside the approved scheme and comprises the following mix:

	Total No of Units (Approved Scheme)	Total No of Units (Proposed Scheme)	% of total Units (Proposed Scheme)
Studio	8	0	0%

2 bed	67	93	47%
3 bed	31	12	6%
4+ bed	33	50	25%
TOTAL	190	199	100%

8.16 The total affordable housing for rent at 4 Mastmaker would comprise the following dwelling mix:

	No of Units (Proposed)	No of habitable rooms	% of total habitable rooms	LBTH Housing Needs Survey Unit basis
1 bed	21	42	11%	20%
2 bed	15	45	11.5%	35%
3 bed	12	48	12.5%	30%
4 bed	50	250	65%	10%
TOTAL	98	385	100%	100%

8.17 The scheme provides 31% family units (3 and 4 bedroom units) across all tenures. More importantly, the scheme provides 62 out of a total of 98 (63%) family housing units within the socially rented affordable housing component (67.5% when calculated by habitable rooms). The intermediate and market component of family housing is 0% as compared to the LDF requirement of 25% for family housing across these two tenures. Clearly the market and intermediate component do not comply with the emerging requirements for family housing across all tenures.

8.18 To this end, the applicant has submitted a toolkit analysis that demonstrates that the scheme is on the borderline of viability. This can be read alongside social rented component that incorporates 63% family units, which is well in excess of the LDF requirement of 45% family housing. In addition, the family housing provision within the affordable housing tenure is an improvement on the previously approved scheme and has been endorsed by the Council's Housing Department.

8.19 Across all tenures, there is a prima facie shortage of family housing. However, in comparison with the previously approved scheme, it maintains a similar amount of affordable housing and the provision of a high number (63%) of family units within the socially rented component of the scheme. On this basis the scheme can be supported.

Design, Density and Scale

8.20 The changes to the scheme will result in a density of approximately 1078 habitable rooms per hectare (hrh) which is marginally more than the previously approved 1018 hrh. The density is still acceptable in light of the previously approved scheme and Table 4B.1 of the London Plan which indicates that densities of 700-1100 hrh are appropriate in urban sites with good transport links.

8.21 Policies CP1, DEV2 and HSG1 and of the LDF specifies that the bulk, height, and density of development must consider the surrounding building plots, scale of the street, building lines, roof lines, street patterns and the streetscape. The development must also respond in a sustainable manner to the availability of public transport, community facilities and environmental quality.

8.22 Influencing the assessment of this scheme is the previous scheme approved on 20th June 2007. The overall massing, building alignment and layout have not changed significantly with the amended scheme retaining more or less the same layout as the previously approved scheme. In respect of detailed design, landscaping, height and scale the features and differences between the two schemes are follows:

- Elevational changes. This has generally resulted a similar articulation of elevations to

the residential components, improved locations of balconies and improved visual interest

- Extra floor added to towers 1 and 3 (The tower elements of the scheme remain at the same height as that already approved)
- Floor to floor heights reduced
- Setting out of tower 1 building form
- Byng St entrance area projection removed from tower 2 base
- Substation relocated from basement to top of ramp
- Planter to edges of roof terraces and balconies omitted
- Winter gardens omitted
- Framing to end terraces of block omitted
- Balconies, windows, cladding types and brise-soleil re-arranged
- Changes to internal layouts
- Gap to side of wedge in block C infilled
- Windows omitted from rear garden walls
- Windows added overlooking east-west link
- Change of level introduced to publicly accessible courtyard
- Minor adjustments made to Floor levels
- Internal layout of flats adjusted
- Private/social lobby split removed
- Core layout changed
- Block C access from basement to courtyard moved within core
- Plant space in basement omitted beneath tower 1 and block E omitted and relocated in basement under block D and top of ramp
- Basement area reduced and re-planned
- Escape stair added from basement to block D
- Configuration of café/retail to base of tower 1 changed
- Community room omitted from third floor of tower 1
- Internal layout of community space at base of tower 2 altered
- Materials changed

8.23 Policy DEV27 of the Draft LDF Core Strategy states that tall buildings will be permitted in identified clusters as detailed in the Area Action Plans subject to a number of criteria. Further, the site is included in the “Proposed Tall Buildings Areas” in the Draft AAP. The proposed change listed above satisfy the relevant criteria of Policy DEV27 as follows:

- The architectural quality of the building is considered to be of a high design quality;
- The scheme contributes to an interesting skyline, and contributes to the general graduation of maximum building heights from west to east
- The scheme meets the standards of sustainable construction and resource management;
- The scheme meets the Council’s requirements in terms of micro-climate;
- The scheme enhances the movement of people through the site;
- Appropriate planning obligations are included to mitigate the impact of the development on the existing social facilities in the area;
- The proposal satisfies the Council’s requirements in terms of impact on privacy, amenity and overshadowing;
- The transport capacity of the area now and in the future was considered as part of the Environmental Impact Assessment process. The Council’s Highways Authority has concluded that the transport assessments submitted satisfy the Council’s requirements (including the cumulative impact);
- A total of 5434 sqm of open space is in the form of private, communal gardens and balconies, green roofs across the site, a courtyard, and childrens play space;
- The proposal also includes an appropriate S106 contribution to based upon the Millennium quarter tariff system; and
- As discussed above, the mix of uses proposed are considered appropriate. The Council’s urban design officer has recommended that the detailed design of the ground

floor be conditioned to ensure that the development contributes to its surroundings at street level.

- 8.24 The overall design is acceptable in policy terms and will make a positive contribution to the site and immediate area. The amended scheme is not significantly different from the scheme approved in June 2007. The overall design, height, massing and footprint of the building is almost identical to the previously approved scheme and responds positively to the typology of the area. Amendments are negligible in terms of the overall design and changes made to the approved scheme can be supported.

Open space/ Amenity space

- 8.25 Policy HSG16 of the UDP requires that all new housing developments include adequate provision of amenity space. The Council's SPG for residential space sets out a total amenity space requirement for the current scheme.
- 8.26 The proposal will provide a total of 5,434 sqm of open space in the form of private (including private gardens for family houses, terraces at upper floors and balconies) and communal gardens, balconies, green roofs, a courtyard area with a mix of hard and soft landscaping, a community garden and a play ground. The proposal complies with the Council's residential space SPG. In addition the scheme allows for improvements and connections to the existing playground at the west of the site adjoining Bosun Close. Provision is also included for indoor play space as part of the community areas.

Amenity

- 8.27 With regard to the amenity impacts of the scheme, the proposal does not result in any changes in height, massing or scale. Amenity concerns were considered acceptable in the previous scheme approved in June 2007. Hence, there are no amenity issues relating to outlook, privacy, daylighting and sunlighting of adjoining dwellings. The proposed scheme is considered appropriate in terms of mass, scale and design to the application site.

Parking

- 8.28 The scheme will provide 72 car parking spaces at basement level and 150 cycle parking spaces. The number of car parking spaces is supportable in light of Planning Standard 3 contained in the Core Strategy and the London Plan that specifies a *maximum* car parking provision of 0.5:1 for residential units and 1: 1250 sq.m (B1). Both TfL and the Council's highways department have expressed support for the level of parking spaces provided.

Sustainable Development/ Renewable Energy

- 8.29 Policy DEV6 of the emerging LDF requires that all new development should incorporate energy efficiency measures. The proposal is generally consistent with the London Plan energy policies and an appropriate condition will be included to ensure the implementation of the proposed renewable energy measures. In addition to objectives as set out in the Environmental Statement, the applicant confirms that the development will be connected to the Barkantine Combined Heat and Power plant. It is recommended that the above measures be secured by way of condition and an appropriate legal agreement.

Access

- 8.30 The scheme will yield much needed accommodation including affordable homes and accommodation for key workers. The access statement submitted highlighted the developer's commitment to provide all accommodation to lifetime home standards to be adaptable for mobility housing. Most of the units have relative ease of access to disabled parking bays. The statement confirms that 10% of the resulting accommodation will be

accessible by wheelchair. The applicant has also amended the scheme to address concerns raised by the access officer.

Environmental Impact Assessment (EIA)

- 8.31 The applicant has submitted an updated EIA with the application. The Environmental Statement and further information/clarification of points in the ES have been assessed as satisfactory by Council's independent consultants Bureau Veritas. Mitigation measures required are to be implemented through conditions and/ or Section 106 obligations.

Conclusions

- 9.1 All other relevant policies and considerations have been taken into account. Planning permission should be granted for the reasons set out in the SUMMARY OF MATERIAL PLANNING CONSIDERATIONS and the details of the decision are set out in the RECOMMENDATION at the beginning of this report.

Site Map



Legend

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

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

4 Mastmaker, E14

Agenda Item 7.3

Committee: Strategic Development	Date: 20 September 2007	Classification:	Agenda Item No: 7.3
Report of: Corporate Director of Development and Renewal		Title: Planning Application for Decision	
Case Officer: Rachel McConnell		Ref No: PA/07/1322	
		Ward(s): Millwall	

1. APPLICATION DETAILS

Location: 1 Park Place, London, E14 4HJ
Existing Use: Commercial
Proposal: Erection of a new building providing basement, lower ground, ground and 10 storeys of offices comprising 25,643sq metres of floor space with associated landscaping, car parking, servicing and plant.

Drawing Nos/Documents: 0048/P001A, P002A, P003A, P004AP012A, P020B, P021B, P022B, P023D, P024C, P025A, P026B, P027B, P028B, P029A, P030A, P031A, P032C, P033D, P034D, P035E, P036E, P037B, P038A, P039A, P040A, P041A, P042A, CHP Feasibility Study.

Applicant: Park Place Sarl
Ownership: Various
Historic Building: N/A
Conservation Area: N/A

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, the Council's emerging Local Development Framework Submission Document and the history of the site and has found that:

a) In principle, the proposed office development is acceptable, subject to an appropriate planning obligations agreement and conditions to mitigate against the impact of the development;

b) The proposal provides additional employment floorspace, promotes alternative modes of travel with cycle parking spaces proposed and incorporates energy efficient systems with on-site renewable energy in accordance with sustainability objectives;

c) The proposal does not result in material harm to the amenity of residents or to the character and environment of the adjacent area.

3. RECOMMENDATION

3.1 That the Committee resolve to **GRANT** planning permission subject to:

- A. The prior completion of a **legal agreement** to secure the following:
1. Community Contribution – a sum of £92,101
 2. Highways Contribution – a sum of £50,000 (various works)
 3. Commitment to Local Labour in Construction – a sum of £75,000
 4. Off-site affordable housing Contribution – £1,466,899
 5. Provision of Walkway and Public Art
 6. Car free zone development agreement
 7. Travel Plan

3.2 B. That the Head of Development Decisions be delegated authority impose conditions and informatives on the planning permission to secure the following:

1. Time limit
2. Reserved matters regarding
 - Materials, including samples;
 - hard and soft landscaping including dockside walkway;
 - any proposed walls, fences and railings;
 - enclosure of any external plant; and
 - a scheme of external lighting.
3. Landscape Management Plan required
4. 278 agreement to be entered into for Highway works surrounding the site
5. Parking maximum cars and minimum cycle and motorcycle spaces
6. Hours of construction limits (0800 – 1800, Mon-Fri: 0800 – 1300 Sat)
7. Details of insulation of the ventilation system and any associated plant required
8. Hours of operation limits – hammer driven piling (10am – 4pm)
9. Details required for on site drainage works
10. Code of Construction Practice, including a Construction Traffic Management Assessment required
11. Details of finished floor levels required
12. Details of surface water source control measures required
13. Renewable energy measures to be implemented and provided in perpetuity.
14. Black redstart habitat provision required
15. Green roofs
16. Land contamination study required to be undertaken
17. Any other condition(s) considered necessary by the Head of Development Decisions
18. British Waterways Condition

3.3

Informatives

1. Planning Obligation Agreement
2. British Waterways requirements
3. Site notice specifying the details of the contractor required

3.4

That, if by **20th December 2007** the legal agreement has not been completed to the satisfaction of the Chief Legal Officer, the Head of Development Decisions be delegated authority to refuse planning permission.

4. PROPOSAL AND LOCATION DETAILS

Proposal

- 4.1 The proposal is for the erection of a new building providing basement, lower ground, ground and 10 storeys of offices comprising 25,643sq metres of floor space with associated landscaping, car parking, servicing and plant. The existing building on the site is to be demolished.

Site and Surroundings

- 4.2 The application site is located on the western side of the Canary Wharf estate, between Cabot Square and Westferry Circus. It currently comprises a brick office building of between 4 and 6 storeys, which is occupied by an accountancy firm. Benefiting from direct access off Park Place, it is bounded by office buildings to the east and west and middle dock to the south. The surrounding uses are primarily offices.

Planning History

- 4.3 The following planning decisions are relevant to the application:

ID/97/84

Outline planning permission in respect of redevelopment by the erection of building(s) comprising 26165 sq m offices or 23665 sq m offices with 2500 sq m retail was granted in December 1997.

PA/00/1355

Planning permission for the erection of new building providing basement, lower ground, ground plus 10 storeys of offices comprising 25,000sq. metres of floorspace, associated pedestrian and vehicular access improvements. Introduction of pedestrian walkway and landscaping to dockside. Double storey height arcade along West India Avenue was granted in October 2002.

PA/06/1465

Erection of new building providing basement, lower ground, ground plus 10 storeys of offices comprising 25,000sq. metres of floor space, associated pedestrian and vehicular access improvements. Introduction of pedestrian walkway and landscaping to dockside. Double storey height arcade along West India Avenue (Renewal of earlier scheme PA/00/01355) – application withdrawn on 29 March 2007

5. POLICY FRAMEWORK

5.1 Unitary Development Plan

Proposals:	(1)	Flood Protection Area
	(2)	Central Area Zone
	(3)	Water Protection Area
Policies	DEV1	General Design
	DEV2	Environmental Requirements
	DEV3	Mixed Use Developments
	DEV18	Public Art

DEV50	Noise
CAZ1	Location of Central London Core Activities
CAZ3	Requirements for Mixed Use Schemes
CAZ4	Special Policy Areas
EMP2	Retaining Existing Employment Uses
EMP6	Employing Local People
EMP9	Development in Central Area Zones
T9	Strategic Traffic Management
T13	Parking for Commuters
T15	Location of New Development

Emerging Local Development Framework

Proposals:	(1)	ID57 – Identifies preferred uses as employment (B1) and retail & leisure (A1, A2, A3, A4, A5).
	(2)	Major Centre
	(3)	Flood Risk Area
Policies:	CP1	Creating Sustainable Communities
	CP7	Job Creation and Growth
	CP11	Sites in Employment Use
	CP31	Biodiversity
	CP40	A Sustainable Transport Network
	DEV1	Amenity
	DEV2	Character and Design
	DEV6	Energy Efficiency and Renewable Energy
	DEV14	Public Art
	DEV19	Parking for Motor Vehicles
	IOD1	Spatial Strategy
	IOD13	Employment Uses in the Northern sub-area
	IOD14	Residential Uses in the Northern sub-area
	IOD16	Design and Built Form in the Northern sub-area
	IOD17	Site allocations in the Northern sub-area (ID57)

Spatial Development Strategy for Greater London (London Plan)

3B.4	Mixed Use Development
3D.12	Biodiversity
4A.7	Energy Efficiency and renewable energy
4A.8	Energy Assessment
4A.9	Providing for Renewable Energy
4A.10	Supporting the provision of renewable energy
4B.1	Design principle for a compact city
4B.3	Maximising the potential of sites
4B.4	Enhancing the quality of public realm
4B.5	Creating an inclusive environment
4B.6	Sustainable design and construction
4B.7	Respect Local context and communities
4B.8	Large scale buildings, design and impact
4B.9	

Government Planning Policy Guidance/Statements

PPS1	Delivering Sustainable Development
PPS9	Biodiversity & Conservation
PPS22	Renewable Energy
PPG4	Industrial, commercial development and small firms
PPG13	Transport

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

6.2 1) LBTH Environmental Health

- Condition should be imposed to ensure that the developer carries out a site investigation to investigate and identify potential contamination.
- Risk assessment of the construction/demolition phase
- Mechanical ventilation equipment and outlets to be acoustically treated so as not to cause noise and disturbance.
- Consent under Section 61 of the Pollution Act to be obtained prior to development - informative

6.3 2) LBTH Highways

- No justification for parking on site
- Should only be one vehicle access to the site.

6.4 3) Crossrail (Statutory Consultee)

The site is outside the limits of land subject to consultation under the Safeguarding Direction issues by the Secretary of State for Transport on 22nd February 2005. No comments.

6.5 4) Greater London Authority (Statutory Consultee)

The GLA consider that the proposal raises no significant strategic planning issues but that the Council should give consideration to the following matters:

- Require an updated transport assessment and travel plan to be submitted, and seeking a reduction in car parking.
- Include a condition to secure the submitted energy strategy.
- Seeking a contribution to the off-site provision of affordable housing in accordance with the mixed-use policy of the London Plan.
- Securing initiatives to create training and employment opportunities for local people and to address other barriers to employment.

The Council may proceed to determine the application without further reference to the GLA.

- 6.6 **5) Environment Agency (Statutory Consultee)**
The Environment Agency is satisfied with the Flood Risk Assessment submitted.

In accordance with PPS25, the Local Planning Authority is required to carry out a Sequential Test to steer development to areas where there is low risk of flooding. The Council carried out a Sequential Test for the site which concluded that possible development opportunities outside of flood zone 1 and 2 are highly limited and the existing uses, supporting infrastructure and flood mitigation measures in the northern part of the Isle of Dogs provide a reasonable location for large scale commercial development. The Council concluded that the proposed development in this location is acceptable.

The Environment Agency confirmed that the Sequential Test is acceptable and raise no objection to the proposal subject to a condition being imposed regarding surface water source control measures.

- 6.5 **British Waterways (Statutory Consultee)**
No objection subject to a condition being imposed to require a feasibility study being carried out to assess the potential for moving freight by water during the construction cycle. Informatives suggested.

- 6.6 **English Heritage (Statutory Consultee)**
No comments.

7. LOCAL REPRESENTATION

- 7.1 A total of 50 neighbouring properties within the area shown on the map added 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. No representations were received from neighbours and local groups in response to notification and publicity of the application.

8. MATERIAL PLANNING CONSIDERATIONS

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

1. Landuse
2. Design and Amenity
3. Highways
4. Other Issues

The proposed scheme is similar to the existing planning permission granted on the site in October 2002 (PA/00/01355) which is due to expire in October 2007.

- 8.2 Since the previous approval, the London Plan (February 2004) has been adopted and the Local Development Framework Submission Document November 2006 (LDF) and Local Development Framework Submission Document: Isle of Dogs Area Action Plan (Isle of Dogs AAP) now have weight as material planning considerations.

Landuse

- 8.3 The adopted UDP (1998) designates the application site within the Central Area Zone which seeks to promote commercial development. The existing building on the site is currently used as offices and the proposal does not seek to change this. It is considered that the proposed office use is in keeping with the character and function of the area which is primarily commercial and thereby accords with Policy CAZ3 in the UDP (1998) and Policy IOD14 in the Isle of Dogs AAP, which do not support residential uses within the Northern sub-area in which the site is located. The application site is also identified as a development site (ID57) with preferred uses as Employment (B1) and Retail & Leisure (A1, A2, A3, A4, and A5).
- 8.4 Policy 3B.4 in the London Plan requires that where increases in office floor space are proposed, a mix of uses should be provided including residential and, in areas where residential is not appropriate, off site housing provision. There is however no policy in the LDF which seeks the provision of off-site affordable housing for office developments.
- 8.5 Confirmation has been provided that the applicant is willing to make a contribution towards off-site affordable housing to address the requirement for mixed use development as set out in Policy 3B.4 in the London Plan. Whilst it is acknowledged that a contribution towards off-site affordable housing provision would not be in accordance with Policy IOD1 (1.c) in the Isle of Dogs Area Action Plan (Submission Document) which seeks to accrue off-site employment space, such a contribution meets the overall objective of this policy which is to ensure that the development is of benefit to the wider community.

Design and Amenity

- 8.6 The siting and design of the building remains unchanged from the previously approved scheme. The proposed design is considered acceptable under the design requirements set out in the UDP (1998) and LDF Submission Document. The design has been reviewed by Council Design Officers. No objection has been made.
- 8.7 In terms of amenity, this was considered in the previously approved application and the site circumstances are unchanged. On this basis the scheme is acceptable.

Highways

- 8.8 Vehicular access to the development is from the lower ground floor level. The proposal includes an on site dedicated service bay, 26 car parking spaces and a taxi drop off.
- 8.9 The site is well served by public transport links being located within easy walking distance of Canary Wharf DLR, Herons Quays DLR and Westferry DLR that serve the Isle of Dogs and provide access to the city. Furthermore the site is well served by bus routes. The site has a public transport accessibility level (PTAL) of 5.
- 8.10 LBTH Highways have requested that the development should be subject to a S.106 car free agreement however the plans indicate parking at lower ground floor level. The applicant's agent has confirmed that the applicant is willing to reduce the parking provision to accord with the standards set out in Planning Standard 3 in the Local Development Framework (LDF) Submission Document

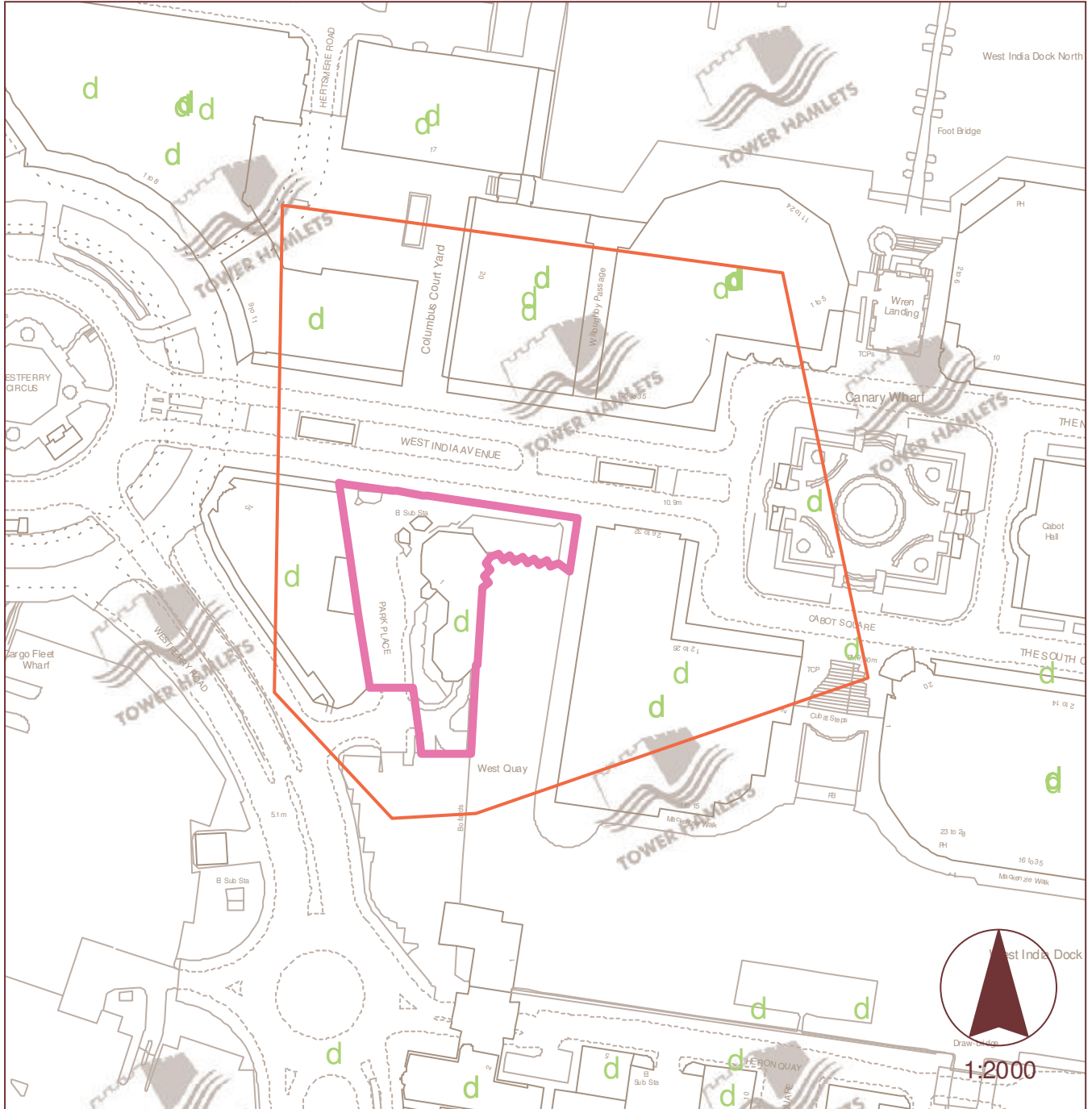
November 2006. It is considered that a reduction (total of 20 parking spaces including disabled bays) would satisfy the current parking requirements and the sustainable transport objectives as set out in Policy CP40 in the LDF Submission Document (November 2006). This can be dealt with by condition.

Other Planning Issues

8.11 Policy DEV6 in the LDF Submission Document requires that all new development should incorporate energy efficient measures. The London Plan emphasises the need to incorporate de-centralised energy systems with on-site renewable energy. Information has been provided regarding the provision of combined heat power (CHP). The GLA are satisfied with the information submitted.

8.12 All other relevant policies and considerations have been taken into account. Planning permission should be granted for the reasons set out in the **SUMMARY OF MATERIAL PLANNING CONSIDERATIONS** and the details of the decision are set out in the RECOMMENDATION at the beginning of this report.

Site Map



Legend

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

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

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