

Extraordinary
Meeting of the

STRATEGIC DEVELOPMENT COMMITTEE

Thursday, 16 February 2012 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 Helal Abbas Vice-Chair: Councillor Bill Turner	
Councillor Khales Uddin Ahmed Councillor Dr. Emma Jones Councillor Carlo Gibbs Councillor Judith Gardiner 1 Vacancy	Councillor Tim Archer, (Designated Deputy representing Councillor Dr. Emma Jones) Councillor Peter Golds, (Designated Deputy representing Councillor Dr. Emma Jones) Councillor Gloria Thienel, (Designated Deputy representing Councillor Dr. Emma Jones) Councillor Denise Jones, (Designated Deputy representing Councillors Helal Abbas, Khales Uddin Ahmed, Bill Turner, Carlo Gibbs and Councillor Judith Gardiner) Councillor Motin Uz-Zaman, (Designated Deputy representing Councillors Helal Abbas, Khales Uddin Ahmed, Bill Turner, Carlo Gibbs and Judith Gardiner)

Councillor Amy Whitelock, (Designated Deputy representing Councillors Helal Abbas, Khaled Uddin Ahmed, Bill Turner, Carlo Gibbs and Judith Gardiner)

[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: Zoe Folley, Democratic Services, Tel: 020 7364 4877, E-mail: zoe.folley@towerhamlets.gov.uk

LONDON BOROUGH OF TOWER HAMLETS
STRATEGIC DEVELOPMENT COMMITTEE

Thursday, 16 February 2012

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. See attached note from the Chief Executive.

3. RECOMMENDATIONS

PAGE NUMBER	WARD(S) AFFECTED
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To RESOLVE that:

- 1) in the event of changes being made to recommendations by the Committee, the task of formalising the wording of those changes is delegated to the Corporate Director Development and Renewal along the broad lines indicated at the meeting; and
- 2) in the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Corporate Director Development and Renewal is delegated authority to do so, provided always that the Corporate Director does not exceed the substantive nature of the Committee's decision.

4. PROCEDURE FOR HEARING OBJECTIONS

To NOTE the procedure for hearing objections at meetings of the Strategic Development Committee.

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The deadline for registering to speak at this meeting is 4pm Tuesday 14th February 2012

5. DEFERRED ITEMS

Nil Items. **5 - 6**

6. PLANNING APPLICATIONS FOR DECISION 7 - 10

6 .1 Wood Wharf, Preston's Road, London (PA/11/02174, PA/11/03468 and PA/11/03469) 11 - 196 Blackwall & Cubitt Town

7. OTHER PLANNING MATTERS 197 - 198

7 .1 Aberfeldy Estate, Abbott Road, London, E14 (11/02716) 199 - 278 East India & Lansbury

7 .2 Aberfeldy Estate, Abbott Road, London, E14 (11/03548) 279 - 340 East India & Lansbury

Agenda Item 2

DECLARATIONS OF INTERESTS - NOTE FROM THE CHIEF EXECUTIVE

This note is guidance only. Members should consult the Council's Code of Conduct for further details. Note: Only Members can decide if they have an interest therefore they must make their own decision. If in doubt as to the nature of an interest it is advisable to seek advice **prior** to attending at a meeting.

Declaration of interests for Members

Where Members have a personal interest in any business of the authority as described in paragraph 4 of the Council's Code of Conduct (contained in part 5 of the Council's Constitution) then s/he must disclose this personal interest as in accordance with paragraph 5 of the Code. Members must disclose the existence and nature of the interest at the start of the meeting and certainly no later than the commencement of the item or where the interest becomes apparent.

You have a **personal interest** in any business of your authority where it relates to or is likely to affect:

- (a) An interest that you must **register**
- (b) An interest that is not on the register, but where the well-being or financial position of you, members of your family, or people with whom you have a close association, is likely to be affected by the business of your authority more than it would affect the majority of inhabitants of the ward affected by the decision.

Where a personal interest is declared a Member may stay and take part in the debate and decision on that item.

What constitutes a prejudicial interest? - Please refer to paragraph 6 of the adopted Code of Conduct.

Your personal interest will also be a prejudicial interest in a matter if (a), (b) and either (c) or (d) below apply:-

- (a) A member of the public, who knows the relevant facts, would reasonably think that your personal interests are so significant that it is likely to prejudice your judgment of the public interests; AND
- (b) The matter does not fall within one of the exempt categories of decision listed in paragraph 6.2 of the Code; AND EITHER
- (c) The matter affects your financial position or the financial interest of a body with which you are associated; or
- (d) The matter relates to the determination of a licensing or regulatory application

The key points to remember if you have a prejudicial interest in a matter being discussed at a meeting:-

- i. You must declare that you have a prejudicial interest, and the nature of that interest, as soon as that interest becomes apparent to you; and
- ii. You must leave the room for the duration of consideration and decision on the item and not seek to influence the debate or decision unless (iv) below applies; and

- iii. You must not seek to improperly influence a decision in which you have a prejudicial interest.

- iv. If Members of the public are allowed to speak or make representations at the meeting, give evidence or answer questions about the matter, by statutory right or otherwise (e.g. planning or licensing committees), you can declare your prejudicial interest but make representations. However, you must immediately leave the room once you have finished your representations and answered questions (if any). You cannot remain in the meeting or in the public gallery during the debate or decision on the matter.

Agenda Item 4

DEVELOPMENT COMMITTEE STRATEGIC DEVELOPMENT COMMITTEE

PROCEDURES FOR HEARING OBJECTIONS AT COMMITTEE MEETINGS

- 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 sent a letter that notifies them that the application will be considered by Committee. The letter will explain the provisions regarding public speaking. The letter will be posted by 1st class post at least five clear working days prior to the meeting.
- 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.
- 6.3 All requests from members of the public to address a Committee in support of, or objection to, a particular application must be made to the Committee Clerk by 4:00pm one clear working day prior to the day of the meeting. It is recommended that email or telephone is used for this purpose. This communication must provide the name and contact details of the intended speaker and whether they wish to speak in support of or in objection to the application. Requests to address a Committee will not be accepted prior to the publication of the agenda.
- 6.4 Any Committee or non-Committee Member who wishes to address the Committee on an item on the agenda shall also give notice of their intention to speak in support of or in objection to the application, to the Committee Clerk by no later than 4:00pm one clear working day prior to the day of the meeting.
- 6.5 For objectors, the allocation of slots will be on a first come, first served basis.
- 6.6 For supporters, the allocation of slots will be at the discretion of the applicant.
- 6.7 After 4:00pm one clear working day prior to the day of the meeting the Committee Clerk will advise the applicant of the number of objectors wishing to speak and the length of his/her speaking slot. This slot can be used for supporters or other persons that the applicant wishes to present the application to the Committee.
- 6.8 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 Members registered to speak, then the applicant or their supporter(s) will not be expected to address the Committee.
- 6.9 Where a planning application has been recommended for refusal by officers and the applicant or his/her supporter has requested to speak but there are no objectors or Members registered to speak, then the applicant and his/her supporter(s) can address the Committee for up to three minutes.
- 6.10 The order of public speaking shall be as stated in Rule 5.3.
- 6.11 Public speaking shall comprise verbal presentation only. The distribution of additional material or information to Members of the Committee is not permitted.
- 6.12 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.
- 6.13 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.
- 6.14 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.
- 6.15 Speakers and other members of the public may leave the meeting after the item in which they are interested has been determined.

- 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.
- For each planning application where one or more Members have registered to speak in objection to the application, the applicant or his/her supporter can address the Committee for an additional three minutes.

Agenda Item 5

Committee: Strategic Development	Date: 16 th February 2012	Classification: Unrestricted	Agenda Item No: 5
Report of: Corporate Director of Development and Renewal		Title: Deferred items	
Originating Officer: Owen Whalley		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.
- 1.2 There are currently no items that have been deferred.

2. RECOMMENDATION

- 2.1 That the Committee note the 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:
Application, plans, adopted UDP. draft
LDF and London Plan

Tick if copy supplied for register

Name and telephone no. of holder:
Eileen McGrath (020) 7364 5321

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Agenda Item 6

Committee: Strategic Development	Date: 16 th February 2012	Classification: Unrestricted	Agenda Item No: 6
Report of: Corporate Director Development and Renewal		Title: Planning Applications for Decision	
Originating Officer: Owen Whalley		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. Although the reports are ordered by application number, the Chair may reorder the agenda on the night. If you wish to be present for a particular application you need to be at the meeting from the beginning.
- 1.2 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 Addendum 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 comprises the Development Plan and other material policy documents. The Development Plan is:
 - the adopted Tower Hamlets Unitary Development Plan (UDP)1998 as saved September 2007
 - the London Plan 2011
 - the Tower Hamlets Core Strategy Development Plan Document 2025 adopted September 2010
- 3.2 Other material policy documents include the Council's Community Plan, "Core Strategy LDF" (Submission Version) Interim Planning Guidance (adopted by Cabinet in October 2007 for Development Control purposes), Managing Development DPD – Proposed Submission Version January 2012, Planning Guidance Notes and government planning policy set out in Planning Policy Guidance & Planning Policy Statements and the draft National Planning Policy Statement.
- 3.3 Decisions must be taken in accordance with section 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 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. Section 38(6) of the Planning and Compulsory Purchase

LOCAL GOVERNMENT ACT 2000 (Section 97)
LIST OF BACKGROUND PAPERS USED IN THE DRAFTING OF THE REPORTS UNDER ITEM 7

Brief Description of background papers:
Application, plans, adopted UDP, Interim
Planning Guidance and London Plan

Tick if copy supplied for register:

Name and telephone no. of holder:
Eileen McGrath (020) 7364 5321

Act 2004 requires the Committee to make its determination in accordance with the Development Plan unless material planning considerations support a different decision being taken.

- 3.4 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.
- 3.5 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.
- 3.6 Whilst the adopted UDP 1998 (as saved) is the statutory Development Plan for the borough (along with the Core Strategy and London Plan), it will be replaced by a more up to date set of plan documents which will make up the Local Development Framework. As the replacement plan documents progress towards adoption, they will gain increasing status as a material consideration in the determination of planning applications.
- 3.7 The reports take account not only of the policies in the statutory UDP 1998 and Core Strategy but also the emerging Local Development Framework documents and their more up-to-date evidence base, which reflect more closely current Council and London-wide policy and guidance.
- 3.8 Members should note that the Managing Development DPD has reached the same stage in its development as the 2007 Interim Planning Guidance. With the Managing Development DPD being the more recent document and having regard to the London Plan 2011, it could be considered to be more relevant and to carry more weight than the 2007 Interim Planning Guidance documents.
- 3.9 The Equality Act 2010 provides that in exercising its functions (which includes the functions exercised by the Council as Local Planning Authority), that the Council as a public authority shall amongst other duties have due regard to the need to-
 - (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under the Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 3.10 The protected characteristics set out in the Equality Act are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. The Equality Act acknowledges that compliance with the duties set out may involve treating some persons more favourably than others, but that this does not permit conduct that would otherwise be prohibited under the Act.
- 3.11 In accordance with Article 31 of the Development Management Procedure Order 2010, 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.

4. PUBLIC SPEAKING

- 4.1 The Council's constitution allows for public speaking on these items in accordance with the rules set out in the constitution and the Committee's procedures. These are set out at Agenda Item 5.

5. RECOMMENDATION

- 5.1 The Committee to take any decisions recommended in the attached reports.

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Agenda Item 6.1

Committee: Strategic Development	Date: 16 February 2012	Classification: Unrestricted	Agenda Item Number: 6.1
Report of: Director of Development and Renewal		Title: Planning Application for Decision	
Case Officer: Tim Ross/Pete Smith		Ref No: PA/11/02174, PA/11/03468 and PA/11/03469	
		Ward: Blackwall and Cubitt Town	

1. APPLICATION DETAILS

Location: Wood Wharf, Preston's Road, London
Existing Use: Primarily light industrial, office and warehouse units. Also residential, indoor sporting facilities and a nursery

Proposal: **PA/11/02174**
Application to replace extant planning permission PA/08/01215 dated 18th of May 2009 involving the following development:

Hybrid application for comprehensive mixed-use redevelopment of Wood Wharf comprising:

1) Outline Application (all matters reserved, save for access & layout) involving demolition of dwellings at Lovegrove Walk and the provision of commercial floorspace (B1), up to 1668 residential units (C3), and hotel (C1) contained in fourteen buildings; Retail (A1), financial services (A2), restaurants & cafes (A3), drinking establishments (A4) and takeaway establishments (A5); leisure & community uses (D1 & D2); associated infrastructure, including the creation of structures in Blackwall Basin and South Dock; principles of landscaping and public realm; means of access; bridge links; car, motorcycle and bicycle parking spaces, servicing; and electricity substation.

2) Full Application
Creation of canal and other engineering infrastructure.

PA/11/03468
Application to replace extant listed building consent dated 18th May 2009, reference PA/08/1218 involving the following works:

Partial demolition of a small section of the southern dock wall to Blackwall Basin, for the creation of a new canal between South Dock and Blackwall Basin and the introduction of piled foundations to anchor structures within the Basin and other associated works as part of a comprehensive mixed use redevelopment of Wood Wharf.

PA/11/03469
Application to replace extant conservation area consent dated 21st July 2009, reference PA/09/909:

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		Xxxx Xxxx 020 7364 xxxx

Demolition of building to the west of Preston's Road and east of Canary Wharf in connection with the redevelopment of Wood Wharf pursuant to Planning Permission ref. PA/08/1215 dated 18th May 2009.

Drawing No's:

- Details of Layout Drawings

RSHP_A_PMP_X_P_X_1300 (Contextual Layout Plan)
RSHP_A_W12_P_1301A W12 E-H High Street Bridges
RSHP_A_W12_S_1302A Building Scale W12 E-H
RSHP_A_W12_P_1301B Building Definition W12
RSHP_A_W12_S_1302B Building Scale W12 J+K
RSHP_A_PMP_X_P_00_1304 (Upper Ground Level)
RSHP_A_PMP_X_P_B0_1305 (Lower Ground Level)
RSHP_A_PMP_X_P_B1_1306 (Basement Level B1)
RSHP_A_PMP_X_P_B2_1307 (Basement Level B2)
RSHP_A_PMP_X_P_00_1309 (Open Space Upper Ground Level)
RSHP_A_PMP_X_P_B0_1310 (Open Space Lower Ground Level)
RSHP_A_PMP_X_P_B3_1311 (Basement Level B3)
RSHP_A_PMP_X_P_00_1314 (Routes Plan – Upper Ground Level)
RSHP_A_PMP_X_P_B0_1315 (Routes Plan – Lower Ground Level)

- Details of Access Drawings

6400/AR/001 Access Details – Upper Ground Level
6400/AR/002 Access Details – Upper Ground Level (Cartier Circle)
6400/AR/003 Access Details – Upper Ground Level (Cartier Circle Layout)
6400/AR/004 Access Details – Upper Ground Level (Wood Wharf Square)
6400/AR/005 Access Details – Lower Ground Level
6400/AR/006 Access Details – Lower Ground Level (Preston's Road Access)
6400/AR/007 Access Details – Lower Ground Level (Preston's Road Access Layout)
6400/AR/008 Access Details – Lower Ground Level (Montgomery Street Access)
6400/AR/009 Access Details – Lower Ground Level (Montgomery Street Access Layout)
6400/AR/0010 Access Details – Basement Level B1
6400/AR/0011 Access Details – Basement Level B2
6400/AR/0012 Access Details – Basement Level B3

- Details of Canal and other engineering infrastructure drawings

118236-03-101 Issue AA Proposed Canal Layout Plan
118236-03-102 Issue AA Typical Canal Sections
118236-03-103 Issue AA W18 Bridge over Canal
118236-03-104 Issue AA W19 Bridge over Canal
118236-03-105 Issue AA W20 Bridge over Canal
118236-03-106 Issue AA Details of Canal Walls over the Utilities Drop Chamber
118236-03-107 Issue AA Southern Canal Entrance
118236-03-108 Issue AA Northern Canal Entrance
118236-03-109 Issue AA Community Park Canal Beach
118236-03-110 Issue AA Canal Capping Details
118236-03-111 Issue AA Illustrative Utilities Chamber Details

- Listed Building Consent drawings
 - 01.101 (Rev. B) Listed Dock Edge Plan as Existing – Sheet 1
 - 01.102 (Rev. B) Listed Dock Edge Plan as Existing – Sheet 2
 - 01.103 (Rev. B) Listed Dock Edge Plan as Existing – Sheet 3
 - 01.104 (Rev. B) Listed Dock Edge Plan as Existing – Sheet 4
 - 01.105 (Rev. B) Listed Dock Edge Plan as Existing – Sheet 5
 - 01.106 (Rev. B) Listed Dock Edge Plan as Existing – Sheet 6
 - 01.200 (Rev. C) Site Location Plan as Proposed
 - 01.201 (Rev. B) Listed Dock Edge Plan as Proposed – Sheet 1
 - 01.202 (Rev. C) Listed Dock Edge Plan as Proposed – Sheet 2
 - 01.203 (Rev. B) Listed Dock Edge Plan as Proposed – Sheet 3
 - 01.204 (Rev. B) Listed Dock Edge Plan as Proposed – Sheet 4
 - 01.205 (Rev. B) Listed Dock Edge Plan as Proposed – Sheet 5
 - 01.206 (Rev. B) Listed Dock Edge Plan as Proposed – Sheet 6
 - 01.208 (Rev. C) Listed Dock Edge Details – Sheet 1
 - 01.209 (Rev. B) Listed Dock Edge Details – Sheet 2
 - 01.211 (Rev. B) Listed Dock Edge Elevations – Sheet 1
 - 01.212 (Rev. B) Listed Dock Edge Elevations – Sheet 2
 - 01.100 (Rev. B) Site Location Plan as Existing
- Details of Layout document
- Details of Access document
- Details of Scale Parameters document
- Details of Canal and other engineering infrastructure document
- Planning Statement
- Design and Access Statement/Accessibility Strategy
- Design Guidelines Rev. A
- Environmental Statement
- Environmental Statement clarification matters
- Environmental Statement Regulation 19 Response – Sunlight/daylight
- Public Realm Context
- Water Space and Public Realm Strategy
- Transport Assessment (including additional justification for the number of car parking spaces; further information on the capacity assessments for the Preston’s Road/Aspen Way roundabout and the Aspen Way/Upper Bank Street junction; an extension to the PERS audit in the vicinity of Wood Wharf to cover routes to local facilities including retail, education and public transport facilities; an audit of the bus stop facilities in the vicinity of the site)
- Travel Plan Framework
- Construction Strategy incorporating Code of Construction Practice
- Housing Statement
- Statement of Community Involvement
- Sustainability Statement
- Energy Strategy
- Daylight and Sunlight Assessment, including additional Internal Daylight Assessment
- Estate Management Strategy
- Regeneration and Sustainability Statement
- Cultural Heritage Report
- Retail Impact Assessment

- Aircraft Risk Assessment
- Noise Assessment
- Waste Strategy
- Tree Survey
- Dock Wall Survey
- Statement of Developers Contributions
- Planning Policy Statement (2011)
- Heritage Statement (2011)
- Environmental Statement Addendum (2011)
- Transport Impact Assessment (2011)
- Revised Energy, BREEAM & Code for Sustainable Homes Assessment (2011)
- World Heritage Site Assessment (2011)

Applicant: Wood Wharf (General Partner) Ltd.
Owner: Various (Certificate C ownership certificate submitted)
Historic Building: Grade I listed Blackwall Basin
 Grade I listed West India Export Dock (East Quay)
Conservation Area: Coldharbour

2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

2.1 The Local Planning Authority has considered the particular circumstances of these applications against the Council's approved planning policies contained in the London Plan (2011), Tower Hamlets Core Strategy (2010), saved policies within the London Borough of Tower Hamlets Unitary Development Plan 1998 (UDP), Wood Wharf Masterplan Supplementary Planning Guidance (2003) (WWSPG), the Council's Interim Planning Guidance (2007) (IPG), Managing Development Plan Document (Proposed Submission Version) 2012, the Council's Planning Contributions Supplementary Planning Document (2012), the draft London World Heritage Sites – Guidance on Settings Supplementary Planning Guidance and Government Planning Policy Guidance and other material considerations.

- The site is an appropriate location to secure the comprehensive redevelopment of a brownfield site within an identified Opportunity Area for a major mixed-use sustainable development of a scale and quality commensurate with Canary Wharf in accordance with Policies 2.10, 2.13, 2.15, 3.3, 3.4 and 4.3 of the London Plan (2011), saved Policy DEV3 of the Unitary Development Plan (1998) and policy IOD17 of the Interim Planning Guidance Isle of Dogs Area Action Plan which seeks to provide a mix of uses. The proposed mix of uses accords with the site allocation (Site 16) as outlined in the Managing Development DPD (proposed submission version) 2012 which sets out preferred uses for the site being Employment (B1 and B2), Retail and Leisure (A1, A2, A3, A4 and A5), Residential (C3) and Public Open Spaces.
- The proposal seeks to create a sustainable urban quarter comprising new residential and working communities, supported by a quality environment which brings these two aspects together as a sustainable extension of the Isle of Dogs community in accordance with the WWSPG, policies SP01, and SP02 of the Council's Core Strategy (2011) policies CP1, CP2 and CP46 of the Council's Interim Planning Guidance, policy IOD1 of the Interim Planning Guidance Isle of Dogs Area Action Plan, PPS1 and PPS3, which require all new developments to contribute to creating and maintaining sustainable communities where people want to live, work and visit. The development accords with the vision for Canary Wharf as set out in LAP 7 & 8 of the adopted Core Strategy.

- Core Strategy's vision for Canary Wharf stating that Canary Wharf should enhance its global role as a competitive financial district by expansion to provide a substantial amount of new jobs. The Core Strategy looks to focus larger floor-plate offices and intensify floorspace in Preferred Office Locations namely Canary Wharf (Policy SP06). The proposal continues to accord with the national, regional and local planning policies and supports the Mayor's aspirations within the Isle of Dogs Opportunity Area as set out in the London Plan (2011), namely policies 2.10, 2.13, 2.15 and the Council's policies contained within the Core Strategy (2011) SP06, SP07 and the Development Management DPD (proposed submission version) 2012, policies DM15 and DM16.
- The scheme will consolidate the northern part of the Isle of Dogs as an important global financial and legal centre, whilst also facilitating locally-based employment, training and local labour opportunities for the local community. The full scope of the development falls within a POL (Preferred Office Location). The scheme therefore accords with policy 2.10, 4.1, 4.2, 4.3, 4.12 of the London Plan (2011), saved policies EMP1 and CAZ1 of the Unitary Development Plan (1998), the WWSPG, Core Strategy (2011) policies SP06, SP07 and Development Management DPD (proposed submission version) 2012 policies DM15 and DM16, which seek to develop London's regional, national and international role whilst safeguarding and enhancing the number and range of jobs available for local residents.
- The hotel use will help support the northern part of Isle of Dogs role as a leading centre of business activity and in this respect will support London's world city status in accordance with policies 1.1 and 2.10 of the London Plan (2011) the WWSPG, Core Strategy (2011) policies SP01, SP06 and draft Development Management DPD (proposed submission version) 2012, policy DM7
- The full scope of the development falls within Canary Wharf Major Centre. The provision of retail (A1), financial services (A2), restaurants & cafes (A3), drinking establishments (A4) and takeaway establishments (A5) and the social and community facilities (D1 and D2) are acceptable in line with policies 2.15 of the London Plan (2011), policy SP01, as contained within the Core Strategy (2010) and PPS4 which seek to protect and enhance the major town centre status of the area, promoting a complementary mix of uses.
- The proposed location of the residential uses within the Isle of Dogs Major Centre in this instance will not have a detrimental impact upon the global financial role of the northern part of the Isle of Dogs in accordance with 4.3 of the London Plan (2011) which seeks a mix of uses in office locations.
- The proposal provides an acceptable amount of affordable housing and mix of units, as demonstrated through viability assessment. As such, the proposal is in line with PPS3, policies 3.8, 8.10, 3.11, 3.12, 3.13 of the London Plan (2011), saved policy HSG7 of the Council's Unitary Development Plan (1998), policies HSG2 and HSG3 of the Council's Interim Planning Guidance (2007); policy SP02 of the Core Strategy Development Plan Document (2010); and DM3 of the Managing Development DPD (proposed submission version) 2012 which seek to ensure that new developments offer a range of housing choices.
- The proposal is in line with the London Plan and Council's policy which seek to maximise the development potential of sites. The density of the scheme is considered appropriate for this Opportunity Area, where it is not considered to result in unacceptable impacts commonly associated with overdeveloped sites, in line with policy 2.13, 3.3, 3.4 of the London Plan (2011), saved policies DEV1, DEV2 and DEV 3 of the Unitary Development Plan (1998) the WWSPG, policies SP02 of Core Strategy (2010) which seek to ensure development proposals achieve the maximum intensity of

use that is compatible with the local context, good design principles and all infrastructure.

- The development will provide new public realm, public open space, child play space and enhanced pedestrian linkages through the site as appropriate in accordance with policies 3.5, 3.6, 7.1 and 7.5 of the London Plan (2011) and in line with saved policy HSG16 of the Council's Unitary Development Plan (1998), policy SP02, SP04, SP09 of the Core Strategy and policies DM4 and DM10 of the Managing Development DPD (proposed submission version) 2012 and PPS3 which seek to improve amenity and liveability for residents whilst creating a more attractive environment for those who live and work here.
- The proposed layout and access of the development, including the [indicative] building envelopes (such as height, scale, bulk and general design intent) is considered to be acceptable in accordance with policy 7.7 of the London Plan (2011) and will enhance the character and appearance of the surrounding area, in accordance with saved policies: DEV1, DEV2 and DEV37 of the adopted Unitary Development Plan (1998), policies SP10 and SP12 of the Core Strategy (2010); and DM24 and DM26 of the Managing Development DPD (proposed submission version) (2012) which seek to ensure buildings and places are of high quality design and suitably located. The development falls within a Canary Wharf sub-area which is considered to be acceptable for tall buildings as defined in Core Strategy policy SP10.
- The development would form a positive addition to London's skyline, without causing unacceptable harm to local or long distant views in accordance with the London Mayor's London View Management Framework (July 2010), London Plan (2011) policies 7.11, 7.12, Policies DM26 and DM28 of the Council's Development Management DPD (proposed submission version) 2012 and the draft London World Heritage Sites – Guidance on Settings Supplementary Planning Guidance (2011) which seeks to ensure development does will not adversely impact on the visual integrity UNESCO World Heritage Site status of Maritime Greenwich and which seeks to ensure tall buildings are appropriately located and of a high standard of design whilst also seeking to protect and enhance important views.
- The safety and security of the scheme is acceptable in accordance with policies 7.2, 7.3, 7.13 of the London Plan (2011), policy DEV1 of the Unitary Development Plan (1998) and policy SP09 of the Council's Core Strategy (2011) and policy DM23 of the Councils Development Management DPD (proposed submission version) 2012 which require all developments to consider the safety and security of development without compromising the achievement of good design and inclusive environments.
- The new public realm will enhance pedestrian access and animate the dock edge in accordance with policies 6.10, 7.5 of the London Plan (2011), saved policies DEV1 of the Unitary Development Plan (1998) and SP04, SP09 and vision for Canary Wharf as set out in LAP 7 & 8 of the adopted Core Strategy (2011) as well as policies DM10 and DM12 of the Development Management DPD (proposed submission version) which seek to protect and promote the vitality, attractiveness and historic interest of the docks, and to ensure that the design of waterside developments integrate successfully with the water space.
- The proposed development will not have a detrimental impact upon the Grade I listed Blackwall Basin and East Quay and West India Export Dock or their settings and would enhance the historic character and importance, subject to condition regarding related to the design, scope, construction and attachment to the listed dock wall of the proposed Eco Islands in accordance with PPS5, policy 7.8 of the London Plan (2011) policy SP10 of the Core Strategy (2010) and policies DM27 of the Development Management DPD (proposed submission version) 2012.

- The development has adequately considered the cumulative impact upon the surrounding public transport network, in line with policies 6.3 and 6.4 of the London Plan (2011), policy SP09 of the Core Strategy (2010) and saved policy T16 of the Unitary Development Plan 1998, Policy DM20 of the managing Development DPD (proposed submission version) 2012 and the WWSPG and which seek to ensure there are no detrimental impacts upon the public transport network.
- Transport matters, including parking, access and servicing, are acceptable and in line with saved policies T16 and T19 of the Council's Unitary Development Plan (1998), policy SP08 and SP09 of the Core Strategy Development Plan Document (2010) and DM20 and DM22 of the Managing Development DPD (proposed submission version) 2012, which seek to ensure developments minimise parking and promote sustainable transport options.
- Proposed residential accommodation will achieve a Code for Sustainable Homes Level 4 rating and all commercial development achieves a BREEAM 'Excellent' rating which ensures the highest levels of sustainable design and construction in accordance with Policy 5.2, 5.3 of the London Plan (2011) saved Policy DEV 5 of the Interim Planning Guidance, policy SP.11 of the Core Strategy (2010) and policy DM29 of the Development Management DPD (proposed submission version) 2012, which seek the highest standards of sustainable design and construction principles to be integrated into all future developments.
- The proposal will achieve 29.5% carbon dioxide savings against baseline emissions subject to fuel-cell technology being implemented or 21% if it is found to be unfeasible. The main renewable components provide around 7.6% carbon dioxide emissions savings. Whilst the proposed development is not meeting Core Strategy Policy SP11 it is broadly in compliance with policies 5.2 and 5.11 of the London Plan (2011). The development will also provide a linked energy network, subject to condition, in accordance with policy 5.6 of the London Plan (2011) and Development Management DPD (proposed submission version) 2012 (Site Allocation16) which seeks a district heating facility in this location.
- Contributions have been secured towards the provision of affordable housing, education, employment and training, community facilities, public transport, Crossrail, local highway network, improvements to connectivity and integration, leisure facilities, public open space improvements, social and community projects, car free agreement, health and development monitoring in line in line with Regulation 122 of Community Infrastructure Levy 2010, Government Circular 05/05, saved policy DEV4 of the Council's Unitary Development Plan (1998), and policy 8.2 of the London Plan (2011), policy SP13 of the Council's Core Strategy (2010) and the Councils Planning Obligations SPD (2012) .
- The proposed canal and other engineering infrastructure will provide increased waterspace, water-based recreation and entertainment opportunities in accordance with saved policy DEV1 of the Unitary Development Plan (1998), the WWSPG, policy SP04 of the Core Strategy (2010) and policy DM12 of the Development Management DPD (proposed submission version) 2012 which seek to provide promote the enhancement of the waterspace.
- The development has appropriately considered its potential impact within Coldharbour Conservation Area, and upon surrounding conservation areas, archaeology assets, listed buildings, dock cranes and world heritage sites in accordance with PPS5, policies 7.1, 7.4, 7.7 and 7.11 of the London Plan (2010), policies SP09 and SP10 of the Core Strategy (2010) and policies DM27 and DM28 of the Development Management DPD (proposed submission version) 2012 which seek to minimise any impact upon heritage

assets.

- Vehicular, cycle and pedestrian routes to and through the site shall be secured to ensure equal and inclusive environments are maintained in accordance with policy 6.9, 6.10 and 7.2 of the London Plan (2011), saved policy DEV1 of the Unitary Development Plan, the WWSPG, policy SP08 of the Core Strategy (2011) and policies DM20, and DM23 of the Development Management DPD (proposed submission version) 2012.
- The development will operate in accordance with a number of appropriate environmental management strategies including air quality, construction management, contamination, light pollution, noise, TV reception, local infrastructure in terms of sewerage and water, flooding, waste management, car parking management, and recycling to ensure that the estate is operated sustainably with minimal impact upon the surrounding residents in accordance with policies London Plan policies 5.13, 5.14, 5.15, 5.21, policies SP05 and SP03 of the Core Strategy (2011) and DM9, DM13, DM14, DM25 and DM30 of the Development Management DPD (proposed submission version) 2012.
- The development will mitigate potential impacts upon the ecology and nature conservation area in accordance with 7.19 of the London Plan (2011), policy SP04 of the Core Strategy (2010) and policy DM11 of the Development Management DPD (proposed submission versions) 2012 which seek to protect and enhance biodiversity.
- On balance it is not considered that the proposal would give rise to undue impacts in terms of privacy, overlooking, sunlight and daylight, and noise upon the surrounding residents. Also, the scheme proposes appropriate mitigation measures to ensure a satisfactory level of residential amenity for the future occupiers. As such, the proposal is considered to satisfy the relevant criteria of saved policy DEV2 of the Council's Unitary Development Plan (1998), policy DEV1 of the Interim Planning Guidance (2007); policy SP10 of the of the Core Strategy Document (2010) and policy DM25 of the Managing Development DPD (proposed submission version (2012) which seek to protect residential amenity.
- Where the proposed demolition of the Lovegrove Walk houses form part of a comprehensive regeneration strategy for the site encompassing up to 1,668 residential units, the proposal is considered to be acceptable, due to a significant net increase in homes and therefore in accordance with policy 3.3 of the London Plan (2011), policy SP02 of the Core Strategy (2010) and policy DM3 of the Development Management DPD (proposed submission version) 2012.
- Consideration has been given to the objections made to the scheme, but none of these are considered sufficient to outweigh the reasons for granting planning permission and listed building consent.

3. RECOMMENDATION

PA/11/02174

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

A. Any direction by The London Mayor (see details later in this report)

B. Any direction by the Secretary of State pursuant to the Shopping Development Direction

- C. The prior completion of a S.106 Deed of Variation to ensure that the planning obligations secured pursuant to the S.106 Agreement (attached to planning permission issued under PA/08/01215 and dated 18 May 2009) apply to planning permission (PA/11/02174)
- 3.2 That the Corporate Director Development & Renewal is delegated authority to negotiate the Deed of variation indicated above.
- 3.3 That the Corporate Director Development & Renewal is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

General: Site wide

1. The development must begin within three [3] years from the date of this permission.
2. The final submission of all reserved matters in respect of each of the phases (being appearance, scale and landscaping) must be made within 10 years from the date of this permission. The development of each phase must begin within 2 years from the date of the last reserved matter(s) approved in respect of the relevant phase.
3. The development shall be carried out in accordance with the approved phasing plan, unless otherwise agreed by the LPA (Append to decision)
4. Submission of a detailed phasing programme
5. The development is to be carried out in accordance with the Details of Scale Parameters document. Quantum of floorspace to be limited to that assessed under the ES.
6. The development of Phases 2, 3 and 4 shall not commence upon until non-secured land has been tied into the s106 agreement.
7. The development shall be carried out in accordance with the following site wide strategies submitted:
 - Design Guidelines;
 - Water Space and Public Realm Strategy;
 - Play Space Strategy;
 - Resource and Waste Management Strategy;
 - Details of Scale Parameters;
 - Accessibility Strategy;
 - Energy Strategy; and
 - Estate Management Strategy.
8. The development shall not be commenced until site wide strategies addressing the following matters are submitted (to include all of the EIA mitigation measures where relevant) and the development shall be carried out in accordance with the approved strategies:
 - Cycle Facilities;
 - Environmental Construction Management incorporating Code of Construction Practice;
 - Way Finding Strategy
 - Surface/ foul water drainage and surface water control measures;
 - Flood risk (including protection of the flood defences);
 - Construction of storage facilities for oils, fuels or chemicals;
 - Water supply infrastructure reinforcements;
 - Ecology and nature conservation (including all of the EIA mitigation measures);
 - Cultural Heritage, including archaeology investigations and a programme of recording and historic analysis;
 - Impact of construction on the listed dock walls;
 - Safety and security, including Secured by Design principles;

- Noise and vibration;
 - Contamination (including water pollution potential);
 - Wind microclimate;
 - Air quality; and
 - Light pollution
9. Details of works to be carried out on the dock banks
 10. Submission of details of the floating islands.
 11. Development shall not commence until access from Cartier Circle is secured and details submitted.
 12. All planting within 5 metres of the docks shall be of locally native plant species only.
 13. No building or other obstruction shall be erected over or within 3 metres of any public sewer.
 14. External artificial lighting within 5 metres of the bank top shall be directed away from the docks.
 15. Restriction on storage of solid matter within 10 metres of the banks of the docks, locks and canal
 16. Limit hours of construction to between 8.00 to 18.00, Monday to Friday and 8.00 to 13.00 on Saturdays and no working on Sundays or Public Holidays
 17. Submit improvement details to the northern part of the working South Dock, including access, management/maintenance (including historic cranes) and improvement works (including any alterations/ demolition of structures).
 18. Buildings to be equipped with aircraft obstacle lighting
 19. Details of the proposed works and foundation arrangements (in consultation with LUL)
 20. Restriction on the number of vehicular parking/motorcycle spaces on site as follows:

	Office	Retail/Public	Residential	Hotel	Total
Vehicular Spaces	270	93	443	23	829
Motorcycle Spaces	69	25	60	5	159

21. A minimum number of bicycle parking space are to be provided on-site, as follows:

Office	Retail/Public	Res	Hotel	Total
1326	50	1668	20	3064

22. Submit details of the dock water cooling system

Phase 1

Phase Wide

1. Submission of reserved matters (comprising Scale, Appearance and Landscaping) for all development within the phase, excluding building W01)
2. The development shall not be commenced until the following phase wide details are submitted (including all of the EIA mitigation measures where relevant):
 - Resource and Waste Management Plan;
 - Energy Plan;
 - Detailed Access Statement, including Way Finding Plan;
 - Landscape Management Plan;
 - Estate Management Plan;
 - Servicing and Deliveries Management Plan;
 - Details of cycle facilities;
 - Environmental Construction Management Plan, incorporating Code of Construction Practice;
 - Ecology and Nature Conservation Plan (including all of the EIA mitigation measures);

- Archaeology Investigations;
 - Programme of recording and historic analysis;
 - Impact of construction on the listed dock walls;
 - Safety and security, including Secured by Design principles;
 - Noise and vibration limits;
 - Contamination and remediation plan;
 - Wind microclimate plan;
 - Air quality plan;
 - Surface/ foul water drainage and surface water control measures;
 - Flood risk;
 - Details of the proposed works to achieve access routes for emergency vehicles to the site;
 - Details of riparian life saving equipment;
 - Full particulars regarding the feasibility of using the docks and river for the transportation of construction materials for building;
 - Electrical charging points for vehicles, and
 - Details of sustainable design and construction measures.
3. The development shall not be commenced until the details of the associated highway works have been submitted.
 4. The development shall not be occupied until the associated highway works have been carried out.

Building W01

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. Building W01 shall not be occupied until the foot bridge to Montgomery Street is completed.
3. Submission of a detailed access statement.
4. Samples and full particulars of all of the external materials proposed shall be submitted.
5. Details of the cycle facilities
6. Environmental Construction Management Plan
7. Flood warning system
8. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
9. Submit details of green/brown roofs
10. Submission of a Resource and Waste Management Plan
11. Submission of a security management scheme, including Secured by Design assessment
12. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
13. Submit details of renewable energy measures and carbon emissions
Light pollution assessment
14. Submit details of the CHP plant

Phase 2

Phase Wide

1. Submission of reserved matters (comprising Scale, Appearance and Landscaping) for all development within the phase, excluding buildings W02, W03, W07A, W07A/B, W07B and W08.
2. The development shall not be commenced until the following phase wide details are submitted (including all of the EIA mitigation measures where relevant):
 - Resource and Waste Management Plan;

- Energy Plan;
 - Detailed Access Statement, including Way Finding Plan;
 - Landscape Management Plan;
 - Estate Management Plan;
 - Servicing and Deliveries Management Plan;
 - Details of cycle facilities;
 - Environmental Construction Management Plan, incorporating Code of Construction Practice;
 - Ecology and Nature Conservation Plan (including all of the EIA mitigation measures);
 - Archaeology Investigations;
 - Programme of recording and historic analysis;
 - Impact of construction on the listed dock walls;
 - Safety and security, including Secured by Design principles;
 - Noise and vibration limits;
 - Contamination and remediation plan;
 - Wind microclimate plan;
 - Air quality plan;
 - Surface/ foul water drainage and surface water control measures;
 - Flood risk;
 - Details of the proposed works to achieve access routes for emergency vehicles to the site;
 - Details of riparian life saving equipment;
 - Full particulars regarding the feasibility of using the docks and river for the transportation of construction materials for building;
 - Electrical charging points for vehicles;
 - Details of sustainable design and construction measures; and
 - Details of the A1 – A5 uses (including use, location, shop fronts, operating hours, sizes) within Wood Wharf Square/High Street.
3. Buildings W02 and W03 shall not be occupied until the temporary health facility has been provided.
 4. Details of the hard and soft landscaping of the temporary park(s), including child play space.
 5. Buildings W02 and W03 shall not be occupied until the pedestrian access is provided through the site connecting Preston's Road to Cartier Circle and Montgomery Street.
 6. Restrictions on development until the temporary park has been completed
 7. The development shall not be commenced until the details of the associated highway works have been submitted.
 8. The development shall not be occupied until the associated highway works have been carried out.

Buildings W02 and W03

(Commercial Buildings to be conditioned separately, but for this report, have been grouped together)

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. Submission of a detailed access statement.
3. Samples and full particulars of all of the external materials proposed shall be submitted.
4. Details of the cycle facilities
5. Environmental Construction Management Plan
6. Flood warning system
7. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
8. Submit details of green/brown roofs
9. Submission of a Resource and Waste Management Plan

7. Submission of a security management scheme, including Secured by Design assessment
11. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
12. Submit details of renewable energy measures and carbon emissions
13. Submit details of the CHP plant
14. Light pollution assessment

Building W07A and W07A/B
(Hotel)

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. 10% of new hotel units will be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users
3. Submission of a detailed access statement.
4. Samples and full particulars of all of the external materials proposed shall be submitted.
5. Details of the cycle facilities
6. Environmental Construction Management Plan
7. Flood warning system
8. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
9. Submit details of green/brown roofs
10. Submission of a Resource and Waste Management Plan
11. Submission of a security management scheme, including Secured by Design assessment
12. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
13. Submit details of renewable energy measures and carbon emissions
14. Submit details of the CHP plant
15. Light pollution assessment

Building W07B
(Residential and retail)

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. The residential units shall comply with the minimum space standards;
3. All residential units are to comply with Lifetime Homes standards;
4. No fewer than 10% of the total number of residential units shall be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users;
5. Submission of a detailed access statement.
6. Samples and full particulars of all of the external materials proposed shall be submitted.
7. Details of the cycle facilities
8. Environmental Construction Management Plan
9. Flood warning system
10. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
11. Submit details of green/brown roofs
12. Submission of a Resource and Waste Management Plan
13. Submission of a security management scheme, including Secured by Design assessment
14. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
15. Submit details of renewable energy measures and carbon emissions
16. Submit details of the sustainable design and constructions measures (a minimum of Code Level 3 is required unless otherwise agreed by the LPA)

17. Details of the A1 – A5 uses where applicable (including use, shop fronts, operating hours, sizes)
18. Light pollution assessment
19. Details of eastern façade treatment to achieve adequate sunlight/daylight levels

Phase 3

Phase Wide

1. Submission of reserved matters (comprising Scale, Appearance and Landscaping) for all development within the phase, excluding buildings W06, W07C, W08 and W09.
2. The development shall not be commenced until the following phase wide details are submitted (including all of the EIA mitigation measures where relevant):
 - Resource and Waste Management Plan;
 - Energy Plan;
 - Detailed Access Statement, including Way Finding Plan;
 - Landscape Management Plan;
 - Estate Management Plan;
 - Servicing and Deliveries Management Plan;
 - Details of cycle facilities;
 - Environmental Construction Management Plan, incorporating Code of Construction Practice;
 - Ecology and Nature Conservation Plan (including all of the EIA mitigation measures);
 - Archaeology Investigations;
 - Programme of recording and historic analysis;
 - Impact of construction on the listed dock walls;
 - Safety and security, including Secured by Design principles;
 - Noise and vibration limits;
 - Contamination and remediation plan;
 - Wind microclimate plan;
 - Air quality plan;
 - Surface/ foul water drainage and surface water control measures;
 - Flood risk;
 - Details of the proposed works to achieve access routes for emergency vehicles to the site;
 - Details of riparian life saving equipment;
 - Full particulars regarding the feasibility of using the docks and river for the transportation of construction materials for building
 - Electrical charging points for vehicles; and
 - Details of sustainable design and construction measures.
3. Details of the hard and soft landscaping of the temporary park(s), including child play space.
4. Restrictions on development until the temporary park has been completed
5. The development shall not be commenced until the details of the associated highway works have been submitted.
6. The development shall not be occupied until the associated highway works have been carried out.

Buildings W06

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. Submission of a detailed access statement.
3. Samples and full particulars of all of the external materials proposed shall be submitted.

4. Details of the cycle facilities
5. Environmental Construction Management Plan
6. Flood warning system
7. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
8. Submit details of green/brown roofs
9. Submission of a Resource and Waste Management Plan
10. Submission of a security management scheme, including Secured by Design assessment
11. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
12. Submit details of renewable energy measures and carbon emissions
13. Submit details of the CHP plant
14. Light pollution assessment
15. Details of the A1 – A5 uses where applicable (including use, shop fronts, operating hours, sizes)

Building W07C, W08 and W09

(Residential Buildings to be conditioned separately, but for this report, have been grouped together)

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. The residential units shall comply with the minimum space standards;
3. All residential units are to comply with Lifetime Homes standards;
4. No fewer than 10% of the total number of residential units shall be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users;
5. Submission of a detailed access statement.
6. Samples and full particulars of all of the external materials proposed shall be submitted.
7. Details of the cycle facilities
8. Environmental Construction Management Plan
9. Flood warning system
10. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
11. Submit details of green/brown roofs
12. Submission of a Resource and Waste Management Plan
13. Submission of a security management scheme, including Secured by Design assessment
14. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
15. Submit details of renewable energy measures and carbon emissions
16. Submit details of the sustainable design and constructions measures (a minimum of Code Level 3 is required unless otherwise agreed by the LPA)
17. Details of the A1 – A5 and/or D1 uses where applicable (including use, shop fronts, operating hours, sizes)
18. Details of northern façade treatment to W07C to achieve adequate sunlight/daylight levels

Phase 4

Phase Wide

1. Submission of reserved matters (comprising Scale, Appearance and Landscaping) for all development within the phase, excluding buildings W04, W05, W07D and W13
2. The development shall not be commenced until the following phase wide details are submitted (including all of the EIA mitigation measures where relevant):

- Resource and Waste Management Plan;
 - Energy Plan;
 - Detailed Access Statement, including Way Finding Plan;
 - Landscape Management Plan;
 - Estate Management Plan;
 - Servicing and Deliveries Management Plan;
 - Details of cycle facilities;
 - Environmental Construction Management Plan, incorporating Code of Construction Practice;
 - Ecology and Nature Conservation Plan (including all of the EIA mitigation measures);
 - Archaeology Investigations;
 - Programme of recording and historic analysis;
 - Impact of construction on the listed dock walls;
 - Safety and security, including Secured by Design principles;
 - Noise and vibration limits;
 - Contamination and remediation plan;
 - Wind microclimate plan;
 - Air quality plan;
 - Surface/ foul water drainage and surface water control measures;
 - Flood risk
 - Details of the proposed works to achieve access routes for emergency vehicles to the site;
 - Details of riparian life saving equipment;
 - Full particulars regarding the feasibility of using the docks and river for the transportation of construction materials for building;
 - Electrical charging points for vehicles; and
 - Details of sustainable design and construction measures.
3. Details of the hard and soft landscaping of the Community Park, including child play space.
 4. Restricting commencement of development until the Community Park has been delivered.
 5. Submit details of the pavilion building within the Community Park.
 6. The development shall not be commenced until the details of the associated highway works have been submitted.
 7. The development shall not be occupied until the associated highway works have been carried out.

Buildings W04 and W05

(Commercial buildings to be conditioned separately, but for this report, have been grouped together)

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. Submission of a detailed access statement.
3. Samples and full particulars of all of the external materials proposed shall be submitted.
4. Details of the cycle facilities
5. Environmental Construction Management Plan
6. Flood warning system
7. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
8. Submit details of green/brown roofs
9. Submission of a Resource and Waste Management Plan
10. Submission of a security management scheme, including Secured by Design assessment
11. Details of the means of ventilation for the extraction and dispersal of cooking smells

and other fumes.

12. Submit details of renewable energy measures and carbon emissions
13. Submit details of the CHP plant
14. Light pollution assessment
15. Details of the A1 – A5 and/or D1 uses (including use, location, shop fronts, operating hours, sizes).

Building W07D and W13

(Residential buildings to be conditioned separately, but for this report, have been grouped together)

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. The residential units shall comply with the minimum space standards;
3. All residential units are to comply with Lifetime Homes standards;
4. No fewer than 10% of the total number of residential units shall be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users;
5. Submission of a detailed access statement.
6. Samples and full particulars of all of the external materials proposed shall be submitted.
7. Details of the cycle facilities
8. Environmental Construction Management Plan
9. Flood warning system
10. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
11. Submit details of green/brown roofs
12. Submission of a Resource and Waste Management Plan
13. Submission of a security management scheme, including Secured by Design assessment
14. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
15. Submit details of renewable energy measures and carbon emissions
16. Submit details of the sustainable design and constructions measures (a minimum of Code Level 3 is required unless otherwise agreed by the LPA)
17. Details of the A1 – A5 uses where applicable (including use, shop fronts, operating hours, sizes)
18. Light pollution assessment
19. Details of northern façade treatment to W07D to achieve adequate sunlight/daylight levels

Any other planning condition(s) considered necessary by the Corporate Director Development & Renewal.

Informatives

- 1) Section 106 agreement required;
- 2) Section 278 agreement required;
- 3) This permission does not include consent for the indicative moored vessel locations and a separate planning application is required where proposed.

Any other informative(s) considered necessary by the Corporate Director Development & Renewal.

- 3.4 That the Committee confirms that it has taken the environmental information into account as required by Regulation 3 of the Town and Country Planning (Environmental Impact) Regulations 2011.
- 3.5 That the Committee agrees that following issue of the decision the Corporate Director

Development and Renewal should place a statement on the statutory register pursuant to Regulation 24 of the 2011 Regulations containing the information required by Regulation 24 and that for the purposes of Regulation 24 (1)(c) the main reasons and considerations on which the Committee's decision was based shall be as set out in this report in the summary of reasons for granting permission.

3.6 That, if within 3-months of the date of this Committee the legal agreement has not been completed, the Corporate Director Development & Renewal is delegated power to refuse planning permission.

3.7 In view of the various changes to policy since the previous May 2009 grant of planning permission, the need to amend policy to reflect existing policy circumstances and the need to control aspects of the development now necessary as a consequence of amended policy, it is officers intention to produce a draft decision notice in time for the 16 February 2012 Committee which will outline any substantive changes to planning conditions and/or new planning conditions to deal with matters arising out of this application to replace the extant planning permission. This draft decision notice will form part of an eventual Update Report.

3.8 That the Committee **GRANT** listed building consent for **PA/11/03468** subject to:

Conditions to secure the following matters:

1. Details in respect of the following shall be submitted to and approved in writing by the Council as local planning authority in consultation with English Heritage before the relevant work is begun. The relevant work shall be carried out in accordance with such approved details:
 - a. Detailed drawings of all proposed structures (associated with the current application) anchored or fixed within the Blackwall Basin (including full plans and sections) at a scale of 1:10.
2. Before any work is undertaken in pursuance of this consent to anchor or fix any structures (associated with the current application) within the Basin, structural engineers' drawings and a method statement indicating the proposed method of ensuring the safety and stability of the listed fabric, shall be submitted to and approved in writing by the Council as local planning authority in consultation with English Heritage. The relevant work shall be carried out in accordance with such structural engineer's drawings and method statement thus approved.

3.9 That the Committee **GRANT** conservation area consent for **PA/11/03469** subject to:

Conditions to secure the following matters:

1. Works for the demolition of the building or any part thereof shall not be commenced before a valid construction contract under which one of the parties is obliged to carry out and itself complete the works of redevelopment of the site for which planning permission was granted (PA/11/2174) has been entered into and evidence of such construction contract has first been submitted to and formally accepted by the Council as local planning authority.
2. Any other planning condition(s) considered necessary by the Corporate Director Development & Renewal.

4. BACKGROUND

4.1 On 18 May 2009, an outline planning permission (ref PA/08/01215) was granted (all

matters reserved, save for access & layout) for comprehensive mixed-use redevelopment of Wood Wharf the key elements include:

- 460,000sqm Office (B1) floorspace
- 19,000sqm Retail
- 340 bed Hotel
- Up to 1,668 residential units (minimum 18% affordable based on 70/30 split in favour of social rented)
- 5,000sqm community uses (including a health facility and Idea Store)

4.2 The approval included £53m planning obligations (S.106) secured for LBTH and £100m for Crossrail. Other community benefits included a new park and 25,000 new jobs.

4.3 The planning permission is due to expire on 18 May 2012 and the applicant is keen to replace the current extant outline/detailed planning application and the associated listed building consent and conservation area consent

4.4 The impact of the economic downturn has delayed the implementation of the scheme and the planning permission, even though the applicant had previously applied for and secured reserved matters approval for two of the office elements provided by the previous outline planning permission. The Government has recognised this type of situation and its effect on development and has legislated to allow for applications to extend the time limits for implementing planning permissions. This allows developers and local planning authorities, in appropriate circumstances, to keep planning permissions alive for longer, thereby enabling planning permissions to be more quickly implemented when economic conditions improve.

4.5 The development was previously anticipated to commence in August 2009 (site clearance and demolition works) with the main construction works starting November 2009. Some enabling and advanced works such as the construction of a new Cable and Wireless Building (Planning consent granted separately) and diversions commenced in January 2008. As highlighted below, two reserved matters applications were submitted and approved back in 2009. With current economic circumstances, funding has not been readily available to facilitate a start on site

4.6 An application to replace the extant planning permission can be made if the relevant time limit of an extant planning permission has not expired on either 1st October 2009 and/or at the date of the application and if the development has not yet been commenced.

4.7 The Greater Flexibility for Planning Permissions Guidance issued by Communities and Local Government states that the Council should take a constructive approach towards these applications and given that the principle of the development has already been agreed, the focus of the determination should be on adopted policies and other material considerations which may have significantly changed since the original grant of permission.

4.8 As it is with the subject application, where the original permission is accompanied by a S106 legal agreement, the Council need to consider whether a supplementary deed is required to link the obligations of the original to the new permission. It should also be noted that the Council has the power to impose and/or vary conditions.

5 SITE AND SURROUNDINGS AND PLANNING HISTORY

5.1 The Wood Wharf site is situated in the northern part of the Isle of Dogs and has a land mass area of 7.98 hectares (ha). However, the application site extends to an area of 13.34 ha where it includes surrounding water space area, containing proposed infrastructure extending from existing land mass. The site lies immediately to the east of the Canary Wharf cluster and to the west of Preston's Road. Blackwall Basin defines the northern

boundary of the site with the River Thames locks and South Dock forming the southern boundary.

- 5.2 Wood Wharf today comprises a number of low-rise, light industrial, office and warehouse units. The site is therefore previously developed but largely underused.
- 5.3 The site is bounded by Harbour Quay to the south and west and the A1206 Preston's Road to the east. The closest section of the TfL Road Network is the A1203 Aspen Way which lies 500m to the north. Cycle Super Highway 3 (CS3) is located approximately 680m north on Poplar High Street. 4 bus routes services can be accessed within acceptable walking distance from the site with stops located on Prestons Road and Churchill Place 200m to the northwest. The nearest underground station to the site is Canary Wharf, located approximately 500m east, offering links to the Jubilee line and Docklands Light Railway. By 2018, Crossrail is expected to be operational and the site will benefit from the proposed Isle of Dogs station some 400 metres north-west of the site via Trafalgar Way.
- 5.4 The Public Transport Accessibility Level (PTAL) of the site is therefore estimated at 4 (out of a maximum of 1-6, where 6 is excellent). It is clear that the PTAL is likely to increase as Crossrail comes on line.
- 5.5 The site has operated as a low density employment site and the applicant estimated at the time of the previous planning application that up to 200 jobs existed on the Wood Wharf site although it is likely that there are fewer working on the site today.
- 5.6 The site contains a number of features which are recognised as heritage assets:
- Blackwall Basin is identified as Grade I listed and is located to the north of the site.
 - Part of the former West India Dock walls is Grade I listed.
 - Three cranes which are understood to have been relocated from elsewhere on the Isle of Dogs, front onto the river lock on the south-east corner of the application site

Relevant Planning History

- 5.6 The following planning decisions are relevant to the application. It is not considered necessary to provide any further details of the outline planning permission, listed building consent and conservation area consent the subject of the current applications.

PA/09/00867 Approval Reserved Matters (After OPP). Details of scale, appearance and landscaping of buildings W02 and W03 pursuant to Conditions G1 and H1 of planning permission Ref. PA/08/1215 dated 18th May 2009.

PA/09/00868 Approval Reserved Matters (After OPP). Details of the scale and appearance of building envelopes W12A (parts thereof) and W22(parts thereof) pursuant to Conditions B1, F1, I1 & N1 of planning permission Ref. PA/08/1215 dated 18th May 2009.

The applicant has requested that these approval of details be followed through into the current application to replace the extant planning permission. This will be covered by varied reserved matters conditions

PA/10/00050 Non-material amendment (TCPA S96a) to the planning permission PA/08/1215 involving the inclusion of Scale Parameters for Building Envelopes W12, W12F, W12G, W12H, W12J and W12K into condition 8 of planning permission.

This non material amendment has been included within the current scheme proposals – and is covered in the list of drawings to be approved.

PA/11/01000 Temporary change of use to Class D1 (non-residential institution) and D2 (assembly and leisure), up to 2400 sq.m. of Class A3 (restaurants and cafés) and A4 (drinking establishments) floorspace and sui generis (theatre, outdoor exhibition uses [falling outside Class D1]) and ancillary uses to comprise no more than 14,999 sq.m. of enclosed floorspace; erection of a temporary bridge; erection of temporary structures; works of hard and soft landscaping, parking and other works incidental to the application for a period of two years.

6. PROPOSAL

- 6.1 The application is to replace the extant hybrid permission, in that the applicant is seeking outline planning permission for the redevelopment of Wood Wharf for a mixed-use scheme, alongside full planning permission for the canal and other engineering infrastructure works. These proposals also seek to replace the extant Conservation Area Consent and Listed Building Consent along with the subsequent reserved matters approvals as set out in the relevant planning history section of this report.
- 6.2 The proposal comprises a series of tall buildings, which will provide up to 1,668 residential units in a variety of sizes and tenures (up to approximately 200 metres in height) and over 450,000 sq m of commercial floorspace, together with hotel, retail, recreation and community uses, public open space and new access links set within a high quality public realm.
- 6.3 The outline part of the application relates to all aspects of the scheme, with the exception of the canal and other engineering infrastructure. Matters for detailed approval at this stage are access and layout with all other matters (being scale, appearance and landscaping) reserved for subsequent approval. This is with the exception in relation to buildings W02, W03 (as shown on the plan below) which have had these reserved matters approved previously along with W12A (parts thereof) and W22 (parts thereof) covering details of scale and appearance. Whilst the applicant has requested that these reserved matters approvals are explicitly referred to in the corresponding planning conditions, this would not preclude the applicant from applying for alternative reserved matters should it elect to do so in the future
- 6.4 A separate application for listed building consent is also submitted, for partial demolition of a small section of the southern dock wall to Blackwall Basin, the creation of a new canal between South Dock and Blackwall Basin and the introduction of piled foundations to anchor structures within the Basin, along with and other associated works as part of the comprehensive redevelopment of Wood Wharf.
- 6.5 A separate application for conservation area consent is also submitted for the demolition of a building to the west of Preston's Road which falls within Coldharbour Conservation Area.
- 6.6 All applications are to be considered concurrently as a comprehensive package.
- 6.7 The redevelopment of Wood Wharf is also envisaged to take place on a phased basis and the intention has always been to secure reserved matters approval on a block by block basis (or a combination of blocks) – as sites come forward.
- 6.8 As highlighted above, the outline application reserves scale, as well as appearance and landscaping. The Town and Country planning (Development Management Procedures) Order 2010 states that where scale is reserved, as a minimum, the application should provide 'an indication of the upper and lower limits for height, width and length of each building within the site boundary', to establish a 3-dimensional building envelope within which the detailed design of the buildings will be constructed.

6.9 Maximum and minimum parameters including heights, widths and lengths of buildings have been applied for. These parameters have provided a building envelope within which the final scheme must lie within and therefore have also formed the basis of the ES (as updated). The applicant has treated all 'built form' and 'other structures' (such as boardwalks, basements and structural islands) as being included within this definition. For the purposes of approving layout in detail at this stage, this application shows only the maximum widths and lengths of buildings.

6.10 The table below outlines the Schedule of Scale Parameters for each "building":

Building Envelope Number	Primary Use	Maximum Height*	Minimum Height*	Maximum Length	Minimum Length	Maximum Width	Minimum Width
W01	Office	134.45	126.05	81.000	58.500	57.000	47.000
W02/03	Office	194.25	188.05	69.000	59.000	135.000	124.000
W04	Office	141.85	129.25	57.000	47.000	57.000	47.000
W05	Office	125.05	116.65	45.000	35.000	57.000	47.000
W06	Office	199.90	183.85	45.000	35.000	57.000	47.000
W07A	Hotel	134.45	114.45	27.000	15.000	39.500	25.000
W07A/B	Hotel	33.00	23.00	33.500	23.500	14.500	9.500
W07B	Residential	206.02	186.02	33.500	20.000	33.500	20.000
W07C	Residential	160.25	140.25	45.000	30.000	26.000	15.000
W07D	Residential	119.30	99.30	40.000	25.000	26.000	15.000
W08	Residential	124.55	78.00	56.542	30.000	22.000	14.000
W09	Residential	69.45	23.80	21.000	14.000	99.500	93.500
W10	Amenity Deck	9.15	7.50	37.856	35.061	127.030	121.923
W11A	Retail	17.75	16.75	8.500	7.300	15.000	13.651
W11B	Retail	17.75	16.75	8.500	6.750	15.000	13.100
W11C	Retail	17.75	16.75	14.000	13.000	41.500	40.500
W11D	Retail	17.75	16.75	8.500	6.750	31.500	25.874
W11E	Retail	17.75	16.75	8.500	7.500	27.500	26.386
W11F	Retail	17.75	16.75	8.500	5.250	11.750	6.654
W12A	Retail	12.75	12.75	28.250	26.000	195.500	193.000
W12B	Retail	12.75	12.75	63.250	41.250	48.500	47.000
W12C	Retail	12.75	12.75	63.250	41.250	70.500	67.500
W12D	Retail	12.75	12.75	63.250	41.250	64.500	60.500
W12E	High Street Bridge	12.75	12.75	13.500	9.000	13.000	11.000
W12F	High Street Bridge	12.75	12.75	13.500	9.000	33.900	20.149
W12G	High Street Bridge	12.75	12.75	13.500	9.000	11.750	9.750
W12H	High Street Bridge	12.75	12.75	13.500	9.000	4.000	2.000
W12J	Cross Street Connections	12.75	12.75	61.000	32.250	28.000	6.000
W12K	Cross Street Connections	12.75	12.75	61.000	38.250	31.000	6.000
W13	Residential	69.45	42.70	48.432	27.000	20.000	14.000
W22	West Side Basements	12.75	5.50	240.424	238.465	305.910	295.500
W23	East Side Basements	6.00	5.50	101.700	100.211	153.250	133.973
W25	Electrical Substation	15.65	12.63	77.170	40.500	18.600	6.250
W27	Park Pavilion	12.00	9.00	18.500	12.500	12.000	6.000
Other Structures							
W14	Bridge	10.23	6.00	143.223	143.223	15.104	9.409
W15	Waterside Boardwalks & Island	6.00	5.00	87.623	80.498	116.411	112.648
W16	Bridge	11.50	6.00	137.570	123.301	98.264	26.094
W17	Waterside Boardwalks & Island	12.75	5.50	57.606	53.606	262.930	258.800
W18	Bridge	7.00	6.00	39.218	33.783	13.381	6.400
W19	Bridge	7.00	6.00	20.715	20.715	15.000	6.400

W20	Bridge	7.00	6.00	19.397	16.892	15.697	3.000
W21	Floating Islands	6.00	5.00	62.568	50.668	113.603	105.486
W24	High Street Canopy	28.75	21.15	23.500	15.000	230.000	109.625

Note: * Levels are National Ordnance Datum Level

As indicated above, these parameters will be fixed by condition to ensure that the development keeps within the limits assessed for EIA purposes.

- 6.11 The applicant has submitted quantum figures which are based on the maximum envelopes mentioned above. The applicant has advised that not every building will be capable of being developed out to its maximum dimensions and are therefore considered to be indicative, subject to details of design to be approved at the reserved matters stage.
- 6.12 The quantum of development listed below reflects the maximum parameters and, as indicated above, these parameters will be fixed to ensure the development keeps within the parameters assessed for EIA purposes (as updated).

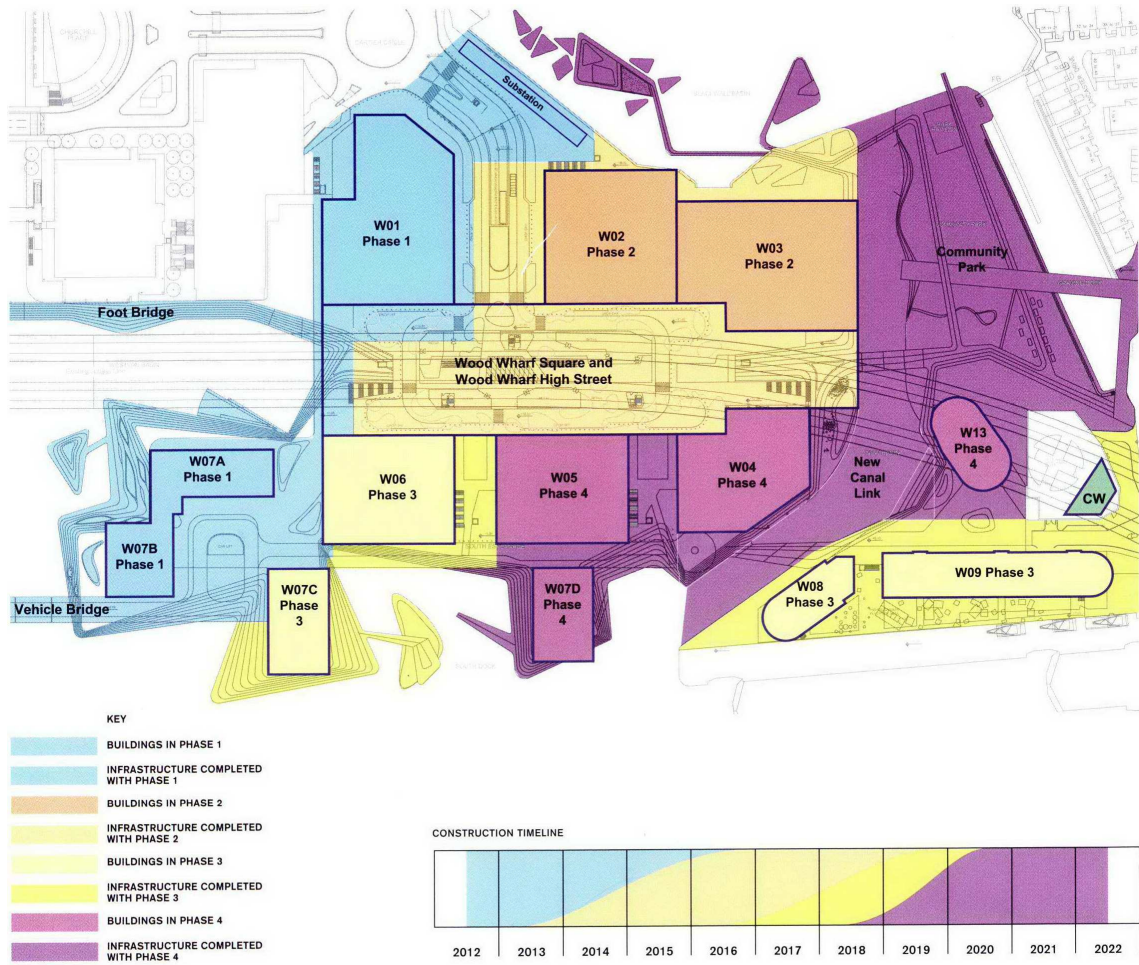
Use	Floorspace (sqm)(GIA)	Floorspace (sqm)(GEA)
Office (B1)	453,444	460,484
Retail (A1 – A5)	19,488	19,886
Leisure and community uses (D1 and D2)	4,984	5,086
340 bedroom hotel (C1)	26,325	26,937
1,668 residential units	-	-

- 6.13 Below show the layout plan for the proposed development which broadly sets out the location of the various land uses identified in the table above.

Location of Various Land Uses and Land Parcels



- 6.14 The comprehensive re-development of Wood Wharf would be a long-term exercise that would require a phased approach. A four-phased approach was suggested over a 10-year period as shown on the diagram below.



6.15 The following table summarises the proposed phasing and construction sequence:

Phase 1	<ul style="list-style-type: none"> • Building W01 • Footbridge to Canary Wharf • EDF substation
Phase 2	<ul style="list-style-type: none"> • Construction of office buildings (W02 and W03), hotel (W07A and W07A/B), residential buildings (W07B) Wood Wharf Square and Wood Wharf High Street • Vehicle bridge connecting to Canary Wharf • Temporary NHS Centre • Temporary Community Park facilities
Phase 3	<ul style="list-style-type: none"> • Construction of office building W06 • Construction of residential buildings W07C, W08 and W09 (including W13 basement and substructure construction) • Temporary Community Park facilities
Phase 4	<ul style="list-style-type: none"> • Construction of office buildings W04 and W05. • Construction of residential buildings W07D and W13 • Construction of the new Canal and bridges, the final Community Park and the remaining Public Realm



7.0 POLICY FRAMEWORK

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

7.2 The London Plan (2011)

- 1.1 Delivering the strategic vision and objectives of London
- 2.5 Sub regions
- 2.10 Central Activities Zone – Strategic Priorities
- 2.13 Opportunity areas and intensification areas
- 2.15 Town Centres
- 3.1 Ensuring equal life chances for all
- 3.2 Improving health and assessing health inequalities
- 3.3 Increasing housing supply
- 3.4 Optimising the use of land
- 3.5 Quality and design for housing developments
- 3.6 Children and young people’s play and informal recreation facilities
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 3.10 Definition of affordable housing
- 3.12 Negotiating affordable housing
- 3.13 Affordable housing thresholds
- 4.1 Developing London’s economy
- 4.2 Offices
- 4.3 Mixed use developments and offices
- 4.12 Improving opportunities for all
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction

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

Supplementary Planning Guidance/Documents

London Housing Design Guide 2010
London Views Management Framework SPG
Draft View Management Framework

7.3 Core Strategy (adopted 2010)

SP01	Refocusing on our town centres
SP02	Urban living for everyone
SP03	Address the impact of noise pollution
SP05	Provide appropriate refuse and recycling facilities
SP06	Delivering a range and mix of employment uses, sites and types in the most appropriate location for that particular uses.
SP07	Support the growth and expansion of further and higher education facilities
SP08	Making connected places
SP10	Protect and enhance heritage assets and their settings; protect amenity and ensure high quality design in general.
SP11	Energy and Sustainability
SP12	Delivering Placemaking
SP13	Planning Obligations

Planning Obligation Supplementary Planning Document (2012)

7.4 Unitary Development Plan (1998)

Proposals:	Proposal	Opportunity Site (Mixed uses, including predominately residential).
Policy	DEV1	Design Requirements
	DEV2	Environmental Requirements
	DEV4	Planning Obligations
	DEV50	Noise
	DEV51	Contaminated Land
	DEV55	Development and Waste Disposal
	HSG7	Dwelling Mix
	HSG15	Residential Amenity
	HSG16	Amenity Space
	T16	Impact of Traffic
	T18	Pedestrian Safety and Convenience
	T21	Existing Pedestrians Routes
	OS7	Loss of Open Space
	OS9	Child Play Space
	S7	Special Uses
	ST37	Enhancing Open Space

Wood Wharf Supplementary Planning Guidance (2003)

7.5 Interim Planning Guidance (Oct 2007)

Proposals		Major Centre Major Centre – secondary frontage Flood risk area Blue ribbon network Site of importance for nature conservation Crossrail boundary Jubilee Line Strategic cycle route Development Site ID5: Employment (B1 and B2), Retail and Leisure (A1, A2, A3, A4 and A5), Residential (C3) and Public Open Space
Policies:	DEV1	Amenity
	DEV2	Character & Design
	DEV3	Accessibility & Inclusive Design
	DEV4	Safety & Security
	DEV5	Sustainable Design
	DEV6	Energy Efficiency & Renewable Energy
	DEV10	Disturbance from Noise Pollution
	DEV11	Air Pollution and Air Quality
	DEV12	Management of Demolition and Construction
	DEV13	Landscaping
	DEV15	Waste and Recyclables Storage
	DEV 16	Walking and Cycling Routes and Facilities
	DEV17	Transport Assessments
	DEV18	Travel Plans
	DEV19	Parking for Motor Vehicles
	DEV20	Capacity of Utility Infrastructure
	DEV22	Contaminated Land
	DEV24	Accessible Amenities and Services
	DEV25	Social Impact Assessment
	HSG1	Determining Residential Density
	HSG2	Housing Mix

HSG3	Affordable Housing
HSG4	Social and Intermediate Housing ratio
HSG7	Housing Amenity Space
HSG9	Accessible and Adaptable Homes
HSG10	Calculating Provision of Affordable Housing
OSN2	Open Space
IOD1	Spatial strategy
IOD2	Transport and movement
IOD3	Health provision
IOD4	Education provision
IOD5	Public open space
IOD6	Water space
IOD7	Flooding
IOD8	Infrastructure capacity
IOD10	Infrastructure and services
IOD13	Employment Uses in the Northern sub-area
IOD14	Residential uses in the Northern sub-area
IOD15	Retail and Leisure Uses
IOD16	Design and Built Form in the Northern sub-area
IOD17	Site allocations in northern sub-area

**Managing Development - Development Plan Document (DPD)
Proposed Submission Version (2012)**

Proposal Site 16 Wood Wharf

Policies:	DM3	Delivering Homes
	DM4	Housing Standards and amenity space
	DM8	Contributing to healthy and active lifestyles
	DM9	Improving air quality
	DM10	Delivering Open space
	DM11	Living Buildings and biodiversity
	DM12	Water spaces
	DM13	Sustainable drainage
	DM14	Managing Waste
	DM15	Local job creation and investment
	DM16	Office Locations
	DM20	Integrating development with a sustainable transport network
	DM21	Sustainable transport of freight
	DM22	Parking
	DM23	Streets and public realm
	DM24	Place Sensitive Design
	DM25	Amenity
	DM26	Building Heights
	DM27	Heritage and the historic environment
	DM28	World Heritage Sites
	DM29	Achieving a Zero-carbon borough and addressing climate change
	DM30	Contaminated Land

7.6 Government Planning Policy Guidance/Statements

PPS1	Delivering Sustainable Development
PPS3	Housing
PPS4	Planning for Sustainable Economic Growth
PPS5	Planning and Historic Environment
PPS6	Planning for Town centres

PPS9	Biodiversity & conservation
PPS10	Waste
PPG13	Transport
PPS22	Renewable Energy
PPG24	Planning & Noise
Draft PPS	Planning for a Low Carbon Future in a Changing Climate

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

- A better place for excellent public services
- A better place for creating and sharing prosperity
- A better place for living and safety
- A better place for living well.

7.8 Supplementary Planning Guidance/Documents

- Designing Out Crime
- Residential Space
- Landscape Requirements
- GLA – draft London World Heritage Sites – Guidance on Settings (2011)
- LBTH adopted Housing Strategy 2009/12 (2009)
- LBTH adopted Housing market needs Assessment (2009)

8. CONSULTATION RESPONSE

8.1 The following were consulted regarding the application:

LBTH Access to Employment

Support in principle, subject to a financial contribution towards access to employment initiatives as follows:

- 20% of the construction phase workforce will be local residents of Tower Hamlets
- 20% goods/services procured during the construction phase should be achieved by businesses in Tower Hamlets
- £253,980 for training of local people or equivalent in-house training scheme
- £5,632,556 towards the training and development of unemployed residents in Tower Hamlets

(Officer Response)

The original s106 agreement includes a £5,000,000 contribution towards Skillsmatch, £3,000,000 towards East London Business Place programme, and provision of on-site Construction Training and Recruitment centre (equivalent value £2,275,000). With respect to the on-site Construction Training and Recruitment centre, the applicant is proposing to operate the centre on-site in-kind, which the Employment and Training Officer has agreed to in principle, subject to the submission of a strategy secured by S.106 Agreement to ensure the needs of the community are met by this proposal. The centre must be offered at an equivalent value to that requested by the Council).

LBTH Environmental Health

Health and Safety

Construction Phase - The development should comply with the Construction (Design and

Management) Regulations 2007.

LBTH Highways

It is acknowledged that the site has previously been granted planning consent for similar proposals, and the Transport Assessment has been updated.

Further investigation required around necessary measures to mitigate the impact of the development on Preston's Road roundabout. The updated TA demonstrates that the development proposals have a detrimental impact on the operation of Preston's Road roundabout, but because an improvement scheme has not been identified it is not possible to determine whether such a scheme will be able to resolve existing and future capacity issues.

Any planning permission should be subject to conditions to secure the following:

- S106 car and permit free agreement.
- Construction Management Plan.
- Delivery and Service Management Plan.
- Private forecourt/areas to be drained within the site and not into the Public Highway
- Development shall not commence until the Council (as local planning authority and the highway authority) has approved highway improvements, and not occupied until these works have been completed.
- s278 agreement (Highway Act 1980).
- Temporary obstruction of footway and carriageway to be kept to a minimum.
- All construction vehicles must only load/unload/park at locations and within the times permitted by existing on-street restrictions

(Officer Response)

Further discussions have been held with LBTH Highways regarding the potential impact of the Wood Wharf development on traffic generation in and around the Isle of Dogs. The previous S.106 agreed to make a significant contribution to off site highway works (in particular the Trafalgar Way and Prestons Road roundabout) to the tune of up to £1,750,000 to be delivered in two tranches (indexed linked). This obligation will remain as part of these current proposals and officers are satisfied that as phased development comes forward, the impact of additional traffic generation will be able to be managed following the carrying out of off site highway works. All other matters will be controlled through the use of planning conditions or planning obligations. The level of car parking proposed, for both the commercial and residential elements would comply with both London Plan and the Council's current car parking standards, as detailed in the London Plan (2011) and the Council's Managing Development DPD (proposed submission version) 2012.

LBTH Waste Policy and Development

No objection subject to a site waste management plan being in place.

British Broadcasting Corporation (BBC)

Where a new development causes reception problems, we expect the developer to rectify these, and planning authorities sometimes require a legally binding commitment under Section 106 of the Town and Country Planning Act 1990, or Section 75 of the Town and Country Planning (Scotland) Act 1997, to enforce this before granting planning permission.

British Waterways (Statutory Consultee)

The proposed development will set a new standard for waterfront design and development in the heart of the dock complex and will be recognised both nationally and internationally as an

exemplar for the rest of the Thames Gateway. British Waterways (BW) raises no objections. BW has been able to build in their requirements from the earliest stage of the design process. BW therefore has no requests for conditions or planning obligations.

BT Cellnet

No response.

Design Council (CABE)

Comments on the previous scheme (dated 18 August 2008) represent their formal response to this application. This is set out in the previous Committee report.

Corporation of London

The proposal will not have a detrimental impact on the City of London. No observations.

Cross Rail

The site of this planning application is identified within the limits of land subject to consultation under the Safeguarding Direction.

The implications of the Crossrail proposals for the application have been considered and Crossrail Limited do not wish to make any comments on this application as submitted.

Cross River Partnership

No response.

Docklands History Group

No response.

Docklands Light Rail

No direct response. Integrated as part of TFL's response.

EDF Energy Networks Ltd

No response.

English Heritage (Statutory Consultee)

Planning Application PA/11/2174

In order to further the understanding of any heritage assets on the site, previous conditions A31, A32 and A33 of planning permission PA/08/01215 should be placed on any new consent.

Whilst there is undoubtedly the potential for damage to the setting of the World Heritage Site (WHS) by uncoordinated development on the Isle of Dogs, including tall buildings located south of the existing Canary Wharf cluster, the impact of the proposed Wood Wharf development on the setting is acceptable. It would not impact adversely on the visual integrity of the WHS or its Outstanding Universal Value.

Conservation Area Consent PA/11/3469

English Heritage raised no comment regarding the application for conservation area consent.

Listed Building Consent PA/11/3468

English Heritage has raised concern about the impact of the proposed 'Eco Islands' on the historic character of Blackwall Basin and has requested that conditions be imposed on the listed building consent to allow for further details to be submitted, so that the details can be assessed in much more detail.

English Heritage (Archaeology) (Statutory)

The archaeological and historic building recording conditions on the existing consent (PA/08/01215), the conditions A31 – 33 should be carried over to any new consent granted.

Environment Agency (Statutory Consultee)

No objection.

Greater London Authority (Statutory)

The GLA Stage 1 report is broadly supportive of the proposed renewal of this extant consent. The letter refers to the various changes in policy that are now relevant to the proposed development: those being housing quality, the impact of the development on the “universal value, integrity, authenticity or significance of the World Heritage site” (Greenwich World Heritage Site), air quality and energy.

In terms of housing quality, the GLA has stated that the level of information submitted alongside the hybrid application is not sufficient to ensure that the residential units will meet the London Housing Design standards. The GLA has advised that they will not object to this approach as long as a condition is imposed on the renewal which states that all subsequent reserved matters applications will meet the minimum standards set out in table 3.3 and will met all other design standards as far as is practicable.

The GLA is content with the impact of the development on the World Heritage site. The GLA is also content with the submitted/updated energy strategy for the proposed development, provided that the application is conditioned such that the development exceeds 2010 Building Regulations through energy efficiency alone, that the development is designed to allow future connection to a district heating network, the restating of previous conditions in relation to residential heating networks (including links to the proposed hotel and other uses) are restated and that a minimum of 4,000 sq meters of PV panels will be provided.

Finally, the Stage 1 response advises that provided certain conditions are applied and there are no changes to the S.106 Agreement which impact on compliance with the London Plan, the proposed development need not be referred back to the London Mayor for a Stage 2 response.

(Officer Comment)

It is proposed to include conditions and vary existing conditions to deal with the points raised at Stage 1. These will be included in a draft decision notice, to be presented to Members as part of the Update Report.

Inland Waterways Association

No response

Isle of Dogs Community Foundation

No response.

Lea side Regeneration

No response.

London Borough of Hackney

Noted that there are no comments.

London Borough of Greenwich

No objections.

London Borough of Lewisham

No response.

London Borough of Newham

No response.

London Borough of Southwark

No objection

London City Airport

No safeguarding objection subject to conditions.

London Fire & Emergency Planning Authority (Statutory)

No objection.

London Regional Transport

No response.

London Thames Gateway Development Corporation

No response

London Underground Ltd

No objection subject to conditions.

Maritime Greenwich World Heritage Site/ Greenwich Society

No response

Metropolitan Police

No further comments.

National Air Traffic Control Services

NATS (En Route) Limited has no safeguarding objections to this proposal

National Grid (formerly TRANSCO Ltd)

No response.

Natural England

No objection and comments on application PA/08/1215 remain relevant.

Port of London Authority

No objection and comments on application PA/08/1215 remain relevant.

Statutory Amenity Societies (Statutory)

No response.

Thames Water (Statutory)

Surface Water Drainage

In respect of surface water the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water.

(Officer Response)

The scheme will be conditioned appropriately

Water Infrastructure

The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Notwithstanding, impact studies have identified the reinforcements which would be required to support this development. Thames Water therefore recommends that the scheme be conditioned to ensure the development does not commence until these reinforcements are agreed by the developer with Thames Water. Provided that this is agreed to and implemented, there is no objection.

(Officer Response)

The scheme will be conditioned appropriately.

Waste water

Peak discharge to combined sewer system should not exceed historic peak discharge from the site; this should be achieved by SUDS / surface water retention.

(Officer Response)

The scheme will be conditioned appropriately.

Sewerage Infrastructure

Development covers a large area, currently served by combined sewers. Impact will depend

upon proposed points of connection. Overall flows to combined sewers should not exceed historic flows and this may often be achievable by agreed surface water retention.

The London Wildlife Trust

No response

Tower Hamlets Primary Care Trust

No response.

Transport for London (Statutory)

TfL comments are addressed within the body of the Deputy Mayor's Stage 1 response as raised above. TfL's comments are addressed in detail within the Highways section of this report.

9. LOCAL REPRESENTATION

- 9.1 A total of 13,965 neighbouring properties within the area shown on the map appended to this report were notified about the application and invited to comment. The application has also been publicised in East End Life and on site. The number of representations received from neighbours and local groups in response to notification and publicity of the application were as follows:

No of individual responses: 8 Objecting: 8 Supporting: 0

No of petitions received: None

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

Impacts of demolition and construction will include dust, noise and traffic that could affect the day to day Billingsgate fish market business

(Officer Comment)

The phases of the development will be closely monitored through an Environmental Management Plan and Construction Management Plan, which will be managed through the use of planning conditions;

Ensure no adverse impact of the development that could affect the day to day Billingsgate fish market business e.g. traffic issues and potential complains from future residents.

(Officer Comment):

The potential impact of the development on local roads and infrastructure has been carefully considered and financial contributions have been agreed to mitigate any impact through the phases. The residential element of the proposals is considered to be sufficient distance from the Billingsgate such that future residents will not be overly affected by the operation of the fish market

Impact on viability of existing small shops

(Officer Comment)

The level of retail provision proposed as well as the additional housing and overall regeneration is likely to result in economic benefits to existing business, during the construction and end use phase. The site is located within an area where increased comparison and convenience retail activity to meet a variety of needs is positively encouraged.

Loss of family dwellings

(Officer comment)

Any loss of family dwellings will be replaced by a significantly greater number of residential units as part of the proposed development, including a net gain in family accommodation once the Wood Wharf scheme has been completed

Ensure car parking for new residential units

(Officer Comment)

The level of car parking must be considered with reference to the capacity of the local road network, sustainable transport objectives, as well as the needs of future residents. Car parking levels will be determined alongside subsequent reserved matters approval but will not exceed the car parking levels included in this outline submission. The site is well located in terms of a variety of public transport options. Secure cycle parking will be provided alongside all residential accommodation.

Demolition of Lovegrove Walk

(Officer Comment)

The benefits of comprehensive redevelopment of the area outweigh issues associated with the demolition of Lovegrove Walk. As highlighted above, the proposed development will provide a net gain in family housing

Insufficient transport and social infrastructure

(Officer Comment)

Sufficient public open space is provided as part of the development and appropriate financial contributions have been secured for health and education. The site is well located in terms of public transport and highway infrastructure improvements will be progressed – linked to the proposed development through the S.106 Agreement

Asbestos health and safety concern regarding demolition of Shed 4.

(Officer Comment)

This phase of the development would be closely monitored through an Environmental Management Plan and Construction Management Plan, controlled through the use of planning conditions

Excessive height and impact of local and strategic views.

(Officer Comment)

The proposed building heights are considered acceptable. The site is a location where tall buildings are considered acceptable and have been previously found acceptable in relation to the current extant planning permission;

Risk of blight if redevelopment does not occur

(Officer Comment)

Extending the time limit for implementation will increase the possibility of this site being redeveloped. Refusing to renew the planning permission would lead to further blight. The Wood Wharf site is an allocated development site, as contained within the Development Management DPD (proposed submission version) 2012.

10 MATERIAL PLANNING CONSIDERATIONS

- 10.1 As noted in Section 4 of this report, there is an extant planning permission for the site and the current application only seeks to replace the extant planning permission, providing an extended period to commence the development (for an additional three years). This application is required to be determined in accordance with S.38(6) of the Planning and Compulsory Purchase Act 2004. However, in this particular case, the matters to be considered relate any significant changes in development plan policies and other material considerations since the grant of the original permission dated 18 May 2009.
- 10.2 Since May 2009, a number of relevant national and regional guidance and adopted policy as set out in the development plan have been updated. Those most relevant to this application include PPS5, the London Plan (2011), Council's Core Strategy (2011), the Planning Obligations SPD (2012) and the Managing Development DPD (proposed submission version) which now has a degree of weight in determining planning applications. The London Mayor has also issued a draft World Heritage Site Setting Management SPD which is a further material consideration.
- 10.3 The Committee report for the previously approved scheme is attached as Appendix 1 of this report. Officers have examined the key changes to policy since May 2009 as it relates to the following issues.
1. Land use
 2. Design and Access
 3. Amenity
 4. Transport, highways and access
 5. Other (including energy and renewable technology)
 6. Listed building consent issues

Land use

- 10.4 Whilst planning policy has developed and moved on since May 2009, the general thrust of planning policy remains supportive of the broad principles of the development proposed by this hybrid application as the associated applications for listed building consent and conservation area consent.
- 10.5 The proposed land use is considered to be beneficial to the area and follows the overall spatial plans for the Isle of Dogs as contained in the Core Strategy (2010) and London Plan (2011). The London Plan identifies Opportunity Areas within London which are capable of significant regeneration, accommodating new jobs and homes and recognises that the potential of these areas should be maximised. The Isle of Dogs is identified within the London Plan as an Opportunity Area (Policy 2.13).
- 10.6 The mixed use approach to development in this location is compliant with Policy 4.3 of the London Plan (2011). Wood Wharf is also an allocated site (Site 16) in the Managing Development DPD (proposed submission version) 2012 which sets out preferred uses for the site being Employment (B1 and B2), Retail and Leisure (A1, A2, A3, A4 and A5),

Residential (C3) and Public Open Spaces land uses in accordance with those proposed in this application. The current mix of uses proposed would comply with this broad mix of uses.

- 10.7 Policy SP01 of the Council's Core Strategy (2010) promotes mixed use and multi-purpose town centres. The development accords with the vision for Canary Wharf as set out in LAP 7 & 8 of the adopted Core Strategy. The full scope of the development falls within Canary Wharf Major Centre and POL (Preferred Office Location).
- 10.8 Core Strategy's vision for Canary Wharf states that Canary Wharf should enhance its global role as a competitive financial district by expansion to provide a substantial amount of new jobs. The Core Strategy looks to focus larger floorplate offices and to intensify floorspace in Preferred Office Locations such as Canary Wharf (Policy SP06). The proposal continues to accord with the national, regional and local planning policies and supports the Mayor's aspirations within the Isle of Dogs Opportunity Area as set out in policies 2.10, 2.13, 2.15 and the Council's policies including SP06, SP07, DM15 and DM16. The Wood Wharf site remains one of the Borough's most significant opportunities to facilitate comprehensive regeneration and the renewal of this planning permission is crucial to secure positive change and the delivery of associated physical and social infrastructure.
- 10.9 It is clear that the policies that promote the principle of development have not changed dramatically since May 2009 and if anything, they are have become more focussed towards promoting economic regeneration in areas such as the Isle of Dogs. This proposal will maintain and enhance Canary Wharf as an important Major Centre and should support continued growth as required by Core Strategy Policy SP01. The proposals result in a maximum increase of 19,488 sq metres of retail floorspace (A1-A5), 4,984 sq metres of leisure and a 340 bedroom hotel. This is consistent with the role and functions of the centre within the retail hierarchy and will consolidate the centres status as a major centre.
- 10.10 Table 3.1 of the London Plan identifies the London Borough of Tower Hamlets as having a ten year housing target of 28,850 for the period 2011-2021 and this area is identified as an Opportunity Area with significant potential to accommodate new homes. The Development Management DPD identifies this site as having potential for a strategic housing development. Policy SP02 of the adopted Core Strategy seeks to deliver 43,275 new homes during 2010-2025 in line with the targets set in the London Plan of which this site can contribute a significant proportion. This was the adopted approach back in May 2009

Housing (affordable housing, housing mix and standard of accommodation)

- 10.11 The development provides for up to 1,668 residential units of which 483 units are affordable housing. The 2008 SDC report outlined the mechanism to deliver affordable housing and the applicant has not sought to amend this previously approved delivery mechanism. It is accepted that the overall proposal will result in the loss of existing residential properties (some being suited to family occupation). However, the overall provision of additional family and non family accommodation will far exceed existing housing that is proposed to be demolished to make way for the proposed redevelopment
- 10.12 The Council's policy stance on affordable housing provision has not changed since the previous approval and the Borough's minimum affordable housing provision remains at 35%, measured by habitable rooms. According to policy SP02, in seeking to negotiate the maximum reasonable amount of affordable housing, the Council will have regard to the economic viability of the proposal and the availability of public subsidy to support affordable housing on site.

- 10.13 The viability toolkit assessment which accompanied the extant permission states that the scheme can only viably provide 18% affordable housing, with 70% of this housing being social (target) rents and 30% intermediate (based on habitable rooms) assuming no grant assistance. Furthermore, the S.106 Agreement obligated the developer to use all reasonable endeavours to apply for Full Social Housing Grant in respect of the affordable housing units with a view to increasing affordable housing to 35% (within the policy compliant tenure mix).
- 10.14 This approach was outlined within the 2008 SDC report and if anything, the viability of the scheme in the current economic climate will be even more challenging than it was back in 2008. It should also be recognised that the redevelopment of the Wood Wharf site is long term and it is possible that in a few years time, the Social Housing Grant regime might be accessible than it is currently and the applicant/developer may be successful in securing Social Housing Grant in the future, which will allow the affordable housing levels to move further towards the 35% target.
- 10.15 The S.106 Agreement has a clause allowing the Council to determine the appropriate level of affordable housing when each phases comes forward having regard to the availability of grant funding at that time.
- 10.16 It is significant that the applicant has not sought to renegotiate the original S106 package. As the viability of this scheme is likely to have become more challenging as a consequence of the economic downturn, the retention of the original S106 package (including the affordable housing delivery mechanisms) should be welcomed. It would be reasonable to allow the applicant an extended time in order to allow greater possibility of implementation.
- 10.17 At this stage, where scale is a reserved matter, the applicant has advised that it is not appropriate to specify an exact residential mix. However, an illustrative mix is summarised below (which assumes Social Housing Grant assistance) to that of policy DM3 of the Development Management DPD, which seeks to reflect the Boroughs current housing needs:

		affordable housing						market housing		
		social rented			intermediate			private sale		
Unit size	Total units in scheme	units	%	LDF %	units	%	LDF %	units	%	LDF %
Studio	170	0	0	0	0	0	0	170	14.35	0
1 bed	644	73	23.17	30	82	48.81	25	489	41.27	50
2 bed	586	99	31.14	25	67	39.88	50	420	35.44	30
3 bed	181	95	30.16	30	19	11.31	25	67	8.94	20
4 bed	67	28	8.89	15	0			39		
5 Bed	20	20	6.35		0			0		
TOTAL	1668	315	100	100	168		100	1185	100	100

- 10.18 Some illustrative block layouts were provided with the original application and the applicant seeks to rely on these for the replacement of this previous planning permission. The level of information provided is not sufficient to demonstrate compliance with the London Plan Policy 3.5 and policy DM3 of the Development Management DPD (proposed submission version) 2012. However the GLA consider this to be acceptable on the basis that the application is conditioned such that all the units in the reserved matters applications will

meet the minimum space standards set out in table 3.3 of the London Plan 2011, that there will be no single aspect units in areas that fall within NEC C or D and will meet the other Housing Design Guide standards as far as is practicable. In addition the application should be conditioned such that the GLA are consulted on the reserved matters applications. It is recommended that adherence to these housing design standards is secured by condition.

Amenity

- 10.19 Since the grant of planning permission national policy has not changed in this respect. The Council's Environmental Statement review consultants remain of the view that the justification provided as part of the extant permission remains robust. As such the proposals are considered to comply with policy SP10 of the Core Strategy (2010) and policies DM24, DM25, and DM26 of the Development Management DPD (proposed submission version) 2012.

Design and Access

Strategic Views

- 10.20 The development falls within a Canary Wharf sub-area which is considered to be acceptable for tall buildings as defined in policy SP10. The development now needs to be considered with reference to the London Mayor's London View Management Framework (July 2010) and Policy DM28 of the Development Management DPD (proposed submission version) 2012 in which seek to ensure development does not negatively affect the UNESCO World Heritage Site status of Maritime Greenwich. It also needs to have regard to the draft World Heritage Site Setting Management SPD 2011.
- 10.21 The site falls within the setting of the Maritime Greenwich World Heritage Site. London Panorama View 5: Greenwich Park, as identified within the London Mayor's London View Management Framework. The view is protected to ensure that new development does not negatively impact on the outstanding universal value of the Maritime Greenwich World Heritage Site.
- 10.22 The London Mayor and English Heritage have commented that the proposal would not impact adversely on the visual integrity of the World Heritage Site or its Outstanding Universal views. Your officers concur with this view and as a consequence, the proposal accords with policies SP10 of the Core Strategy and policy 7.12 of the London Plan and the Mayor's View Management Framework.

Transport, Highways and Access

- 10.23 The applicant has considered the cumulative impact upon the surrounding public transport network (with an updated Transport Assessment having been submitted).
- 10.24 The local road network is operating at near capacity or over capacity and the contributions included in the previous S.106 Agreement provided by the developer for highway improvement works (used alongside pooled contributions from other developments in the vicinity) would be used to mitigate the impact of additional vehicle traffic.
- 10.25 As such to ensure compliance with the London Plan (policies 6.3 and 6.4) and Core Strategy policy SP09, it remains crucial that financial contributions, delivered through the S.106 Agreement are made available at the appropriate time to facilitate junction improvements and other related off site highway works to mitigate the impact of the development. Work has already been undertaken to determine the range of options open to the Council and TfL to improve highway capacity and pedestrian/cycle safety of the Prestons Road and Trafalgar Way roundabout.

10.26 The level of car parking previously proposed remains in accordance with London Plan and LBTH car parking standards. The existing car free clauses in the S.106 Agreement will continue to apply.

10.27 In order for the proposed development to comply with the London Plan, a number of elements need to be incorporated into any permission granted and these are outlined below:

Electric Vehicle Charging Points

10.28 Policy 6.13 '*Parking*' of the London Plan 2011 requires developments to ensure that 1 in 5 spaces (both active and passive) provide an electrical vehicle charging point to encourage the uptake of electric vehicles. Therefore 20% active and 20% passive provision needs to be secured in order for the development to comply with the London Plan. Wood Wharf is prepared to equip 10% of spaces with electric charging points and make provision for a further 10% of spaces to be capable of modification. This provision is in accordance with the London Plan requirement for retail parking. The main commercial car park is designed to serve the town centre and provide publicly accessible parking. Wood Wharf is prepared to accept a condition whereby 20% of residential parking spaces are equipped with electric charging points with an additional 20% passive provision. Officers are in the process of drafting a condition to this effect and will be included in the draft decision notice.

Coach and taxi pick up and drop off

10.29 Policy 6.13 of the London Plan 2011 requires that one coach parking space per 50 rooms is supplied for hotels, which equates to 6-7 spaces within the proposed scheme. However as the previously consented scheme did not provide any coach parking, TfL consider a coach pick up and drop off area would be sufficient, located close to the hotel entrance and capable of accommodating a 12-15 metre coach. The applicant has agreed that the layout of the forecourt in front of the hotel will be designed to enable a coach to drop-off and pick-up passengers from within the defined turning area which it is recommended is secured by condition, linked to a future reserved matters submission.

10.30 TfL consider the development would benefit from a taxi rank, in addition to the set down/pick up for private hire vehicles already secured. Any set down/pick up facilities for private hire vehicles should have enforced time restrictions on waiting to avoid illegal touting. The upper level of Wood Wharf has been designed with significant areas of kerb space for vehicle pick-up and drop-off that could accommodate private hire vehicles and taxis. Similar facilities have been incorporated into the lower level for the proposed hotel. It is not considered appropriate at this stage to designate or design kerb spaces.

10.31 The Stage 1 report from the GLA clarifies the position with regards to planning obligations to mitigate any transport related impacts of the development. This will not be renegotiated as the agreed mitigation measures remain appropriate and proportionate to ensure compliance with London Plan policies 6.1, 6.5, 6.9 and 6.13, Mayor's Crossrail SPG, Council policies SP08, SP09, DM20 DM22

Other Policy Issues

Energy Efficiency and Sustainability

10.32 At a national level, PPS22 and PPS1 encourage developments to incorporate renewable energy and to promote energy efficiency.

- 10.33 The London Plan sets out the Mayor's energy hierarchy which is to:
- Use Less Energy (Be Lean);
 - Supply Energy Efficiently (Be Clean); and
 - Use Renewable Energy (Be Green).
- 10.34 The London Plan 2011 includes the target to achieve a minimum 25% reduction in CO2 emissions above the Building Regulations 2010 through the cumulative steps of the Energy Hierarchy (Policy 5.2).
- 10.35 Saved Policy DEV2 of the UDP (1998), DM29 of the Managing Development DPD and SP02 of the Core Strategy (2010) seek to incorporate the principle of sustainable development, including use of energy efficient design and materials, and promoting renewable technologies. Core Strategy Policy SP11 requires all new developments to provide a 20% reduction of carbon dioxide emissions through on-site renewable energy generation.
- 10.36 To comply with London Plan policy 5.2, it is recommended that the condition on the extant permission for a requirement to exceed Part L of the 2006 Building Regulations through demand reduction measures alone for all uses is replaced to ensure development will exceed 2010 Building Regulations compliance through energy efficiency alone.
- 10.37 The applicant demonstrated that there are no existing district heating networks within the vicinity of the proposed development. However, the energy assessment indicates that Wood Wharf is identified as one of the most westerly connections for the planned London Thames Gateway Heat Network. It is therefore recommended that a condition is imposed to ensure that the development is designed to allow future connection to a district heating network should one become available. The applicant remains committed to delivering the proposed heat networks within the proposed development as set out in the extant permission. This includes two residential networks, with links to the hotel and other uses, with each office block having its own network. Site allocation 6 in the Managing Development DPD (proposed submission version) 2012 also seeks a district heating facility in this location.
- 10.38 The applicant has confirmed that the total CHP capacity for the residential networks will be 600-800 kWe and the exact sizing will be confirmed at the detailed design stage and that this will still lead to 29.5% carbon dioxide savings against baseline emissions would be made if fuel-cell technology is implemented and 21% if it is found to be unfeasible. These measures ensure that the development delivers its commitment to 'be lean' and 'be clean'.
- 10.39 A range of renewable energy sources (Be Green) have been considered and it is proposed to use dock water for cooling, and heat rejected by office refrigeration equipment to pre-heat the residential network. 4,000 sq.m. of photo-voltaic cells are proposed. These three main renewable components provide around 7.6% carbon dioxide emissions savings. Whilst the proposed development is not meeting Core Strategy Policy SP11 it is broadly in compliance with the London Plan (Policies 5.2 and 5.11). In addition, given that the application is in outline, it is appropriate to provide realistic benchmarks at this stage subject to detailed design.
- 10.40 It is recommended that the approach set out above is secured through the imposition of conditions.
- 10.41 In terms of sustainability, London Borough of Tower Hamlets requires all new residential development to achieve a Code for Sustainable Homes Level 4 rating and all commercial development to achieve a BREEAM 'Excellent' rating. This is to ensure the highest levels of sustainable design and construction in accordance with Policy 5.3 of the London Plan 2011 dated and Policy DEV 5 of the London Borough of Tower Hamlets Interim Planning and

Policy DM29 of the managing Development DPD (proposed submission version) 2012 which seek the highest standards of sustainable design and construction principles to be integrated into all future developments.

- 10.42 The applicant is committed to achieving a Code for Sustainable Homes Level 4 rating and targets a BREEAM "Excellent" rating. It is recommended that the achievement of these ratings is secured as a minimum through an appropriately amended planning condition. It is also the intention that any subsequent reserved matters application, the development should seek to achieve a Code for Sustainable Homes / BREEAM rating appropriate to the planning policies at the time of submission.

Listed Building Consent and Conservation Area Consent

- 10.43 Key policy updates in this regard since the granting of Conservation Area Consent PA/09/0909 (on 21st July 2009), and Listed Building Consent dated 18th May 2009, PA/08/1218, includes PPS5, Policy 7.8 of the London Plan (2011), Policy SP10 of the Council's Core Strategy (2010), Policy DM27 of the managing Development DPD (proposed submission version) 2012 and the Cold Harbour Conservation Area Appraisal and Management Guidelines (adopted in November 2009)

Listed Building Consent

- 10.44 English Heritage (EH) raised concern about the impact of the proposed 'Eco Islands' as they feel that these structures, in terms of how they will be fixed and anchored to the listed structures might significantly detract from that historic character.
- 10.45 In order to preserve the significance of designated heritage assets and their setting, as required by PPS5, it is proposed to replace the extant condition with wording found to be acceptable to English Heritage. This planning condition to ensure the design, scope, construction and attachment to the listed dock wall of the proposed Eco Islands will not have a detrimental impact upon the Grade I listed Blackwall Basin and East Quay and West India Export Dock or their settings, thereby ensuring that the works to the Grade I listed building accords with PPS5, and Policy DM27 of the Managing Development DPD (proposed submission version) and Policy SP10 of the Council's Core Strategy (2010).

Conservation Area Consent

- 10.46 This is an application to replace extant conservation area consent dated 21st July 2009, reference PA/09/909. English Heritage has raised no objection to the proposal's impact upon the conservation area. The heritage impact were fully considered as part of the extant permission and the requirements of PPS5 and Core Strategy policy SP10 and managing Development DPD policy DM27 are satisfied

Other Issues

Environmental Impact Assessment

- 10.47 The application relates to an urban development project with a development area of more than 0.5 hectares. It thus falls within paragraph 10(b) of Schedule 2 to the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. As the project is likely to have significant effects on the environment, it is required to be subject to environmental impact assessment before planning permission is granted. Regulation 3 of the EIA Regulations precludes the grant of planning permission unless prior to doing so, the Council has taken the 'environmental information' into account. The environmental information comprises the applicant's environmental statement (ES), any further information submitted following request under Regulation 22 of the EIA Regulations, any other substantive information relating to the ES and provided by the applicant and any representations received from consultation bodies or duly made by any person about the

environmental effects of the development.

- 10.48 The applicant submitted was an addendum to the original ES and the Council's retained EIA review consultants, Land Use Consultants, reviewed the ES addendum to confirm whether it satisfied the requirements of the EIA Regulations. Following that exercise, the view of Land Use Consultants was that it is complaint and no Regulation 22 issues were identified.
- 10.49 As the application is in outline (save for the canal works and other engineering infrastructure which are submitted in detail) for the purposes of the assessment of environmental impacts and to comply with the requirements of the EIA Regulations and associated European Directive, the applicant has submitted parameter plans and other information to prescribe key aspects of the development. These include, for example, quantum of floorspace and heights, widths and lengths of building to create 'building envelopes'. Further details of access and layout are submitted for determination at this stage. Should the scheme be approved, the parameters will be fixed in order to keep the development within those assessed in the ES and ensure that the scheme does not give rise to significant environmental impacts which have not been assessed through the EIA process. Should the applicant then bring forward proposals which alter the range of impacts identified and assessed in the ES and further information on which this current application has been determined they may need to be reassessed and/or a new application submitted.

Demolition and Construction

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

Land Ownership

- 10.53 Land ownership issues have been dealt with by condition to ensure comprehensive redevelopment. A Compulsory Purchase Order has not been confirmed to date but this not material to the granting of planning permission.

Planning Obligations

- 10.54 Obligations and financial contributions were secured under the original S.106 Agreement towards environmental, infrastructure and services required to mitigate potential impacts of the proposed development. Officers consider that the obligations and financial contributions are compliant with the Community Infrastructure Levy Regulations 2010, generally in line with the Council's Planning Obligation SPD (2012) and consistent with Core Strategy policy SP13 which seek to ensure that legal agreements and contributions are: reasonable, necessary, relevant to planning and related to the development.

- 10.55 The original s106 package provided a total contribution of £153,120,030. This comprised a payment of £100,000,000 for Crossrail, £39,535,320 in various payments to the Council and the provision of benefits “in-kind” (such as on-site employment and training, an Idea Store and a PCT facility) representing a value of £13,584,710. The package, excluding the Crossrail payment, represents a contribution of some £121 per square metre for the commercial elements (offices and hotel) and around £9,680 per residential unit. With the proposed Deed of Variation, these financial contributions will apply to the proposed development the subject of this proposed renewal of the extant planning permission. A detailed breakdown of the previous S.106 package is included in the previous 2008 SDC report (see Appendix 1 attached to this report),
- 10.56 Officers consider that the existing S.106 obligations meet the requirements of the Community Infrastructure Regulations 2010 and constitute a reason for granting planning permission. The recommendation is that a Deed of Variation should be entered into to ensure the obligations apply to the proposed application. The applicant has not sought to renegotiate the original s106 package with a revised viability toolkit. Officers consider it likely that the viability of this scheme has become more challenging as a result of the economic downturn and that the original S.206 package is appropriate and should be supported.
- 10.57 Overall, having regard to the current adopted policies and other material considerations, it is considered that the proposals the subject of this application to replace the extant planning permission is acceptable and should be supported in accordance with adopted planning policy and other material considerations. There is a requirement to add and vary planning conditions (to respond to changing policy requirements) and these will be outlined in a future Update Report, to make clear the required changes to planning conditions whilst outlining the extent of policy compliance.

11. SUMMARY AND CONCLUSIONS

- 11.1 The proposal is supported by the adopted and emerging spatial strategies for Isle of Dogs as outlined in the Development Plan and other material considerations. The proposal will re-develop an under-used site with a modern high quality, mixed use scheme which maximises the site potential and provides a contemporary development along this area of regeneration. The existence of an extant planning permission for the same scheme would act as a material consideration in determination of this case. There are no significant material changes in circumstances or in policy that would prohibit the use of the new procedures to replace the extant planning permission.
- 11.2 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.

Planning Application
Site Map



0 75 m



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 Stationary Office (c) Crown Copyright. London Borough of Tower Hamlets LA100019288

Appendix 1

Committee: Strategic Development	Date: 9 th October 2008	Classification: Unrestricted	Agenda Item No: 7.x
Report of: Corporate Director Development & Renewal		Title: Planning Application for Decision	
Case Officer: Tim Porter		Ref No: PA/08/1215 and PA/08/1217 (Duplicate Application) & PA/08/1218 and PA/08/1238 (Duplicate Application LBA)	
		Ward(s): Blackwall and Cubitt Town	

1. APPLICATION DETAILS

Location: Wood Wharf, Preston's Road, London

Existing Use: Primarily light industrial, office and warehouse units. Also residential, indoor sporting facilities and a nursery.

Proposal: PA/08/1215 and PA/08/1217(Duplicate Application)

Hybrid application for comprehensive mixed-use redevelopment of Wood Wharf comprising:

1) Outline Application (all matters reserved, save for access & layout)

- Demolition of dwellings at Lovegrove Walk;
- Commercial floorspace (B1), up to 1668 residential units (C3), and hotel (C1) contained in fourteen buildings;
- Retail (A1), financial services (A2), restaurants & cafes (A3), drinking establishments (A4) and takeaway establishments (A5);
- Leisure & community uses (D1 & D2);
- Associated infrastructure, including the creation of structures in Blackwall Basin and South Dock;
- Principles of landscaping and public realm;
- Means of access;
- Bridge links;
- Car, motorcycle and bicycle parking spaces, servicing; and
- Electricity substation.

2) Full Application

- Creation of canal and other engineering infrastructure.

PA/08/1218 and PA/08/1238 (Duplicate Application LBA)

Partial demolition of a small section of the southern dock wall to Blackwall Basin, for the creation of a new canal between South Dock and Blackwall Basin, and the introduction of piled foundations to anchor structures within the Basin, and other associated works as part of a comprehensive mixed use redevelopment of Wood Wharf.

Drawing No's:

- Details of Layout Drawings

RSHP_A_PMP_X_P_X_1300 (Contextual Layout Plan)
RSHP_A_PMP_X_P_00_1304 (Upper Ground Level)

RSHP_A_PMP_X_P_B0_1305 (Lower Ground Level)
RSHP_A_PMP_X_P_B1_1306 (Basement Level B1)
RSHP_A_PMP_X_P_B2_1307 (Basement Level B2)
RSHP_A_PMP_X_P_00_1309 (Open Space Upper Ground Level)
RSHP_A_PMP_X_P_B0_1310 (Open Space Lower Ground Level)
RSHP_A_PMP_X_P_B3_1311 (Basement Level B3)
RSHP_A_PMP_X_P_00_1314 (Routes Plan – Upper Ground Level)
RSHP_A_PMP_X_P_B0_1315 (Routes Plan – Lower Ground Level)

- Details of Access Drawings

6400/AR/001 Access Details – Upper Ground Level
6400/AR/002 Access Details – Upper Ground Level (Cartier Circle)
6400/AR/003 Access Details – Upper Ground Level (Cartier Circle Layout)
6400/AR/004 Access Details – Upper Ground Level (Wood Wharf Square)
6400/AR/005 Access Details – Lower Ground Level
6400/AR/006 Access Details – Lower Ground Level (Preston's Road Access)
6400/AR/007 Access Details – Lower Ground Level (Preston's Road Access Layout)
6400/AR/008 Access Details – Lower Ground Level (Montgomery Street Access)
6400/AR/009 Access Details – Lower Ground Level (Montgomery Street Access Layout)
6400/AR/0010 Access Details – Basement Level B1
6400/AR/0011 Access Details – Basement Level B2
6400/AR/0012 Access Details – Basement Level B3

- Details of Canal and other engineering infrastructure drawings

118236-03-101 Issue AA Proposed Canal Layout Plan
118236-03-102 Issue AA Typical Canal Sections
118236-03-103 Issue AA W18 Bridge over Canal
118236-03-104 Issue AA W19 Bridge over Canal
118236-03-105 Issue AA W20 Bridge over Canal
118236-03-106 Issue AA Details of Canal Walls over the Utilities Drop Chamber
118236-03-107 Issue AA Southern Canal Entrance
118236-03-108 Issue AA Northern Canal Entrance
118236-03-109 Issue AA Community Park Canal Beach
118236-03-110 Issue AA Canal Capping Details
118236-03-111 Issue AA Illustrative Utilities Chamber Details
118236-03-112 Issue AA Illustrative Attenuation Tank
118236-03-101 Issue AA Eco-Island Details

- Listed Building Consent drawings

01.101 (Rev. B) Listed Dock Edge Plan as Existing – Sheet 1
01.102 (Rev. B) Listed Dock Edge Plan as Existing – Sheet 2
01.103 (Rev. B) Listed Dock Edge Plan as Existing – Sheet 3
01.104 (Rev. B) Listed Dock Edge Plan as Existing – Sheet 4
01.105 (Rev. B) Listed Dock Edge Plan as Existing – Sheet 5
01.106 (Rev. B) Listed Dock Edge Plan as Existing – Sheet 6
01.200 (Rev. C) Site Location Plan as Proposed
01.201 (Rev. B) Listed Dock Edge Plan as Proposed – Sheet 1

01.202 (Rev. C) Listed Dock Edge Plan as Proposed – Sheet 2
 01.203 (Rev. B) Listed Dock Edge Plan as Proposed – Sheet 3
 01.204 (Rev. B) Listed Dock Edge Plan as Proposed – Sheet 4
 01.205 (Rev. B) Listed Dock Edge Plan as Proposed – Sheet 5
 01.206 (Rev. B) Listed Dock Edge Plan as Proposed – Sheet 6
 01.208 (Rev. C) Listed Dock Edge Details – Sheet 1
 01.209 (Rev. B) Listed Dock Edge Details – Sheet 2
 01.211 (Rev. B) Listed Dock Edge Elevations – Sheet 1
 01.212 (Rev. B) Listed Dock Edge Elevations – Sheet 2
 01.100 (Rev. B) Site Location Plan as Existing

- Details of Layout document
- Details of Access document
- Details of Scale Parameters document
- Details of Canal and other engineering infrastructure document
- Planning Statement
- Design and Access Statement/Accessibility Strategy
- Design Guidelines Rev. A
- Environmental Statement
- Environmental Statement clarification matters
- Environmental Statement Regulation 19 Response – Sunlight/daylight
- Public Realm Context
- Water Space and Public Realm Strategy
- Transport Assessment (including additional justification for the number of car parking spaces; further information on the capacity assessments for the Preston’s Road/Aspen Way roundabout and the Aspen Way/Upper Bank Street junction; an extension to the PERS audit in the vicinity of Wood Wharf to cover routes to local facilities including retail, education and public transport facilities; an audit of the bus stop facilities in the vicinity of the site)
- Travel Plan Framework
- Construction Strategy incorporating Code of Construction Practice
- Housing Statement
- Statement of Community Involvement
- Sustainability Statement
- Energy Strategy
- Daylight and Sunlight Assessment, including additional Internal Daylight Assessment
- Estate Management Strategy
- Regeneration and Sustainability Statement
- Cultural Heritage Report
- Retail Impact Assessment
- Aircraft Risk Assessment
- Noise Assessment
- Waste Strategy
- Tree Survey
- Dock Wall Survey
- Statement of Developers Contributions

Applicant: Wood Wharf (General Partner) Limited (WWP), which comprises a partnership of British Waterways, the Canary Wharf Group and Ballymore Properties Limited.

Owner: Various (Certificate C ownership certificate submitted)

- Historic Building:**
- Grade I listed Blackwall Basin
 - Grade I listed West India Export Dock (East Quay)

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 Plan (Consolidated with Alterations since 2004) (London Plan), saved policies within the London Borough of Tower Hamlets Unitary Development Plan 1998 (Unitary Development Plan), Wood Wharf Masterplan Supplementary Planning Guidance (2003) (WWSPG), the Council's Interim Planning Guidance (2007): Core Strategy and Development Control and the Isle of Dogs Area Action Plan, and Government Planning Policy Guidance and other material considerations and has found that:

- The site is an appropriate location to secure the comprehensive redevelopment of a brownfield site within an identified Opportunity Area for a major mixed-use sustainable development of a scale and quality commensurate with Canary Wharf in accordance with Policies 3B.3, 3D.1, 5G.2 and 5G.3 of the London Plan, policy DEV3 of the Unitary Development Plan 1998, the WWSPG and policy IOD17 of the Interim Planning Guidance Isle of Dogs Area Action Plan Submission Document which seek to provide for a mix of uses.
- The proposal seeks to create a sustainable urban quarter comprising a new residential and working communities, supported by a quality environment which brings these two aspects together as a sustainable extension of the Isle of Dogs community in accordance with the WWSPG, policies CP1, CP2 and CP46 of the Council's Interim Planning Guidance, policy IOD1 of the Interim Planning Guidance Isle of Dogs Area Action Plan submission Document, PPS1 and PPS3, which require all new developments to contribute to creating and maintaining sustainable communities where people want to live, work and visit.
- The scheme will consolidate the northern part of the Isle of Dogs as an important global financial and legal centre, whilst also facilitating locally-based employment, training and local labour opportunities for the local community. The scheme therefore accords with policy 3B.11, 5C.1 and 5G.2 of the London Plan, policies EMP1 and CAZ1 of the Unitary Development Plan (1998), the WWSPG, policies CP7 and CP8 of the Council's Interim Planning Guidance (October 2007), which seek to develop London's regional, national and international role whilst safeguarding and enhancing the number and range of jobs available for local residents.
- The hotel use will help support the northern part of Isle of Dogs role as a leading centre of business activity, and in this respect will support London's world city status in accordance with policies 3D.7 and 5C.1 of the London Plan, ART7 and CAZ1 of the Unitary Development Plan 1998, the WWSPG, policies CP13 of the Council's Interim Planning Guidance (2007) and policy IOD15 of the Interim Planning Guidance Isle of Dogs Area Action Plan Submission Document.
- The provision of retail (A1), financial services (A2), restaurants & cafes (A3), drinking establishments (A4) and takeaway establishments (A5) and the social and community facilities (D1 and D2) are acceptable in line with policies 3D.1, 3D.3 and 5C.1 of the London Plan, policies DEV1 and DEV3, EMP6, SCF2 and SCF12 of the Unitary Development Plan 1998 and policies CP15, CP16, CP27, RT4 and RT5 of the Council's Interim Planning Guidance and policy IOD3 and IOD15 of Interim Planning

Guidance Isle of Dogs Area Action Plan Submission Document and PPS6 which seek to protect and enhance the major town centre status of the area, promoting a complementary mix of uses, that achieves the right balance that will help to maximise choice and accessibility to all goods and services for all users.

- The proposed location of the residential uses within the Isle of Dogs Major Centre in this instance will not have a detrimental impact upon the global financial role of the northern part of the Isle of Dogs in accordance with 3D.1 of the London Plan and PPS3 which seek to place housing in locations which offer a range of community facilities with good access to jobs, key services and infrastructure.
- The proposal provides an acceptable amount of affordable housing, mix of units and overall quality accommodation across the site in line with policies 3A.1, 3A.2, 3A.3, 3A.5, 3A.6 3A.9 and 3A.10 of the London Plan, policy DEV1, DEV2 and HSG7 of the Unitary Development Plan, the WWSPG, and policies CP21, CP22, DEV1, DEV2, DEV3, DEV4, HSG2, HSG3, HSG4 and HSG7 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to ensure that new developments offer a mix of housing sizes and types that are of the highest quality standards, whilst taking into account the housing requirements of different groups.
- The proposal is in line with the Mayor and Council's policy which seek to maximise the development potential of sites. The density of the scheme is considered appropriate for this opportunity area, where it is not considered to result in unacceptable impacts commonly associated with overdeveloped sites, in line with policy 3A.3, 3A.18 and 5C.3 of the London Plan, policies DEV1 and DEV2 of the Unitary Development Plan, the WWSPG, and policies CP5, the and policies HSG1, DEV1 and DEV2 of Council's Interim Planning Guidance (2007): Core Strategy and Development |Control, which seek to ensure development proposals achieve the maximum intensity of use that is compatible with the local context, good design principles and all infrastructure.
- The development will provides new public realm, public open space, child play space and enhanced pedestrian linkages through the site as appropriate in accordance with policies 3A.18 and 4B.1 of the London Plan, policies ST37, DEV1, DEV12, HSG16, T18 and OS9 of the Unitary Development Plan 1998 and policies CP30, DEV2, DEV 3, DEV4 and HSG7 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control and PPS3 which seek to improve amenity and liveability for residents whilst creating a more attractive environment for those who live and work here.
- The proposed layout and access of the development, including the indicative building envelopes (such as height, scale, bulk and general design intent) is considered to be acceptable in accordance with policies 4B.1, 2, 3, 5, 6, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18; 4C.3, 6, 10, 11, 14, 20, 21, 23 and 3D.13 of the London Plan, policies DEV1, and DEV2 of the Unitary Development Plan 1998, the WWSPG, and policies CP48, CP50, DEV1, DEV2, DEV3, DEV, DEV 27, CON 1, CON2, CON3 and CON4 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control and Planning Policy Guidance 15, which seek to ensure buildings are of a high quality design and suitably located.
- The development would form a positive addition to London's skyline, without causing unacceptable harm to local or long distant views in accordance policies 4B.1, 4B.2, 4B.8, 4B.9, 4B.10, 4B.16, and 4B.18 of the London Plan, policies DEV1 of the Unitary Development Plan 1998, the WWSPG, policies CP48, CP50, DEV2, DEV27, CON3 and CON5 of the Interim Planning Guidance (2007): Core Strategy and Development Control and PPG15 which seek to ensure tall buildings are appropriately located and of a high standard of design whilst also seeking to protect and enhance important views.

- The safety and security of the scheme is acceptable in accordance with policy DEV1 of the Unitary Development Plan 1998 and policy DEV4 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control, which require all developments to consider the safety and security of development without compromising the achievement of good design and inclusive environments.
- The new public realm will enhance pedestrian access and animate the dock edge in accordance with policies 4B.11, 4C.13 and 4C.23 of the London Plan, policies DEV1 and DEV48 of the Unitary Development Plan 1998 and policies CP30, DEV2, DEV 3, DEV4 and OSN3 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to protect and promote the vitality, attractiveness and historic interest of the docks, and to ensure that the design of waterside developments integrate successfully with the water space.
- The proposed development will not have a detrimental impact upon the Grade I listed dock wall and would enhance the historic character and importance, subject to conditions regarding construction methods. As such, the scheme is in line with and policies 4B.11 and 4B.12 of the London Plan and policy CON1 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to protect listed buildings and structures within the Borough and London respectively.
- The development has adequately considered the cumulative impact upon the surrounding public transport network, in line with policy 3C.1, 3C.2, 3C.12, of the London Plan, policies T13 of the Unitary Development Plan 1998, the WWSPG, and policies CP41 Council's Interim Planning Guidance (2007): Core Strategy and Development Control, and IOD2 of the Isle of Dogs Area Action Plan, which seek to ensure there are no detrimental impacts upon the public transport network.
- Transport matters, including parking, access and servicing, are acceptable and in line with policy 3C.23 of the London Plan, policies T16, T18 and T19 of the Unitary Development Plan 1998 and policies DEV18 and DEV19 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to ensure there are no detrimental impacts upon the highway.
- Sustainability matters, including energy, are acceptable and in line with policies 4A.3 to 4A.7 of the London Plan and policies DEV 5 to DEV9 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to promote sustainable development practices.
- Contributions have been secured towards the provision of affordable housing, education, employment and training, community facilities, public transport, Crossrail, local highway network, improvements to connectivity and integration, leisure facilities, public open space improvements, social and community projects, car free agreement, health and development monitoring in line with Government Circular 05/05, policy DEV4 of the Unitary Development Plan 1998 and policy IMP1 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to secure contributions toward infrastructure and services required to mitigate the impact of the proposed development.
- The proposed canal and other engineering infrastructure will provide increased waterspace, water-based recreation and entertainment opportunities in accordance with 4C.11, 4C.14, 4C.21, 4A.4, 4B.1. 4B.11, 4B.12, 4B.15 of the London plan, DEV1, DEV37, DEV46 of the Unitary Development Plan 1998, the WWSPG, CP36, OSN3, CON1 and Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to provide promote the enhancement of the waterspace
- The development has appropriately considered its potential impact upon surrounding

conservation areas, archaeology assets, listed buildings, dock cranes and world heritage sites in accordance with policies 4B.10, 4B.11, 4B.12, 4B.14 and 4B.15 of the London Plan, policies DEV1, DEV37, DEV43, DEV44 of the Unitary Development Plan and CP48, CP50, CON1 to CON5 Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to minimise any impact upon London's Historic assets.

- Listed building consent application is considered to be acceptable in accordance with 4B.11, 4B.12, 4B.15 of the London Plan, policies DEV1, DEV37, DEV43, DEV44 of the Unitary Development Plan and CP48 and CON1 Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to minimise any impact upon London's Listed Buildings. The listed building consent shall not be issued until planning permission is granted.
- Vehicular, cycle and pedestrian routes to and through the site shall be secured to ensure equal and inclusive environments are maintained in accordance with policy 3C.1, 4B.1, 4B.5 of the London Plan, policy DEV1 of the Unitary Development Plan, the WWSPG, and policies CP2, CP46, DEV2, DEV3, DEV18 of the Interim Planning Guidance (2007): Core Strategy and Development Control.
- The development will operate in accordance with a number of appropriate environmental management strategies including air quality, construction management, contamination, light pollution, noise, TV reception, local infrastructure in terms of sewerage and water, flooding, waste management, car parking management, and recycling to ensure that the estate is operated sustainably with minimal impact upon the surrounding residents in accordance with policies 4A.3 4A.12, 4A.13, 4A.14, 4A.16, 4A.17, 4A.19, 4A.20, 4A.21 of the London Plan, policies DEV2, DEV50, DEV51, DEV55, DEV56, U2, U3 of the Unitary Development Plan and CP37, CP39, CP44, DEV7 – DEV12, DEV15, DEV21, DEV22 of the Interim Planning Guidance (2007): Core Strategy and Development Control.
- The development will mitigate potential impacts upon the ecology and nature conservation area in accordance with 4C.13 of the London Plan, policies DEV57, DEV61 of the Unitary Development Plan and CP31 and CP33 of the Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to protect and enhance all sites of importance for nature conservation.
- The impact of the development upon surrounding residents in terms of sunlight/daylight/shadow analysis, sense of enclosure, loss of outlook/views, privacy/overlooking, separation distances has been assessed and is considered acceptable in accordance with 4B.1, 4B.8 of the London Plan, DEV1 and DEV2 of the Unitary Development Plan and DEV1 and DEV2 of the Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to protect and enhance the amenity for all residents through good design.
- Where the proposed demolition of the Lovegrove Walk houses form part of a comprehensive regeneration strategy for the Site, encompassing up to 1668 units, the proposal is considered to be acceptable in accordance with policy 3A.15 of the London Plan and policy CP23 of the Interim Planning Guidance (2007): Core Strategy and Development Control, which resist the loss of all residential dwelling, unless there are plans for full replacement or greater densities no houses shall be lost without its planned replacement at existing or higher densities.
- Consideration has been given to the objections made to the scheme, but none of these are considered sufficient to outweigh the reasons for granting planning permission and listed building consent.

3. RECOMMENDATION

3.1 That the Committee resolve to **GRANT** planning permission for PA/08/1215 and PA/08/1217 (Duplicate Application) subject to:

- A. Any **direction** by **The London Mayor**
- B. Any **direction** by the **Secretary of State** pursuant to the Shopping Development Direction
- C. The prior completion of a **legal agreement** to secure the following planning obligations:

Financial Contributions

Transport

- 1 A financial contribution of **£5,000,000** towards bus improvements.
- 2 A financial contribution of **£250,000** towards bus Infrastructure works.
- 3 A financial contribution of **£9,000,000** towards DLR improvements.
- 4 A financial contribution of **£100,000,000** towards Crossrail.

Local Highway Network

- 5 A financial contribution of **£1,750,000** towards highway junction improvements.

Improvements to connectivity and Integration

- 6 A financial contribution of **£2,000,000** towards highway improvement works to deliver the signalisation/at grade pedestrian crossings and public realm works for the Preston's Road roundabout.
- 7 A financial contribution of **£500,000** towards additional public realm works.
- 8 A financial contribution of **£250,000** towards provision of "Velib" cycle station hubs at Blackwall, Canary Wharf, South Quay and Heron Quays DLR stations and within the development itself.

Employment and Training

- 9 A financial contribution of **£5,000,000** towards local employment and training including Skillsmatch.
- 10 A financial contribution of **£3,000,000** towards East London Business Place programme.
- 11 The provision of an on-site Construction Training and Recruitment centre (equivalent value being at least **£2,275,000**).

Education

- 12 A financial contribution of **£2,221,560** towards mitigating the impact of the increased population on primary education provision.
- 13 A financial contribution of **£1,885,900** towards mitigating the impact of the increased residential population on secondary education provision.

Open Space and Leisure

- 14 A financial contribution of **£1,117,319** towards off-site leisure facilities.
- 15 A financial contribution of **£3,435,541** towards off-site open space improvements and / or capacity enhancements in lieu of on-site provision.

Community

- 16 On-site provision of 3,000sqm floor space to accommodate an Idea Store or for such other community purposes as the Council may consider appropriate.
- 17 A financial contribution of **£4,000,000** towards social and community services projects, programmes and/or initiatives.

Health

- 18 On-site provision of 2,000sqm floor space for a new PCT Health and Well Being Centre. Also, provision of a temporary health facility prior to the implementation of the PCT Health and Well Being Centre.

Monitoring

- 20 A financial contribution of **£250,000** towards planning obligation monitoring and implementation, development monitoring and planning enforcement activities, development control activities and travel plan monitoring and implementation.

Total Financial Contribution: **£153,120,030** (including the in-kind value of the on-site Construction Training and Recruitment centre, Idea Store and PCT Health Centre)

Other obligations

- 21 Affordable housing provision of 35% of the proposed habitable rooms with a 70/30 split between rented/ shared ownership.
- 22 Housing units across the site shall be provided in unit sizes of 3 bedrooms or more as follows:
 - 45% (minimum) of the Social Rented Units
 - 11% (minimum) of the Intermediate Units
 - 9% (minimum) of the Market Units (subject to market analysis at each phase)
- 23 Provision of a Residential Amenity Space Strategy
- 24 Delivery of Pedestrian Access Routes (including bridges). This will include public access, management and maintenance and ensure an east-west connection through the site is delivered and maintained.
- 25 Provision of Temporary Access Routes, and public access and management and maintenance during construction (including details and delivery of the shuttle bus service).
- 26 Provision of an Estate Management Strategy
- 27 TV Reception impact surveys and any TV reception mitigation measures
- 28 DLR radio signal impact survey and any DLR radio signal mitigation measures
- 29 Provision of a Shop Mobility Strategy and Management Plan
- 30 Delivery of High Street and Wood Wharf Square, provision of public access and management and maintenance.
- 31 Provision of an Entertainment and Events Strategy (including proposed street markets) and Management Plan
- 32 Delivery of Community Park, provision of public access and management and

maintenance.

- 33 Delivery of Temporary Community Park, provision of public access and management and maintenance.
- 34 Play Space Strategy, provision of public access management and maintenance.
- 35 Waterspace Safety, Maintenance and Management Plan
- 36 Provision of Public Art Strategy and Management Plan
- 37 Preparation, implementation and monitoring of Travel Plans.
- 38 Provision of a marketing strategy for retail units
- 39 Provision of a Construction Phase Parking Scheme
- 40 Provision of a Car Parking Management Strategy
- 41 Car free agreement to restrict occupants applying for residential parking permits.
- 42 Provision of Cycle Tracks, including public access and management and maintenance.
- 43 On-site Construction Training and Recruitment Centre Strategy and Management Plan
- 45 Montgomery Street cross-over strategy in association with the pedestrian bridge
- 46 Safeguarding and bus implementation strategy on the upper Wood Wharf Square level
- 47 The applicant will use all endeavours to assist in bringing forward the delivery of the Millennium Quarter bridge
- 48 Funds to cover the cost of monitoring the implementation of the s106 agreement

Any other planning obligation(s) considered necessary or appropriate by the Corporate Director Development & Renewal

- 3.2 That the Corporate Director Development & Renewal is delegated authority to negotiate the legal agreement indicated above, including taking account of the matters set out in paragraph 11.3 of the report.
- 3.3 That the Corporate Director Development & Renewal is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

General: Site wide

1. The development must begin within three [3] years from the date of this permission.
2. The final submission of all reserved matters in respect of each of the phases (being appearance, scale and landscaping) must be made within 10 years from the date of this permission. The development of each phase must begin within 2 years from the date of the last reserved matter(s) approved in respect of the relevant phase.
3. The development shall be carried out in accordance with the approved phasing plan, unless otherwise agreed by the LPA (Append to decision)
4. Submission of a detailed phasing programme

5. The development is to be carried out in accordance with the Details of Scale Parameters document. Quantum of floorspace to be limited to that assessed under the ES.
6. The development of Phases 2, 3 and 4 shall not commence upon until non-secured land has been tied into the s106 agreement.
7. The development shall be carried out in accordance with the following site wide strategies submitted:
 - Design Guidelines;
 - Water Space and Public Realm Strategy;
 - Play Space Strategy;
 - Resource and Waste Management Strategy;
 - Details of Scale Parameters;
 - Accessibility Strategy;
 - Energy Strategy; and
 - Estate Management Strategy.
8. The development shall not be commenced until site wide strategies addressing the following matters are submitted (to include all of the EIA mitigation measures where relevant) and the development shall be carried out in accordance with the approved strategies:
 - Cycle Facilities;
 - Environmental Construction Management incorporating Code of Construction Practice;
 - Way Finding Strategy
 - Surface/ foul water drainage and surface water control measures;
 - Flood risk (including protection of the flood defences);
 - Construction of storage facilities for oils, fuels or chemicals;
 - Water supply infrastructure reinforcements;
 - Ecology and nature conservation (including all of the EIA mitigation measures);
 - Cultural Heritage, including archaeology investigations and a programme of recording and historic analysis;
 - Impact of construction on the listed dock walls;
 - Safety and security, including Secured by Design principles;
 - Noise and vibration;
 - Contamination (including water pollution potential);
 - Wind microclimate;
 - Air quality; and
 - Light pollution
9. Details of works to be carried out on the dock banks
10. Submission of details of the floating islands.
11. Development shall not commence until access from Cartier Circle is secured and details submitted.
12. All planting within 5 metres of the docks shall be of locally native plant species only.
13. No building or other obstruction shall be erected over or within 3 metres of any public sewer.
14. External artificial lighting within 5 metres of the bank top shall be directed away from the docks.
15. Restriction on storage of solid matter within 10 metres of the banks of the docks, locks and canal
16. Limit hours of construction to between 8.00 to 18.00, Monday to Friday and 8.00 to 13.00 on Saturdays and no working on Sundays or Public Holidays
17. Submit improvement details to the northern part of the working South Dock, including access, management/maintenance (including historic cranes) and improvement works (including any alterations/ demolition of structures).
18. Buildings to be equipped with aircraft obstacle lighting
19. Details of the proposed works and foundation arrangements (in consultation with LUL)
20. Restriction on the number of vehicular parking/motorcycle spaces on site as follows:

	Office	Retail/Public	Residential	Hotel	Total
Vehicular Spaces	270	93	443	23	829
Motorcycle Spaces	69	25	60	5	159

21. A minimum number of bicycle parking space are to be provided on-site, as follows:

Office	Retail/Public	Res	Hotel	Total
1326	50	1668	20	3064

22. Submit details of the dock water cooling system

Phase 1

Phase Wide

1. Submission of reserved matters (comprising Scale, Appearance and Landscaping) for all development within the phase, excluding building W01)
2. The development shall not be commenced until the following phase wide details are submitted (including all of the EIA mitigation measures where relevant):
 - Resource and Waste Management Plan;
 - Energy Plan;
 - Detailed Access Statement, including Way Finding Plan;
 - Landscape Management Plan;
 - Estate Management Plan;
 - Servicing and Deliveries Management Plan;
 - Details of cycle facilities;
 - Environmental Construction Management Plan, incorporating Code of Construction Practice;
 - Ecology and Nature Conservation Plan (including all of the EIA mitigation measures);
 - Archaeology Investigations;
 - Programme of recording and historic analysis;
 - Impact of construction on the listed dock walls;
 - Safety and security, including Secured by Design principles;
 - Noise and vibration limits;
 - Contamination and remediation plan;
 - Wind microclimate plan;
 - Air quality plan;
 - Surface/ foul water drainage and surface water control measures;
 - Flood risk;
 - Details of the proposed works to achieve access routes for emergency vehicles to the site;
 - Details of riparian life saving equipment;
 - Full particulars regarding the feasibility of using the docks and river for the transportation of construction materials for building;
 - Electrical charging points for vehicles, and
 - Details of sustainable design and construction measures.
3. The development shall not be commenced until the details of the associated highway works have been submitted.
4. The development shall not be occupied until the associated highway works have been carried out.

Building W01

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. Building W01 shall not be occupied until the foot bridge to Montgomery Street is completed.
3. Submission of a detailed access statement.
4. Samples and full particulars of all of the external materials proposed shall be submitted.
5. Details of the cycle facilities
6. Environmental Construction Management Plan
7. Flood warning system
8. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
9. Submit details of green/brown roofs
10. Submission of a Resource and Waste Management Plan
11. Submission of a security management scheme, including Secured by Design assessment
12. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
13. Submit details of renewable energy measures and carbon emissions
Light pollution assessment
14. Submit details of the CHP plant

Phase 2

Phase Wide

1. Submission of reserved matters (comprising Scale, Appearance and Landscaping) for all development within the phase, excluding buildings W02, W03, W07A, W07A/B, W07B and W08.
2. The development shall not be commenced until the following phase wide details are submitted (including all of the EIA mitigation measures where relevant):
 - Resource and Waste Management Plan;
 - Energy Plan;
 - Detailed Access Statement, including Way Finding Plan;
 - Landscape Management Plan;
 - Estate Management Plan;
 - Servicing and Deliveries Management Plan;
 - Details of cycle facilities;
 - Environmental Construction Management Plan, incorporating Code of Construction Practice;
 - Ecology and Nature Conservation Plan (including all of the EIA mitigation measures);
 - Archaeology Investigations;
 - Programme of recording and historic analysis;
 - Impact of construction on the listed dock walls;
 - Safety and security, including Secured by Design principles;
 - Noise and vibration limits;
 - Contamination and remediation plan;
 - Wind microclimate plan;
 - Air quality plan;
 - Surface/ foul water drainage and surface water control measures;
 - Flood risk;
 - Details of the proposed works to achieve access routes for emergency vehicles to the site;
 - Details of riparian life saving equipment;
 - Full particulars regarding the feasibility of using the docks and river for the

- transportation of construction materials for building;
 - Electrical charging points for vehicles;
 - Details of sustainable design and construction measures; and
 - Details of the A1 – A5 uses (including use, location, shop fronts, operating hours, sizes) within Wood Wharf Square/High Street.
3. Buildings W02 and W03 shall not be occupied until the temporary health facility has been provided.
 4. Details of the hard and soft landscaping of the temporary park(s), including child play space.
 5. Buildings W02 and W03 shall not be occupied until the pedestrian access is provided through the site connecting Preston's Road to Cartier Circle and Montgomery Street.
 6. Restrictions on development until the temporary park has been completed
 7. The development shall not be commenced until the details of the associated highway works have been submitted.
 8. The development shall not be occupied until the associated highway works have been carried out.

Buildings W02 and W03

(Commercial Buildings to be conditioned separately, but for this report, have been grouped together)

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. Submission of a detailed access statement.
3. Samples and full particulars of all of the external materials proposed shall be submitted.
4. Details of the cycle facilities
5. Environmental Construction Management Plan
6. Flood warning system
7. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
8. Submit details of green/brown roofs
9. Submission of a Resource and Waste Management Plan
7. Submission of a security management scheme, including Secured by Design assessment
11. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
12. Submit details of renewable energy measures and carbon emissions
13. Submit details of the CHP plant
14. Light pollution assessment

Building W07A and W07A/B

(Hotel)

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. 10% of new hotel units will be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users
3. Submission of a detailed access statement.
4. Samples and full particulars of all of the external materials proposed shall be submitted.
5. Details of the cycle facilities
6. Environmental Construction Management Plan
7. Flood warning system
8. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
9. Submit details of green/brown roofs
10. Submission of a Resource and Waste Management Plan
11. Submission of a security management scheme, including Secured by Design

assessment

12. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
13. Submit details of renewable energy measures and carbon emissions
14. Submit details of the CHP plant
15. Light pollution assessment

Building W07B

(Residential and retail)

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. The residential units shall comply with the minimum space standards;
3. All residential units are to comply with Lifetime Homes standards;
4. No fewer than 10% of the total number of residential units shall be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users;
5. Submission of a detailed access statement.
6. Samples and full particulars of all of the external materials proposed shall be submitted.
7. Details of the cycle facilities
8. Environmental Construction Management Plan
9. Flood warning system
10. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
11. Submit details of green/brown roofs
12. Submission of a Resource and Waste Management Plan
13. Submission of a security management scheme, including Secured by Design assessment
14. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
15. Submit details of renewable energy measures and carbon emissions
16. Submit details of the sustainable design and constructions measures (a minimum of Code Level 3 is required unless otherwise agreed by the LPA)
17. Details of the A1 – A5 uses where applicable (including use, shop fronts, operating hours, sizes)
18. Light pollution assessment
19. Details of eastern façade treatment to achieve adequate sunlight/daylight levels

Phase 3

Phase Wide

1. Submission of reserved matters (comprising Scale, Appearance and Landscaping) for all development within the phase, excluding buildings W06, W07C, W08 and W09.
2. The development shall not be commenced until the following phase wide details are submitted (including all of the EIA mitigation measures where relevant):
 - Resource and Waste Management Plan;
 - Energy Plan;
 - Detailed Access Statement, including Way Finding Plan;
 - Landscape Management Plan;
 - Estate Management Plan;
 - Servicing and Deliveries Management Plan;
 - Details of cycle facilities;
 - Environmental Construction Management Plan, incorporating Code of Construction Practice;
 - Ecology and Nature Conservation Plan (including all of the EIA mitigation measures);

- Archaeology Investigations;
 - Programme of recording and historic analysis;
 - Impact of construction on the listed dock walls;
 - Safety and security, including Secured by Design principles;
 - Noise and vibration limits;
 - Contamination and remediation plan;
 - Wind microclimate plan;
 - Air quality plan;
 - Surface/ foul water drainage and surface water control measures;
 - Flood risk;
 - Details of the proposed works to achieve access routes for emergency vehicles to the site;
 - Details of riparian life saving equipment;
 - Full particulars regarding the feasibility of using the docks and river for the transportation of construction materials for building
 - Electrical charging points for vehicles; and
 - Details of sustainable design and construction measures.
3. Details of the hard and soft landscaping of the temporary park(s), including child play space.
 4. Restrictions on development until the temporary park has been completed
 5. The development shall not be commenced until the details of the associated highway works have been submitted.
 6. The development shall not be occupied until the associated highway works have been carried out.

Buildings W06

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. Submission of a detailed access statement.
3. Samples and full particulars of all of the external materials proposed shall be submitted.
4. Details of the cycle facilities
5. Environmental Construction Management Plan
6. Flood warning system
7. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
8. Submit details of green/brown roofs
9. Submission of a Resource and Waste Management Plan
10. Submission of a security management scheme, including Secured by Design assessment
11. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
12. Submit details of renewable energy measures and carbon emissions
13. Submit details of the CHP plant
14. Light pollution assessment
15. Details of the A1 – A5 uses where applicable (including use, shop fronts, operating hours, sizes)

Building W07C, W08 and W09

(Residential Buildings to be conditioned separately, but for this report, have been grouped together)

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. The residential units shall comply with the minimum space standards;
3. All residential units are to comply with Lifetime Homes standards;
4. No fewer than 10% of the total number of residential units shall be designed to be

- wheelchair accessible or easily adaptable for residents who are wheelchair users;
5. Submission of a detailed access statement.
 6. Samples and full particulars of all of the external materials proposed shall be submitted.
 7. Details of the cycle facilities
 8. Environmental Construction Management Plan
 9. Flood warning system
 10. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
 11. Submit details of green/brown roofs
 12. Submission of a Resource and Waste Management Plan
 13. Submission of a security management scheme, including Secured by Design assessment
 14. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
 15. Submit details of renewable energy measures and carbon emissions
 16. Submit details of the sustainable design and constructions measures (a minimum of Code Level 3 is required unless otherwise agreed by the LPA)
 17. Details of the A1 – A5 and/or D1 uses where applicable (including use, shop fronts, operating hours, sizes)
 18. Details of northern façade treatment to W07C to achieve adequate sunlight/daylight levels

Phase 4

Phase Wide

1. Submission of reserved matters (comprising Scale, Appearance and Landscaping) for all development within the phase, excluding buildings W04, W05, W07D and W13
2. The development shall not be commenced until the following phase wide details are submitted (including all of the EIA mitigation measures where relevant):
 - Resource and Waste Management Plan;
 - Energy Plan;
 - Detailed Access Statement, including Way Finding Plan;
 - Landscape Management Plan;
 - Estate Management Plan;
 - Servicing and Deliveries Management Plan;
 - Details of cycle facilities;
 - Environmental Construction Management Plan, incorporating Code of Construction Practice;
 - Ecology and Nature Conservation Plan (including all of the EIA mitigation measures);
 - Archaeology Investigations;
 - Programme of recording and historic analysis;
 - Impact of construction on the listed dock walls;
 - Safety and security, including Secured by Design principles;
 - Noise and vibration limits;
 - Contamination and remediation plan;
 - Wind microclimate plan;
 - Air quality plan;
 - Surface/ foul water drainage and surface water control measures;
 - Flood risk
 - Details of the proposed works to achieve access routes for emergency vehicles to the site;
 - Details of riparian life saving equipment;

- Full particulars regarding the feasibility of using the docks and river for the transportation of construction materials for building;
 - Electrical charging points for vehicles; and
 - Details of sustainable design and construction measures.
3. Details of the hard and soft landscaping of the Community Park, including child play space.
 4. Restrictions on the commencement of development until the Community Park has been delivered.
 5. Submit details of the pavilion building within the Community Park.
 6. The development shall not be commenced until the details of the associated highway works have been submitted.
 7. The development shall not be occupied until the associated highway works have been carried out.

Buildings W04 and W05

(Commercial buildings to be conditioned separately, but for this report, have been grouped together)

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. Submission of a detailed access statement.
3. Samples and full particulars of all of the external materials proposed shall be submitted.
4. Details of the cycle facilities
5. Environmental Construction Management Plan
6. Flood warning system
7. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
8. Submit details of green/brown roofs
9. Submission of a Resource and Waste Management Plan
10. Submission of a security management scheme, including Secured by Design assessment
11. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
12. Submit details of renewable energy measures and carbon emissions
13. Submit details of the CHP plant
14. Light pollution assessment
15. Details of the A1 – A5 and/or D1 uses (including use, location, shop fronts, operating hours, sizes).

Building W07D and W13

(Residential buildings to be conditioned separately, but for this report, have been grouped together)

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. The residential units shall comply with the minimum space standards;
3. All residential units are to comply with Lifetime Homes standards;
4. No fewer than 10% of the total number of residential units shall be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users;
5. Submission of a detailed access statement.
6. Samples and full particulars of all of the external materials proposed shall be submitted.
7. Details of the cycle facilities
8. Environmental Construction Management Plan
9. Flood warning system
10. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
11. Submit details of green/brown roofs

12. Submission of a Resource and Waste Management Plan
13. Submission of a security management scheme, including Secured by Design assessment
14. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
15. Submit details of renewable energy measures and carbon emissions
16. Submit details of the sustainable design and constructions measures (a minimum of Code Level 3 is required unless otherwise agreed by the LPA)
17. Details of the A1 – A5 uses where applicable (including use, shop fronts, operating hours, sizes)
18. Light pollution assessment
19. Details of northern façade treatment to W07D to achieve adequate sunlight/daylight levels

Any other planning condition(s) considered necessary by the Corporate Director Development & Renewal.

Informatives

1. Section 106 agreement required;
2. Section 278 agreement required;
3. Contact Thames Water;
4. Contact London City Airport regarding cranes and aircraft obstacle lighting;
5. Contact LBTH Building Control;
6. LBTH Ecology Department advice;
7. English Heritage advice;
8. This permission does not include consent for the indicative moored vessel locations and a separate planning application is required where proposed.
9. Environmental Health advice;
10. London Underground advice;
11. London City Airport advice
12. London Underground Limited advice
13. Environment Agency Advice;
14. Compliance with Code of Construction Practice;
15. Reference to relevant Supplementary Planning Guidance
16. Contact London Fire & Emergency Planning Authority; and

Any other informative(s) considered necessary by the Corporate Director Development & Renewal.

- 3.4 That the Committee confirms that it has taken the environmental information into account as required by Regulation 3(20) of the Town and Country Planning (Environmental Impact) Regulations 1999 (as amended).
- 3.5 That the Committee agrees that following issue of the decision the Corporate Director Development and Renewal should place a statement on the statutory register pursuant to Regulation 21 of the 1999 Regulations (as amended) containing the information required by regulation 21 and that for the purposes of Regulation 21 (1)(c) the main reasons and considerations on which the Committee's decision was based shall be as set out in this report in the summary of reasons for granting permission.
- 3.6 That, if within 3-months of the date of this committee the legal agreement has not been completed, the Corporate Director Development & Renewal is delegated power to refuse planning permission.
- 3.7 That the Committee **delegate authority** to the Corporate Director Development & Renewal to **GRANT** listed building consent for PA/08/1218 and PA/08/1238 (Duplicate Application)

subject to:

- A. Consideration of any **views** expressed as a result of the outstanding consultation with the **Statutory Amenity Societies**
- B. The prior completion of a **legal agreement** as detailed above.
- C. **Conditions** to secure the following matters:

Conditions

- 1. Full particulars of the Listed Building Works.
- 2. Any other planning condition(s) considered necessary by the Corporate Director Development & Renewal.

4. ENVIRONMENTAL IMPACT ASSESSMENT

- 4.1 The application relates to an urban development project with a development area of more than 0.5 hectares. It thus falls within paragraph 10 of Schedule 2 to the Town and Country Planning (Environmental Impact Assessment) Regulations 1999 (as amended). As the project is likely to have significant effects on the environment, it is required to be subject to environmental impact assessment before planning permission is granted. Regulation 3 of the EIA Regulations precludes the grant of planning permission unless prior to doing so, the Council has taken the 'environmental information' into account. The environmental information comprises the applicant's environmental statement (ES), any further information submitted following request under Regulation 19 of the EIA Regulations, any other substantive information relating to the ES and provided by the applicant and any representations received from consultation bodies or duly made by any person about the environmental effects of the development.
- 4.2 An ES was submitted by the applicant with the planning application. The Council appointed consultants, Bureau Veritas, to examine the ES and to confirm whether it satisfied the requirements of the EIA Regulations. Following that exercise, Bureau Veritas confirmed their view that it was compliant, save in respect of further scoping information on the impact on certain residential properties in terms of sunlight and daylight. A Regulation 19 request was therefore served on the applicant requesting further information and the further information was submitted to the Council on 15th September 2008, following which it was publicised in the required manner. Bureau Veritas are satisfied that the further information satisfactorily addresses the position on the sunlight and daylight issues raised in the Regulation 19 request so as to complete the ES.
- 4.3 As the application is in outline (save for the canal works and other engineering infrastructure which are submitted in detail) for the purposes of the assessment of environmental impacts and to comply with the requirements of the EIA Regulations and associated European Directive, the applicant has submitted parameter plans and other information to prescribe key aspects of the development. These include, for example, quantum of floorspace and heights, widths and lengths of building to create 'building envelopes'. Further details of access and layout are submitted for determination at this stage. Should the scheme be approved, the parameters will be fixed in order to keep the development within those assessed in the ES and ensure that the scheme does not give rise to significant environmental impacts which have not been assessed through the EIA process. Should the applicant then bring forward proposals which alter the range of impacts identified and assessed in the ES and further information on which this current application has been determined they may need to be reassessed and/or a new application submitted.
- 4.4 The ES addresses the following areas of impact (in the order they appear in the ES):

- Chapter 1 Introduction 1
- Chapter 2 Approach to the Environmental Assessment
- Chapter 3 Area for Development
- Chapter 4 Description of Proposals
- Chapter 5 Planning Policy
- Chapter 6 Socio-Economic Analysis
- Chapter 7 Archaeological and Cultural Heritage
- Chapter 8 Visual Assessment
- Chapter 9 Transport
- Chapter 10 Waste
- Chapter 11 Noise & Vibration
- Chapter 12 Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare
- Chapter 13 Ecology and Nature Conservation
- Chapter 14 Wind Microclimate
- Chapter 15 Air Quality
- Chapter 16 Ground Resources and Contamination
- Chapter 17 Utilities
- Chapter 18 Water Resources
- Chapter 19 Radio and TV Interference
- Chapter 20 Residential Amenity
- Chapter 21 Sustainability Principles
- Chapter 22 Summary of Environmental Effects
- Appendix A Energy Strategy
- Appendix B Flood Risk Assessment
- Appendix C Transport Assessment
- Appendix D Sunlight and Daylight Technical Data
- Appendix E Waste Strategy
- Appendix F Cumulative Schemes
- Appendix G Construction Management
- Appendix H Operational Mitigation
- Appendix I Visual Impact Study

4.5 The ES and further information address the likely significant effects of the development, what the impacts are and their proposed mitigation. The various sections of the ES have been reviewed by officers and the Transport Assessment has been reviewed by consultants, White Young Green, who has been appointed by the Council to advise on the transportation aspects of the development. The various environmental impacts are dealt with in relevant sections of this report with conclusions given with proposals for mitigation of impacts by way of conditions and or planning obligations as appropriate.

4.6 In summary, having regard to the ES and other environmental information in relation to the development, officers are satisfied that the environmental impacts are acceptable in the context of the overall scheme, subject to conditions/obligations providing for appropriate mitigation measures.

5. PROPOSAL AND LOCATION DETAILS

Proposal

5.1 The application is a hybrid application (in duplicate) in that the applicant is seeking outline planning permission for the redevelopment of Wood Wharf for a mixed-use scheme, alongside full planning permission for the canal and other engineering infrastructure works. The proposal comprises a series of tall buildings, which will provide up to 1,668 residential units in a variety of sizes and tenures (up to approximately 200 metres in height) and over

450,000 sq m of commercial floorspace, together with hotel, retail, recreation and community uses, public open space and new access links set within a high quality public realm.

- 5.2 The outline part of the application therefore relates to all aspects of the scheme, with the exception of the canal and other engineering infrastructure. Matters for detailed approval at this stage are access and layout with all other matters, being scale, appearance and landscaping, reserved.
- 5.3 A separate application for Listed Building Consent is also submitted, for partial demolition of a small section of the southern dock wall to Blackwall Basin, for the creation of a new canal between South Dock and Blackwall Basin, and the introduction of piled foundations to anchor structures within the Basin, and other associated works as part of the comprehensive redevelopment of Wood Wharf.
- 5.4 Both applications are to be considered concurrently as a comprehensive package.

Layout

- 5.5 The application seeks approval for layout. The Town and Country Planning (General Development Procedure) Order 1995 (as amended) defines 'Layout' as meaning 'the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside of the development'.
- 5.6 Paragraph 51 of Circular 01/2006 Guidance on Changes to the Development Control System states that for Outline Applications where Layout is applied for in detail, the application should provide (for approval) 'the way in which buildings, routes and open spaces (both private and public) are provided, placed and orientated in relation to each other and buildings and spaces surrounding the development'.
- 5.7 In compliance with these requirements, the 'Details of Layout' have been submitted for approval.

Access

- 5.8 The application seeks approval for Access. In accordance with the Town and Country Planning (General Development Procedure) Order 1995 (as amended), this is defined as accessibility to and within the site for vehicles, cycles and pedestrians, in terms of positioning of treatment of access and circulation routes and how these fit into the surrounding access networks.
- 5.9 Paragraph 51 of Circular 01/2006 Guidance on Changes to the Development Control System states that for Outline Applications where access is applied for in detail, the application should cover (for approval) 'accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.'
- 5.10 In compliance with these requirements, the 'Details of Access' have been submitted for approval.

Scale, Appearance and Landscaping

- 5.11 The proposed outline application reserves scale, as well as appearance and landscaping. Circular 01/2006 Guidance on Changes to the Development Control System states that for According to paragraph 52, where scale is reserved, as a minimum, the application should provide 'an indication of the upper and lower limits for height, width and length of each

building within the site boundary', to establish a 3-dimensional building envelope within which the detailed design of the buildings will be constructed.

5.12 Maximum and minimum parameters including heights, widths and lengths of buildings have been applied for. These parameters have provided a building envelope within which the final scheme must lie within and therefore have also formed the basis of the ES. The applicant has treated all 'built form' and 'other structures' (such as boardwalks, basements and structural islands) as being included within this definition. For the purposes of approving Layout in detail at this stage, this application shows only the maximum widths and lengths of buildings.

5.13 The table below outlines the Schedule of Scale Parameters for each "building":

Building Envelope Number	Primary Use	Maximum Height*	Minimum Height*	Maximum Length	Minimum Length	Maximum Width	Minimum Width
W01	Office	134.45	126.05	81.000	58.500	57.000	47.000
W02/03	Office	194.25	188.05	69.000	59.000	135.000	124.000
W04	Office	141.85	129.25	57.000	47.000	57.000	47.000
W05	Office	125.05	116.65	45.000	35.000	57.000	47.000
W06	Office	199.90	183.85	45.000	35.000	57.000	47.000
W07A	Hotel	134.45	114.45	27.000	15.000	39.500	25.000
W07A/B	Hotel	33.00	23.00	33.500	23.500	14.500	9.500
W07B	Residential	206.02	186.02	33.500	20.000	33.500	20.000
W07C	Residential	160.25	140.25	45.000	30.000	26.000	15.000
W07D	Residential	119.30	99.30	40.000	25.000	26.000	15.000
W08	Residential	124.55	78.00	56.542	30.000	22.000	14.000
W09	Residential	69.45	23.80	21.000	14.000	99.500	93.500
W10	Amenity Deck	9.15	7.50	37.856	35.061	127.030	121.923
W11A	Retail	17.75	16.75	8.500	7.300	15.000	13.651
W11B	Retail	17.75	16.75	8.500	6.750	15.000	13.100
W11C	Retail	17.75	16.75	14.000	13.000	41.500	40.500
W11D	Retail	17.75	16.75	8.500	6.750	31.500	25.874
W11E	Retail	17.75	16.75	8.500	7.500	27.500	26.386
W11F	Retail	17.75	16.75	8.500	5.250	11.750	6.654
W12A	Retail	12.75	12.75	28.250	26.000	195.500	193.000
W12B	Retail	12.75	12.75	63.250	41.250	48.500	47.000
W12C	Retail	12.75	12.75	63.250	41.250	70.500	67.500
W12D	Retail	12.75	12.75	63.250	41.250	64.500	60.500
W13	Residential	69.45	42.70	48.432	27.000	20.000	14.000
W22	West Side Basements	12.75	5.50	240.424	238.465	305.910	295.500
W23	East Side Basements	6.00	5.50	101.700	100.211	153.250	133.973
W25	Electrical Substation	15.65	12.63	77.170	40.500	18.600	6.250
W27	Park Pavilion	12.00	9.00	18.500	12.500	12.000	6.000
Other Structures Number							
W14	Bridge	10.23	6.00	143.223	143.223	15.104	9.409
W15	Waterside Boardwalks & Island	6.00	5.00	87.623	80.498	116.411	112.648
W16	Bridge	11.50	6.00	137.570	123.301	98.264	26.094
W17	Waterside Boardwalks & Island	12.75	5.50	57.606	53.606	262.930	258.800
W18	Bridge	7.00	6.00	39.218	33.783	13.381	6.400
W19	Bridge	7.00	6.00	20.715	20.715	15.000	6.400
W20	Bridge	7.00	6.00	19.397	16.892	15.697	3.000
W21	Floating Islands	6.00	5.00	62.568	50.668	113.603	105.486
W24	High Street Canopy	28.75	21.15	23.500	15.000	230.000	109.625

Note: * Levels are National Ordnance Datum Level

As indicated above, these parameters will be fixed by condition to ensure that the

development keeps within the limits assessed for EIA purposes.

Quantum of Development

- 5.14 Paragraph 52 of Circular 01/2006 also states that where scale is reserved, 'the amount of development proposed for each use', must be provided
- 5.15 The applicant has submitted quantum figures which are based on the maximum envelopes mentioned above. The applicant has advised that not every building will be capable of being developed out to its maximum dimensions and are therefore considered to be indicative, subject to details of design to be approved at the reserved matters stage.
- 5.16 The quantum of development listed below reflects the maximum parameters and, as indicated above, these parameters will be fixed to ensure the development keeps within the parameters assessed for EIA purposes.

Use	Floorspace (sqm)(GIA)	Floorspace (sqm)(GEA)
Office (B1)	453,444	460,484
Retail (A1 – A5)	19,488	19,886
Leisure and community uses (D1 and D2)	4,984 sqm	5,086
340 bedroom hotel (C1)	26,325 sqm	26,937
1,668 residential units	-	-

- 5.17 The table below compares the estimated quantum of development established within the Wood Wharf Masterplan: Supplementary Planning Guidance 2003 (WWSPG) against the proposed quantum of development within this application:

Use	WWSPG (sqm)	Proposal (sqm)
Office	330,000	460,484
Retail		19,886
Community facilities	Area not defined	5,086
Hotel/serviced apartments	10,000	26,937
Residential	120,000 (or 1500 units)	1668 units

Phasing

- 5.17 In accordance with the WWSPG, the comprehensive re-development of Wood Wharf would be a long-term exercise that would require a phased approach. A four-phased approach was suggested over a 10-year period.
- 5.18 The following table summarises the proposed phasing and construction sequence (details of which are described in more detail later in this report):

Phase 1	<ul style="list-style-type: none"> • Building W01 • Footbridge to Canary Wharf • EDF substation
Phase 2	<ul style="list-style-type: none"> • Construction of office buildings (W02 and W03), hotel (W07A and W07A/B), residential buildings (W07B) Wood Wharf Square and Wood Wharf High Street • Vehicle bridge connecting to Canary Wharf • Temporary NHS Centre • Temporary Community Park facilities
Phase 3	<ul style="list-style-type: none"> • Construction of office building W06 • Construction of residential buildings W07C, W08 and W09 (including W13 basement and substructure construction) • Temporary Community Park facilities
Phase 4	<ul style="list-style-type: none"> • Construction of office buildings W04 and W05.

- Construction of residential buildings W07D and W13
- Construction of the new Canal and bridges, the final Community Park and the remaining Public Realm

The Site

Description

- 5.19 The Wood Wharf site is situated in the northern part of the Isle of Dogs and has a land mass area of 7.98 hectares (ha). The application site however extends to an area of 13.34 ha where it includes surrounding water space area, containing proposed infrastructure extending from existing land mass. The site lies immediately to the east of Canary Wharf and to the west of Preston's Road. Blackwall Basin defines the northern boundary of the site with the River Thames locks and South Dock forming the southern boundary.
- 5.20 Wood Wharf today comprises a number of low-rise, light industrial, office and warehouse units. The site is therefore previously developed but largely underused. The following uses are currently accommodated on the site:
- A Cable and Wireless telecommunications hub;
 - Fulton's umbrella warehouse;
 - Large shed-style buildings accommodating temporary paintball and indoor recreation activities;
 - A small amount of office space and a data centre;
 - Children's nursery;
 - Ventilation Shaft to the Jubilee Line; and
 - Residential properties along Lovegrove Walk (which lie outside of the WWSPG area).
- 5.21 The site has operated as a low density employment site and the applicant has estimated that up to 200 jobs existed on the Wood Wharf site in the recent past although there are fewer today.
- 5.22 The site contains a number of features which are considered to be of historical importance:
- Blackwall Basin is identified as Grade I listed and is located to the north of the site.
 - Part of the former West India Dock walls is Grade I listed.
 - Three cranes which are understood to have been relocated from elsewhere on the Isle of Dogs, front onto the river lock on the south-east corner of the application site.

Site Access

- 5.23 Vehicular and pedestrian access is via a private estate road to the east of the site from Preston's Road. The estate access road currently provides the only link through the site at a level which is approximately 7 metres lower than Cartier Circle to the north-west of the site. There are no direct links with the Canary Wharf Estate except via a set of privately owned and temporary pedestrian steps leading down from Cartier Circle which are narrow and poorly lit. The indirect nature of the link to Canary Wharf makes it an unattractive route for pedestrians, especially out of daylight hours. The north east of the site (Lovegrove Walk) is also accessed by vehicle and foot from a private road leading off Preston's Road.
- 5.24 The Wood Wharf site is accessible by a number of modes of public transport including the London Underground Limited services (LUL), Docklands Light Railway (DLR) and buses. The nearest underground station to the site is the Jubilee Line station at Canary Wharf which is approximately 550m from the centre of the site and using the existing road network. There are three DLR stations within one kilometre of the site, Blackwall to the north and Canary Wharf and Heron Quays to the west. There are five TfL bus services and one dedicated night bus which serves the site including the D3, D6, D7, D8 and the 277.

These bus routes provide access to the Isle of Dogs and the wider area.

Conservation Context

- 5.25 As well as the listed dock walls on site, and a number of listed buildings noted in the vicinity of the site, Wood Wharf is also surrounded by a number of Conservation Areas. The nearest Conservation Area is Coldharbour located immediately to the east of the application site. A number of listed buildings are present in the Coldharbour Conservation Area and are generally located on the Thames waterfront. The area is generally of mixed character with much new development sitting alongside remaining historic elements.

The surrounding conservation areas identified within the ES are listed below:

- 5.26
- Coldharbour;
 - Navel Row;
 - St Mathius Church, Poplar;
 - All Saints Church, Poplar;
 - West India Dock;
 - St Frideswide's;
 - Balfour Tower; and
 - Lansbury.
- 5.27 The listed buildings closest to the site boundary have been assessed within the ES and are listed below:
- 5.28
- Blackwall Basin (Grade I);
 - Quay walls, copings at buttresses to Import Dock and Export Dock, West Ferry Road (Grade I);
 - Poplar Dock, original eastern part, Preston's Road (Grade II);
 - The Gun Public House, Coldharbour (Grade II);
 - Blackwall River Police Station, Coldharbour (Grade II);
 - 5 & 7 Coldharbour (Grade II);
 - 3 Coldharbour (Grade II);
 - Isle House, 1 Coldharbour (Grade II);
 - Bridge House, 26 Preston's Road (Grade II);
 - 15 Coldharbour (Grade II);
 - Accumulator Tower, Preston's Road (east) (Grade II); and
 - Accumulator Tower, Poplar Dock (west) (Grade II)

Surrounding Area

- 5.29 Wood Wharf is situated within an area undergoing unprecedented change and redevelopment, with a number of high-density residential and commercially-led developments taking place within the Isle of Dogs.
- 5.30 The Isle of Dogs has experienced rapid growth in the past 15 years and continues to do so. One Canada Square (Canary Wharf Tower) is the focal point of Canary Wharf comprising a landmark building at 50 storeys (244m). The Canary Wharf complex comprises offices, retail malls and hotel facilities and is a thriving financial and business district. The area has become a place which is recognised globally as a focus for banking and business services and is recognised as playing a major role in enhancing London's position in the global economy.
- 5.31 Aside from commercial land use, the majority of the Isle of Dogs is residential, comprising both traditional older properties as well as new developments.

- 5.32 The surrounding area has been analysed as follows:
- 5.33 **West:** To the west of the site is the Canary Wharf Estate. The varying scaled office buildings range from low rise 10 to 15 storey buildings up to 50 storey tower buildings providing 1.2 million sq. ft. in a single building. The Canary Wharf retail mall situated below ground level provides the closest food and retail shopping to the site, within a 5 minute walking distance from Cartier Circle.
- 5.34 **North:** Two new office towers are planned along North Quay, adjacent to the new Marriott serviced apartments and hotel. Billingsgate Fish Market comprises a shed located alongside the DLR and across from the HSBC tower at North Quay. Proposals may come forward in the future to redevelop Billingsgate Market. Poplar Dock and Blackwall Basin are located to the north of the site.
- 5.35 Poplar Dock to the north of Blackwall Basin has been redeveloped into an eight storey residential apartment development. On its south western end, adjacent to Trafalgar Way a high-rise residential tower is located. In both basins, houseboats and barges are accessed by private boardwalks. On the east and to the north-east there is the historic graving dock situated between Lancaster Drive and the incomplete Lovegrove Walk both characterised by two and three storey private terraced houses, and the old lock into Blackwall Basin; this has been closed to access by boat from the River Thames by the construction of a fixed bridge on Preston's Road. These developments were part of the original residential developments constructed around the time of the dissolution of the LDDC, in the mid to late 1990's.
- 5.36 There is a small cluster of tall residential buildings to the north-east of the site along Blackwall way, including the recently approved Alberta House (25 storey residential development) and New Providence Wharf (Part 44 storey residential led development).
- 5.37 **East:** Coldharbour Conservation Area is located to the east of the site and contains a number of residential properties and Grade II listed buildings including the Gun Public House.
- 5.38 **South:** Manchester Road, to the south, across the working lock that connects the River Thames with South Dock is lined with two storey Victorian houses. Their back gardens are adjacent to the Sea Scout facilities housed in a new building that looks west across the length of the South Dock. Across the South Dock a range of residential and office buildings vary in height from 6 to 15 storeys. The lock, which the blue lifting bridge crosses, is the only access into the Isle of Dogs lock system for boat and vessels. A permanent security barrier and fence line has to be maintained separating the site from the lock along the southern edge. Within this restricted area there are three existing dock cranes which will be retained.
- 5.39 In general the character around the site is one of a mixture of commercial buildings to the west, a mid to high rise scale mix of residential and commercial buildings to the south and north, and low rise houses to the east.

Planning History

- 5.40 The planning permissions for a number of the existing buildings on site date back to the late 1970s and early 1980s and are generally for industrial and storage uses.
- 5.41 Details of the planning permissions for some of the buildings on the site are not available. Where this is the case, the applicant believes that these buildings may have been constructed prior to the commencement of the Town and Country Planning Act, 1947.
- 5.42 Most recently, planning permission was granted for the relocation of the Cable and

Wireless network facility in 2007 (PA/06/2222) to allow for the comprehensive redevelopment of the Wood Wharf site. The permission related to the relocation of the Cable & Wireless Network facility presently at the western end of the site, to a new site adjacent to the Jubilee Line ventilation shaft. This relocation will allow Cable & Wireless to continue to operate and provide their services.

- 5.43 Notably, the proposal has evolved from the Wood Wharf Masterplan: Supplementary Planning Guidance Document (WWSPG), adopted in 2003 by the Council. The WWSPG recognises Wood Wharf as one of the few significant sites on the Isle of Dogs capable of securing a major mixed-use sustainable development of a scale and quality commensurate with Canary Wharf and which is able to contribute to the regeneration of the wider area. The WWSPG identifies development opportunities across the site and outlines the broad development principles that will guide its redevelopment. It is to be noted that the boundary of the WWSPG did not include the Lovegrove Walk properties as proposed within this development.
- 5.44 As is discussed elsewhere in this report, the developer does not yet control all of the land comprised within the application site. To facilitate the comprehensive development of Wood Wharf and the appropriate regeneration of the site, the WWSPG acknowledges that it may be necessary for the developer to ask the Council to use its powers of Compulsory Purchase, subject to the developer providing funding to underwrite acquisition and all associated costs. The WWSPG requires the developer to work closely with all landowners, the Council and other relevant agencies to achieve, as far as possible, a negotiated solution.

6. POLICY FRAMEWORK

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

6.2 **Spatial Development Strategy for Greater London Consolidated with Alterations Since 2004 (London Plan February 2008)**

2A.1	Sustainability criteria
2A.5	Opportunity areas
2A.8	Town centres
3A.1	Increasing London’s Supply of Housing
3A.2	Borough housing targets
3A.3	Maximising the potential of sites
3A.5	Housing choice
3A.6	Quality of new housing provision
3A.7	Large residential developments
3A.8	Definition of Affordable Housing
3A.9	Affordable housing targets
3A.10	Negotiating affordable housing in individual private residential and mixed-use schemes
3A.15	Loss of housing
3A.17	Addressing needs of diverse population
3A.18	Protection and Enhancement of social infrastructure and community facilities
3A.20	Health objectives
3A.21	Locations for health care
3A.28	Socio-economic analysis
3B.1	Developing London’s economy
3B.2	Office demand and supply
3B.3	Mixed use development
3B.11	Improving Employment Opportunities

3C.1	Integrating transport and development
3C.2	Matching development to transport capacity
3C.3	Sustainable Transport
3C.12	Crossrail
3C.23	Parking strategy
3D.1	Supporting town centres
3D.2	Town centre development
3D.4	Promotion of arts and culture
3D.7	Visitor Accommodation and Facilities
3D.8	Open space infrastructure
3D.13	Children and Young People Play Strategies
3D.14	Biodiversity and nature conservation
4A.1	Tackling climate change
4A.3	Sustainable Design and Construction
4A.4	Energy assessment
4A.5	Heating and cooling networks
4A.6	Decentralised energy: heating, cooling and power
4A.7	Renewable energy
4A.9	Adaptation to climate change
4A.10	Overheating
4A.11	Living roofs
4A.12	Flooding
4A.13	Flood risk management
4A.14	Sustainable drainage
4A.16	Water supply and resources
4A.17	Water quality
4A.19	Air quality
4A.20	Noise
4A.21	Waste
4B.1	Design principles for a compact city
4B.2	Promoting world class architecture and design
4B.3	Enhancing the quality of the public realm
4B.5	Creating an inclusive environment
4B.6	Safety, security and fire prevention
4B.8	Respect local context and communities
4B.9	Tall buildings - location
4B.10	Large-scale buildings – design & impact
4B.11	London's built heritage
4B.12	Heritage conservation
4B.13	Conservation-led regeneration
4B.14	World heritage sites
4B.15	Archaeology
4B.16	London view management framework
4B.18	Assessing impact on designated views
4C.3	Natural value of the Blue Ribbon Network
4C.6	Priorities for the Blue Ribbon Network
4C.8	Freight uses on Blue Ribbon Network
4C.10	Sport and leisure on the Blue Ribbon Network
4C.11	Access alongside the Blue Ribbon Network
4C.13	Moorings on the Blue Ribbon Network
4C.14	Structures over the Blue Ribbon Network
4C.20	Development adjacent to canals
4C.21	New canals
4C.23	Docks
5C.1	The strategic priorities for North East London
5C.3	Opportunity areas in North East London
5G.2	Strategic priorities for CAZ and the northern part of the Isle of

5G.3 Dogs
 Central Activities: Offices
 6A.4 Planning Obligation Priorities

6.3 **Unitary Development Plan 1998 (as saved September 2007)**

Proposals: Flood Protection Area
 Central Area Zone
 Water Protection Area
 Site of Nature Conservation Importance
 Residential (Plan ref.150: Jamestown Harbour).

Policies: ST12 Provision of recreational, cultural and leisure facilities in CAZ
 ST15 Facilitate expansion of Local economy
 ST15 High quality work environments
 ST23 High Quality Housing
 ST25 Housing to be adequately served by all infrastructure
 ST28 Restrain unnecessary use of private cars
 ST30 Improve safety and movement for all road users
 ST34 Improved provision of shopping facilities
 ST37 Enhancing Open Space
 ST41 Arts and Entertainment Facilities
 ST43 Public Art
 ST47 Provision of training Initiatives
 ST49 Provision of social and community facilities
 ST50 Provision of medical services
 DEV1 Design requirements
 DEV2 Environmental requirements
 DEV3 Mixed Use development
 DEV4 Planning obligations
 DEV8 Protect local views
 DEV37 Proposals to alter listed buildings
 DEV42 Ancient monuments
 DEV43 Archaeological heritage
 DEV44 Preservation of archaeological remains
 DEV46 Protection of water corridors
 DEV50 Noise
 DEV51 Contaminated Land
 DEV55 Development and Waste Disposal
 DEV56 Waste recycling
 DEV57 Nature conservation areas
 DEV61 Management of nature conservation areas
 DEV69 Efficient use of Water
 CAZ1 Location of central London core activities
 EMP1 Encouraging new employment uses
 EMP6 Needs of local people
 EMP7 Work environment
 HSG4 No net loss of housing
 HSG6 Separate Access
 HSG7 Dwelling Mix
 HSG13 Internal residential space
 HSG15 Residential Amenity
 HSG16 Residential amenity Space
 T3 Additional bus services
 T16 Impact of Traffic
 T18 Pedestrian Safety and Convenience
 T19 Pedestrian Movement In Shopping Centres
 T21 Existing Pedestrians Routes

S7	Special uses (A3, A4 and A5 uses).
S9	Street markets
S10	New shopfronts
OS9	Child Play Space
ART1	Entertainment uses
ART7	Hotel developments
SCF2	Day care facilities
SCF12	Library services
U2	Consultation Within Areas at Risk of Flooding
U3	Flood Defences

6.4 **Supplementary Planning Guidance/Documents**

Wood Wharf Masterplan
 Archaeology and development
 Designing out crime
 Canalside development
 Landscape requirements
 Residential space
 Shop front design
 Sound insulation

6.5 **Interim Planning Guidance for the purposes of Development Control (Oct 2007)**

Proposals:

- Major Centre
- Major Centre – secondary frontage
- Flood risk area
- Blue ribbon network
- Site of importance for nature conservation
- Crossrail boundary
- Jubilee Line
- Strategic cycle route
- Development Site ID5: Employment (B1 and B2), Retail and Leisure (A1, A2, A3, A4 and A5), Residential (C3) and Public Open Space

Core Strategies:

IMP1	Planning obligations
CP1	Sustainable communities
CP2	Equality of opportunity
CP3	Sustainable environment
CP4	Good design
CP5	Supporting infrastructure
CP7	Job creation and growth
CP8	Tower Hamlets global financial and business centre and the central activities zone
CP13	Hotels and serviced apartments
CP15	Provision of a range of shops
CP16	Vitality and viability of town centres
CP17	Evening and night-time economy
CP19	New housing provision
CP20	Sustainable residential density
CP21	Dwelling mix
CP22	Affordable housing
CP23	Retention of existing housing
CP25	Housing amenity space
CP27	Community facilities
CP29	Improving education and skills

	CP30	Improving the quality and quantity of open space
	CP31	Biodiversity
	CP33	Site of nature conservation importance
	CP36	Water environment and waterside walkways
	CP37	Flood alleviation
	CP38	Energy efficiency and production of renewable energy
	CP39	Sustainable waste management
	CP41	Integrating development with transport
	CP44	Sustainable freight movement
	CP46	Accessible and inclusive environments
	CP47	Community safety
	CP48	Tall buildings
	CP49	Historic environment
	CP50	Important views
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 quality
	DEV12	Management of Demolition and Construction
	DEV13	Landscaping
	DEV14	Public art
	DEV15	Waste and Recyclables Storage
	DEV16	Walking and Cycling Routes and Facilities
	DEV17	Transport assessments
	DEV18	Travel plans
	DEV19	Parking for Motor Vehicles
	DEV20	Capacity of utility infrastructure
	DEV21	Flood risk management
	DEV22	Contaminated land
	DEV25	Social impact assessment
	DEV27	Tall buildings
	EE2	Redevelopment of employment site
	RT4	Retail development and the sequential approach
	RT5	Evening and night-time economy
	HSG1	Determining residential density
	HSG2	Housing mix
	HSG3	Affordable housing
	HSG4	Social and Intermediate Housing ratio
	HSG7	Housing amenity space
	HSG9	Accessible and Adaptable Homes
	SCF1	Social and Community Facilities
	OSN3	Blue ribbon network
	CON1	Listed buildings
	CON2	Conservation areas
	CON3	Protection of world heritage sites
	CON4	Archaeology and ancient monuments
	CON5	Protection and management of important views
	IOD1	Spatial strategy
	IOD2	Transport and movement

IOD3	Health provision
IOD4	Education provision
IOD5	Public open space
IOD6	Water space
IOD7	Flooding
IOD8	Infrastructure capacity
IOD10	Infrastructure and services
IOD13	Employment Uses in the Northern sub-area
IOD14	Residential uses in the Northern sub-area
IOD15	Retail and Leisure Uses
IOD16	Design and Built Form in the Northern sub-area
IOD17	Site allocations in northern sub-area

6.6 Government Planning Policy Guidance/Statements

PPS1	Delivering sustainable development
PPS3	Housing
PPG4	Industrial and commercial development and small firms
PPS6	Town centres
PPS9	Biodiversity & conservation
PPS10	Waste
PPG13	Transport
PPG15	Planning & the historic environment
PPG16	Archaeology
PPG17	Sport and recreation
PPS22	Renewable energy
PPS23	Planning and pollution control
PPG24	Noise
PPS25	Development and flood risk

6.7 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

7. CONSULTATION RESPONSE

7.1 The views of officers within the Directorate of Development & Renewal are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

7.2 The following were consulted regarding the application:

LBTH Access to Employment

7.3 Support in principle, subject to a financial contribution towards access to employment initiatives as follows:

- £5,000,000 towards Skillsmatch
- £3,000,000 towards East London Business Place programme.
- Provision of on-site Construction Training and Recruitment centre (equivalent value£2,275,000)

(Officer Response: The applicant has agreed to the financial contribution towards Skillsmatch and East London Business Place programme. With respect to the on-site Construction Training and Recruitment centre, the applicant is proposing to operate the centre on-site in-kind, which the Employment and Training Officer has agreed to in principle, subject to the submission of a strategy to be secured by s106 agreement to

ensure the needs of the community are met by this proposal. The centre must be offered at an equivalent value to that requested by the Council).

LBTH Cultural Services

7.4 The scheme is supported in principle where significant advances have been made in relation to public open space and child play space. However, in order to ensure the cultural sustainability and to mitigate its impact on existing facilities, a s106 agreement should be entered into to secure the following:

- Play Space - provision within the site should be available when the first residential phase is occupied. Further play areas, should be provided as further phases are occupied.
- Publicly accessible open space – to be provided on-site to meet the recreational and non-recreational needs of the residents. Where the on-site provision does not meet the minimum requirement, a contribution of £3,435,541 is required towards improved capacity, quality or access to existing public open space or laying out of new open space in line with the Council's Open Space Strategy.
- Idea Store - The relocation of the facility to the Wood Wharf site will increase the capacity and improve access to services for existing communities to the south of Canary Wharf and in the wider Isle of Dogs area. A shop unit of 3,000sqm ground floor active frontage retail space should be secured by s106 agreement. However, given the timescales of the phase in which this unit would be delivered and the fact that the Idea Store strategy is presently under review, a clause should be inserted to ensure the unit is capable of being used for alternative community uses for the public.
- Leisure facilities - The development will place additional pressure on existing indoor sports and recreation facilities. A total contribution of £1,117,319 is required towards improvements to the capacity of indoor sport or recreation facilities or towards the provision of new indoor sport or recreation facilities in line with the emerging leisure centres strategy.

(Officer Comment: The applicant has agreed to the proposed contributions. These are discussed in more detail later in this report).

LBTH Ecology

7.5 The Black Redstart and Bat surveys, have been carried out correctly. It is accepted that, according to the findings, this development will not have a negative effect on these species. The inclusion of new trees, living roofs and green walls, will provide a positive enhancement, in terms, of foraging and nesting. Consideration of Bat Bricks within the development would also be a positive enhancement.

7.6 The developer should be directed to a publication 'Design for Biodiversity' and ensure where possible, that shrubs and plants have berries and are rich in nectar. This should also apply to the proposed tree planting.

(Officer Comment: Landscaping is a reserved matter. Notwithstanding, this matter can be addressed by condition).

LBTH Education

7.7 The proposed dwelling mix of up to 1688 units has been assessed for the impact on the provision of school places in the borough. Using the Council's standard approach for new residential developments. This shows that the total number of proposed units would lead to the need to contribute towards the provision of 180 additional primary school places @ £12,342 = £2,221,560.

- 7.8 The Council projects that a new secondary school will be required by 2014, by that time all existing unfilled capacity will be taken up and a new 8 form of entry school will be required. This requirement is well within the implementation timescale of the Wood Wharf development. The Council is in the process of identifying a suitable site. (The need for a new secondary school was identified in the IPG). The child yield calculation gives a lower yield for secondary need than primary, based on customary patterns of roll retention in schools (100 additional places). The cost per place (£18,859) results in the need for a contribution of £1,885,900.

(Officer Comment: The applicant has agreed to contribute towards all of the requested contributions).

LBTH Energy Efficiency Unit

- 7.9 Concerns had been raised over the proposed network system rather than a single energy centre. However, given the scale and complexity of the proposed development, the energy department has advised that they will accept the GLA's final position in support of the scheme.

LBTH Environment Health

Air quality

- 7.10 The results of the air quality assessment are accepted. However further clarification on the following was requested:

- 7.11
- Detailed modelling of the emissions from the boiler plants.

(Officer Comment: The applicant has advised that a full modelling assessment, will be provided at the reserved matters stage when the nature of the boilers, fuel type & source, size of boiler plant, location of flue, stack height, flue diameter, velocity, temperature and pollutant emission rates (g/s) are known. The Council's air quality officer has confirmed that this matter can be dealt with by condition).

- 7.12
- Detailed modelling of the emissions from the boiler plants.

(Officer Comment: The applicant has advised that the air quality assessment recommends that the car park ventilation system would need to be appropriately designed at the detailed design stage. The Council's air quality officer has confirmed that this matter can be dealt with by condition).

- 7.13
- All mitigation measures for dust and emissions during the construction/demolition phase must be conditioned with an EMP.

(Officer Comment: The applicant has advised that dust monitoring will be undertaken throughout the duration of the construction works as recommended within the air quality assessment. This will be addressed by condition through the implementation of a Construction Environmental Management Plan).

- 7.14
- A D1 stack height calculation to be done to determine the exit point of the flue.

(Officer Comment: The air quality assessment recommends that the D1 stack height calculation should be undertaken at detailed design stage. The air quality officer has confirmed that this matter can be dealt with by condition).

Contamination

- 7.15 The Environmental Health department is satisfied with the outline proposals for the management of contaminated land in the pre-construction, construction and operational phases and that all potential receptors on and surrounding the site has been accounted for.
- 7.16 Although some intrusive works have already been carried out (*Concept 2005*), in which only slight contamination was identified, these are by no means comprehensive (due to a lack of access) and proposals for additional works are appropriate.
- 7.17 The proposal to submit a desk study report and agree the scope of proposed ground investigation pre-construction is sensible.

(Officer Comment: This matter can be appropriately dealt with by condition).

Noise

- 7.18 The assessment of the calculated/predicted traffic noise levels within the proposed scheme is acceptable. Further clarification was requested the following matters:

- 7.19 • Details of acoustic ventilation that could be used with mechanical ventilation.

(Officer Comment: The applicant has advised that the acoustic performance of any ventilators will relate directly to the building design and the location of the plant. Each building will need to achieve an acoustic performance suitable for its use, its location and the impact internally and externally on its neighbours and its occupants/tenants. The performance of the ventilators will be specified to suit both their position and the eventual NR specification once the building design has developed. Council's noise officer has confirmed that the applicant's response is acceptable).

- 7.20 • An assessment of the impact of the mixed noise sources on the open space.

(Officer Comment: The applicant has advised that the scheme offers a range of open spaces from highly active to tranquil. Appropriate conditions can deal with any residual concerns and the Council's noise officer has confirmed that this is acceptable.

- 7.21 • The impact of building services noise.

(Officer Comment: The applicant has advised that the acoustic performance of any building services will relate directly to the building design and the location of the plant. Each building will need to achieve an acoustic performance suitable for its use, its location and the impact internally and externally on its neighbours and its occupants/tenants. The acoustic performance of the plant will be specified to suit both their position and the eventual NR specification once the building design has developed. Council's noise officer has confirmed that the applicant's response is acceptable).

Sunlight/Daylight

- 7.22 The applicant's sunlight/daylight report was reviewed by an external consultant, Bureau Veritas, on behalf of the Council. In summary, the findings of the report indicate that, as expected with a development of this size and massing, there will be some negative impact on the surrounding buildings and areas. However, they have advised that the scheme on balance is considered to be acceptable. The sunlight/daylight assessment is considered in detail later in this report.

Microclimate

- 7.23 The Council's wind officer was concerned where the wind assessment did not provide final design details, including landscaping. In response, the applicant confirmed that wind tunnel

tests were undertaken with no landscaping. Given that the proposals will include landscaping, it is likely to improve the impact on the microclimate, which will be addressed at the detailed design stage. The Council's wind officer has confirmed that this matter can be dealt with by condition in consideration of the outline proposal).

LBTH Landscaping and Recreation

- 7.24 The officer was concerned that there appears to be a lack of on-site space for 'organised' or team sporting activity for older children/youths.

(Officer Comment: The proposals provide adequate on-site child play space in accordance with Council policy, particularly for younger children. The final design of these areas will be subject to condition to be addressed at the reserved matters stage. With respect to older children, the applicant is making a significant financial contribution towards off-site open space and indoor sports and recreation facilities. Whilst it is acknowledged that on-site provision is preferred, the site constraints limit the capability to achieve this. It must be noted that the proposed open space and play space strategy is an improvement upon the strategy identified within the WWSPG. This matter is discussed in detail in the report).

- 7.25
- Concerns were raised over the management of the public open space and how it could conflict with 'free' play and recreation for children

(Officer Comment: Where Landscaping is a reserved matter, public access and management and maintenance of the Community Park and public realm areas will be secured by condition or planning obligation).

- 7.26
- The scheme could benefit from additional trees.

(Officer Comment: Landscaping is a reserved matter and will be addressed by condition).

LBTH Highways

- 7.27 The Transport Assessment was reviewed by an external consultant, White Young Green (WYG), on behalf of the Council. In summary, based on the information available and subject to the imposition of conditions and mitigation secured through planning obligations, WYG consider the development to be acceptable in transport terms. This matter has been discussed in detail under the highways section of this report.

LBTH Waste Management

- 7.28 The Waste department has advised that the Resource and Waste Management Strategy appears to be very comprehensive and forward looking in its approach and is acceptable subject to planning condition.

British Broadcasting Corporation (BBC)

- 7.29 No response.

British Waterways (Statutory Consultee)

- 7.30 British Waterways (BW) has no objection to the scheme. BW are of the opinion that the proposals will set a new standard for waterfront design and development in the heart of the dock complex and will be recognised both nationally and internationally as an exemplar for the rest of the Thames Gateway. They also expect Wood Wharf to be at the forefront of world class, waterfront development as the Docks evolve in accordance with a revised Waterspace Strategy for the Isle of Dogs.

BT Cellnet

- 7.31 No response.

Commission for Architecture & Built Environment (CABE)

- 7.32 CABE are generally supportive of the proposals, however they have raised some concerns, which are summarised as follows:

- 7.33
- The treatment of the operational lock area on the north side of South Dock and the edge condition adjacent to buildings W08 and W09 needs to be resolved.

(Officer Comment: BW has confirmed that it is not possible to permit public access to the Southern Dock area for safety reasons and where all the land is required for operation of ships into and out of the docks. Notwithstanding, improvements to the visual relationship of this area of the site will be safeguarded by condition).

- 7.34
- The spatial potential of the commercial heart has yet to be achieved.

(Officer Comment: This matter is addressed in detail later in this report. Notwithstanding, where Landscaping and Appearance are reserved, this matter can be addressed in detail at the reserved matters stage, in consultation with CABE).

- 7.35
- More work needs to be done to ensure that living conditions in the eastern end of the development will be of a sufficiently high quality).

(Officer Comment: The applicant has provided further information within the Design Guidelines regarding the treatment of this area, which was found to be acceptable by the Council's housing and design departments. Where Landscaping and Appearance are reserved matters. This matter can be addressed in detail at the reserved matters stage, in consultation with CABE).

- 7.36
- Concerned with the quantum of affordable housing and family units within this location and the resulting community.

(Officer Comment: This matter is addressed in detail later in this report).

- 7.37
- There appears to be a lack of detail for community provision planned to support the needs of families.

(Officer Comment: This is addressed in detail later in this report).

- 7.38
- More account should be taken of specific places along the existing dockside and of the accumulated history of the waterfront if this landscape is not to seem an entirely synthetic new creation.

(Officer Comment: A conservation-led approach has been devised in order to preserve as much of the existing fabric as possible, and to retain the industrial character of the dock edge. Marine artefacts will also be retained and reused as much as possible to preserve the detailed character and appearance of the dock edge. English Heritage has advised that they are supportive of the dockside walkways).

Corporation of London

- 7.39 The proposed development will be seen in views from the City of London as an integral part of the cluster of towers at Canary Wharf and therefore it will not raise any new view protection issues. In particular, in London View Management Framework Protected View

11 (River Prospects, Assessment Point 11B.1, London Bridge: the downstream pavement – at the centre of the bridge – looking towards Tower Bridge and the Tower of London) the proposed development would be read as part of the established cluster to the left of Tower Bridge. In addition the proposed development does not directly impact on the existing views of Tower Bridge. Therefore we have no objection to the application.

Cross Rail

7.40 No comment to make.

Cross River Partnership

7.41 No response.

Docklands History Group

7.42 No response.

Docklands Light Rail

7.43 No direct response. Integrated as part of TFL's response.

EDF Energy Networks Ltd

7.44 No response.

English Heritage (Statutory)

7.45 English Heritage (EH) support the approach taken with regard to the restoration and repair of the existing quay walls to the Blackwall Basin and South Dock. Also, the boardwalk type structures proposed on the southern and western edges of the Wood Wharf development are considered acceptable.

7.46 Notwithstanding this, EH are of the opinion that the 'Eco Islands' may significantly detract from the historic character of Blackwall Basin.

(Officer Comment: This matter is addressed in detail later in this report).

English Heritage (Archaeology) (Statutory)

7.47 Acceptable subject to condition.

English Partnerships

7.48 No response.

Environment Agency (Statutory)

7.49 EA Objected to the proposed development for the following reason:

- No evidence has been provided that the flood risk Sequential Test has been adequately demonstrated in accordance with PPS25

(Officer Comment: In response to the submission of further evidence, the EA has since removed their objection regarding this matter. The EA have confirmed that they are satisfied with the information submitted and have no objection to the scheme subject to appropriate planning conditions).

Government Office for London (Statutory)

7.50 No comment to make.

Greater London Authority (Statutory)

7.51 The GLA Stage 1 report notes that the application complies with a number of the London Plan policies, such as:

- Economic development/world city role: the London Plan supports the promotion of the northern part of the Isle of Dogs opportunity area as a competitive, integrated and varied business location. This proposal delivers these aspirations and therefore complies with the London Plan.
- Mix of uses: the London Plan promotes mixed use development where increases in office floorspace are proposed. As this proposal comprises a mix of use it complies with the London Plan.
- Retail: the provision of retail floorspace within this development in a town centre complies with the London Plan.
- Biodiversity: the habitats that are lost through development have been mitigated by the provision of additional informally-managed space.

7.52 However, the Stage 1 report also identified deficiencies that needed to be resolved before the scheme could be considered compliant with the London Plan. The report goes on to state that the following changes might remedy the deficiencies, which could lead to the application becoming compliant with the London Plan:

- 7.53
- Hotel use: the provision of a hotel in this opportunity area is in compliance with the London Plan. However, the percentage of bedrooms which are wheelchair accessible needs to be confirmed before it can be stated that the proposal is in compliance with the London Plan.

(Officer Comment: The scheme will be conditioned to ensure 10% of new hotel units will be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users).

- 7.54
- Design: the design approach is well conceived and is broadly in line with London Plan policy. However, a number of detailed issues need to be addressed. Reconsideration of the alignment of block W13 and the form of W09; development of more detailed design guidelines giving commitments on accessibility and environmental performance in particular; provision of detailed indicative block layouts.

(Officer Comment: The applicant has submitted further evidence to address these issues, which were considered by the Council to be acceptable and will be conditioned appropriately).

- 7.55
- Access: the proposal does not provide 100% of residential units that meet 'Lifetime Homes' standards or 10% of all units, across all tenures, as wheelchair accessible housing. The design guidelines do not make it clear how level changes will be dealt with across the site. 100% of units should meet 'Lifetime homes Standards' and 10% of all housing should wheelchair accessible housing or easily adaptable to be wheelchair accessible. Design guidelines should incorporate standards for inclusive design and should set out how changes in level will be dealt with across the site.

(Officer Comment: The applicant has confirmed that 100% of residential units will meet 'Lifetime Homes' standards and 10% all units, across all tenures, will be designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. In addition, the applicant has submitted further evidence to address standards of inclusive design within the Design Guideline, which are considered acceptable and will be conditioned appropriately).

- 7.56
- Children's playspace: whilst the formal play space provision does not meet the benchmark figure of 10 sq.m. per child, the overall quantum of space capable for use for play and the quality of spaces provided means that the amount of play space is adequate. However, the proposal does not comply with the London Plan as there is no formal provision of facilities for young people. Formal provision of play facilities for young people, either in one of the open spaces or in the ground floor of one of the buildings. Seating should also be provided in the central park.

(Officer Comment: A financial contribution towards off-site public open space and indoor sports and recreation facilities has been secured which is considered appropriate in addressing the needs of youth, given the constraints of the site. This matter has been addressed in detail later in this report. With regards to the seating arrangement, this is a reserved matter and should be addressed at the detailed design stage).

- 7.57
- Blue Ribbon Network: in general, the proposal provides opportunities for increased access to the waterside. The provision of the new canal link offsets the area of water lost where structures have been built out into the river. However, on balance, the proposal does not comply with the London Plan as there is little provision for active use of the docks area for waterbourne recreation. The development should include provision for active use of the docks area for waterbourne recreation, such as boat or canoe hire, water taxis and visitor moorings

(Officer Comment: The Wood Wharf scheme allows for significantly increased activity levels around the water space. Also, the scheme provides indicative opportunities for boating and entertainment activities on the water, which are considered appropriate opportunities in addressing the London Plan policies).

- 7.58
- Affordable housing: Concerns have been raised over the viability assessment, where the GLA are of the opinion that the scheme may be able to provide a greater proportion of affordable housing above the 35% proposed.

(Officer Comment: The applicant has submitted further information to the GLA to justify their position of 35% affordable housing. Where the scheme is proposing 35% affordable housing in accordance with the Council's policy, the scheme is considered acceptable. The GLA has advised that an update on the discussions with the applicant will be given prior to Stage 2 referral if the members mind to approve the scheme.).

- 7.59
- Housing: the proposed indicative mix complies with the London Plan however the level of social rented family housing should be addressed by conditions or s106 agreement.

(Officer Comment: The level of social rented family housing will be addressed by conditioned or s106 obligation).

- 7.60
- Climate change mitigation: in general, the approach is in line with the London Plan. Further work is needed on design guidelines and the dock water cooling system, as well as further justification of the approach to the energy strategy for the office element of the development.

(Officer Comment: Further information has been submitted within the Design Guideline addressing sustainable materials which was found to be acceptable and has been

conditioned accordingly. Regarding the dock water cooling system and the energy strategy for the office buildings, these has also been condition appropriately)

- 7.61
- Climate change adaptation: the overall approach to climate change adaptation is welcomed but further work and conditions are needed before the application can be said to comply with London Plan policy. more detailed design guidelines are needed; Code for Sustainable Homes level 3 for water should be secured by condition; and further work should be undertaken on the flood strategy

(Officer Comment: This has been conditioned accordingly)

- 7.62
- Social infrastructure and community facilities: in general the provision of these uses is welcomed. Mechanisms to ensure their delivery need to be included in the legal agreement. Mechanisms should be included in the s106 agreement to restrict the occupation of a set proportion of the residential units until the community facilities, including the community park, have been constructed. Consideration should be given to provision of a childcare contribution.

(Officer Comment: Community facilities are to be provided on site and will be addressed by s106 agreement. The provision of the Community Park will also be addressed by conditions or s106 agreement, including the provision of temporary facilities during the phased development. Regarding childcare contribution, a significant financial contribution toward social and community service projects, has been agreed which could be allocated towards services and activities for younger people. This will be addressed by s106 agreement. The scheme also provides a replacement child care facility for the loss of the existing facility on the site).

- 7.63
- Transport: the development will have a significant impact on the transport network and the effects of this and possible mitigation need further investigation. On balance, the application does not comply with the London Plan. However, further work is needed on the transport assessment; levels of car parking should be reduced; mitigation for the impact on the road network should be investigated and part-funded; a contribution to increased bus stands is requested; a contribution to enhancing capacity on DLR is requested; a contribution to Crossrail is needed; further work is needed on improving conditions for pedestrians; the possibility of using the waterways for delivery of freight and refuse collections should be investigated.

(Officer Comment: The applicant has submitted further information on these matters which are addressed in detail later in this report. IWYG has advised that the transport assessment is acceptable subject to conditions and appropriate mitigation measures. It is understood the TFL now agree with this position).

Inland Waterways Association

- 7.64
- No objection. However, details of the individual bridges across the new canal, especially with regard to headroom beneath them for boats, are required.

(Officer Comment: This matter will be addressed at the reserved matters stage).

Isle of Dogs Community Foundation

- 7.65
- No response.

Lea side Regeneration

- 7.66
- No response.

London Borough of Greenwich

7.67 No objections.

London Borough of Lewisham

7.68 No objections.

London Borough of Newham

7.69 No observations to make.

London Borough of Southwark

7.70 No comment.

London City Airport

7.71 No safeguarding objection subject to conditions.

London Development Agency (Statutory)

7.72 LDA comments are addressed within the body of the Deputy Mayors Stage 1 response as raised above.

London Fire & Emergency Planning Authority (Statutory)

7.73 No objection. Water supplies and vehicular access for the emergency services are to comply with Approved Document B sections 15 and 16.

(Officer Comment: This matter will be addressed by condition).

London Regional Transport

7.74 No response.

London Thames Gateway Development Corporation

7.75 The following considerations need to be taken into account:

1. Impact of the development as to traffic generation and the capacity of the public transport network, especially the Jubilee Line, bearing in mind what else is under construction or permitted in the Canary Wharf area
2. Securing good connectivity for pedestrians and cyclists through the site and beyond
3. Effects of the development on sunlight and daylight both for existing and proposed residential developments
4. Impact on the ecology of the water areas
5. Provision of, and/or funding towards, social and community facilities.

(Officer Comment: All of these matters have been considered and are addressed in detail in the body of this report, and were found to be acceptable. However, regarding point 1, the TA notes that the proposed scheme was assessed against future baselines that include traffic and travel movements associated with known committed and planned developments in the Isle of Dogs and Leamouth areas. A cumulative assessment for Wood Wharf also includes traffic associated with these sites. A total of 36 committed development schemes have been included in the future baseline asset).

London Underground Ltd

- 7.76 No objection subject to conditions.

Maritime Greenwich World Heritage Site/ Greenwich Society

- 7.77 The relationship of tall buildings with the symmetrical layout of the Old Royal Naval College has been of concern since the creation of Canary Wharf in the 1980's. Since this first tower there have been a number of proposals for towers of comparable height. Some of these have been built so that a cluster of tall buildings has emerged.
- 7.78 The view from Wolfe statue in Greenwich Park was recognised in the GLA London View Management Framework and given the status of London Panorama. The view from Wolfe statue is of particular concern. Observations on planning applications to LB Tower Hamlets have consistently expressed the concern that quality of the panorama is being threatened. A small cluster of buildings in the distance may be acceptable but a skyline dominated by tall buildings is not.
- 7.79 Such a skyline is not acceptable as a setting for Maritime Greenwich World Heritage Site. Such proposed domination of the view from Maritime Greenwich challenges the Outstanding Universal Values of the World Heritage Site. The proposals to develop Wood Wharf are therefore unacceptable and this note should be taken as an objection to the scheme.

(Officer Comment: This matter is addressed in detail later in this report and found to be acceptable).

Metropolitan Police

- 7.80 Generally the proposals sit well with the idea of Crime Prevention and Secured by Design. The layout, and particularly the access through the development to/from Canary Wharf and Preston's Road is open, allowing good observations by users of the proposed development, as well as passers by.
- 7.81 Security is the key issue, including good lighting, CCTV and a managed environment at least to the same standards as Canary Wharf. This will be an important issue for the whole of this development. A decent level of managed security for residents, visitors and workers is required to ensure they will both be and feel safe on this site.

(Officer Comment: This matter is addressed appropriately by condition of s106 agreement).

National Air Traffic Control Services

- 7.82 No safeguarding objection subject to condition.

National Grid (formerly TRANSCO Ltd)

- 7.83 With respect to National Grid's operational electricity transmission network and operational national gas transmission network, the scheme will result in negligible risk.

Natural England (Statutory)

- 7.84 Overall Natural England is satisfied that any ecological issues associated with the site are being handled effectively and overall they are supportive of the proposals that are being put forward to enhance the natural environment and increase people's access to and interaction with it. All of the proposed enhancements should be implemented, maintained and managed into the future, through the use of planning conditions and obligations as

appropriate.

(Officer Comment: Suitable conditions and s106 obligations will be secured).

Port of London Authority

- 7.85 Due to the location of the development and the proposed heights of the buildings, the PLA consider that it is necessary for the applicant to investigate whether there would be any potential 'in combination effects' on the PLA navigational aids from the Wood Wharf development with the proposed development on Greenwich Peninsular. The PLA are objecting to the development until this work is carried out.

(Officer Comment: The applicant is currently in discussion with the PLA and it is understood that this matter can be resolved by a suitable condition).

- 7.86 The scheme should be conditioned to secure the proposed use of the water for the transport of materials. It is also suggested that a condition be imposed requiring the submission and approval of details relating to loading/unloading locations, means of securing barges to moorings, methods of transfer of materials and emergency measures for spillage.

(Officer Comment: The development will be conditioned appropriately).

- 7.87 The planning statement makes reference to 'potential river taxis', however no further details are provided. If they are proposed, further details are required.

(Officer Comment: The applicant has advised that river taxis are not proposed).

Statutory Amenity Societies (Statutory)

- 7.88 Response awaited, provision made in the recommendation.

Thames Water (Statutory)

Surface Water Drainage

- 7.89 In respect of surface water the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water.

(Officer Comment: The scheme will be conditioned appropriately).

Water Infrastructure

- 7.90 The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Notwithstanding, impact studies have identified the reinforcements which would be required to support this development. Thames Water therefore recommends that the scheme be conditioned to ensure the development does not commence until these reinforcements are agreed by the developer with Thames Water. Provided that this is agreed to and implemented, there is no objection.

(Officer Comment: The scheme will be conditioned appropriately).

Waste water

7.91 Peak discharge to combined sewer system should not exceed historic peak discharge from the site; this should be achieved by SUDS / surface water retention.

(Officer Comment: The scheme will be conditioned appropriately).

Sewerage Infrastructure

7.92 With respect to sewerage infrastructure, Thames Water has no objection to the proposed scheme.

The London Wildlife Trust

7.93 No Comment.

Tower Hamlets Primary Care Trust

7.94 In accordance with the HUDU model, the PCT indicated that the development would generate a required contribution of £9,364,979 towards primary care needs of residents as follows:

Revenue Planning Contribution	Capital Planning Contribution	Total
£7,215,409	£2,149,571	£9,364,979

7.95 It has previously been reported to the committee that recent appeal decisions determined that current requests for financial revenue contributions within the Borough were unreasonable in accordance with Circular 05/05. Conversely, requests for capital contributions were found to be reasonable.

7.96 The applicant is proposing to provide a 2000sqm (shell and core) PCT health facility on-site in-line with PCT and policy direction. Further, the applicant is proposing to provide a temporary PCT health facility (shell and core and fit-out) at the request of the PCT, prior to the implementation of the Health Centre to mitigate any impact from the development upon existing facilities.

7.97 The PCT envisage that this Health Centre would be categorised as a network hub. Its prime location within the Wood Wharf development, and dense local and commuter population make it an ideal site for an urgent care centre, pharmacy and GP Practice and Dental Practice to support the new housing developments planned for the site. The PCT has indicated that the following services should be provided from Wood Wharf site:

Services	Anticipated Delivery	Comments – approximate estates of space requirements
GP Practice	GP Consultation and treatment rooms	Estimate based upon 1 consulting room per 1,000 patients and Minor surgery suite and Nurse consulting room space 650sqm
Wider Services TBC	Consult /Interview Rooms	220sqm
Pharmacy	Automated service	120m ²
Dentist	General Dental Practitioner	100sqm
Urgent Care Centre	GP/ Nurse Consultation Room space	Based on 200 patients per day 7 consulting rooms plus 250sqm
Staff services, waiting, circulation space, storage space, utility rooms, IT hub rooms etc.		400sqm
Shared office space		160sqm
Training and Group Room space		100sqm
Total		2,000sqm

7.98 The applicant contends that the proposed non-cash contribution far exceeds the value of the capital planning contribution. Whilst discussions are on-going with the PCT as part of the s106 agreement process, it is understood that the PCT have accepted the non-cash obligation proposed as the total health obligation for this scheme.

Transport for London (Statutory)

7.99 TFL comments are addressed within the body of the Deputy Mayors Stage 1 response as raised above. TFL's comments are addressed in detail within the Highways section of this report.

8. LOCAL REPRESENTATION

8.1 A total of 13,965 neighbouring properties within the area shown on the map appended to this report were notified about the application and invited to comment (this included 13,905 within Tower Hamlets and 60 within Greenwich). The application has also been publicised in East End Life and on site. The number of representations received from neighbours and local groups in response to notification and publicity of the application were as follows:

No of individual responses: 18 Objecting: 18 Supporting: 0
 No of petitions received: 0

8.2 The following local groups/societies made representations:

- Coldharbour Residents Association

8.3 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:

8.4 Land Use

- The proposed density is high (Officer Comment: Addressed in detail later in this report, and was found to be acceptable);
- Public crèche facilities are required (Officer Comment: Addressed in detail later in this report, and was found to be acceptable);

- The varying retail needs of the local community are required, not just expensive chain stores currently located in Canary Wharf (Officer Comment: Addressed in detail later in this report, and was found to be acceptable);
- Opposed to the long jetty on the western side of the Graving Dock and the mooring of boats in this area for its impact upon the amenity and safety of surrounding residents (Officer Comment: Addressed in detail later in this report, notwithstanding, the provision of mooring facilities within the scope of this outline application were indicative only. Where moorings are proposed, separate planning applications to be assessed against the relevant policies will be required. An informative will be placed on any planning permission as such); and
- Change in design from the Wood Wharf SPG (Officer Comment: Addressed in detail later in this report, and was found to be acceptable).

8.5 Design

- The height, bulk and scale of the development will have a negative impact upon the context of the surrounding area, particularly the Coldharbour Conservation Area (Officer Comment: Addressed in detail later in this report, and was found to be acceptable);
- The historic cranes will be obscured from view when travelling south along Preston's Road (Officer Comment: Addressed in detail later in this report, and was found to be acceptable);
- The tall, dense buildings are inappropriate for affordable housing, particularly family housing (Officer Comment: This is not an accurate statement particularly where London Plan policies seek to maximise development potential and affordable housing provision on urban sites across London. In such circumstances, it is important to implement good design principles as is proposed. The Design Guidelines state that all family units will be dual aspect or south facing, large family units will be located at lower levels and principle open space will be focused to family dwellings. The approach is considered acceptable to the Council's housing department);
- Inadequate open space for the family housing (Officer Comment: Addressed in detail later in this report, and was found to be acceptable);
- Concern over the safety and security of the development, particularly east-west link through the site during night-time hours and the Community Park (Officer Comment: This matter will be appropriately addressed through the implementation of a security management plan, including secure by design principles, as well as an estate management plan, which will be secured by condition);
- Do not want to see all glass buildings (Officer Comment: Appearance is a reserved matter and will be addressed at the detail design stage. Notwithstanding, the Design Guideline states that a mixture of steel, glass and stone are the desired primary materials for all facades);
- Repositioning of the canal (Officer Comment: Addressed in detail later in this report, and was found to be acceptable);
- Disruption to TV reception (Officer Comment: TV reception surveys and any mitigation measures will be secured by s106 agreement);
- Concern over the sustainability of the development (Officer Comment: Addressed in detail later in this report, notwithstanding, the scheme has been designed in accordance with the principles of creating a sustainable community and was found to be acceptable);
- The construction of eco-islands and residential buildings within the dock will result in the loss of water space and impact upon navigation of boats (Officer Comment: Addressed in detail later in this report, and was found to be acceptable);
- Safety concerns where children can access water, particularly along the eco-islands (Officer Comment: Addressed in detail later in this report, however the scheme has been designed with regards to pedestrian safety. Furthermore a Waterspace Safety, Maintenance and Management Plan should be secured by condition or s106

- agreement to ensure safety matters are implemented, managed and monitored);
- Impact upon the historic dock edge from construction (Officer Comment: Addressed in detail later in this report, however, a condition has been imposed to ensure construction activities will not have a detrimental impact upon the dock wall);
 - The development should be revised to allow for an increase in height of W05 to at least the equivalent height of the adjacent buildings (Officer Comment: There appears to be no reasonable justification to this objection in planning terms. The objector seeks a revision to increase the height of W05 based on the WWSPG/IPG rationale for decreasing heights from Canary Wharf to the scale of local buildings to the east. It is claimed that a staggered pattern of building heights as proposed is unacceptable where W05 is lower in height than W04 to the east. It must be noted however, the height of W05 cannot be viewed in isolation. Where W05 forms part of a comprehensive strategy, where neither CABE, GLA or Council's design officer has objected to the scheme on these grounds, where the ES assessment was found to be acceptable, and where the western aspect of Canary Wharf adopts a staggered building pattern, it is considered that there is no reasonable justification for imposing an increase of height to W05 within the context of this application);
 - Building W07D should be removed, and the residential accommodation displaced provided elsewhere, as the building is too close to W05, spoils the aspect from W05, and detracts from the setting and panoramic view of W04, W05 and W06 as a group (Officer Comment: Specific separation distances are only controlled where the both of the opposing windows are habitable (DEV2 of the UDP). In considering the submitted environmental information, the relationship between these two buildings does not result in any detrimental impacts that cannot be mitigated. Furthermore, the Design Guideline provides appropriate design strategies to minimize overlooking and maximize privacy at the detail design stage. With respect to the matters of aspect and views, neither CABE, GLA or Council's design officer raised concern over the design of the scheme on these grounds. It is difficult to understand how the southern aspect of W05 could be compromised where there is no existing situation, nor is it a protected view. The design of W05 was created as part of a comprehensive strategy, which included the proposed siting of W07D. As such, there appears to be no reasonable justification to refuse the scheme on these grounds); and
 - Additional linkages are needed from W05 to the High Street level to facilitate permeability (Officer Comment: Access matters were considered as part of this application and were found to be acceptable. Further, details of design regarding individual building access will be addressed at the reserved matters stage. Notwithstanding, where this objection raised is primarily focused around land ownership dispute, it must be noted that the outline application is for the comprehensive development of the site. To ensure this is achieved, the development of Phases 2, 3 and 4 shall not commence upon until non-secured land has been tied into the s106 agreement).

8.6 Amenity

- Loss of daylight and sunlight (Officer Comment: Addressed in detail later in this report, and was found on balance to be acceptable);
- Overshadowing (Officer Comment: Addressed in detail later in this report, and was found to be acceptable);
- Light pollution (Officer Comment: Addressed in detail later in this report, and was found to be acceptable subject to condition);
- Loss of privacy/overlooking (Officer Comment: Addressed in detail later in this report, and was found to be acceptable);
- Increased noise and dust pollution from construction work and traffic (Officer Comment: Any potential impacts will be mitigation by an Environmental Construction Management Plan, to be conditioned);
- The construction of eco-islands and residential buildings within the dock will have a

detrimental visual and physical impact upon the character and nature of the historic dock system and Blackwall Basin (Officer Comment: Addressed in detail later in this report, and was found on balance to be acceptable);

- Sense of enclosure/ loss of outlook/ views (Officer Comment: Addressed in detail later in this report, and was found to be acceptable);
- Potential for water pollution resulting from increase activity on the water (Officer Comment: Addressed in detail later in this report, though it must be noted that a Waterspace Safety, Maintenance and Management Plan will be secured by condition or s106 agreement).

8.7 Highways

- The travel model is flawed (Officer Comment: Addressed in detail later in this report, however WYG determined that the Transport Assessment (TA) was acceptable subject to conditions and mitigation measures);
- The proposal does not encourage the use of sustainable vehicles, ie electric cars (Officer Comment: The scheme has been conditions to include electric charging points to encourage the use of electric vehicles);
- Lack of parking for day commuters to Wood Wharf, as is currently done at Canary Wharf (Officer Comment: Addressed in detail later in this report, notwithstanding, the level of car parking was considered to be acceptable subject to appropriate mitigation measures);
- No incentive for car free agreement (Officer Comment: A car free agreement to restrict occupants applying for residential parking permits will be secured by s106 agreements);
- Congestion will be created by increased parking numbers, particularly along Preston's Road (Officer Comment: Addressed in detail later in this report, however WYG determined that the TA was acceptable subject to conditions and mitigation measures);
- Recycling services are required (Officer Comment: The applicant's Waste Strategy advised that a recyclable target between 10% and 30% of household waste is proposed. A Resource and Waste Management Plan will be secured by condition or s106 agreement, which will address the detailed recycling facilities. Councils waste officer advise that the approach taken within the submitted waste strategy was acceptable);
- Insufficient car parking provision (Officer Comment: Addressed in detail later in this report, notwithstanding, there are policy caps on the amount of parking permitted for a scheme. The level of car parking was considered to be acceptable subject to appropriate mitigation measures);
- Concern over the impact on public transport (Officer Comment: Addressed in detail later in this report, however WYG determined that the Transport Assessment (TA) was acceptable subject to conditions and mitigation measures, which includes substantial financial contributions towards public transport infrastructure);
- No direct route to the proposed Crossrail Station (Officer Comment: The access route to the Crossrail Station will be over establish high quality public access within the Canary Wharf Estate);
- Access to existing public transport infrastructure needs to be improved, including buses and DLR (Officer Comment: Addressed in detail later in this report, though it must be noted that the scheme is proposing substantial financial contributions towards mitigating impacts upon public transport infrastructure, including access); and
- Allocation and management of parking spaces should be made in an equitable manner (Officer Comment: Comprehensive car parking will be provided and managed under an Car Parking Management Plan, which shall be submitted to and approved by the Council); and
- Public permeability by all forms of transportation should not be restricted by the change in access provisions to the Wood Wharf Estate via the privately owned Cartier Circle (Officer Comment: The WWSPG was proposing vehicular access from Cartier Circle.

Notwithstanding, access details from Cartier Circle and public access will be addressed conditions and/or s106 agreement).

8.8 Other

- Concern over potential overload of rainwater and sewerage systems (Officer Comment: Appropriate conditions have been secured to ensure any potential impacts are mitigated);
- Alternative transport routes are required for transportation of building materials to mitigate the impact upon the existing road network, such as the use of water transport (Officer Comment: Appropriate conditions have been secured that seek to secure the use of water transport during construction);
- Oppose the demolition of Dwellings along Lovegrove Walk (Officer Comment: Addressed in detail later in this report, however in accordance with policy, the development will not result in any net loss of residential dwellings. Furthermore, where a Certificate of Ownership (Certificate C) was submitted with the application, land ownership disputes are not considered to be material to the application); and
- The single construction phasing lacks sensitivity to different rates of development (Officer Comment: The outline application is for the comprehensive development of the site. To ensure this is achieved, the development of Phases 2, 3 and 4 shall not commence upon until non-secured land has been tied into the s106 agreement).

8.9 The following issues were raised in representations, but they are not material to the determination of the application:

- Legal use rights to moor boats within the Graving Dock; and
- The siting of WO5 should be adjusted to fully take account of Hammerson ownership boundary (Officer Comment: The outline application is for the comprehensive development of the site. To ensure this is achieved, the development of Phases 2, 3 and 4 shall not commence upon until non-secured land has been tied into the s106 agreement. Notwithstanding this, where a Certificate of Ownership (Certificate C) was submitted with the application, land ownership disputes are not considered to be material to the application).

9. MATERIAL PLANNING CONSIDERATIONS

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

1. Land Use

- Mix of uses
- Economic development/world city role
- Hotel
- Retail and related town centre uses.
- Community uses
- Residential
 - Housing mix
 - Affordable housing
 - Social rented/intermediate mix
- Quantum of development
- Open space and leisure
 - Public open space
 - Indoor sport and recreation facilities
 - Child play space assessment
- Residential Amenity Space

2. Design and Access

- Layout
 - Grid
 - Canal
 - Open space
 - Wood Wharf Square/High Street
- Accessibility and inclusive design
- Tall buildings
- Archaeology and built heritage
 - Conservation areas
 - Listed buildings
 - Cranes
 - Maritime Greenwich World Heritage Site
 - Archaeology
- Blue Ribbon Network

3. Amenity

- Sunlight and daylight
 - Sunlight assessment
 - Daylight assessment
 - Shadow analysis
 - Solar glare
 - Light pollution
- Privacy and overlooking
- Sense of enclosure and loss of outlook/views
- Wind microclimate
- Noise and vibration
 - Demolition and construction noise
 - Demolition and construction vibration
 - Road traffic noise
 - Mechanical plant noise emissions
- Air quality
- Television and radio reception

4. Transport, highways and access

- Parking
 - Car parking
 - Cycle parking
 - Motorcycle parking
- Road network
 - Cartier Circle
 - Preston's Road access junction
 - Aspen Way/Upper Bank Street junction
 - Aspen Way/Preston's Road junctions (Preston's Roundabout)
- Public transport
 - Crossrail
 - Jubilee Line capacity analysis
 - Jubilee Line Station capacity analysis
 - DLR capacity analysis
 - Bus service capacity analysis
- Access
 - Vehicle access
 - Pedestrian access

- Cycle access
- Construction traffic
- Travel plan
- Servicing and deliveries
 - Deliveries and servicing vehicles
 - Refuse

5. Other

- Ecology and nature conservation
- Energy and renewable technology
 - Power, heating and cooling infrastructure
 - Renewable energy
 - Sustainable design and construction
- Climate change adaptation
 - Overheating
 - Living roofs and walls
 - Flooding
 - Sustainable drainage
 - Water use
- Aircraft
- Construction and phasing

6. Listed building consent application

1. Land Use

- 9.2 This section of the report reviews the relevant land use planning considerations against national, strategic and local planning policy as well as the adopted Supplementary Planning Guidance (2003) for Wood Wharf (WWSPG).
- 9.3 As mentioned earlier, the principle of re-developing the Wood Wharf site for a high density mixed-use purposes, including a new community park, canal and means of access, has already been established through the adopted WWSPG. The development not only seeks to create a sustainable community that creates benefits for local community, but will also provide regeneration benefits that will reinforce the UK economic position globally.
- 9.4 The London Plan identifies Opportunity Areas within London which are capable of significant regeneration, accommodating new jobs and homes and recognises that the potential of these areas should be maximised. The Isle of Dogs is identified within the London Plan as an Opportunity Area (Policy 2A.5). Policies ST15, ST17 and CAZ1 of the UDP and policy CP8 of the IPG seek to create promote the strategic and international role of the northern part of the Isle of Dogs as a global financial and business centre within a high quality environment.
- 9.5 In addition to this, it is essential that development is carried out sustainable manner, securing social, environmental and economic objectives (Policy 2A.1). PPS1 seeks to promote urban regeneration subject to the principles of sustainable development.
- 9.6 The IPG seeks to promote sustainable communities by creating places where people want to live, work and visit. The principles of sustainable development of PPS1 are adopted within policy CP1 which requires all development to contribute to creating and maintaining sustainable communities by:
- Facilitating growth;
 - Providing highest quality design; and

- Implementing environmentally sustainable measures
- 9.7 Policy IOD1 of the Isle of Dogs Area Action Plan (IODAAP) seeks to reinforce the northern part of the Isle of Dogs as a location of London-wide strategic importance. Notwithstanding this, new development must contribute to the creation of sustainable communities to reflect better integrated, compact, mixed-use communities on the Isle of Dogs.
- 9.8 The WWSPG seeks to ensure that the development of Wood Wharf will be a sustainable process promoting excellence in design, both architecturally and environmentally. The Vision set out within the WWSPG includes:
- Creating a Place to work;
 - Creating a Place to live;
 - Creating a place to enjoy; and
 - Creating a place to value
- 9.9 The Wood Wharf proposals seek to create a new community in the heart of a growing commercial district, whilst providing opportunities to integrate with the existing community. PPS3 advises that housing should be developed in locations with a range of community facilities with good access to jobs, key services and infrastructure. Also, PPG4 advises that businesses in locations that minimise trips and are accessible by more energy efficient modes of transport should be promoted.
- 9.10 CABE advised that they:
- "applaud the interest in using spaces and landscape to provide a sense of place for the community. The intention to bring in more of the existing character and community of East London, including community retail outlets is welcomed and will help to avoid a mono culture of transient office workers".*
- 9.11 It is acknowledged from the outset, particularly where concern has been raised by the public, that the proposals greatly exceed the parameters put forward within the WWSPG. However, in accordance with policy 2A.5 and 5C.3 of the London Plan, development within opportunity areas will be expected to maximise residential and non-residential densities, but also they will be expected to give rise to substantial planning obligations. The acceptability of the proposals to regenerate the Wood Wharf site and to bring forward a sustainable community will be analysed in detail through the body of this report.
- 9.12 To assist the reader, the applicant has provided a summary of the substantial regeneration and sustainability 'benefits' that are proposed with this development:
- 9.13 a. Improving the Local Environment
- A new wetland nature area around Blackwall Basin;
 - The creation of an integrated water space;
 - A new community built around a town centre;
 - The creation of a sequence of spaces with varying character, linked streets and walkways;
 - High quality open space for amenity and play for all members of the community;
 - Waterfront access – including floating islands and nature trails; and
 - New high quality public realm and public access and squares.
- b. Public services and facilities
- A NHS health centre;
 - A crèche;

- Idea Store;
 - High Street and Wood Wharf Square; and
 - Range of shops and professional services.
- c. Good transport links, infrastructure and accessibility
- New pedestrian connection to Canary Wharf;
 - Introduction of a new canal from Blackwall Basin through to South Dock;
 - Enhancements to bus and DLR routes and services;
 - Provision of a network of pedestrian and cycle routes connecting with wider area.
- d. Investing in the local economy
- An integrated living and working community;
 - High quality offices to build on the success of Canary Wharf;
 - Approximately 25,000 new jobs, including jobs for local people; and
 - Financial contributions towards the provision of affordable housing, education, employment and training, community facilities, public transport, local highway network, improvements to connectivity and integration, leisure facilities, public open space improvements, social and community projects, health and development monitoring.
- e. Community focussed recreation
- Active waterfronts, including eco-islands;
 - A community park, including child play space areas;
 - New mooring opportunities;
 - Entertainment and events opportunities;
 - An area for that could be used for a new outdoor market; and
 - Environment for informal recreation and dining.
- f. New Homes

The proposals will create up to 1,668 new homes, including a range of sizes and types to meet the needs of the community. Affordable housing will be provided including new family sized homes.

g. High quality buildings

This will be addressed in detail through the reserved matters application and conditioned appropriately.

h. Education and learning

- An ideas store; and
- The introduction of job training and employment initiatives.

i. A safe place

- Active 24 hour mixed use environment to promote natural surveillance;
- CCTV and effective management and policing;
- Safe and secure facilities for access and parking;
- Good lighting; and
- Secure by design principles.

Mix of Uses

- 9.14 Policies 3B.3, 5C.3 and 5G.3 of the London Plan state that within the Central Activities Zone (CAZ) and the north of the Isle of Dogs Opportunity Area, wherever increases in office floorspace are proposed, they should provide for a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in the London Plan.
- 9.15 According to DEV3 of the Councils Unitary Development Plan 1998 (UDP), mixed use developments are encouraged subject to the following considerations:
- The character and function of the surrounding area;
 - The scale and nature of the development;
 - The physical constraints of the site; and
 - The other policies & proposals of the plan.
- 9.16 As mentioned above, the Wood Wharf site is already identified within the WWSPG as an appropriate location to secure a major mixed-use sustainable development. Further to this, according to policy IOD17 of the IODAAP the preferred uses for the site are being Employment (B1 and B2), Retail and Leisure (A1, A2, A3, A4 and A5), Residential (C3) and Public Open Space.
- 9.17 Where the proposals are providing office, retail, hotel, housing, public open space and community uses, the mix of uses is considered to comply with both London Plan and Council policies.

Economic development/World City role

- 9.18 Policy 1.1, 3B.1, Policy 5C.1 of the London Plan, seeks to promote the contribution of the Isle of Dogs to London's world city role.
- 9.19 Policy 3B.2 of the London Plan indicates that the Mayor will seek a significant increment to current office stock through changes of use and development of vacant brownfield sites. A variety of type, size and cost of office premises is also sought to meet the demands of all sectors. Paragraph 5.74 of the London Plan states that development in the Isle of Dogs opportunity area should complement the international offer of the Central Activities Zone and support a globally competitive business cluster.
- 9.20 The redevelopment of Wood Wharf will firstly bring back into beneficial use an underused and semi-derelict employment site, in accordance with policy EE2 of the IPG. Secondly, in accordance with the WWSPG and the abovementioned policies, it will complement the existing commercial floorspace within Central London and Canary Wharf and would further enhance and strengthen London's global role as a global financial centre and European Leader.
- 9.21 The proposed commercial buildings provide up to 460,484sqm (GEA) of floorspace within 6 buildings. They have been positioned so that they are grouped together in a business core area around the High Street/Wood Wharf Square, and in accordance with the WWSPG, are predominantly located at the western side of the Wood Wharf site.
- 9.22 According to the GLA Stage 1 report,

“Policy 5G.2 of the London Plan recognises that the Central Activities Zone (CAZ) and the northern part of the Isle Of Dogs Opportunity Area are the heart of London's world city offer and seeks to promote and coordinate their development so that together they provide a competitive, integrated and varied business location. Therefore, the principle of an office development in this location complies with the London Plan”.

- 9.23 The IPG recognises that the Borough makes a large contribution to London's status as a global financial and business centre. Interim policy CP8 seeks to promote the north of the Isle of Dogs as a leading global financial and business centre contributing to the provision of employment opportunities for London and the surrounding regions. However, IPG and the London Plan both recognise the importance of not only supporting the Isle of Dogs London's world city role, but also job opportunities for local people must be safeguarded (policy 3B.11 of the London Plan and CP7 of the IPG).
- 9.24 The development would provide significant employment opportunities for the local and wider populations, during both the construction and operational phases. The applicant's Environmental Statement (ES) in support of this scheme forecasts the number of jobs that the development would generate. It considers that the construction phase is expected to generate approximately 1,700 jobs and the post-construction, operational phase is expected to generate approximately 25,000 jobs.
- 9.25 The jobs created from the commercial area are expected to range from highly skilled jobs to entry level jobs such as secretarial, clerical, administrative and ancillary roles, including cleaning, security and maintenance. Jobs within the retail and hotel areas create further employment opportunities for local people and also include many opportunities that are suitable for people without high level qualifications.
- 9.26 Notwithstanding, there is currently major contrast between the globally successful economic hub at Canary Wharf and the local area in the rest of the Isle of Dogs, much of which suffer from severe deprivation. Despite the borough having accommodated rapid growth in jobs, the resident population of the Borough has extremely low employment rates, with high levels of economic inactivity and unemployment. While the area has a high proportion of people with degree-level qualifications, it also has a large number with no qualifications at all. The challenge therefore is also to ensure maximum impact from the redevelopment of Wood Wharf, in terms of reconnecting the local area, and offering opportunities to address employment and housing deprivation.
- 9.27 According to the applicant regeneration strategy, although offices in this location are likely to attract a significant proportion of employees from all over London and beyond, the scale of the development means that in absolute terms, local employment can be expected to be very substantial.
- 9.28 The applicant states that currently around 1 in 13 people who work at Canary Wharf (7.5%) live in Tower Hamlets. Of these over half (61%) live in one of the four wards in or adjacent to the Isle of Dogs. Assuming that a similar ratio applies at Wood Wharf then the completed development could provide approximately 2,000 jobs for Tower Hamlets residents and around 1,200 for residents of the immediate area. This will include opportunities at the full range of levels from highly skilled posts attracting employees from a global talent pool, to a wide range of entry level employment.
- 9.29 In addition to this, the applicant is providing a substantial contribution towards the employment and training initiatives for local residents including:
- £5,000,000 towards local employment and training including Skillsmatch.
 - £3,000,000 towards East London Business Place programme, which links local businesses to contracts offered through major developments.
- 9.30 Also, in response to Council's initiative, the applicant is proposing an in-kind on-site Construction Training and Recruitment centre (with a corresponding value of **£2,275,000**). The centre will include highly skilled posts as well as a wide range of entry level training and employment opportunities, which will be secured by s106 agreement.
- 9.31 Whilst the proposals at Wood Wharf will strengthen London's role as a world city and

financial centre, the regeneration benefits resulting from the proposals is expected to provide significant employment and training opportunities for the local community.

Hotel

- 9.32 A 340 room hotel is proposed on the western portion of the site. Policy 3D.7 of the London Plan relates to the provision of visitor accommodation and facilities. It sets a strategic target of 40,000 net additional hotel bedrooms by 2026; seeks to focus strategically important provision in town centres and Opportunity Areas with good public transport access to central London; and supports the provision of a range of tourist accommodation, including apart-hotels, and an increase in the quality and quantity of fully wheelchair accessible accommodation.
- 9.33 PPS6 promotes the vitality and viability of town centres and seeks to ensure that communities have access to a range of main town centre uses. The WWSPG identifies the site as acceptable for accommodating a hotel.
- 9.34 According to policy ART7 and CAZ1 of the Unitary Development Plan (UDP), the Council will normally give favourable consideration to major hotel developments within the CAZ, which the proposed hotel will partially straddle. In addition to this, policy CP13 of the IPG states that large scale hotel developments and serviced apartments will be supported in areas of high public transport accessibility and close proximity to commercial development, such as the Canary Wharf major retail centre, business and conference facilities and public transport.
- 9.35 Policy IOD15 of the Isle of Dogs Area Action Plan (IODAAP) states tourism uses, in particular the development of business tourism, will be promoted in and around Canary Wharf and the northern sub-area to take full advantage of opportunities arising out of the 2012 Olympic and Paralympics games.
- 9.36 The Mayors Stage 1 report states that the provision of a hotel in this opportunity area is welcomed and complies with London Plan policy. 10% of new hotel units will be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users, which is condition appropriately.
- 9.37 In conclusion, the provision of hotel accommodation in this location is supported. It would generate further employment opportunities, serve the substantial business communities in and around Canary Wharf, and also function as a facility for tourists. The hotel would be a natural addition to the area's ability to be part of the 24 hour global financial city.

Retail and Related Town Centre Uses

- 9.38 The proposals include Wood Wharf Square (which includes public realm and retail square at ground level) and a new high street through the heart of the scheme (including retail units at lower ground level). Also, A3 units are proposed along the Southern Esplanade, a café at the base of residential tower W08 and a retail unit is proposed at the base of residential tower W09. In total, the scheme is proposing up to 19,886 sq.m (GEA) of new floorspace for retail (A1), financial services (A2), restaurants & cafes (A3), drinking establishments (A4) and takeaway establishments (A5).

London Plan policies 3D.1 and 3D.3 seek to encourage retail and related uses in town centres and to maintain and improve retail facilities. Map 5C.1 identifies the network of strategically designated town centres in the north east London sub-region, in which Canary Wharf is designated as a major centre.

9.39 The GLA Stage 1 report states:

“In line with Canary Wharf’s designation as a major centre, the expansion of retail provision in this highly accessible location is supported in strategic planning terms. The new retail provision is located in a high street arrangement running between the office blocks and aligning with the main access across the site and through to the main Canary Wharf development. Small scale retail units and provision for a weekend market are also included within the proposal. The proposal complies with the London Plan in this regard”.

9.40 Policy ST34 of the UDP seeks to support improved provision in the range and quality of shopping within the borough.

9.41 The IODAAP states that the Isle of Dogs Major Centre is the largest town centre in Tower Hamlets and contains (in 2005) 19,300 sq m retail floorspace and an additional 31,220 sq m of service floorspace. Policy IOD15 states that the Isle of Dogs Major Centre will be the focus for new retail and recreation uses to protect and enhance the major town centre status of the area. It advises that retail uses may be appropriate outside of the Isle of Dogs Major Centre where they help to create vibrant mixed-use areas. Policy IOD15 states that the extent of provision in these areas must not compromise the viability and vitality of the Isle of Dogs Major Centre and should be primarily focused on serving the needs of the immediate residential and worker populations.

9.42 According to schedule 4 of the IPG (in support of policy CP15), the western portion of the Wood Wharf site is located in the Isle of Dogs Major Centre. Furthermore, this part of the site is identified as accommodating a future secondary frontage, in accordance with the layout of the WWSPG. Whilst the proposed layout of the high street is on an east-west axis (the design philosophy of which is explained under the design section), the principle of a secondary frontage as proposed is supported in this location. The proposal is designed to promote integration with Isle of Dogs Major Centre and complement the existing uses of the site; the proposal is therefore considered to be an extension of an existing Town Centre.

9.43 Also, policy RT4 of the IPG states that retail and related town centre uses will be supported in the boroughs major town centres. As discussed earlier, the land use designation for the site in the IODAAP includes retail and leisure (A1, A2, A3, A4 and A5). Also, where the proposed development comprises up to 1,668 residential units, the need for retail uses at the base of the affordable housing, is supported by policy 3A.7 of the London Plan, subject to appropriate amenity conditions.

9.44 In accordance with PPS6, a Retail Impact Assessment was submitted by the applicant in support of the planning application. It concludes that the proposals at Wood Wharf would considerably enhance accessibility to the site and linkages with surrounding land uses, including the existing retail at Canary Wharf. The proposals at Wood Wharf would therefore help achieve the objectives of PPS6 by promoting the vitality and viability of town centres by promoting them as the focus for new development.

9.45 The applicant has advised that the retail element of the development proposals provide for local needs and will offer a range of everyday local retail and service facilities such as chemist, dry cleaners, opticians and florists in line with policy EMP6 of the UDP. The comparison retailers would be supplemented with a range of bars and restaurants and community facilities to consolidate its role as a Major Centre.

9.46 The public have raised concern regarding uncertainty over the ability of the proposed High Street to meet the needs of the local community. In accordance with Policy CP15 of the IPG and policy 3D.1 of the London Plan, it would seem reasonable that a strategy addressing the needs of the local community, including a consumer needs assessment

and provision for marketing of retail units, should be conditioned.

- 9.47 Also, concern was raised by the Council's policy department over the impact of the future night time economy uses upon the residential units. However, given this is an outline planning application, the applicant has advised that at this stage it is unclear what mix the A3/4/5 uses will be, how many units they will comprise and the exact locations of evening and night time facilities. As such, the details of proximity from residential uses, impact and level of disturbance, hours of operation and mitigation measures will be dealt with at the reserved matters stage when points of detail are finalised. Appropriate conditions should therefore be imposed.
- 9.48 It is to be noted that the High Street and Wood Wharf Square is currently proposed to be implemented prior to the occupation of buildings W02 and W03 of Phase 2. Adequate access will be provided to ensure existing and new residential communities will be able to access the retail provision easily, which should be secured by condition or s106 agreement.

Community Uses

- 9.49 In support of its objective of creating mixed and sustainable communities, PPS3 seeks to ensure that housing is developed in suitable locations which offer a range of community facilities. Community facilities should be accessible by a range of travel modes including public transport.
- 9.50 Policy 3A.18 of the London Plan seeks to ensure that local planning policies address the need for social infrastructure and community facilities in their area, such as primary healthcare facilities, childrens play and recreation facilities, services for young, old and disabled people, as well as libraries, sports and leisure facilities, open space etc. Further, the London Plan policies seek to ensure that the objectives of the NHS Plan and the delivery of health care in the Borough are promoted (policy 3A.20).
- 9.51 Policy CP16 of the IPG states that the Council will enhance functions of the town centre hierarchy by promoting a complementary mix of uses in town centres, including social and community infrastructure. According to policy CP27 social and community facilities should be designed and located to maximise accessible and inclusive access. Also social and community facilities should be collocated. Policy SCF1 seeks to ensure that social and community facilities are situated within appropriate locations, based on the likely catchment area, accessibility and needs of the area.
- 9.52 According to the WWSPG, *"The provision of community facilities that benefit existing residents as well as future occupiers is vital. Facilities may include a crèche, library, health or community centre, depending on local need and viability"*. Further, *"the provision of community facilities may be located at either Wood Wharf West or East depending on the nature of the use"*.
- 9.53 The proposals allocates up to 5,086sqm (GEA) of floor space for community uses including a NHS Health Centre and an Idea Store to be located in building W04. A crèche is also proposed in the base of residential tower W08. The proposed community park and child play space will also act as a community benefit, although this is addressed in more detail under separate heading within the body of this report.
- 9.54 Policy IOD3 of the IODAAP seeks to ensure adequate healthcare facilities are situated within appropriate locations to meet the needs of the community. The policy identifies Wood Wharf as an appropriate location to serve the existing and growing employment and residential communities. The applicant is proposing approximately 2000sqm (shell and core) of floorspace towards the provision of a new PCT health centre. Also, where the health centre will not be delivered until Phase 4, the applicant is proposing a temporary

health facility to mitigate the potential impacts caused by the development. The temporary facility will be located on the high street, the details of which shall be secured by s106 agreement.

- 9.55 According to Policy SCF12 of the UDP, the Council is obliged to provide adequate library services. 3000sqm of floor space is to be provided within BO4 at Phase 4 of the development to accommodate the relocation of the nearby Idea Store from Canary Wharf which is currently at capacity, which will serve all of the Isle of Dogs. This Idea Store is expected to deliver the following services:
- Adult Library (incorporating the Local History Library)
 - Children's library
 - Soft play area
 - Surfing space providing free public internet access
 - 12 learning spaces, of which some will be specialist teaching spaces.
 - Specialist arts spaces potentially including fashion studies, a multimedia lab and a design studio
 - Meeting and activity space for community groups
 - Display areas for local artists
 - Two interview rooms for advice and guidance to local residents
 - Café
 - Public and staff toilets
 - Archive Storage
- 9.56 Given that the residential uses are to be located primarily to the east of the site, the location of the facility is considered to meet the aspirations of the IODAAP which encourages better accessibility of library and health services for the local community. It should be noted that the Idea Store at Canary Wharf will continue to operate until a new facility is available. In the event that the Idea Store strategy is made redundant before the delivery of the facility, the facility shall be utilised for an alternative public community use to be determined by the Council.
- 9.57 SCF2 of the UDP states that day care facilities will be supported where they are located within a residential area, does not result in unacceptable disturbance on adjacent residential occupiers, the site is located close to shops and the site is located close to public transport. The proposed crèche is located within WO8 and is considered to meet all of the relevant criteria.
- 9.58 The public has raised concern that additional crèche facilities were not provided on site. It must be noted however that the applicant has agreed to a substantial financial contributions totalling £4,000,000 towards social and community development projects and initiatives procured by local voluntary and community sector organisations, including, but not restricted to the Isle of Dogs Community Foundation, for the following purposes:
- a capacity building the voluntary sector,
 - b safety and security initiatives,
 - c community cohesion and integration projects
 - d services for older people, and
 - e services and activities for younger people (which could include childcare facilities)
- 9.59 Despite concerns raised by CABE regarding the provision of community facilities, the on-site provision of community facilities and off-site financial contribution are considered reasonable for this scheme and will be secured by conditions or s106 agreement.

Residential

- 9.60 In accordance with policies 3A.1, 3A.3 & 3A.5 of the consolidated London Plan, the Mayor is seeking the maximum provision of additional housing in London.
- 9.61 Further, as mentioned above, the IODAAP designates the site for residential uses. The WWSPG indicated that the site could accommodate at least 1500 units in a mixed-use environment.
- 9.62 The need for additional new homes is a key strategic and local objective. The proposal comprises the redevelopment of a brownfield site to create a mixed-use scheme that includes residential uses, making effective use of the land. The site will provide up to 1,668 units. According to the Environmental Statement the residential component will generate a population of approximately 2,750 people.
- 9.63 The quantum of housing proposed will assist in increasing London's supply of housing and meeting the Council's housing target of 31,500 new homes from 2007/8 to 2016/17, as outlined in policy 3A.1 and 3A.2 of the London Plan. The proposal will therefore make a significant contribution to meeting local and regional targets and national planning objectives.
- 9.64 Whilst the principle of residential development on this site is supported by policy, careful consideration must be given to the location of the residential buildings. According to the WWSPG and the IODAAP spatial policies, residential units are to be located to the east of the canal. Both of these policies essentially seek to separate the office and residential floorspace.
- 9.65 As proposed, residential buildings and the subsequent housing tenures are mixed across the site. It is proposed that the family affordable housing is concentrated along the eastern portion of the site, with the most convenient access to facilities such as the community park, which includes play facilities. Equally, the proposed family housing is within easy access of the proposed community hub and retail High Street and public transport. The smaller open market units are proposed along the western portion of the site and will be closer to the restaurants and bars on the southern edge of the site. A description of the proposed location and tenure of each of the buildings is set out below:
- W07B is located on the south western part of the masterplan. The tenure of the housing is private;
 - W07C, located adjacent to W07B, is located on the south western part of the masterplan along the southern esplanade. The tenure of the housing is private;
 - W07D is also located within the southern part of the masterplan, along the southern esplanade, adjacent to W07C. The tenure of the housing is a mix of private and intermediate;
 - W08 is located in the south eastern part of the masterplan. The tenure of the housing is a mix of social rented and intermediate; and
 - W09 is also located within the far south eastern part of the masterplan. The tenure of the housing is social rented.
 - W13 is located in the eastern part of the site, to the south of the park and comprises private accommodation.
- 9.66 Whilst residential uses are usually welcomed within town centres, the Canary Wharf Major Centre has generally excluded residential uses due to its role as a business and financial centre. However, it must be noted that the site generally falls outside of the CAZ designation within the UDP, which restricts residential development in favour of central London core activities that will foster the business and financial role of these areas (CAZ1 of the UDP).

9.67 According to the WWSPG, the spatial layout was determined by the socio-economic context of the surrounding area. The SPG states that:

“Commercial development is most appropriate at Wood Wharf West, adjacent to Canary Wharf and closest to the vital transport links at the Jubilee Line and DLR stations. This part of the site should be occupied primarily by business uses within Planning Use Class B1(a) (office), supported by a lively ground level regime of cafés, bars and restaurants (Use Class A3), together with convenience shopping (Use Class A1).

The eastern half of the site, Wood Wharf East, should be primarily residential (Use Class C3), tying in with the existing residential areas at Prestons Road”.

9.68 According to policy IOD14 of the IODAAP, residential uses will not be supported within the area defined as the Isle of Dogs Major Centre. As mentioned above, W07B, W07C and W07D will be located within the Major Centre. According to paragraph 4.9, the Northern sub-area will primarily serve an employment function, and the Council will protect the area defined by the Isle of Dogs Major Centre for non-residential uses only. As is noted within this paragraph, the Council, in doing this, is making a specific exception to the provisions of the London Plan (in particular Policy 3B.4 which seeks a mix of uses, including housing, where increases in office floorspace are proposed) on the basis that the overriding strategic direction of the Northern sub-area is to protect and provide for significant employment uses and globally competitive businesses.

9.69 The inclusion of a significant proportion of residential development along the south western part of the site, directly alongside a major new commercial heartland, will allow for a new sustainable community to develop, whilst building on the existing Isle of Dogs business and residential areas. This is in direct accordance with PPS3 which advises that housing should be developed in locations which offer a range of community facilities with good access to jobs, key services and infrastructure. Also, policy 3D.1 of the London Plan supports a wide role for town centres, including housing.

9.70 As has been detailed earlier in this report, the comprehensive development of the site will complement the strategic global financial role of this area. Further, where the proposed residential buildings are to be constructed into the water space, there is essentially no net loss of developable commercial land resulting from the proposed residential development. Also, the environmental information submitted confirms that the residential development will not have a detrimental impact upon the commercial nature of this area, rather it will result in a more inclusive and vibrant 24 hour environment in accordance with the sustainable principles within PPS1 and the global status of the area.

9.71 Given the unique location of the proposal, and where the residential layout will not have a detrimental impact upon the strategic commercial designation of this area, the proposed locations of the residential uses are considered on balance to be acceptable.

Housing Mix

9.72 The proposals provide a mix of unit types, taking account of the site’s characteristics and context. The appropriateness of this mix is considered against the policy below.

9.73 Paragraph 20 of Planning Policy Statement 3 states that

“key characteristics of a mixed community are a variety of housing, particularly in terms of tenure and price and a mix of different households such as families with children, single person households and older people”.

9.74 Pursuant to policy 3A.5 of the London Plan the development should:

“offer a range of housing choices, in terms of housing sizes and types, taking account of the housing requirements of different groups, such as students, older people, families with children and people willing to share accommodation”.

- 9.75 The GLA housing requirements study identified within the Mayor’s Housing SPG provides a breakdown of housing need based on unit mix. However, according to the Mayors SPG, it is inappropriate to apply the identified proportions crudely at local authority level or site level as a housing mix requirement. Rather, they should be considered in preparing more detailed local housing requirement studies.
- 9.78 Policy HSG7 of the UDP states that new housing development should provide a mix of unit sizes where appropriate including a substantial proportion of family dwellings of between 3 and 6 bedrooms. On developments of 30 dwellings or more, family dwellings should normally be in the form of family houses with private gardens. The UDP does not provide and prescribed targets however, exceptions to the policy apply where family housing is proposed in locations where physical conditions are unsuitable for family dwellings;
- 9.79 At this stage, where scale is a reserved matter, the applicant has advised that it is not appropriate to specify an exact residential mix. However, an illustrative mix is summarised below compared to that of policy HSG2 of the IPG, which seeks to reflect the Boroughs current housing needs:

		affordable housing						market housing		
		social rented			intermediate			private sale		
Unit size	Total units in scheme	units	%	LDF %	units	%	LDF %	units	%	LDF %
Studio	170	0	0	0	0	0	0	170	14.35	25
1 bed	644	73	23.17	20	82	48.81	37.5	489	41.27	25
2 bed	586	99	31.14	35	67	39.88	37.5	420	35.44	25
3 bed	181	95	30.16	30	19	11.31	25	67	8.94	25
4 bed	67	28	8.89	10	0			39		
5 Bed	20	20	6.35	5	0			0		
TOTAL	1668	315	100	100	168		100	1185	100	100

- 9.80 The illustrative mix for Wood Wharf includes a total provision of 16% family accommodation (3+ bedrooms) with 45.4%, 11.31% and 8.94% family units within the socially rented, intermediate and the private / market elements respectively.
- 9.81 In assessing the residential mix, a key consideration is what is the most appropriate level of family accommodation to be provided on the Wood Wharf site. In terms of social rented housing, policy HSG2 of the IPG identifies that family housing is needed mostly within this tenure. The scheme was proposing 43% family housing, however, in response to Council’s concerns regarding policy HSG2, the applicant has amended the scheme to provide 45% family housing inline with IPG policy targets.
- 9.82 THE GLA Stage 1 report states that *“the level of social rented family housing should be conditioned as part of this outline application. Provided this condition is included, the proposal will comply with the London Plan in this regard”*. The s106 agreement will address this.

- 9.83 In respect of the market housing, whilst the mix does not meet policy targets for family housing, the applicant states that the exact mix should ultimately be for the market to decide. It is to be noted that the Mayor's Housing SPG states that it is inappropriate to crudely apply their *"housing mix requirements especially in relation to market housing, where, unlike for social housing and most intermediate provision, access to housing in terms of size of accommodation is in relation to ability to pay, rather than housing requirements"*.
- 9.84 The GLA's Stage 1 report accepts that *"the eventual mix for the private units will depend upon market conditions prevailing at the time individual buildings are brought forward at the time of detailed submissions"*.
- 9.85 In consideration of the above, and where the Council has approved schemes with a similar provision of family housing within the private unit mix, this is not considered to be a sustainable reason for refusal. Notwithstanding this, where the current mix is indicative only and is to be phased over a period of circa 10 years, it would seem reasonable to condition the scheme to provide further evidence of the market conditions at the time each building is brought forward at the detailed design stage.
- 9.86 In terms of the intermediate housing, 11% of units are provided as family housing which the applicant acknowledges does not meet the desired local targets. The applicant states that affordability of having large quantities of larger flats for shared ownership in a high value area must be taken into account. The applicant states that the level of service charges in high density mixed use tenure schemes can be unacceptably high for residents in social rented and intermediate housing and can undermine the degree of affordability that has otherwise been secured.
- 9.87 According to policy, the site has potential to deliver a high-quality, high-density scheme, that is of mixed-use character. However, the proposed development must ensure that high density does not mean a trade-off in terms of quality and residential amenity. To comply with local, strategic and national policy, a sustainable high density scheme must also be supported by appropriate infrastructure, for example, appropriate child play space and also public open space. Further to the affordability argument raised by the applicant, if additional family accommodation was to be included in the proposals, there would be greater requirements on associated amenity space.
- 9.88 According to policy HSG7 of the UDP, as mentioned above, exceptions to the family housing policy apply in locations where physical conditions are unsuitable for family dwellings. High density, central urban locations are generally not considered to be the most suitable areas for family housing, particularly where the quantum of family housing proposed will result in a significant child population. The Council's housing department has raised concern over the child densities resulting from the scheme, estimated at 550 child bed spaces. Whilst the scheme has been designed to accommodate the proposed child densities, any further increase of family housing could have a negative impact on the social and physical infrastructure and is considered unsuitable for this location.
- 9.89 CABE's has expressed reservations regarding the quantum of affordable housing, particularly 3 - 5 bedroom family units, where they state:
- "Despite meeting the London Borough of Tower Hamlets' immediate needs, we question whether this housing mix is appropriate for the nature of this development as currently envisaged, or for the intended residents. We are concerned that the potential exists for a ghetto to develop in the eastern end of the site, if this section is developed with the high proportion of the affordable accommodation that is currently proposed"*.
- 9.90 Notwithstanding this, the scheme exceeds the amount of family housing otherwise

achieved across the borough based on the most recently published LBTH Annual Monitoring Report 2006-7. The table below demonstrates that the proposed development is a significant improvement upon what has been achieved across the borough and in terms of aspiration, is a positive step towards LBTH achieving key housing targets and better catering for housing need.

Tenure	Borough-Wide %	Proposal %
Social-rented	17.5	45
Intermediate	2.5	11
Market	4.1	9
Total	7.1	16

9.91 It must also be noted that on the 24th April 2008, the Council approved a residential-led development at New Providence Wharf, Blackwall Way (PA/06/2101) with a similar mix to the proposed scheme. The site is located approximately 400 metres to the north-east of the site. The approved mix for this development provides a total of 15% family accommodation with 59%, 0% and 9% family units within the socially rented, intermediate and the private / market elements respectively.

9.93 It is clear that the proposed scheme does not comply fully with the housing mix targets identified within policy HSG2 of the IPG. However, whilst housing mix is clearly capable of amounting to a valid reason for refusal, in the circumstances of this case it is unlikely that this would on balance be sustainable, for the following reasons:

- The proper application of the housing policy is not to regard the percentages as rigid criteria but as guidelines to be considered in the context of other material considerations. It is significant in this regard that policy CP21 refers to the percentages as targets. Furthermore, such an approach accords with the general approach to making planning decision in which competing factors must be weighed against each other. An approach which treats these policies as providing guidelines as opposed to rigid criteria sits more comfortably within the wider policy matrix in which the decision has to be taken;
- The family housing provision complies with the IPG social rented housing targets, which is identified as the priority need in the borough;
- The scheme represents the sites maximum capacity for family housing and any more is likely to result in social behaviour and management problems;
- Due to the particular site's suitability for high density development, the scheme satisfies the exception criteria for the provision of larger 'family sized' units, as set out by policy HSG7 of the adopted LBTH UDP.
- The Council has previously approved developments much smaller in nature with smaller percentages of family sized accommodation in the market and intermediate elements, which confirms that the Council has adopted a flexible interpretation of these policies in the past; and
- Any harm arising from the shortfall of family housing in the market and intermediate segments is outweighed by the benefits of bringing a significant urban brownfield site into use for a major mixed-use development that meets national, regional and local objectives, particularly employment, housing and regeneration objectives.

9.94 The planning system is about achieving the right balance of uses to ensure maximum benefits. On balance, the proposal is considered to comply with the broad principles of national, regional and local planning policy by providing an appropriate residential mix in terms of small and larger units within tall buildings on a constrained site that is located in a central location.

Affordable Housing

- 9.95 Policy 3A.9 of the London Plan sets out a strategic target that 50% of the new housing provision should be affordable. In addition, Policy 3A.10 encourages councils to have regard to the need to encourage rather than restrain residential development, and to the individual circumstances of the site. Targets should be applied flexibly, taking account of individual site costs, the availability of public subsidy and other scheme requirements.
- 9.96 PPS3 states that the Government is committed to providing high quality housing for people who are unable to access or afford market housing. Policy CP22 of the IPG document states that the Council will seek to maximise all opportunities for affordable housing on each site, in order to achieve a 50% affordable housing target across the Borough, with a minimum of 35% affordable housing provision being sought.
- 9.97 The WWSPG states that the proposals for Wood Wharf should include 25% affordable housing units, however at the time that the document was prepared, that was the Council's minimum target in its UDP.
- 9.98 The toolkit assessment states that the scheme can only viably provide 18% affordable housing (based on habitable rooms). However, the applicant is proposing to provide 35% affordable housing subject to the availability of grant funding.
- 9.99 According to policy HSG3 of the IPG, in seeking to negotiate the maximum reasonable amount of affordable housing, the Council will have regard to the economic viability of the proposal and the availability of public subsidy to support affordable housing on site.
- 9.100 An evaluation of the schemes viability was prepared by the applicant using the GLA Affordable Housing Development Control Toolkit, where the scheme is proposing less than 50% affordable housing, in line with policy 3A.10 of the London Plan. The toolkit assessment has been scrutinised independently by the Valuation Office, who have sought additional information from the applicant where the Valuation Office are seeking uplift from the proposed 35% provision currently proposed. The applicant has confirmed that the scheme cannot provide any more than 35% affordable housing. Talks between the GLA and the applicant are ongoing. Notwithstanding, where the scheme is compliant with the Council's affordable housing target of 35%, the scheme on balance, is considered acceptable.
- 9.101 According to paragraph 18.6 of the Mayors Housing SPG, where the availability of grant is not known, S106 agreements should include a cascade agreement, based on financial appraisal, which links the required affordable housing output to the availability of grant. This should set the requirement for affordable housing should no grant be available, and the output required should grant be available at a specified level or levels. Cascade agreements should allow for affordable housing output to be increased if additional grant is made available. An appropriate cascade agreement should be written into the s106 agreement if the committee are minded to approve the scheme.

Social Rented/ Intermediate Ratio

- 9.102 Against London Plan policy 3A.9 affordable housing target of 50%, 70% should be social rent and 30% should be intermediate rent.
- 9.103 Policy CP22 of the IPG states that the Council will require a social rented to intermediate housing ratio split of 80:20 for all grant free affordable housing.
- 9.104 The scheme was proposing a housing ratio split of 69:31 rented/ intermediate (by habitable room). However, following concerns raised by the Council the applicant has amended to scheme to provide a 70:30 rented/ intermediate split.

- 9.105 Where the tenure split is now in line with the London wide 70/30 split referred to in the London Plan, the scheme is considered on balance to be acceptable.

Quantum of Development

- 9.106 It was noted above that the proposals greatly exceed the parameters put forward within the WWSPG. However, in accordance with policy 2A.5 and 5C.3 of the London Plan, development within opportunity areas will be expected to maximise residential and non-residential densities.
- 9.107 Further, Policies 3A.2 and 3A.3 of the London Plan encourage Boroughs to exceed the housing targets and to address the suitability of housing development in terms of local context, good design principles and public transport capacity. Policies CP20 and HSG1 of the IPG seek to maximise residential densities on individual sites taking into consideration the local context and character, residential amenity, site accessibility, housing mix and type, achieving high quality, well designed homes, maximising resource efficiency, minimising adverse environmental impacts, the capacity of social and physical infrastructure and open spaces, and to ensure the most efficient use of land within the Borough.
- 9.108 The site has a PTAL level 4 (in a range of 1-6). The supporting paragraph to policy IOD13 of the IODAAP states that for the purposes of determining housing density, the site is considered central in character and is within the range of 650 – 1100 habitable rooms per hectare. The scheme is proposing up to 1668 units.
- 9.109 With respect to commercial densities, the London Plan set a maximum plot ratio of 5:1. However, plot ratios may be maximised depending on local context, including built form, character and existing or potential public transport etc. The WWSPG makes it clear that 1 Canada Square and Canary Wharf in general significantly exceed this ratio.
- 9.110 The principle of a high density development has been established through the adopted WWSPG. The location of Wood Wharf, within an area designated as an appropriate location for tall buildings and with good public transport accessibility, is considered entirely suitable for a high density development including residential use.
- 9.111 Strategic planning policy makes clear that the potential of brownfield sites must be maximised. Also, where the site is identified as forming part of the Isle of Dogs Opportunity Area, the site is capable of accommodating substantial new jobs and/or homes which the London Plan states should be maximised. In fact, the northern part of the Isle of Dogs has changed significantly in character over recent decades and it is now seen as a key strategic location for achieving densities beyond what had previously been achieved elsewhere.
- 9.112 Given the mixed-use, integration and comprehensive nature of the proposal, it is difficult to arrive at a specific housing density calculation. To apply the total habitable room count (4415 hr) over the site area (7.98 hectares) results in a density of just 553 hr/ha which is well below the limits. Or alternatively, you subtract the maximum commercial footprints (6 office buildings and the hotel) from the total site area and include the public realm only as the site area, you get a figure of 790 hr/ha (4415hr/5.59ha). Again, the scheme is well below the maximum density limit for housing.
- 9.113 According to section 8.1 of the WWSPG, *“the masterplanning exercise indicates that Wood Wharf could accommodate at least”* 460,000sqm of floorspace. Further, according to section 5.5 of the SPG, the density figures are provided as a guide. The scale and form of any new buildings at Wood Wharf, both commercial and residential, will be subject to a detailed appraisal at the planning application stage

9.114 Also, the density policies within the London Plan and the IPG are guidelines and not rigid benchmarks. In fact, the London Plan seeks to maximise the potential of sites, taking into account the local context and London Plan design principles, as well as public transport provision. Moreover, it should be remembered that density only serves an indication of the likely impact of development. Typically high density schemes may have an unacceptable impact on the following areas:

- Access to sunlight and daylight;
- Loss of privacy and outlook;
- Small unit sizes
- Lack of open space and amenity space;
- Increased sense of enclosure;
- Increased traffic generation; and
- Impacts on social and physical infrastructure;

9.115 These issues are all considered in detail later in the report and were considered on balance to be acceptable.

9.116 On review of the above issues, in accordance with the WWSPG a high density residential-led mixed use development is supported in this location. Whilst the proposed density may exceed the policy targets, the proposal is considered to satisfy the relevant policy exception tests where the proposal:

- Integrates effectively within the local context and character;
- Seeks to protect and enhance residential amenity;
- Incorporates good design principles;
- Provides range of housing choice and employment opportunities;
- Integrates with Isle of Dogs Major Town Centre;
- Benefits from good accessibility;
- Provides publicly accessible open space high quality public realm areas;
- Provides other non-residential uses on-site;
- Mitigates likely cumulative impact on local services and infrastructure; and
- Maximises resource efficiency.

Open Space and Leisure

9.117 There is an existing deficiency in the supply of both indoor sport and recreation facilities and public open space across the Borough as evidenced by the Council's Open Space Strategy and the emerging Leisure Facility Strategy. The Council considered it appropriate to seek contributions towards both sport and recreation facilities and public open space, as explored below:

1. Public Open Space

9.118 Whilst landscaping is a reserved matter, the application seeks permission for layout and as such, open space areas and landscaping principles have been defined and incorporated within the scheme. The application includes a strategy on how public realm and open space will be incorporated into the scheme, including a community park.

9.119 The principal issues with respect to the provision of open space centre around the quantity, quality and accessibility of the proposed open space provision and how this will be secured and managed.

- Proposed Open Space Provision

9.120 For clarity, the size and typology of open space and residential amenity space in the proposed Wood Wharf scheme has been categorised below:

CATEGORY	AREA REQUIRED BY LBTH (SQ M)	PROPOSED SCHEME (SQ M)
1. OPEN SPACE		
a. Land		
(i) Public Realm Areas	25,000 (site specific policy for Wood Wharf)	28,249
(ii) Community Park		9,767
(iii) High Street		3,312
(iv) Shared surfaces		7,842
Sub Total:		49,170
b. Water		
(i) Canal	-	5,134
(ii) Graving Dock, Docks & Blackwall Basin	-	40,063
(iii) Floating Eco Islands	-	474
Sub Total:		45, 671
2. RESIDENTIAL AMENITY SPACE (PRIVATE & COMMUNAL)		
(i) Ground Level	15,620	7,000
(ii) Above ground level		
GRAND TOTAL:	40,620	101,841

- Open Space Definition

9.121 Concerns have been raised by the Council over the definition of open space as applied by the applicant. In particular, concerns centre around the applicant inclusion of dock side public realm areas, shared surfaces, water space and the high street within their open space calculations. Accordingly, it is important to identify how open space is defined by National, Regional and Local policy and guidance.

9.122 Planning Policy Guidance (PPG) 17: Planning for Open Space, Sport and Recreation (2002), provides national guidance on planning for open space, sport and recreation. It states that *“open space should be taken to mean all open space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs which offer important opportunities for sport and recreation and can also act as visual amenity”*.

9.123 Further, PPG17 also states that local authorities should recognise that most areas of open space can perform multiple functions, as they may be passive and/or active in nature.

9.124 The London Plan (2008) defines open space as *“all land in London that is predominantly undeveloped. This definition covers a broad range of types of open spaces within London, whether in public or private ownership and whether public access is unrestricted, limited or restricted”*.

- 9.125 Central and regional governments are directing local authorities to take a strategic approach to the development of open space. PPG17 requires Local Authorities to set local open space standards, including quantitative, qualitative and accessibility thresholds and that these should be incorporated into development plans. In accordance with Policy 3D.11 of the London Plan, London Boroughs are required to prepare Open Space Strategies (OSS) to understand the supply and demand of open spaces and identify ways of protecting, creating and enhancing them and improving the quality through better management.
- 9.126 The Mayor's Best Practice Guidance on Preparing Open Space Strategies requires boroughs to identify and analyse all open space, whether or not it is publicly accessible or has a defined recreational role. In considering the types of open space, the Mayor's guidance defines both Public and Private forms of open space.
- 9.127 Public Open Space is defined as "*public parks, commons, heaths and woodlands and other open spaces with established and unrestricted public access and capable of being classified according to the open space hierarchy, which meets recreational and non-recreational needs*". Private open space is defined as "*open space to which public access is restricted or not formally established but which contributes to local amenity or wildlife habitat or meets or is capable of meeting recreational or non-recreational needs, including school and private playing fields*". The guidance also states that private residential gardens or incidental areas such as road verges or streets (unless these form part of a link in the open space network) should not be included.
- 9.128 An OSS for the London Borough of Tower Hamlets (2006 – 2016) has been prepared and adopted. Whilst the strategy adopts the definition of open space set out in the London Plan, a key issue for the strategy was determining what open space provision standard was appropriate for an inner London Borough like Tower Hamlets.
- 9.129 The Council compared actual provision with the National Playing Field Association (NPFA) Standard 2.4 hectares per 1000 population, which was developed to quantify the amount of open land required for the sports and play needs of local communities. This is in accordance with other Borough strategies. It therefore focuses on green space that is fully accessible to the public and that can be used for these purposes. Therefore, not all types of open space were counted as contributing towards this type of provision.
- 9.130 Based on NPFA Standard, the Council's OSS identifies an open space provision standard of 1.2 hectares per 1,000 population which has been adopted within policy CP30 of the IPG. In accordance with the NPFA Standard, certain types of open space are excluded from the Council's standard, including canals, docks, and basins since this standard has been adopted to measure the provision of open space suitable for the outdoor sports and play needs of local communities.
- 9.131 According to the Open Space Strategy, only the following typologies of open space (which come from PPG17) with the asterisk (***) were identified as contributing to the open space standard of 1.2 hectares per 1000 population:

PPG 17 & GLA Typology	Local Typology	Number of sites
Parks and gardens	Major parks ***	3
	Local parks ***	53
	Square or garden ***	42
Provision for children and teenagers	Playground ***	14
Natural and semi-natural urban green space	Ecological (equating to semi-natural spaces), where a site's primary function is wildlife habitat; none of these sites in Tower Hamlets is publicly accessible	8
Amenity green space	Housing open space	6
Green corridors	The canals function as green corridors but are classified here as civic / water front (see below) since these are particularly important in Tower Hamlets	Nil
Accessible countryside	None in Tower Hamlets	Nil
Outdoor sports facilities	Outdoor sports facilities (all in school grounds, therefore not fully accessible to the public without specific agreement)	7
Brownfield land	Brownfield land (note no sites >0.3 ha. were found; there are operational open spaces such as car parks and gas works which have not been included)	Nil
Churchyards and cemeteries	Burial grounds ***	20
Allotments, community gardens and city farms	Allotments / city farms ***	7
Civic space	Civic space / water front	31
	Total	191

9.132 This position was fully adopted within policy CP30 of the IPG.

9.133 Further, policy IOD5 of the IODAAP states that at least 2.5 hectares of the Wood Wharf site should be provided as 'public' open space, and that:

1. *At least one large contiguous green space should be provided which primarily serves the green space needs of the proposed residential population. This should be large enough to cater for a range of experiences within the open space from passive to active.*
2. *Other spaces can be orientated to the docks and provision along key pedestrian routes.*

9.134 The 2.5 hectare provision was based on the Council's open space standard and the population expected from the 1500 units identified in the WWSPG land-use allocation.

9.135 As mentioned above, the development is proposing to increase the number of units identified in the WWSPG to 1,688 units. According to the applicants socio-economic analysis within the Environmental Statement, the proposal for 1,688 units is expected to accommodate around 2,750 people. As such, a total of 3.3 hectares of the Wood Wharf site should in fact be dedicated to open space, in accordance with the open space of policy CP30.

9.136 In considering the above policy justification, the Community Park (9,767 sqm or approximately 0.98 hectares) is considered to contribute towards meeting the open space

standard, but, all of the alternative open space areas are not considered to comply with the open space standard where they do not provide for the recreational green space needs of the proposed residential population as defined. Therefore there is a shortfall of 23,233sqm (or approximately 2.32 hectares) of open space that should be provided on-site in accordance with the open space standard.

- 9.137 Where there is a shortfall, according to circular 05/05 (planning obligations), it is reasonable for the Council to secure financial contributions towards the provision of off-site open space to mitigate any potential impact arising from the development. The applicant has agreed to contribute £3,435,541 towards off-site improved capacity, quality or access to existing public open space or laying out of new open space in line with the Council's Open Space Strategy.
- 9.138 In accordance with the OSS, civic spaces were not considered to attribute to the borough wide open space target identified within CP30 of the IPG. However, CP30 does state that the Council will *"seek to improve upon the open space standard on 1.2 hectares per 1000 population"* and will *"promote the use of new innovative design measures to achieve high quality open space"*.
- 9.139 In considering the 'public realm' areas (particularly the dock side edges), the applicant is proposing innovative design measures to create high quality passive recreation areas. Given the urban context of the locality, and the high-density nature of the proposed development, these areas are considered particularly important in meeting the needs of the transient workers. Officers are of the opinion that these areas should be considered as contributing over and above the borough wide open space target, particularly given that the open space standard does not take into account the transient populations of workers, students and visitors who also use Borough open spaces. The total area of these spaces is 28,249sqm (or approximately 2.8 hectares).
- 9.140 In accordance with PPG17, the amenity value created by opening up the site to Blackwall Basis, the eco-islands, the graving dock and the south dock, as well as the creation of a new canal, must be factored in when considering the total open space contribution created by the development.
- 9.141 It is to be noted that there are a number of approved high density schemes in the borough that do not make a contribution towards on-site publicly accessible open space. Where the application will provide significant contributions to both on-site and off-site public open space, in addition to the provision of high quality public realm, the scheme is considered on balance to comply with regional and local policy .

2. Indoor sport and recreation facilities

- 9.142 The Council is currently developing a leisure facility strategy to address existing capacity issues and future demand growth. Initial capacity research for this strategy (due to be formally adopted later in the year) has demonstrated that at present, based on the relatively low population projections provided by Office of National Statistics (ONS), the borough has a shortfall of both swimming pools and sports halls with a specific geographical deficiency of water space identified in the Poplar area and a shortage of sports halls on the Isle of Dogs. The capacity research concludes that on the basis of the low ONS population growth statistics, this shortfall will grow over the coming years to 2018. When taking into account the much higher GLA statistics, demand is projected to be even higher. The proposed development will contribute to this increased shortfall and a contribution is therefore justified.
- 9.143 National planning guidance in PPG17 explains that local governments will be justified in seeking planning obligations for sport and recreation facilities where new development increases existing demand.

- 9.144 The Council's Interim Planning Guidance policy CP27 seeks to resist the loss of existing sports and recreation facilities unless there are acceptable plans for their full replacement. Also, the policy seeks to secure improvements for the provision of new, or improvements to, sports and recreation facilities.
- 9.145 The proposed development will involve the loss of two indoor private sports facilities (circa 7000 sq.m.). The loss of these facilities will increase demand on existing public and private facilities in the Borough. The WWP is not proposing to provide alternative or replacement indoor sports and recreation facilities as part of the development. This is a significant concern where the proposed development will increase the local residential population by 2,750 and the daytime working population by approximately 25,000 people.
- 9.146 Where on site provision is not provided for, the applicant has agreed to pay a contribution of £1,117,319 towards off-site improvements to the capacity of indoor sport or recreation facilities or towards the provision of new indoor sport or recreation infrastructure in line with the emerging leisure centres strategy. This contribution is considered acceptable in mitigating any impacts created by the development upon existing infrastructure.

3. Child Play Space Assessment

- 9.147 London Plan Policy 3D.13 requires developments that include residential units to make provision for play and informal recreation, based on the expected child population. Using the methodology within the Mayor's SPG 'Providing for Children and Young People's Play and Informal Recreation, the GLA stage 1 report anticipates that the development will generate a child population of approximately 555 children. The Mayor's SPG sets a benchmark of 10sq.m of useable child playspace to be provided per child, with under 5 child play space provided on site. As such, in accordance with the SPG the development should make provision for 5,550 sq.m of playspace.
- 9.148 The development is proposing 2,522sqm of formal child place space:
- There is a dedicated under 5's play area of 233sqm within the gated private open space for the buildings W08 and W09, which will include a variety of playable features and equipment.
 - An area of 213sqm is dedicated to play for under 5's on the main island along the south esplanade.
 - A docked barge will be located in the south-western corner of the park. This play area will cater for children up to 11 years and has an area of 163sqm
 - The central play area, 1913sqm to the north of the main pedestrian route through the site is a neighbourhood playable space that caters for all ages. The space is divided into three parts: an informal play area that uses nature for play; a central area that contains play equipment for all ages and abilities; and a hard surfaced space that could be used for informal ball games and a market space at weekends or for special events.
- 9.149 All of the above are publicly accessible except the area under point one.
- 9.150 Further to this, the community park is surrounded on three sides by water. The proximity to the water could provide opportunities for informal water based activities such as pond dipping.
- 9.151 The high street area includes opportunities for seating and gathering places for young people. Similar opportunities could also be provided in the central park and throughout the development, which should be addressed through the reserved matters stage.

9.152 The GLA stage 1 report states:

“Whilst the formal play space provision does not meet the benchmark figure of 10 sq.m. per child, the overall quantum of space capable for use for play and the quality of space provided means that the amount of play space is adequate. However, in order to comply fully with the requirements of the London Plan in this regard, formal provision should be made for facilities for young people...either in one of the open spaces or integrated into the ground floor of one of the buildings”.

9.153 It must be noted that in both UDP and IPG policy sets a benchmark of 3sq.m of useable child playspace to be provided per child. Using the Mayors SPG density figure of 555 children, the development would be required to provide 1665sqm of useable playspace, which it clearly exceeds. In consideration of the stage 1 comments, it must be noted that the developer has agreed to contribute financially to off-site open space and indoor recreation facilities which would address the indoor and outdoor recreational needs of young people. Further, the concerns raised by the Council's parks department regarding seating provision within the development, will be addressed at the detailed design stage, where landscaping is a reserved matter.

9.154 In considering the acceptability of a financial contribution towards addressing the play needs of young people off-site, London Plan Policy 3A.18 seeks to enhance social and community infrastructure, including child play and recreation facilities, which can be provided within easy reach by walking and public transport of the population that use them.

9.155 Also, paragraph 11.8 of the Mayors SPG for Housing, states that when assessing needs of children and young people, *“full account should be taken of their need for play and informal recreation facilities within walking distance of their home”.*

9.156 The applicants Play Space Strategy identified that the Isle of Dogs contains a significant amount of playable spaces although some of these require upgrading and further maintenance. The financial contribution secured towards open space could also be used to improve these areas in accordance with the Council's open space strategy.

9.157 Accordingly, the proposed child play space strategy is considered acceptable in accordance with regional and local policy objectives.

Residential Amenity Space.

9.158 As mentioned above, the private residential gardens have not been included within the strategic open space targets in accordance with the Mayor's Best Practice Guidance on Preparing Open Space Strategies. There are separate planning policies for assessing residential amenity space provision.

9.159 According to paragraph 16 of PPS3, matters to consider when assessing design quality of housing developments include the extent to which the proposed development *“provides, or enables good access to, community and green and open amenity and recreational space (including play space) as well as private outdoor space such as residential gardens, patios and balconies”.* Paragraph 17 of PPS3 states that *“where family housing is proposed, it will be important to ensure that the needs of children are taken into account and that there is good provision of recreational areas, including private gardens, play areas and informal play space”*

9.160 Policy HSG16 of the UDP requires that new developments should include adequate provision of amenity space, and they should not increase pressure on existing open space areas and playgrounds. The Council's Residential Space SPG includes a number of requirements to ensure that adequate provision of open space is provided, as shown below:

Tenure	Proposed	SPG Requirement	Total (m ²)
Family Units	244	50sqm of private space per family unit	12200
Non-family units	1424	50sqm plus an additional 5sqm per 5 non-family units;	1474
Child Bed spaces Child Bed spaces	555	3sq.m per child bed space	1665
Total	1668		15339

9.161 Applying IPG policy in respect of residential amenity space (policy HSG7) produces the following indicative provision of amenity space would be sought:

UNIT TYPE	NO. OF UNITS	LBTH AMENITY SPACE REQUIREMENT	REQUIRED PROVISION OF AMENITY SPACE
Private Ground Floor			
3 bed+	12	50 sq m	1,708 sq m
		Total:	600 sq m
Private Above Ground Floor			
Studio	170	6 sq m	1,020 sq m
1 bed	642	6 sq m	3,852 sq m
2 bed	600	10 sq m	6,000 sq m
3 bed	173	10 sq m	1,730 sq m
4 bed	59	10 sq m	590 sq m
5 bed	12	10 sq m	120 sq m
		Total:	13,312 sq m
Communal			
	1668	50 sq m for first 10 units plus 5 sq m for every additional 5 units	1,708 sq m
TOTAL PROVISION OF AMENITY SPACE SOUGHT:			15,620 sq m

9.162 According to the above table, and the public realm strategy, the applicant has indicated that the scheme is expected to provide 7000sqm of private residential amenity space in accordance with the following typology:

- 1779sqm of communal amenity space (which will primarily serve the social and intermediate units within buildings W08 and W09); and
- 5,221sqm of private amenity space above ground level in the form of balconies and terraces.

9.163 In accordance with the IPG policy, the scheme would exceed the minimum standard for communal amenity space but fails to meet the standard for private amenity. It is clear that the development does not meet the residential amenity space standards of both the UDP and the IPG. Notwithstanding, it must be noted here that scale and appearance are reserved matters. Accordingly, in consideration of the proposed scale parameters, there maybe opportunity to increase the provision of private amenity space above ground within the proposed building envelopes at the detailed design stage which the applicant acknowledges.

9.164 The applicant has advised that in providing tall residential buildings, they have sought to provide the optimal outcome for the site in its entirety realising that private amenity space

at higher levels in buildings, may not always be successful and useable due to microclimate conditions. In order to overcome this, the scheme seeks to provide amenity space elsewhere in the site.

- 9.165 Also, the applicant has stated that residential units which contain balconies are generally sold at a premium. Where not all purchasers are able to pay for this premium, they rely on the availability of a range of unit types to choose from, including residential units which do not include balconies. The applicants design guideline advise that private amenity space will principally be focused towards family housing.
- 9.166 Whilst lack of amenity space provision is a reasonable ground for refusal, it would be difficult to sustain in consideration of the PPS1 references mentioned above which places substantial value upon the provision of a new community park, substantial on-site child play space and private communal amenity space, to mitigate the developments impact upon existing open space infrastructure and to meet the recreational needs of children. Also, it would be difficult to sustain where the Council has recently approved schemes that do not meet the policy targets in providing private amenity space and do not make an on-site contribution towards the provision of public accessible open space.
- 9.167 Notwithstanding this, given that appearance is a reserved matter and detailed design has not been provided, including microclimate studies to these facades, as well as the absence of any viability studies to validate the applicant affordability claim, it is reasonable to secure a s106 obligation upon each residential building to seek to comply with the residential amenity policies, subject to the provision of further evidence to justify any deficit.

Design and Access

- 9.168 The scale and appearance of the scheme are reserved matters, however, the outline development has considered how the design will come forward in the context of the proposed layout, taking account of the site's characteristics and contextual location.
- 9.169 A Design Guidelines document was submitted that builds on the Wood Wharf Design and Access Statement and the Accessibility Statement. The Design Guidelines are a set of specific rules or requirements intended to guide the development of the site. The objective is to ensure that a high quality design of buildings and public realm is achieved across the site, pursuant to the outline application. The Guidelines regulate the character and appearance of landmark buildings with a particular emphasis on tall buildings. Reserved matters applications following the issue of the outline planning permission will follow the key principles in the design guidelines. The Design Guidelines will be conditioned appropriately.
- 9.170 PPS1 promotes high quality and inclusive design, creating well-mixed and integrated developments, avoiding segregation, with well planned public spaces. The PPS recognises that good design ensures attractive usable, durable and adaptable places and is a key element in achieving sustainable development. Good design should;
- Address the connections between people and places by considering the needs of people to access jobs and key services;
 - Be integrated into the existing urban form and the natural and built environments;
 - Be an integral part of the processes for ensuring successful, safe and inclusive villages, towns and cities;
 - Create an environment where everyone can access and benefit from the full range of opportunities available to members of society; and
 - Consider the direct and indirect impacts on the natural environment.
- 9.171 Policy 4B.1 of the London Plan sets out the design principles for a compact city stating that developments should inter alia, seek to ensure that developments maximise the potential

of sites, create or enhance the public realm, are accessible, provide for or enhance a mix of uses, usable and permeable for all users and are attractive to look at and, where appropriate, inspire, excite and delight.

- 9.172 Policy 4B.2 of the London Plan states that the Mayor seeks to promote world class high quality design. Policy 4C.3 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.
- 9.173 Policy DEV1 of the adopted UDP sets out the general principles that the Council will promote. This is further established within the IPG. Policy CP4 states that the Council 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 states that developments are required to be of the highest quality design, incorporating the principles of good design including;
- Taking into account and respecting the local character and setting of the development site, including the surrounding;
 - scale, height, mass, bulk and form of development;
 - building lines and setbacks, roof lines, streetscape rhythm and other streetscape elements;
 - building plot sizes, plot coverage and street patterns;
 - design details and elements;
 - building materials and external finishes; and
 - natural environment, including watercourses or waterbodies.
 - Enhancing the unique characteristics of the surrounding area to reinforce local distinctiveness and contribute to a sense of place;
 - Protecting and enhancing the historic environment, in particular Listed Buildings and Conservation Areas, and their settings;
 - Ensuring design of the public realm is integral to development proposals;
 - Creating visual interest in the urban environment, including building articulation;
 - Contributing to the legibility and permeability of the urban environment; and
 - Ensuring the use of high quality building materials and finishes.
- 9.174 Policy DEV2 also states that development should contribute to achieving the future desired character for the area, where this character has been identified in the AAP.
- 9.175 Policy IOD1 of the IODAAP states that design will be managed by ensuring that development, considers, reflects and responds to the waterside location of the Island and contributes to making a unique location in the London context; preserves and enhances heritage assets and tall buildings will be clustered around 1 Canada Square with building heights reducing from this point. The AAP further recognises that design has an important role in creating accessible, well connected, safe and secure environments that people can enjoy being in.
- 9.176 The WWSPG outlines the broad principles and design parameters that will guide future developments on the site. It identifies the site as a pivotal development, a transitional link between the immense scale and commercial environment of Canary Wharf and the lower scale of residential areas that lie to the east and south of Wood Wharf. The establishment of development and design principles within the WWSPG emerged from the necessity to address this transition in scale and land-use.
- 9.177 The framework establishes principles with regard to site layout, land-use, building density, building height and desire lines for movement and circulation. It also outlines the character and quality of the 'place' envisaged to be created.

9.178 The framework is based upon four key concepts

1. Establishing a layout that maximises the potential of the site compatible with local context.
2. Creating a permeable development that strengthens east-west links and improves connectivity across the Isle of Dogs.
3. Integrate public spaces and active waterfronts to establish vibrant, safe and enjoyable areas and create a focus to the site around the central basin.
4. Incorporating gateway / landmark buildings and focal points that create a 'sense of place' and identity for a new Wood Wharf.

9.179 In the context of the above issues regarding design, the following area will be explored below:

1. Layout
2. Accessibility and Inclusive Design
3. Tall Buildings
4. Archaeology and Built Heritage
5. Safety and Security
6. Blue Ribbon Network

Layout

9.180 According to the WWSPG, the three principal factors that will determined the layout of the development at Wood Wharf are:

1. The existing pattern of development in respect of axial views established by the grid geometry of Canary Wharf;
2. The proposal to introduce a new canal link; and
3. The constraints imposed by the Jubilee Line tunnels.

Grid Layout

9.181 CABE has raised concern that the orthogonal grid arrangement of the towers in the commercial section of the development is very rigid. However, according to the WWSPG, the grid layout of Canary Wharf establishes a clear pattern of building alignments and a strong building line running east to west. The development of the western section of Wood Wharf should therefore seek to reflect this configuration of development. The influences acting upon the east of the site, principally the character of the adjoining residential areas and the Jubilee Line tunnels, are more varied, which may result in a less constrained geometry.

8.182 The Wood Wharf site itself is dominated by the large form of the warehouses reflecting its industrial heritage and the light industrial uses that now exist here. The proposed continuity of urban grain and grid into the Wood Wharf site allows the large scale buildings to better relate to those of Canary Wharf. The proposed disaggregation of the grid at the Wood Wharf site edges with its looser fit residential pattern, non-orthogonal dock edges and boundaries play against the formal grid to better integrate with the more ad hoc arrangement of the residential setting to the east and the various on-site public realm opportunities at the water's edge.

9.183 The Design and Access Statement identifies that the proposed layout was selected against a number of options where it best responded to site constraints, the continuation of the Canary Wharf grid, a central east west space creating a strong visual corridor, full use of the surrounding water context, a strong commercial core, good connectivity to the east and west, an eastern canal placement, a large park to the east of the site integrating Lovegrove Walk and the Graving Dock within the design approach and good residential locations the

southern part across the site.

- 9.184 The nature of the site and the inclusion of residential accommodation generates a mixed scale and individuality of the site which differentiates it from Canary Wharf. The site also differentiates itself from Canary Wharf by the nature of its quaysides and form - surrounded on three sides by water. However, to ensure this differentiation would not result in isolation of the Wood Wharf site from Canary Wharf, a continuity of skyline with Canary Wharf is maintained.
- 9.185 Having adopted an urban grid continuity and urban footprint scale for commercial buildings similar to those at the adjoining Canary Wharf, the packing and density of the grid becomes critical in terms of urban space and street scale. According to CABI, the detailed design of the central square will be the key aspect in achieving this. It is important that the potential drama of this central space, where it is flanked by tall buildings which themselves are flanked on their opposite faces by waterside public spaces of a completely different character, is maintained.
- 8.186 The GLA stage 1 report states that, *“the layout is well thought out and will create a high quality urban development”*.

Canal

- 9.187 Policy 4C.21 of the London plan seeks opportunities for the creation of new canals and the restoration of the network including former links and basins, as part of major development proposals and regeneration projects.
- 9.188 British Waterways has a requirement for a new canal to enhance navigation between Blackwall Basin and South Dock. The WWSPG proposals incorporate a centrally located canal which divides the site into two parts. The applicant has identified that a canal placed centrally on the site raises a number of key strategic issues:
- A centrally located canal will substantially compromise the provision of a fully functioning service basement.
 - A single unified basement serving all the commercial buildings is required for operational and security reasons. The provision of a commercial basement dramatically reduces vehicular impact on the public realm above.
 - Issues around the phasing of the construction of the development also raise concerns. A central canal will provide a major constraint to construction and phasing of the scheme over time.
 - A central canal will also impose an inevitable separation, where continuity is mostly required. The navigational approach from the south to a central canal cuts across the main lock mouth.
- 9.189 Therefore the applicant investigated alternate arrangements in order to ensure that the canal position will be the best possible option in terms of phasing and delivery and to provide maximum benefits to the overall design. The placement of the proposed canal to the east was considered to be the best strategic placement for the following reasons:
- An eastern canal location will integrate best with the most likely location for public open space.
 - An eastern canal has least construction and phasing impact on the scheme.
 - An eastern canal location avoids residual non listed underground infrastructure.
 - An eastern canal allows better connectivity opportunities across the site.
- 9.190 The profile of the canal has been designed to meet several requirements. British Waterways (BW) has requested that the canal has a clear navigable channel width of 16m, with an additional allowance of 350mm for fendering on each side, and a depth of 5.0m

below the nominal dock water level. The canal was also designed for one way traffic for a design vessel of 45m x 6m. The majority of vessels using the canal are likely to be Dutch barge houseboats. Swept path alignments for the canal have been analysed.

- 9.191 The Jubilee Lines (JL) below the site has a 6m exclusion zone above the tunnels where construction is not permitted without concession from London Underground Ltd (LUL). The canal walls will not enter into the JL exclusion zone.
- 9.192 Three bridges will cross the canal. The bridges are anticipated to be for pedestrian use, with one bridge designed for vehicle loading for emergency and maintenance use. The detailed design of the bridges is yet to be completed and the details are to be addressed through the reserved matters stage. Maximum and minimum envelopes for all the building structures (including bridges) have been considered as part of the application process. Bridges will have to be lifted to allow vessels to pass through the canal.
- 9.193 The canal along the eastern edge of the Community Park is proposed to have a sloping beach to provide opportunities to engage with the water from the Community Park. The beach will consist of a canal wall with a concrete pile cap which varies in level along the canal to create beach areas along the length of the Community Park. A clear line of closely spaced timber fendering is proposed along the line of the canal to prevent boats impacting on the submerged canal wall and separate vessels from pedestrians in the park. A series of chains will also be strung across the fenders to prevent pedestrians from passing beyond the beach into the canal.
- 9.194 An 'island' is proposed behind the canal wall on the western side of the community basin. The island will be surrounded by a shallow pond. A double level of basement will be located behind the canal wall, and the canal wall will be effectively a continuation of the double basement canal wall. Again, fendering will be provided along the canal along with fencing to prevent pedestrians entering the canal.
- 9.195 Two options for capping details are proposed to be used along the canal to match the architectural design behind the wall. Option 1 utilises a timber capping to maintain the appearance of the existing timber walls along Blackwall Basin. Option 2 utilises granite capping stone finish similar to the main Canary Wharf Estate. Further, due to the canals deep water and potential for people to congregate, subsequently permanent fencing, grab chains and ladders are proposed for safety measures. These should be conditioned.
- 9.196 In addition to the canal and main development basement and buildings, additional engineering structures will be required onsite, which form part of the detailed planning application. These will include the Utilities Chamber, providing a connection of utilities (gas, power, fibre optics etc) between the two sides of the development below the canal, and attenuation tanks for stormwater storage and re-use onsite. The Utilities Chamber and attenuation tanks will be buried structures and will not be visible from ground level.
- 9.197 British Waterways will be responsible for the canal maintenance; including the clearing of any canal siltation, which shall be addressed by s106 agreement. A thorough assessment of all shipping risk will be completed during the detailed design stage as well as construction techniques and materials which must be considered and agreed with the Council planning condition.
- 9.198 In principle there are no concerns with the proposed canal design and layout particularly where the applicant has sought to provide three bridge links across the canal to ensure there is no segregation between the east and west banks, which improves upon the WWSPG connectivity principles.

Open Space

- 9.199 The east-west Canary Wharf scaled organising grid has resulted in the provision of small, local scale urban squares and park spaces that run along the entire length of the central east west axis of Canary Wharf. This green axis naturally continues into the Wood Wharf site. The WWSPG concludes that a continuation of this should result in the formation of a central public recreational space at Wood Wharf as well as creating a green route from Prestons Road to Canary Wharf and the public transport interchange.
- 9.200 In considering the WWSPG spatial plan, a central open space and axis on the site would naturally become a town square fronted by tall buildings. This space would be essentially urban in feel, and unlikely to provide the requirement for substantial open green recreational space. Also, the WWSPG massing approach places the highest densities on the western part of the site. The applicant has advised that open space in this location would be problematic as it would compromise overall development potential, which would conflict with London Plan policies.
- 9.201 Given the necessity for a substantial open space on the site in accordance with planning policy, the applicant sited the proposed community park to the east where it was considered that it would provide a buffer and an appropriate transition between the large scale development on the site and the smaller scale existing residential community to the east.
- 9.202 An open space created to the east would not only be able to connect directly to Blackwall Basin, but it would also benefit directly from the eastern flanking graving dock. This eastern location for an open space allows better utilisation by the wider neighbouring community, as well as the residents and office workers on-site. In order to be able to achieve this holistic design approach with maximum benefits and overall site balance, the applicant considered that the buildings in Lovegrove Walk, which did not form part of the original WWSPG area, will need to be removed in order to achieve a location for a substantial public open space. There are currently 29 dwellings at Lovegrove Walk, consisting of 10 town houses and 19 flats. The applicant has confirmed that to achieve the proposal, they have currently acquired 16 units and 7 houses. A further 2 units will be exchanged shortly. They are currently seeking to purchase the remaining dwellings.
- 9.203 It is to be noted that where the applicant does not have freehold and/or leasehold ownership for every parcel of land that makes up the site, the Council will impose a condition to prevent the commence of development for Phases 2, 3 and 4 until non-secured land has been tied into the s106 to secure the comprehensive redevelopment of this site. If the committee are minded to approve the scheme, and the applicant has been unsuccessful in acquiring the full ownership of the site, they may ask the Council to use its powers of Compulsory Purchase, in line with the WWSPG direction. The powers are provided to be used, inter alia, by securing comprehensive redevelopments such as this.
- 9.204 According to policy 3A.15 of the London Plan and CP23 of the IPG, no houses shall be lost without its planned replacement at existing or higher densities. Where the applicant submitted a Certificate C (Cert) and where the proposed demolition of the Lovegrove Walk houses form part of a comprehensive regeneration plan for the Site encompassing up to 1668 units, the proposal is considered to be acceptable within the scope of this application.
- 9.205 The proposed Landscaping and Public Realm Strategy for Wood Wharf identifies that a high quality public realm is especially important in the context of a high density development. The development seeks to achieve this by making best use of the site's natural features and particularly its waterside location and in doing so, the scheme identifies five new character areas within the Wood Wharf site including:

- Western Quarter and Basin – A gateway to Wood Wharf from the west, the built edges of the Western Basin create a water filled ‘Square’ that could accommodate floating structures for events or performances.
- Southern Esplanade – The south-facing aspect allows the best exposure to sunshine making it an ideal area for recreation. The Southern Esplanade could contain marina-type activity with mooring of boats, a promenade and links to the High Street.
- Easter Quarter and Basin – This part of the site comprises residential buildings. The landscaping in this area links the central space between the residential buildings with the canal.
- Blackwall Quarter and Community Park – This character area seeks to create a natural feel, providing a green backdrop to the overall scheme comprising a series of eco islands, Blackwall Dock and a new park.
- Central Quarter – The Central Quarter is located in the heart of the development and comprises the commercial buildings. The landscaping includes two interacting levels, the lower level contains the entrances to retail and community facilities and the higher one includes the High Street and links to the south and north.

9.206 The GLA Stage 1 report states:

“The quality of the public realm is generally of a high quality and allows for the use of imaginative elements and increased access to the water’s edge. The development includes five new bridges. These are crucial to integrate the scheme into the surroundings and their delivery should be conditioned.

The strategy to provide different character water edges and in particular the plans to provide softer and more variegated water edges is line with objectives of the Blue Ribbon Network to provide a varied water environment and to stimulate active use of the water area. The application requires further evidence to guarantee the proposed variety of types of space”.

9.207 Where the scheme is in outline, landscaping details have been reserved. As such, a condition will be imposed to guarantee the proposed quality and variety of types of space is secured. Further, the applicant has identified that weekend and seasonal markets could be provided within the community park or within the western basin, as a floating market, which would benefit the proposed and existing communities. Further details of this are required at the detailed design stage, subject to a market strategy to be conditioned, to ensure any impacts on surrounding residents are minimised.

9.208 The applicant has also advised that the Arts Strategy for Canary Wharf will be extended to cover Wood Wharf, and to include the Community Park. This strategy should also be a condition of development.

9.209 According to the WWSPG, the central landscape area to Wood Wharf east will consist of a densely planted public park and private communal gardens for the exclusive use of residents. Where the proposed open space strategy proposes 5 distinct public realm areas that are greater in size, quality and accessibility than the scheme proposed by the WWSPG, the proposal is considered to be acceptable.

9.210 The applicant has also advised that significant entertainment and event functions would be part of the overall experience of the development. The landscape strategy facilitates this need by providing a number of spaces which could accommodate such events, including temporary floating stages within the western basin and southern esplanade, as well as a pavilion within the Community Park. Whilst landscaping is a reserved matter, given the residential nature of the development and surrounding areas, an events and entertainment strategy should also be submitted to ensure any impacts on these residents will be mitigated.

High Street/Wood Wharf Square

- 9.211 According to the WWSPG, at the centre of Wood Wharf West, the development should incorporate a landscaped urban public plaza, which will lead to the proposed new canal basin, which will form the visual hub of the site and a focus for recreational activity around the waters edge.
- 9.212 The evolution of a central open space was influenced by the reservation required for the Jubilee underground line which generated a need for an east-west axial public space at the heart of the development. This layout sets a framework for development and creates a visual link east-west through Canary Wharf and across to the Isle of Dogs.
- 9.213 The Central commercial space also provides the opportunity to resolve the transition between the two principal levels of the site, with the main High Street facilities at the lower public realm level and the Wood Wharf Square, with cafes, bars, some retail space and green space, at the upper level.
- 9.214 The High Street would provide a principal route through the heart of the site and would link to north south routes and surrounding quaysides. The High Street route network would assure good permeability through the heart of the site and a central focus to the whole urban development.
- 9.215 A central unifying space would provide links to all buildings, could create a central heart and 'Wood Wharf Square' identity, could offer individual addresses and identities to the major commercial buildings, would provide open public space, would provide links to Canary Wharf and its public transportation infrastructure and would connect all secondary spaces to the central public open space at the heart of the scheme.
- 9.216 The GLA stage 1 report states that *"the central quarter comprise generally well-designed open spaces although there is concern that the 'high street' does not allow for easy navigation or future growth of users"* (it is to be noted that Council's design and access officers have not raised the navigation matter raised by the GLA as a concern).

Accessibility and Inclusive Design

- 9.217 The applicant's design and access statement sets out that all homes, except those on split levels, will comply with 'Lifetime Homes' standards, and that 10% of all market housing will be wheelchair accessible. In order to comply with London Plan and Council policies, all the units should comply with lifetime homes standards. The applicant has since confirmed that this can be achieved and will be conditioned appropriately.
- 9.218 In addition, 10% of all housing, across all tenures, including the Hotel development, must be wheelchair accessible or capable of being adapted to be wheelchair accessible. The applicant has confirmed that this can be achieved and will be conditioned appropriately.
- 9.219 The GLA and Council's access officer have advised that the design guidelines should incorporate standards for inclusive design and set out how changes in level are dealt with across the site. This matter has subsequently been addressed in the Design Guideline to be conditioned.

Tall Buildings

- 9.220 As mentioned above, where the proposal reserves Scale, an indication of the upper and lower limits for height, width and length of each building within the site boundary to establish a 3-dimensional building envelope within which the detailed design of the buildings will be constructed, has been provided. The building envelopes proposed are significantly taller than what currently exists on the Wood Wharf site. The appropriateness

and their acceptability is considered against the relevant policy tests below.

- 9.221 Policy 4B.9 of the London Plan states that tall buildings will be promoted 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.10 of the London Plan provides detailed guidance on the design and impact of such large scale buildings, and requires that these be of the highest quality of design.
- 9.222 Policies CP4, CP48 and DEV27 of the IPG states that the Council will, in principle, support the development of tall buildings, subject to the proposed development satisfying a wide range of criteria, which are provided in detail later below.
- 9.223 Policy of the IOD AAP states that the Northern sub-area of the Isle of Dogs will continue to be a location for new buildings and will form a cluster of the tallest buildings found on the Isle of Dogs. New tall buildings should help to consolidate this cluster and provide new landmarks consistent with the national and international role and function of the area. Policy IOD16 states that building heights will respect and complement the dominance of One Canada Square. Heights should be progressively reduced from this central landmark through to the periphery of the Northern sub-area. An effective transition should be made between established buildings and new buildings. Further, the supporting paragraphs to policy IOD16 states that the dominance of the Northern sub-area on the skyline over other areas on the Isle of Dogs should be maintained.
- 9.224 The WWSPG identifies the significance of the iconic 50-storey tower of One Canada Square within the Canary Wharf Estate and Isle of Dogs, creating a landmark building and a high point in massing terms for the surrounding area.
- 9.225 The WWSPG recognises the potential of the Wood Wharf site to accommodate tall buildings and states that the western part of the Wood Wharf site presents the opportunity to consolidate the culture of building heights established at Canary Wharf and complete the outer cluster of tall buildings. The WWSPG emphasises that the scale of commercial development should be compatible with the Canary Wharf estate rather than competing with it.
- 9.226 Distinct building heights are identified within the WWSPG across the site. Within Wood Wharf West, the scale of the development should be compatible with Canary Wharf rather than compete with it, a maximum of 35 storeys will be acceptable stepping down to 16-20 storeys to front the new canal. Within Wood Wharf East, the development should range in scale from 20, 16 and down to a maximum of 6-7 storeys close to Prestons Road to respect the existing low rise residential properties. There is also opportunity for landmark buildings of up to 35 storeys at key positions to act as visual markers.
- 9.227 The maximum heights of the buildings at Wood Wharf range from 33.00m to 206.02m in height. The minimum heights of the buildings at Wood Wharf range from 23.00m to 188.05m in height. The heights of the buildings have been established with regard to the site's context with the taller buildings located to the west of the site towards Canary Wharf and the shorter buildings located to the east of the site. The maximum heights of the proposed towers exceed the indicative heights within the WWSPG.
- 9.228 CABE has raised concern where a scheme of the scale proposed was lodged in outline form. Notwithstanding this, CABE and English Heritage's Guidance on Tall Buildings (2007) states that outline planning applications for tall building proposals are appropriate only when the principle of a tall building is considered to be an important element within a robust and credible masterplan. The principle of tall buildings at Wood Wharf has been accepted in the adopted WWSPG for the site.

9.229 The GLA stage 1 report states:

“The site is in an established cluster of tall buildings and therefore the proposal for tall buildings (on the western side of the site) is fully supported subject to good design, in line with the principles of policy 4B.10 of the London Plan. The concept of design guidelines is supported but they need to be more detailed in order to give certainty of the design quality at the detailed stage.

The strategy for lower heights towards the east is supported, as is the strategy for a finer grain development to the east to allow a gradual transition from the Canary Wharf towers to the existing residential properties west and east of Prestons Road”.

9.230 However, the both the GLA and the Council's design officer raised concerns regarding the design of the eastern residential blocks. In particular, block W13 did not appear to benefit from any semi-private or communal space and is oddly placed within the public realm, resulting in awkwardly shaped space at the southern end of the park. Also, Block W09 was considered to be relatively long (maximum 100 metres), needing to be appropriately designed to minimise the formation of a bland facade. There was also a concern over the relationship of W09 to the Cold Harbour Conservation Area to the east.

9.231 The applicant has submitted further information to address these concerns, which address the following issues:

- Relationship of the residential buildings to the Cold Harbour Conservation Area;
- The design of building W09, including layout and scale
- The treatment of the public realm and amenity related issues, in the context of the building W09 and W13.

9.232 The information submitted was found to be acceptable in addressing the Council's concerns and has been amended to the Design Guidelines to be conditioned.

9.233 Within the body of the ES, a detail views analysis was also undertaken. The ES concludes that the effect of the proposal on the view in long, mid and close range views is generally beneficial. The scale and layout of buildings proposed at Wood Wharf relate well to the existing cluster in the Docklands. The addition of contemporary development was considered to reinforce the character and identity of the Docklands, adding strength to, and reinforcing the existing buildings as a compelling cluster.

9.234 Given the existing cluster of buildings in the Docklands and at Canary Wharf, it is apparent that there is a significant level of existing night time light and illumination in the immediate vicinity. Whilst the Wood Wharf proposal would result in an increase in the level of night time light/illumination, the effect has been assessed at neutral within the ES (the impact upon surrounding residential amenity has been assessed under separate heading).

9.235 In the context of the existing and consented schemes, the scheme does not detrimentally affect the setting of the majority of the conservation area or listed buildings, which form an integral part of the character of the area. Where adverse effects have been identified, these were considered to be slight and mitigation measures have been outlined to minimise these effects (which has been addressed under separate heading within this report, though these generally include high quality design and materials to be used in the façade treatments of the Wood Wharf proposal).

9.236 Policy DEV27 of the IPG (October 2007) provides criteria that applications for tall buildings must satisfy. Considering the form, massing, height and overall design against the requirements of the aforementioned policy, the proposal is considered to be in accordance with the policy as follows:

- The design is sensitive to the site's context, creating continuity with the adjoining tall buildings at Canary Wharf and the low level residential area to the east of the site.
- The architectural quality and final massing of the tall buildings has not been defined. However, the design and access principles and the design guidelines that will be used to develop future details are considered to be of high quality and considerable attention has been given to the building envelopes and the public realm in the context of a fully worked up masterplan.
- The site is located in an area identified for tall building clusters. The proposal is considered to be in line with the tall building principles for the site, established within the WWSPG;
- The townscape impact analysis demonstrates that the proposal would not have any negative impacts on the townscape and would contribute to and compliment the existing Canary Wharf skyline, whilst creating an interesting skyline for Wood Wharf, from all angles;
- An extensive assessment of wider views has been undertaken, including night time effect. It is important to note that the City of London considered that the proposed development will be seen in views as an integral part of the cluster of towers at Canary Wharf and therefore it will not raise any new view protection issues.
- The site forms a backdrop to the London panorama from Greenwich Park to Central London. Where the cluster of Canary Wharf is identified as a positive contribution to this Panorama, the consolidation of this cluster with new tall buildings at the Wood Wharf site will positively enhance the composition of the cluster.
- The scheme is not considered to compromise the setting of the Conservation Areas or the Maritime Greenwich World Heritage site and whilst the scheme will effect the listed dock walls, the impact is considered to be a positive contribution.
- The scheme provides adequate, high quality and usable amenity space that will meet the needs of the proposed residential and working population, as well as contributing to the needs of the surrounding residential community on the Isle of Dogs;
- The environmental statement submitted demonstrates that the environmental impacts (e.g. micro-climate, ecology, flood risk, sunlight/daylight, etc) are acceptable and appropriately mitigated where the proposal has any adverse impact.
- The proposals demonstrate consideration of sustainability throughout the lifetime of the development, including the achievement of high standards of energy efficiency, sustainable design, construction and resource management;
- The mix of uses proposed are considered appropriate and will contribute positively to the social and economic vitality of the surrounding area;
- The site is located in an area with good public transport accessibility. The proposal takes into account the transport capacity of the area and includes an appropriate S106 contribution towards transport infrastructure, to ensure the proposal will not have an adverse impact on transport infrastructure and transport services;
- The proposal incorporates the principles of inclusive design whilst securing high standard of safety and security for future users of the development
- The proposal improves the permeability of the site and movement of people from the eastern periphery of the northern sub-area through to Canary Wharf. The scheme contributes to the provision of high quality pedestrian and cycle routes.
- The proposal maximises the use of the sites unique water location, through the appropriately siting of both office and residential buildings and public realm; benefiting from the amenity value;
- Complies with the residential density policy requirements to maximise housing density given the sites central location;
- conforms with Civil Aviation requirements; and
- Will not interfere, to an unacceptable degree, with telecommunication and radio transmission networks.

9.237 It is to be noted that CABE has advised that given the outline nature of this submission commenting on the impact of the series of towers remains a difficult task. They have advised that whilst they have confidence that a high standard of development will be

delivered, they wish to reserve their overall judgment until detailed schemes are worked up.

- 9.238 On balance, the development is considered to comply with regional and local planning policy and guidance on tall buildings.

Archaeology and Built Heritage

- 9.239 PPG15 (Planning and the Historic Environment) requires local planning authorities who consider proposals which affect a listed building or Conservation Area to have special regard to the preservation of the setting of the listed building or Conservation Area, as the setting is often an important part of the buildings or areas character.
- 9.240 Policy 4B.11 of the London Plan seeks to protect and enhance London's historic environment. Further, Policy 4B.12 states that Boroughs should ensure the protection and enhancement of historic assets based on an understanding of their special character. Policy 4B.15 of the London Plan supports the identification, protection, interpretation and presentation of London's archaeological resources. The policy states that the Mayor expects boroughs and others to use appropriate tools to manage the historic environment, including character appraisals and conservation plans.
- 9.241 Policy DEV37 states that where alterations to listed buildings are proposed, these will be expected to preserve the special architectural or historic interest of the building. These should endeavour to retain the original plan form and any architectural features. Should allow for recording of the building by a professional and be carried out using traditional materials.
- 9.242 Policy DEV42 states that development which adversely affects nationally important archaeological remains, will not be permitted. Policy DEV43 states that development which affects any locally important archaeological site or remains may be permitted depending upon the importance of the archaeological remains, the need for the development and measures proposed for the protection, enhancement and preservation of the site. Policy DEV44 seeks to ensure that the permanent preservation in situ of nationally important remains will normally be required.
- 9.243 Policy CON1[1] of the IPG states that planning permission will not be granted for development which would have an adverse impact upon the setting of a listed building. Further, CON2 states that development that would affect the setting of a Conservation Area, will be granted only where it would preserve or enhance the special architectural or historic interest of the Conservation Area. CON3 seeks to protect world heritage sites
- 9.244 The IPG recognises that archaeological remains can easily be destroyed in the development process. Policy CON4 states that the Council will require nationally important remains to be preserved permanently in situ, subject to consultation with English Heritage. All development proposals affecting sites of known archaeological interest will be required to submit an archaeological assessment. CON5 seeks to protect important local and strategic views.
- 9.245 According to the WWSPG, in determining any proposals for Wood Wharf it will be necessary to ensure that the development is not detrimental to the character or appearance of the Conservation Area, nor to the Listed structures and their settings.'
- 9.246 As mentioned earlier in this report, no part of the development is located in a conservation area. However, the main conservation policy issues arise from the presence of the Cold Harbour Conservation Area, which lies to the east of Prestons Road, and the Grade 1 listed Blackwall Basin and the Grade 1 listed West India Dock East Quay. Consideration must also be given to the Maritime Greenwich World Heritage Site, located to the south of Isle of

Dogs, which is the closest World Heritage site to Wood Wharf.

- Conservation Areas

9.247 There are a number of conservation areas to the north and east of the site. The following conservation areas have been assessed in detail where concerns have been raised over the potential impact from the proposed development.

Cold Harbour Conservation Area

9.248 According to the Conservation Area Character Appraisal & Management Guidelines (Adopted 7 March 2007), the Cold Harbour Conservation Area was designated in December 1975. It includes the two entrances into the Millwall and Blackwall Dock Basins and survives as one of the last examples of the narrow streets which once characterised the river's perimeter. Coldharbour retains much of its original maritime character, its narrow 'corridor' preserved by appropriate new residential development to the west, and the sensitive redevelopment of surviving historic buildings. The scale of the 'new' residential development along the western edge of Coldharbour has contributed to the historic sense of enclosure, replacing buildings of a similar scale on narrower plots. The setting of the Conservation Area, however, has been altered by the high-rise development surrounding it.

9.249 According to the cultural heritage assessment within the ES, the applicant contends that there are six listed buildings still standing on the eastern side of the street, surrounded by recent new residential development which screens views to and from the listed buildings. Views into and out of this part of the conservation area are limited to those looking west from the Gun Public House and west up Managers Street onto the development site.

9.250 The setting of the Coldharbour Conservation Area is currently characterised by the River Thames to the east, the Wood Wharf business park to the west and residential and light industrial uses to the north and south. Remnants of historic dock yard serve as a reminder of the original use of the area at the entrance to Blackwall Basin and the entrance to the South Dock.

9.250 The visual impact on views in and out of Coldharbour Conservation Area was assessed within the ES. The assessment states:

Although the Docklands cluster (Canary Wharf) is visible in the background, as a result of its distance and orientation, it does not appear overly bulky and out of scale with these residential buildings. The location of these buildings in the background provides a contemporary setting and context for the Docklands. The low level of buildings on the street, and the distance to the cluster results in a relatively open environment above the roof line.

The proposed buildings rise immediately behind the western end of the street, and dwarf the terraced row. A sense of enclosure now fills this end of the view.

The proposal is situated such that it is now the dominant element in this view and along this street, and appears out of character with the terraced row...the setting of the conservation area is significantly effected by the proposal, which is at a discordant scale to the existing form. The same is applicable for the Listed Buildings whose setting has been materially effected.

9.251 The applicant assessment concludes that the Coldharbour Conservation Area and its listed buildings will be affected by new buildings on the development site due to the proximity of the area to the development site. However, the applicant contends that the proposed development will have no physical effect upon the character of the conservation area,

where the effects are limited to the visual presence of the buildings on views from the conservation area to the west which are considered to be limited and not making a significant contribution to the overall character of the conservation area.

- 9.252 In view of this conclusion, careful consideration must be given to the expert opinion of received from Statutory consultees. English Heritage has raised no objection to the proposal's impact upon the conservation area. CABE provides no comment on the relationship between the development and the conservation area. The GLA stage 1 report states that:

"The site is also located adjacent to a number of conservation areas. Considering the scale of development already existing in the area, it is anticipated that the impact will be limited and that the setting of the listed buildings and conservation area is preserved and in many cases would be enhanced".

- 9.253 It must be noted that the WWSPG sets out in principle height parameters for tall buildings adjacent to the Coldharbour Conservation area. The parameters stipulate a building height range between 7-10 residential storeys, with a landmark residential building of up to 35 residential storeys within 80 metres of the Conservation Area. The proposed scale parameters for W09 height is between approximately 10 to 23 residential storeys.
- 9.254 The Councils Design and Conservation team originally raised concern over the impact of W09 upon the setting of the Conservation Area given the extreme variance in the minimum and maximum height dimensions. The affect of the minimum dimensions was considered acceptable, however the concerns extended to the effect of the maximum dimensions. The applicant has sought to address this matter through the provision of design options for this building, to be conditioned within the Design Guideline. The further information has shown that the building is capable of being designed to mitigate any impact upon the conservation area. In response, the design and conservation department has confirmed that the proposed interface between the development and the conservation is now acceptable subject to the conditioning of the Design Guideline. The scheme is therefore, on balance, considered in terms of its impact on the Coldharbour conservation area acceptable.

Cold Harbour Conservation Area Extension

- 9.255 An extension of the Coldharbour Conservation area is proposed incorporating part of Manchester Road and Preston's Road. Whilst the amendment has not yet been adopted, the applicant has undertaken two views analysis over this area. The impact of the development upon the view from Manchester Road/Samuda Estate was found to be moderate, with no mitigation measures required. However, the impact of the development upon the view Preston's Road/Stewart Street requires mitigation measures. This is due to the close proximity of the development to the rear of the row of houses along Preston's Road, which fall within the proposed conservation boundary. The mitigation measures include high quality design and materials to be used in the face treatments. This matter has been addressed within the design guideline.

St Matthias Church Conservation Area

- 9.256 Concern has been raised that the proposal may have an impact upon St Matthias Church Conservation Area, where the development is located in the background of the St Matthias Church (Grade II*). However, the applicant has advised that the ES has assessed the visual impact of the maximum building extents and concludes there is no harm to the conservation area. The setting of St Matthias Church does not extend to the Wood Wharf site and no impact has been identified on its setting. The church is already viewed with modern, tall buildings in the background with no detrimental impact. The Wood Wharf proposal, although appearing behind the spire in a single view of the ES will not appear behind the spire in any other of the multiple views within the recreation ground surrounding

it. Where English Heritage or the GLA has not raised this as a concern, it is considered that there will be no impact upon the setting of the conservation area.

All Saints Conservation Area

9.257 Concerns have also been raised that the proposal may have and impact upon this conservation area. The proposed development will change some views from within the churchyard of the All Saints Church. There are currently glimpsed views toward the development site from this Conservation Area and listed church. The effect is assessed as being slight adverse due to the scale and modern design of the buildings being viewed at the same time as the church. It is assessed as slight because only a limited number of views will be affected and the presence of modern development in a long distance view will not detract from the listed church or the character of the All Saints Conservation Area. Mitigation measures include high quality design and façade detail to the proposed buildings.

Naval Row Conservation Area

9.258 Views from Naval Row Conservation Area, to the northeast of the Wood Wharf site, would change as a result of the proposal. However, the setting of the conservation area and its listed buildings were found not to be detrimentally compromised by the proposed development, particularly where the view to the south has already been compromised by the DLR track and Canary Wharf

- Listed Buildings

9.259 There are a number of listed buildings located outside the site boundary in proximity of the site, those closest to the site boundary have been assessed within the ES and are listed below. The architectural and historic importance of the surrounding listed buildings is varied. Overall the buildings are all associated with the working of the Docks and so have some intrinsic link with the area and its industrial heritage. Those buildings located within 400m of the development site have been specifically assessed within the ES. Broadly, it was found that the settings of these buildings are limited.

9.260 Notwithstanding, the Gun Public House (Grade II) is located in a slightly more exposed position than others within the Coldharbour Conservation Area. As such, although its immediate setting will not be affected by the proposed development its wider setting and views will change considerably. This affect is assessed in the ES to be slight adverse as the clearing of prefabricated warehouses will improve views from the building but the erection of substantially taller buildings may cause an adverse effect upon views from the listed building that outweighs the improvement of the view from the clearing of the warehouses (the impact of this and how it will be mitigated is addressed above).

9.261 The primary matters to be dealt with relate to the affect of the proposals on the Grade I listed Blackwall Basin and its setting and the effect upon the Grade I listed West India Export Dock (East Quay) and its setting.

9.271 Listed Building Consent is being applied for in order to alter these Grade 1 listed buildings and has been addressed under a separate section of this report (PA/08/1218 and PA/08/1238)

9.272 Part of the proposals involve altering the dock wall in order to accommodate a new canal opening to the eastern side of the southern bank and the replacement of some capping stones in order to stabilise the dockwall and maintain a watertight structure. The assessment considers that the structural integrity of the Blackwall Basin will not be compromised by the proposals.

9.273 The affect of the proposed development on the setting of the listed docks in general is assessed as positive. The applicants Cultural and Heritage Report considers that the area will be enhanced by the new development and will allow for greater integration with the structures by the public.

9.274 The GLA Stage 1 report considers that:

A conservation-led approach has been devised in order to preserve as much of the existing fabric as possible, and to retain the industrial character of the dock edge. Marine artifacts will also be retained and reused as much as possible to preserve the detailed character and appearance of the dock edge.

9.275 English Heritage have advised that

“the new park...and the boardwalk type structures proposed on the southern and western edges of the Wood Wharf development (which oversails the edge of the Grade I structure and crosses over the water) will improve the experience of workers, residents and visitors, as well as providing a link with the main body of Canary Wharf.

9.276 Notwithstanding this, EH raised concern with the proposed 'Eco Islands' within the Grade I listed Blackwall Basin. They state:

“The Basin is a hard edged space which is one of the most important historic docks in Britain; its industrial character is of huge significance. We feel that the proposed tree and vegetation covered 'Eco Islands' are inappropriate as they would significantly detract from that historic character and therefore we cannot support this aspect of the proposal”.

9.277 The eco-islands within the basin are required to incorporate habitat for nature conservation purposes (as detailed later in this report). In response to EH concerns, it is to be remembered that the landscaping of these islands has been reserved and the applicant has advised that they will work with English Heritage at the detailed design stage to ensure the final landscaping and materials used will be sensitive to the setting of the dock wall. Also, the scale of the islands is currently based on the maximum envelopes. The final design will be addressed at the detail stage, in consultation with EH.

9.278 Further, it would appear to be difficult to justify that the proposed structures within the basin will detract from the historical character of the Basin, when considering the historical appearance of the Basin, which essentially was a large pond surrounded by a small number of low rise dock side industrial warehouses. Today, the Basin is surrounded by mid rise residential developments. The Basin also contains a number of permanent private residential moorings that take up an area that is greater than the proposed islands.

9.279 It is to be remember that English Heritage has not objected to the demolition of the warehouses on site which represent the last remnants of the historical industrial character of the Basin, apart from the dock walls. If the setting of the listed walls were to be considered on there own merits, apart from the surrounding area, it must also be remembered that EH are not objecting to the impact of the scheme upon the Grade 1 listed West India Dock walls, which the development will extend over and obscure from view. In contrast, the proposed structures within Blackwall Basin will provide greater opportunity for the public to view and appreciate the listed wall. As such, a refusal based on the comments made by English Heritage in relation to impact of the eco-islands upon the historic character of the Basin is not, on balance, supported.

- 9.280 • Cranes
- 9.281 There are three electric cranes located to the south of the site, adjacent to the South Dock, which are to be retained. According to the WWSPG, development proposals should demonstrate a positive relationship to the cranes in terms of height, setting and setback.
- 9.282 Objection has been received where the development would substantially block views of the cranes from Prestons Road. It must be noted however that the proposed height and setback of the proposed development generally reflects the principles within the WWSPG. Where the development proposals have been designed to ensure a positive relationship the scheme is considered acceptable. Officers are of the opinion that the proposals have considered the relationship and it is acceptable.
- Maritime Greenwich World Heritage Site
- 9.283 Greenwich Park is part of Maritime Greenwich and a Grade I registered park. It is characterised by extensive open space in the foreground, where the formality and symmetry of the park comes into relationship with Greenwich Palace.
- 9.284 As mentioned earlier in this report, the representatives for the Maritime Greenwich World Heritage Site are objecting to the scheme where they are of the opinion that the skyline is not acceptable as a setting for Maritime Greenwich World Heritage Site.
- 9.285 In accordance with London Plan Policy 4B.16 and 4B.18, the site is identified within the London View Protection Framework SPG - London Panorama: Greenwich Park. According to the SPG, the elevated parts of Greenwich Park provide good views of London, where there are two assessment points of importance within this panorama of the city. One is the orientation board at the General Wolfe statue overlooking the Queen's House – looking towards St Paul's Cathedral. The other is north east of the statue – looking towards St. Paul's Cathedral.
- 9.286 The Strategically Important Landmark from both of these points of reference is St Paul's Cathedral. Other landmarks are the buildings and elements of Greenwich Maritime, the Greenwich Observatory, the Millennium Dome, the Monument, and Tower Bridge that are important aspects of these views. Other prominent buildings and structures include the Canary Wharf group of towers that stand to the east of the principal focus of the view.
- 8.287 The Protected Vista has an asymmetrical Viewing Corridor encompassing the western towers of St Paul's cathedral.
- 8.288 What is important to note here is that the cluster of Canary Wharf is identified as a positive contribution to this Panorama. In fact, the London View Protection Framework SPG states that the Mayor will encourage incremental consolidation of the existing Canary Wharf clusters with new tall buildings of appropriate height and of exceptional architectural design quality where this positively enhances the composition of the cluster. As mentioned above, the GLA Stage 1 report notes that the design approach is well conceived and broadly in line with London Plan policy. Further, the WWSPG identifies that the Wood Wharf site is suitable for tall buildings that consolidate the cluster and existing skyline of Canary wharf.
- 8.289 Also, in line with the London View Protection Framework SPG, a Qualitative Visual Assessment was provided within the Environmental Statement to assess the visual impact of development on this panoramic view. The ES identified the magnitude of change to the Panorama to be moderate, attributing a beneficial change. It is to be noted that there was no Regulation 19 response required on this matter.

- Archaeology

- 8.290 The site is not located within an Archaeological Priority Zone as defined on the Borough's Unitary Development Plan Proposals Map.
- 8.291 The applicant's cultural and heritage assessment demonstrates that nationally important remains of the original dock structure between the Blackwall Basin and the West India Export Dock is unlikely to survive. However, the proposed development is still likely to affect significant industrial archaeological remains and evidence of prehistoric occupation which can be preserved in the deep alluvial deposits below the site.
- 8.292 English Heritage has advised that prior to construction, archaeological field evaluation is still required to determine the degree to which archaeological material will be affected by redevelopment. In addition the proposed development is likely to effect industrial archaeology which survives as buildings or structures, both listed and unlisted. Preservation by record is required to mitigate the impact of any alterations/demolition.
- 8.293 Having undertaken a full assessment of the archaeological and cultural heritage potential of the site, measures have been identified for the satisfactory accommodation of any archaeological or cultural heritage constraints within the context of the redevelopment proposals.
- 8.294 The proposal is therefore considered to be appropriate in accordance with PPG15, the London Plan and the IPG.

Safety and Security

- 9.295 In accordance with DEV1 of the UDP 1998 and DEV4 of the IPG, all development is required to consider the safety and security of development, without compromising the achievement of good design and inclusive environments.
- 9.296 The Metropolitan Police have advised that the proposal has been designed well with the idea of Crime Prevention and Secured by Design. The layout, and particularly the access through out the development to/from Canary Wharf and Prestons Road is open, allowing good observations by users of the proposed development, as well as passers by.
- 9.297 The main issue raised however, concerns the management of the public spaces to ensure a secured environment is maintained through the life of the development, including good lighting, CCTV and a managed environment at least to the same standards as Canary Wharf.
- 9.298 The applicant has submitted an estate management plan that seeks to address these issues. The plan will be secured by s106 agreement.

Blue Ribbon Network

- 9.299 According to the London Plan, the Blue Ribbon Network is spatial policy covering London's waterways and water spaces and land alongside them. As mentioned previously, the site is surrounded by water. There is however currently poor public access and little positive use of the water's edge as a public amenity.
- 9.300 The proposal seeks to greatly increase access and activities at the water's edge and in the docks, offering great opportunities to connect employees and residents together with the public with the water's edge in innovative ways. The development includes provision for a new canal, landscaped boardwalks, pedestrian bridges, piers, mooring points and amenity islands which provide new water based floating public realm. Further to this, there are three residential buildings containing leisure uses at ground floor that are proposed to

merge into the water space, to take advantage of the amenity value. These elements are considered to be a positive contribution to the waterside realm which would significantly enhance the dock water space and the overall water based amenity.

9.301 Given the size of the scheme, there are a number of Blue Ribbon Network policies within the London Plan that relate to the scheme:

9.302 Policy 4C.6 of the London Plan encourages uses of the Blue Ribbon Network and land alongside it to be prioritised in favour of those uses that specifically require a waterside location with Policy 4C.10 seeking to protect and promote facilities for sport and leisure.

Policy 4C.3 seeks to protect and enhance the biodiversity of the Blue Ribbon Network. It states that developments into the water will only be allowed in exceptional circumstances where they add to London's world city status.

Policy 4C.11 encourages boroughs to protect and improve existing access points to, alongside and over the Blue Ribbon Network. New sections to extend existing or create new walking and cycling routes alongside the Blue Ribbon Network as well as new access points should be provided as part of development proposals for Opportunity Areas.

Policy 4C.14 seeks to protect the unique character and openness of the Blue Ribbon Network and requires proposals for new structures to be accompanied by a risk assessment detailing the extent of their impact on navigation, hydrology and biodiversity, and mitigation measures.

Policy 4C.15 seeks to ensure existing and new safety provision is provided and maintained.

Development proposals adjacent to canals should be designed to respect the particular character of the canal to reflect London's rich and vibrant history (Policy 4C.20). Policy 4C.23 (Docks) promotes the vitality, attractiveness and historical interest of London's remaining dock areas by promoting their use for water recreation and promoting their use for transport.

9.303 Policy DEV46 of the adopted UDP seeks to promote and protect the contribution that river corridors make towards nature conservation, recreation, recreation and tourism. Policy DEV48 requires new developments with water frontage to provide a walkway. DEV49 seeks to prohibit structures in or over canal or dock areas unless they will lead to an increase the waterways recreational use.

9.304 The IPG recognises that the River Thames and other water areas are an important part of Tower Hamlets' history and character. Policy CP36 seeks to protect existing waterways and the river frontage for nature conservation, biodiversity, and appropriate recreation, transport and tourism purposes. Extensions and access improvements to waterside walkways and the river frontage will be promoted.

9.305 According to Policy 4C.14 of the London Plan, DEV49 of the UDP and OSN3 of the IPG, any development within the water space requires justification and an assessment of its impact on hydrology, biodiversity and navigation, and the required mitigation measures. Overall, in policy terms, the key considerations have been addressed as follows:

- Water Space

9.306 The scheme involves the introduction of a new canal and therefore new water space. Significantly, this means that there is no net loss of open water arising from the development proposals, conversely there is the creation of additional open water space even taking account of the new permanent basement and piles of the proposed three new

residential buildings in the south west of the site.

9.307 In terms of the scheme as a whole, the proposed encroachment into the waterspace, contrary to Policy 4C.14, of the three residential buildings and floating public realm in the water is considered to be acceptable in the context of the creation of the new canal, which negates any potential impact arising from the built development as there will be no net loss of water space. The docks have been reconfigured at every stage in their history, as they have evolved to meet the needs of each new generation. The proposal seeks to optimise their contribution to the amenity of the new development for recreation and tourism.

- Design

9.308 According to Policy 4C.3 of the London Plan, when considering development in the water space, the Wood Wharf development is considered to be a “truly exceptional case which adds to London’s World City status”. Further, the Wood Wharf scheme will be a world-class development of high design quality, in accordance with Policy 4C.20 of the London Plan. The benefits of the scheme therefore need to be considered in a holistic way.

- Safety

9.309 Bringing people closer to the water and encouraging more water related activity presents levels of risk that must be assessed and managed. The provision of unrestricted public access around all of the water space is a major objective, one which must be balanced with the functional and operational aspects of water space activity and the potential for boat moorings.

9.310 The interface between land and water is intended to be as open and unrestricted as possible, within acceptable safety limits. Barrier provision will be a necessary aspect of user safety, although opportunities to minimise its impact will be explored; use of lightweight structures, the potential to avoid barrier provision at appropriate locations and the manipulation of landform to provide unrestricted views are just some of the ways that the relationship between development and water space can be enhanced. This will be addressed at the reserved matters stage.

- Extent of dock edge

9.311 Building into the water allows for a considerable extension of the dockside edge and the maximisation of interaction with it. Currently there is no access to the dock edge and there is limited public benefit arising from the site’s waterside location. The scheme will open up the dock edge to the public, which will be secure by s106 agreement.

- Access

9.312 The Blue Ribbon policies seek to increase access alongside the Blue Ribbon Network, particularly for new walkways and cycle routes. Where the site does not allow access to the water’s edge, the proposed scheme would allow maximum access to it. The interface between the quayside and water will be invigorated through the use of boardwalks and landscaping to provide access for dockside restaurants, cafés and shops. The reconfiguration of the water space seeks to fully integrate the dock with the development in a way that would not be possible if all of the buildings and the public area were rigidly confined to the existing land area. This would be a major benefit to the existing and new community.

9.313 CABE has raised concern where there is no access to South Dock for residents on the eastern portion of the site. However, this area is a working lock and its immediate surrounding quays are out of bounds to the public for reasons of safety. The north lock side is used for controlling live ship movements, manoeuvring large warps and hawsers

manually and by mechanical means. This position has been confirmed by British Waterways in consultation with the Council.

- Use of water

9.314 The Wood Wharf scheme allows for significantly increased activity levels around the water space. The proposal allows for increasing levels of leisure and recreation use in accordance with Policy 4C.10. Also, the development allows all Londoners the opportunity to use, enjoy, work and live near water spaces, which will be enhanced and made more visually appealing. The proposals allow for new mooring opportunities and support facilities such as mooring sites and posts and other stopping places, can be incorporated. It is to be noted that the mooring facilities are currently indicative only and will be subject to detailed planning permission.

9.315 Policy 4C.13 provides direction for the provision of moorings. Whilst not applied for, the principle for moorings in this area is supported and will be subject to planning permission.

- Biodiversity

9.316 In accordance with Policy 4C.3, the Wood Wharf Scheme will provide a net gain in area of the dock wall/piles available for colonisation by macro-invertebrates. Also, the introduction of eco-islands will provide a substantial area for new habitat creation, particularly for black red starts and other bird species. Public access to the eco-islands must be secured.

- Hydrological/flood issues

9.317 There will be no detrimental impact in terms of hydrological/flood issues arising from the proposals, which has been addressed under separate heading.

- Enhance the setting of historic features of the water spaces

9.318 The landscape proposal provides a scale of spatial design and detailing appropriate to the historic dockland environment.

- Navigation

9.319 The waterspace design and navigation considerations were analysed in consultation with British Waterways. British Waterways has advised that the proposed structures placed in the water around the periphery of the Wood Wharf estate should not be at significant risk from vessels navigating the adjacent water space(s).

Amenity

Sunlight/Daylight

9.320 The scheme includes a number of tall buildings which must be considered in the context of their impact on daylighting and sunlighting on existing and proposed new buildings.

9.321 Policy 4B.10 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.

9.322 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.

- 9.323 Policy DEV1 of the IPG states that development is required to protect, and where possible improve, the amenity of surrounding existing and future residents and building occupants, as well as the amenity of the surrounding public realm. The policy includes the requirement that development should not result in a material deterioration of the sunlighting and daylighting conditions of surrounding habitable rooms.
- 9.324 The WWSPG recognised that the scale of development at Wood Wharf will result in some impact on normally accepted standards for sunlight and daylight.
- 9.325 The applicant submitted a Daylight and Sunlight report which looks at the impact upon the daylight, sunlight, overshadowing, solar glare and light pollution implications of the development upon itself and on neighbouring residential properties.
- 9.326 There are a number of commercial properties surrounding the site. Properties of this nature will have a lower requirement for natural lighting as they are thought to have a greater reliance upon supplementary electric lighting. The daylight and sunlight assessments therefore focus upon the closest surrounding residential properties. The following properties were assessed, particularly in response to objections received and where they were considered to represent worst case scenarios:

1-52 Antilles Bay
9 – 19 & 44 – 60 Coldharbour
1-22 Concordia Wharf, Coldharbour
1-18 Dollar Bay
1 – 15 Horatio Place
1 – 43 Lancaster Drive
12 – 18 Landons Close
1 – 114 Meridian Place
116 – 417 Poplar Dock
71 – 101, 416, 607 and 613 – 615 Prestons Road
1 – 67 Stewart Street
1 – 21, 29 – 38 Vantage Mews

- 9.327 A number of properties were originally ‘scoped out’ of the Environmental Statement. These were originally not included due to their distance from the site, their orientation or the aspect of their windows. The expectation being that the buildings would fall within the level of change considered unnoticeable to the occupants and by reference to the BRE Guidelines given the aforementioned circumstances. However, in accordance with Regulation 19 of the Environmental Impact Assessment Regulations, the Council requested the following additional properties to be analysed:

- 35 – 49 Coldharbour
- 50 – 56 Coldharbour
- 24 – 28 Vantage Mews
- 1 – 5 Coldharbour
- Lewis House, Cold Harbour
- Kintyre House, Coldharbour
- 1 – 14 Bridge House Quay
- 1 – 5 Landons Court
- Arran House – 1 – 22 Prestons Road

1. Daylight and Sunlight Assessment: External Assessment

- 9.328 The BRE guidelines provide three main methods of calculation for daylight. The first is known as the Vertical Sky Component (VSC) method which considers the potential for daylight by calculating the angle of vertical sky at the centre of each of the windows serving the residential buildings which look towards the site. This is a more simplistic approach and

it could be considered as a “rule of thumb” to highlight whether there are any potential concerns to the amenity serving a particular property.

- 9.329 The second method is the No-sky Contour method, which is used to plot the areas within a room, which cannot see any visible sky through a window opening taking into account the room layout, window sizes and positions and any external obstructions. This method is used to calculate the reduction in daylight distribution as a result of a new development.
- 9.330 The third method of calculation is the Average Daylight Factor (ADF). This is a more detailed and thus more accurate method which considers not only the amount of sky visibility on the vertical face of the window, but also the window size, room size and room use. Where dimensions of the room to be assessed are available this is the best method of assessment.
- 9.331 The recommended ADF daylight factor level for dwellings are:
- 2% for kitchens;
 - 1.5% for living rooms; and
 - 1% for bedrooms.
- 9.332 In relation to sunlight, the annual probable sunlight hours (APSH) considers the amount of sun available in both the summer and winter for each given window which faces within 90° of due south. If the window reference point can receive more than one quarter (25%) of APSH, including at least 5% of APSH during the winter months, between 21st September and 21st March, then the room should still receive enough sunlight.
- 9.333 If the available sunlight hours are both less than the amount given and less 0.8 times their former value, either the whole year or just during the winter months, then the occupants of the existing building will notice the loss of sunlight.
- 9.334 The results of the assessment demonstrate that the majority of the neighbouring windows and rooms assessed within the existing properties will comply with the VSC, NSC, ADF and APSH guidelines.
- Baseline Assessment
- 9.335 For the baseline assessment the daylight and sunlight conditions for each residential property have been assessed with the existing buildings on the site in place. This baseline condition has been assessed using VSC, ADF, NSC and APSH methods, the results of which can be found below:

Address	Total that meet VSC Criteria (>27%)	Total no. of rooms that receive NSC in excess of 50%	Total no. of rooms that meet ADF criteria or in excess of 1.5%	Total no. of windows that meet APSH criteria
1-52 Antilles Bay	59 of 92 (64%)	80 of 80 (100%)	74 of 80 (93%)	N/A
9-19 & 44-60 Coldharbour	51 of 147 (35%)	99 of 103 (96%)	41 of 103 (40%)	19 of 21 (90%)
1-22 Concordia Wharf, Coldharbour	22 of 37 (59%)	25 of 33 (76%)	20 of 33 (61%)	1 of 4 (25%)
1-18 Dollar Bay	29 of 46 (63%)	35 of 35 (100%)	32 of 35 (91%)	6 of 6 (100%)
1-15 Horatio Place	9 of 10 (90%)	10 of 10 (100%)	0 of 10 (0%)	N/A
1-43 Lancaster Drive	95 of 261 (36%)	153 of 153 (100%)	98 of 153 (64%)	132 of 236 (56%)
12-18 Landons Close	6 of 22 (27%)	13 of 13 (100%)	5 of 13 (38%)	3 of 8 (38%)
1-114 Meridian Place	207 of 359 (58%)	194 of 207 (94%)	126 of 207 (61%)	41 of 119 (34%)
116-417 Poplar Dock	193 of 571 (34%)	447 of 462 (97%)	423 of 462 (92%)	265 of 438 (58%)
71-101, 416, 607 & 813-815 Prestons Road	67 of 118 (57%)	87 of 96 (91%)	48 of 96 (50%)	11 of 36 (31%)
1-67 Stewart Street	8 of 39 (21%)	19 of 24 (79%)	10 of 24 (42%)	9 of 9 (100%)
1-21, 29-33-38 Vantage Mews	67 of 82 (82%)	78 of 78 (100%)	44 of 78 (56%)	18 of 18 (100%)
Total	813 of 1784 (46%)	1240 of 1294 (96%)	921 of 1294 (71%)	505 of 895 (56%)

9.336 Given the open nature of the site, the baseline conditions for daylight and sunlight provision for the surrounding properties are, on the whole, within the guidelines set out by the BRE. Where there are balconies above windows and overhangs from eaves, and where the site is more densely built up, the sunlight and daylight values are reduced and, in a number of cases, the BRE criteria is not met. This, combined with the fact that the site is currently underdeveloped, suggests that any obstructions introduced to the site will have some degree of effect to the surrounding properties.

- Impacts on Neighbouring Properties

9.337 The following table represents the VSC analysis from the applicants ES

ADDRESS	Total that Meet BRE Guidelines	Below BRE Guidance				Total	Total No. of Windows
		20-29.9% Loss	30-39.9% Loss	>40% Loss			
1-52 Antilles Bay	4	9	41	38	88	92	
9-19 & 44-60 Coldharbour	138	5	0	4	9	147	
1-22 Concordia Wharf, Coldharbour	37	0	0	0	0	37	
1-18 Dollar Bay	25	13	6	2	21	46	
1-15 Horatio Place	10	0	0	0	0	10	
1-43 Lancaster Drive	116	23	38	84	145	261	
12-18 Landons Close	13	2	4	3	9	22	
1-114 Meridian Place	211	13	27	108	148	359	
116-417 Poplar Dock	350	75	43	103	221	571	
71-101, 416, 607 & 613-615 Prestons Road	68	24	15	11	50	118	
1-67 Stewart Street	27	2	5	5	12	39	
1-21 & 29-38 Vantage Mews	67	14	1	0	15	82	
Total	1066	180	180	358	718	1784	

9.338 The following table represents the NSC analysis from the applicants ES

ADDRESS	Total that Meet BRE Guidelines	Below BRE Guidance				Total	Total No. of Rooms
		20-29.9% Loss	30-39.9% Loss	>40% Loss			
1-52 Antilles Bay	44	27	7	2	36	80	
9-19 & 44-60 Coldharbour	95	7	1	0	8	103	
1-22 Concordia Wharf, Coldharbour	30	3	0	0	3	33	
1-18 Dollar Bay	32	0	1	2	3	35	
1-15 Horatio Place	9	1	0	0	1	10	
1-43 Lancaster Drive	108	21	16	8	45	153	
12-18 Landon's Close	13	0	0	0	0	13	
1-114 Meridian Place	189	7	2	9	18	207	
116-417 Poplar Dock	435	13	13	1	27	462	
71-101, 416, 607 & 613-615 Prestons Road	50	30	8	8	46	96	
1-67 Stewart Street	13	8	2	1	11	24	
1-21, 29-38 Vantage Mews	75	3	0	0	3	78	
Total	1093	120	50	31	201	1294	

9.339 The following table represents the ADF analysis from the applicants ES

ADDRESS	> 2%	1.5 - 1.99%	1.0- 1.49%	0.5- 0.99%	< 0.49%	Total No. Rooms	Total Below 1.5%	Total Above 1.5%
1-52 Antilles Bay	13	14	19	34	0	80	53	27
9-19 & 44-80 Coldharbour	34	15	35	12	7	103	55	48
1-22 Concordia Wharf, Coldharbour	2	12	15	4	0	33	19	14
1-18 Dollar Bay	26	6	0	3	0	35	3	32
1-15 Horatio Place	0	0	1	8	1	10	10	0
1-43 Lancaster Drive	53	18	27	44	13	153	83	70
12-18 Landons Close	3	1	2	6	1	13	9	4
1-114 Meridian Place	37	19	57	66	28	207	151	56
116-417 Poplar Dock	303	65	66	14	14	462	94	368
71-101, 416, 607 & 613-615 Prestons Road	31	12	12	13	28	96	53	43
1-67 Stewart Street	4	5	4	2	9	24	15	9
1-21, 29-38 Vantage Mews	23	17	16	22	0	78	38	40
Total	529	182	254	228	101	1294	583	711

9.340 The following table represents the APSH analysis from the applicants ES

ADDRESS	Total that meet BRE Guidance	No. of windows below the APSH stated in BRE Guidance								Total No. Windows
		% Below threshold for Winter APSH				% Below threshold for Total APSH				
		20 - 30%	30 - 40%	>40%	Total	20 - 30%	30 - 40%	>40 %	Total	
9-19 & 44-60 Coldharbour	20	0	0	0	0	1	0	0	1	21
1-22 Concordia Wharf, Coldharbour	4	0	0	0	0	0	0	0	0	4
1-18 Dollar Bay	6	0	0	0	0	0	0	0	0	6
1-43 Lancaster Drive	122	0	5	50	55	4	16	93	113	236
12-18 Landons Close	2	0	0	2	2	2	1	3	6	8
1-114 Meridian Place	118	0	0	0	0	0	1	0	1	119
116-417 Poplar Dock	305	0	0	54	54	16	19	80	115	438
71-101, 416, 607 & 613-615 Prestons Road	34	0	0	0	0	0	2	0	2	36
1-67 Stewart Street	9	0	0	0	0	0	0	0	0	9
1-21, 29-38 Vantage Mews	18	0	0	0	0	0	0	0	0	18
Total	638	0	5	106	111	23	39	176	238	895

- 9.341 According to the above results as assessed against the criteria set out in the BRE 'Site Layout Planning for Daylight and Sunlight' there appears at first glance to be a number of significant failures. However, the ES advises that in addition to this assessment, the results are to be compared with the BRE Guidance in general. In essence, the BRE Guidance must be used flexibly and should not be used as an instrument of planning policy. They are not mandatory rules but guidelines and should be viewed in the context of other site constraints.
- 9.342 The interpretation of the daylight results must be viewed in terms of the quantum of lost or gained light, not purely upon the percentage of change. The percentage value may well be misleading, particularly where the baseline values are small. In these situations, a small change in the quantum of light could represent a high percentage change in the overall figure, implying that there was a significant change in daylight where as in reality the difference is neutral.
- 9.343 The ES advises that the assessment criteria specified within the BRE guidance only suggests where a change in daylight will be noticeable to the occupants, it does not further define effects beyond this as Slight, Moderate or Large Adverse. In this case, effects beyond the levels suggested by the BRE have been defined as Slight, Moderate or Large Adverse using professional judgement.

Severity of effect	Explanation of effect
Neutral	Small technical breaches to the BRE recommendation resulting in imperceptible changes
Slight Adverse	Slight breaches in to the BRE recommendations resulting in a noticeable change
Moderate Adverse	Moderate breaches in to the BRE recommendations resulting in a noticeable change
Large Adverse	Large breaches in to the BRE recommendations resulting in significant noticeable change

9.344 The Council contracted Bureau Veritas, to undertake an independent review of the applicant's sunlight/daylight assessment. The table below summaries the findings of the above assessment.

Existing Buildings	Summary of change from the baseline (number of windows which meet BRE requirements)	Significant of effect
1-52 Antilles Bay	VSC – drop from 59 to 4 ADF – drop from 74 to 35 NSC – drop from 80 to 44	Slight adverse.
9 – 19 & 44 – 60 Coldharbour	VSC – increase from 51 to 138 ADF – increase from 41 to 48 NSC – drop from 99 to 95 APSH – increase from 19 to 20	Slight Adverse
1-22 Concordia Wharf, Coldharbour	VSC – all windows are acceptable ADF – drop from 20 – 14 APSH – increase from 1 to 4	Negligible/slight
1-18 Dollar Bay	VSC - drop from 29 to 25 ADF – same NSC - drop from 35 – 32 APSH – same	Negligible/slight
1 – 15 Horatio Place	VSC – increase from 9 – 10 ADF – same NSC – drop from 10 to 9	Neutral
1 – 43 Lancaster Drive	VSC – increase from 95 – 116 NSC – drop from 153 to 108 ADF - drop from 98 to 74 APSH – drop from 132 – 122	Slight Adverse
12 – 18 Landons Close	VSC – increase from 6 – 13 NSC - same ADF – reduction from 5 to 4 APSH – drop from 2 to 3	Negligible/slight
1 – 114 Meridian Place	VSC – increase from 207 to 211 NSC – drop 194 – 189 ADF – 126 to 100 APSH – increase from 41 to 118	Slight adverse
116 – 417 Poplar Dock	VSC – increase from 193 – 350 NSC – 447 to 435 ADF - drop 423 to 417 of 462 rooms APSH – increase from 265 to 305	Slight adverse
Prestons Road	VSC – increase from 67 to 68 ADF – drop 48 to 43 NSC - drop from 87 to 50 APSH – increase from 11 to 34	Slight adverse
1 – 67 Stewart Street	VSC – increase 8 to 27 ADF – drop 10 - 9 VSC – drop 19 – 13 APSH – same	Slight adverse
Vantage Mews	VSC – same ADF – drop 44 - 40 VSC – drop 78 - 75	Negligible/slight

9.345 Following is a summary of the conclusions from the ES:

- In conclusion, the completed development will affect the daylight and sunlight levels received by the surrounding properties.
- Daylight issues occur at Antilles Bay, largely due to balconies and overhangs causing low levels of daylight in the baseline condition. However, the actual changes in daylight will be slight.
- Due to the orientation and proximity of Lancaster Drive to the proposed development, there will be effects on the daylight and sunlight to these properties. In order to mitigate the effect, open space has been included on the eastern side of the development.
- Meridian Place receives slightly lower levels of daylight as a result of the proposed development, mainly due to low baseline conditions and inherent architectural features within the properties design.
- The daylight enjoyed by Poplar Dock suffers a slight effect. However, there is a relatively low BRE compliance, with only 70% meeting the standard. This is due to the relatively close proximity of these properties to the proposed development.
- The Preston's Road properties see low daylight levels as a result of low baseline conditions associated with inherent architectural features within the properties design.
- The properties located on Stuart Street experience small daylight losses which equate to high percentage losses due to low baseline values – these are slight.

9.346 Bureau Veritas has confirmed that the findings of the applicant's assessment in so far as defining the impacts are considered to be acceptable. On the whole the data and the assessment method are considered to be appropriate.

9.347 Regarding the impact of the development upon the further properties tested through Regulation 19 request mentioned above, the analysis demonstrated that the majority of the properties would be fully BRE compliant in terms of VSC and thus would receive a neutral alteration to there daylight. The following properties that failed are examined below.

1 – 5 Landons Close

9.348 These residential properties are located circa 190m to the north east of the closest proposed building on the Wood Wharf Site. Of the 43 windows analysed, 23 (53%) achieve the numerical values suggested by the BRE guidelines in terms of VSC and on which basis are regarded as BRE compliant.

9.349 It should be noted that all of these properties receive very low levels of daylight in their existing situation; in the order of 10% (The BRE Guidelines recommend 27%). The reason for this low level of sky visibility lies with the inherent architectural design of these buildings.

9.350 In order to achieve a more detailed understanding as to the effects of the proposed development on these properties the NSC method of analysis has been undertaken in accordance with the BRE Guidelines. The NSC results indicate that 23 (92%) of the 25 rooms achieve the levels suggested by the BRE guidelines in that there will not be a noticeable alteration in the quantum of light at working plane height.

9.351 At a distance of 190m from the site, these technical breaches of the BRE guidelines are driven by the architectural features such as balconies and overhangs and not directly by the proposed development. The quantum of alteration in real terms would be imperceptible to the occupants. For this reason the effect of the proposed development on this property is seen to be neutral.

Kintyre House

- 9.352 Kintyre House lies over 200m to the north east of the closest proposed building on the Wood Wharf Site. Of the 39 windows assessed 38 (97%) are substantially within the levels of change in VSC suggested by the BRE guidelines and on which basis would be regarded as BRE compliant. The one remaining window (a glass door) is facing inwardly to the building and is overhung. For this reason it receives a very low level of daylight in the existing situation.
- 9.353 This room complies with the BRE recommendations for NSC with no alteration at all in daylight at working plane height. The effect of the daylight to this building as a result of the proposed development is seen as neutral as it would not be perceptible to the occupants.

Arran House

- 9.354 Arran House lies over 200m to the north east of the closest proposed building on the Wood Wharf Site. Of the 68 windows assessed 60 (88%) are substantially within the achievable levels of change in VSC suggested by the BRE guidelines. The remaining 8 windows have extremely low VSC values in the existing situation (<10%) and serve 8 rooms which have other windows achieving adequate VSC levels mitigating this issue.
- 9.355 Given the distance from the proposed development all rooms are fully compliant in terms of NSC. The effect of the daylight to this building as a result of the proposed development is seen as neutral as any alteration would not be perceptible to the occupants.

Bridge House Quay

- 9.356 Bridge House Quay lies over 130m to the north east of the closest proposed building on the Wood Wharf Site. The VSC analysis indicates that 47 (53%) of the 88 windows serving these properties achieve the numerical levels of VSC suggested by the BRE guidelines. There is a complex external arrangement to this building including a mixture of balconies, overhangs, walls and protrusions obscuring the daylight these rooms receive. The existing levels of daylight are very poor. Of the 41 windows which technically breach the BRE guidelines, 38 (93%) do not achieve the level of 27% recommended by the BRE guidelines in the existing situation and with little to obstruct their current outlook.
- 9.357 This NSC analysis indicates that there are only 6 rooms which marginally breach the BRE guidelines. One of these rooms is on the ground floor of 4-9 Bridge House Quay. This room exceeds the suggested level by only 0.1% and is therefore not a significant breach considering the high level of compliance within the rest of this property.
- 9.358 The remaining breaches are found in 14 Bridge House Quay. The analysis assumed room layouts indicating reasonably large rooms served by relatively small windows. In addition to this each of these rooms has an overhang obstructing its daylight. The losses themselves are considered minor with none exceeding 28%. The effect on the daylight received by Bridge House Quay as a result of the proposed development is considered to be slight adverse.
- 9.359 Where the further analysis indicates that the the effects of the proposed development in daylight terms are neutral for 8 of the 9 addition grouped properties assessed, with the technical analysis confirming BRE compliance. The exception to this is Bridge House Quay which will experience slight adverse reduction in daylight terms which is shown to predominantly driven by the external façade design which inhibits the view of the visible sky. In consideration of the WWSPG which acknowledges a slight adverse impact is expected from a scheme of this size, the development is considered, on balance, to be acceptable.

9.360 In terms of sunlight, the following properties are fully BRE compliant and as a result are considered to receive a neutral effect as a result of the proposed development.

- 35-49 Coldharbour
- 24-28 Vantage mews

The remaining properties do see alterations and are examined in more detail in the text below.

9.361 1-5 Landons Close

The impacts of the proposed development in terms of sunlight on 1-5 Landons Close were found to be neutral.

9.362 50-56 Coldharbour

The impact of the proposed development on the sunlight received by this property would be considered neutral.

9.363 Arran House

The impact of the proposed development on the sunlight received by this property would be considered neutral.

9.364 Kintyre House

The impact of the proposed development on the sunlight received by this property would be considered neutral.

9.365 Lewis House

The impact of the proposed development on the sunlight received by this property would be considered neutral.

9.366 1-14 Bridge House Quay

Overall there are a handful of instances where the sunlight to principal livingrooms is reduced below the levels recommended by the BRE guidelines. However this is primarily driven by the inherent architectural design of the building leading to technical breaches, and the fact that the existing high sunlight levels are sustained due to the undeveloped nature of the Wood Wharf site. The effect of the proposed development on the properties in Bridge House Quay is seen as slight adverse.

2. Daylight and Sunlight Assessment: Internal Assessment

9.367 The following table summarises the results of the various facades studies and grades their potential for daylight on average as:

9.368	Severity of effect	Explanation of effect
	Poor	More than half of the facade falls beneath a level at which sufficient light levels are likely to be experienced within.
	Sufficient	The majority of the façade achieves VSC levels considered sufficient to deliver satisfactory levels of light within
	Good	The majority of the façade achieves VSC levels considered to deliver good levels of light within
	Excellent	The majority of the façade achieves VSC levels considered to deliver excellent levels of light within

9.369	Façade orientation	North	East	South	West
	W07B	excellent	poor	excellent	excellent
	W07C	poor	good	excellent	excellent
	W07D	poor	good	excellent	good
	W08	sufficient	good	excellent	good
	W09	good	excellent	excellent	sufficient
	W13	excellent	excellent	sufficient	sufficient

9.370 These results indicate that the majority of the facades, 17 (71%) of 24, receive good or excellent levels of VSC and thus will be well daylight with the proposal in place. Of the remaining 7 facades 4 receive sufficient levels of daylight with only 3 achieving a level deemed to be poor.

9.371 In order to get a more realistic idea as to the level of daylight within the rooms on these 7 facades an ADF analysis was conducted. The east façade of building W07B and the north façade of building W07C will achieve or exceed ADF of 1.5% (suggested BRE level for a living room) with window widths of 2.6m and 2.7m respectively, which should be conditioned. The north façade of building W07D has been assessed using full width full height glazing and still fails to achieve an ADF 1.5% of on the lower 32 floors. In order to minimise the daylight effects received on this facade measures could be taken at the detailed design stage.

3. Shadow Analysis

- Permanent Overshadowing

9.372 The BRE guidance advise that for a garden area or amenity area to appear adequately sunlit throughout the year no more than two-fifths and preferably no more than one-quarter of such garden or amenity areas should be prevented by buildings from receiving any sun at all on 21st of March.

9.373 The applicant's assessment confirms that the area of permanent shadow within the development is minimal and well within the permitted limits indicated within the BRE guideline. Similarly, whilst objections have been received regarding the impact upon surrounding residential developments, the applicant's assessment shows that there will be only a slight impact within the courtyard of Poplar Dock (0.02%) and the space between Landon Close and Bridge House Quay (3.85%).

- Transient Overshadowing

9.374 The BRE guidance give no criteria for the significance of transient overshadowing other than to suggest that by establishing the different times of day and year when shadow will be cast over surrounding areas an indication is given as to the significance of the proposed development's effect. As such, assessment of the potential effect associated with transient overshadowing is made based on expert judgement.

9.375 Council's consultant, BV, has advised that the development will undoubtedly cast transient shadows which are in excess of the current situation. However, they do tend to move quickly affecting individual areas for only short periods of time.

4. Solar Glare

9.376 Solar Glare is caused by the direct reflection of the sun's rays on reflective surfaces of buildings such as glass or steel cladding. There are no quantitative criteria within the BRE Guidance or elsewhere on solar glare as to what is acceptable or not and it is therefore a professional judgement as to the likely effect of solar glare associated with a particular development, generally though glare reflected at steeper angles is less likely to cause nuisance or distraction as you have to look upwards to see it.

9.377 The effects of reflected solar glare from the facades of the proposed development have been shown to be neutral in most cases. There is only one instance of glare that may need to be mitigated. This occurs in viewing position 4 (travelling north east along the canal) and the glare is as a result of tower W13 which will be built as part of Phase 4, and may interfere with the lie of site of any boats navigating the canal in this direction. In order to mitigate this issue it is suggested that the south west façade of this building should not consist of large areas of reflective material. This can be controlled by planning condition.

5. Light Pollution

9.378 The BRE Guidance does not provide any guidance on Light Pollution. However DEV1 of the IPG states that developments should not create unacceptable levels of artificial light. The applicant has sited the Institution of Light Engineers' (ILE) document titled 'Guidance Notes for the Reduction of Light Pollution', which identifies guidelines for obtrusive light limitations, In terms of quantum light values.

9.379 The proposed development lies in an area of high district brightness, with high levels of night-time activity. By reference to the ILE Guidance, a city centre is classed as Environmental Zone E4 that allows up to 25 lux of light measured vertically upon the face of residential windows surrounding the proposed development. This value has been used to assess the obtrusive light spillage from the proposed development.

9.380 The ILE Guidance also includes an 'after curfew' value of 5 lux. The curfew reference indicates a notional night time dark period and it is usually applied to a residential area where there is a high expectation of darkness during the hours of sleep, typically midnight to 6am.

9.381 The results of the applicants night-time light level survey of the existing area have shown that the area surrounding the applicants site currently receives relatively low levels of light. The highest light levels occur as a result of the street/pedestrian lighting, passing traffic and retail sign lighting.

9.382 The results of the generic light pollution assessment has shown that in the worst case the likely level of light produced by the proposed development would be at around 20 - 25 lux measured upon the façade of an adjoining property at a distance of 15m.

9.383 The closest residential properties are approximately 39 metres away from the proposal. At this distance the level of light received will be below the guideline figure of 25 lux before the curfew period. The applicant has advised that the night-time (midnight-6am) values are expected to be much lower than this as the majority of the internal lighting throughout the night is likely to be at a much lower level, if on at all.

9.384 Where the scheme is in outline, the final lighting scheme has not yet been completed so

the effects of sky glow can not yet be assessed. This can be controlled by planning condition relating to external and internal lighting levels.

6. Summary

- 9.385 The assessment of the potential impacts of the proposed development on the surrounding areas has been undertaken in compliance with appropriate guidance. The findings of the assessment indicate that, as expected with a development of this size and massing, there will be some negative impact on the surrounding buildings and areas. The assessment also identifies that many of these impacts will breach the recommendations provided in the BRE guidance.
- 9.386 Bureau Veritas has advised that if the assessment were to be viewed in isolation of the urban area then the impacts would be considered to breach requirements and therefore be unacceptable. However, the development is proposed within a developed area where expectations and delivery of sunlight and daylight are often lower. Indeed the BRE guidance states that 'the advice given here is not mandatory' and that it should be 'interpreted flexibly'. Also, the WWSPG recognises that the scale of development at Wood Wharf will have an impact beyond the daylight and sunlight standards.
- 9.387 Therefore, Bureau Veritas has advised that the scheme on balance is considered to be acceptable. Given that this application is for outline permission, the Council's external consultants have advised that it is possible that the Council could grant permission subject to planning condition requiring further detailed assessment at the full planning permission stage.

Privacy/ Overlooking

- 9.388 Objections received raised concern with reference to the potential overlooking from the development and the resulting loss of privacy. The assessment of overlooking is to be considered in line with Policy DEV2 of the UDP, where new developments should be designed to ensure that there is sufficient privacy for residents. A distance of about 18 metres (60 feet) between opposite habitable rooms reduces inter-visibility to a degree acceptable to most people. This figure is generally applied as a guideline depending on the design and layout concerned and is interpreted as a perpendicular projection from the face of the habitable room window.
- 9.389 The following are the separation distances between the development and the surrounding residential dwellings:
- To the east of Preston's Road, the minimum distance is approximately 35 metres to the buildings on Coldharbour (the closest distance being between residential block W09 and No 49 Coldharbour). There are no windows however in the western facade of this building. The closest window is within No 60 Coldharbour Lane, which is approximately 39 metres from the closest point of W09, though there will be no direct overlooking of this window due to its orientation.
 - The minimum distance to the buildings on Lancaster Drive to the east is approximately 95 metres (the closest distance being between residential block W13 and No's 7-9 Lancaster Drive). There will be no direct overlooking of these windows due to their orientation.
 - To the south, the minimum distance is approximately 75 metres to No 615 Prestons Road from residential block W09. There are no substantial windows in this façade, apart from a small window.
 - To the north, the minimum distance is approximately 270 metres from residential block W13 to Poplar Dock.
 - Though commercial buildings are not triggered by policy DEV2, there is a separation distance of 145 metres to the buildings at Poplar (the closest building being office block

W02-03). The closest mooring to these buildings in Blackwall Basin is approximately 90 metres, though there are no overlooking concerns given that the bow or stern of these vessels face the development.

- There are no residential buildings to the west.

9.390 The following are the separation distances between each residential building on site:

- The separation distance between W07B and W07C is approximately 40 metres
- The separation distance between W07C and W07D is approximately 88 metres
- The separation distance between W07D and W08 is approximately 70 metres
- The separation distance between W09 and W13 is approximately 27 metres
- The separation distance between W08 and W09 is approximately 12 metres

9.391 Where the separation distance between W08 and W09 is below the 18 metre target it must be noted that the separation distance is based on the maximum proposed envelopes of these buildings. According to the applicants design guideline, the detailed design will seek to mitigate any potential privacy and overlooking between W08 and W09.

9.392 Public concern was raised over the separation distance between Buildings W05 and W07D where it is below the guideline figure. As mentioned above, commercial buildings are not triggered by policy DEV2. Notwithstanding this, the applicant has amended the design guideline to ensure detailed design will seek to minimise potential privacy and overlooking issues between W7D and W05.

9.393 It is clear that the separation distances far exceed the minimum separation distances required by policy DEV2. Whilst the proposed buildings are taller than the surrounding dwellings, a refusal based loss of privacy/overlooking would be difficult to sustained in policy terms and is therefore considered acceptable.

Sense of Enclosure/Loss of Outlook/Views

9.394 DEV1 of the IPG states that developments should not create an inappropriate sense of enclosure to surrounding buildings and open space. Also, DEV1 states that development should not adversely impact upon visual amenity.

9.395 Unlike sunlight and daylight assessments or privacy, these impacts cannot be readily assessed in terms of a percentage. Rather, it is about how an individual feels about a space. It is consequently far more difficult to quantify and far more subjective. Notwithstanding that, the applicant has undertaken a visual assessment within the body of the ES.

9.396 The visual assessment identified a number of locations from where the Wood Wharf proposal will have an effect on views. The majority of these are from residential or publicly accessible locations, and would similarly affect the outlook from these residential environments. Since the quality of views plays a large part in the creation of character in residential areas, the effect on the view translates to the same effect on residential amenity.

9.397 The majority of the views tested were considered to be either negligible or slight to large beneficial effect, meaning, that the proposed development would cause a noticeable improvement in the quality and value of the landscape/townscape character receptor. The negligible and beneficial effects do not require any mitigation.

9.398 Two receptors however where assessed as having adverse long term effect to the residential amenity;

- Western view from Coldharbour (south); and
- View north/west from the junction of Preston's Road and Stewart Street

According to the ES, due to the scheme's layout and prominence in the skyline, mitigation measures should reduce the perceived effect of the scheme on the residential environment; high quality design and materials used in the façade treatments in line with the Design Guidelines. This matter will be addressed within the Design Guidelines. The Council's Design Department has reviewed the Design Guidelines and has confirmed that the proposal is acceptable subject to conditioning.

- 9.399 Whilst it is acknowledged that the development will result in an increased sense of enclosure and/or loss of outlook/views to a small number of receptors points within adjacent residential locations due to the increase in height and scale of the proposed development, on balance this proposal is not considered to create an unacceptable impact given the existing and proposed urban context (in consideration of the WWSPG), adequate separation distances and proposed high quality design and materials. Appropriate conditions will be imposed.

Wind Microclimate

- 9.400 In accordance with policy DEV27 of the Interim Planning Guidance, tall buildings are not to adversely impact on the microclimate of the surrounding area, including the proposal site and public spaces.
- 9.401 According to the WWSPG, the prevailing wind at Wood Wharf is from the south-west. The presence of tall buildings at Canary Wharf and the scale of the surrounding bodies of water cause abnormal wind patterns, with eddies and downdrafts. It is essential that any application for comprehensive development at Wood Wharf be accompanied by an assessment of the development in terms of wind turbulence, including mitigation measures as appropriate.
- 9.402 The applicants Wind microclimate assessment is included within the Environmental Statement which identifies that the wind conditions around the Proposal (with the exception of four key zones) are relatively calm, being acceptable for pedestrian walking or better throughout the whole year.
- 9.403 The ES identifies four zones where the winds are stronger: the podium level gaps between blocks W06, W05 & W04; the dock level gap between blocks W07A & W06; the west entrance of the High Street; and the area between blocks W05 & W07D. Conditions suitable for pedestrian and business walking were measured in these areas. These results would be suitable for pedestrian thoroughfares but unsuitable for entrances, residential garden spaces and/or retail areas.
- 9.404 Prevailing south westerly winds accelerate around the south-east corners of blocks W07C and W07D, being funnelled through the gaps between buildings along the south elevation.
- 9.405 The open water, which includes the indicative mooring locations and the additional timber boardwalks, along the south edge of the Site (between blocks W07B, W07C and W07D), is relatively sheltered and experiences conditions suitable for pedestrian standing or better in the summer season when these amenities will be in full use.
- 9.406 All locations along the covered High Street were classified as suitable for standing or better in the worst season, apart from locations at the dock and podium level west entrance.
- 9.407 The results on completion of Phase 1 and Phase 2 showed that the west end became progressively windier as development continued to the east. There were localised areas on the east elevation of the intermediate phases which would benefit from temporary shelter.

- 9.408 Wind conditions along the south elevation of the proposed development site are generally enhanced by the presence of the cumulative schemes considered, particularly south of residential Blocks W05 & W06 and at the northeast corners of blocks W07C & W07D at dock level.
- 9.409 Overall the wind conditions around the complete development were considered to be suitable for the intended use of the Proposal. The wind results within the Proposal during the intermediate construction phases show that there are areas where localised shelter would be desirable on a temporary basis.
- 9.410 A high quality, wind microclimate in the High Street is important to the success of Wood Wharf, as a prominent development in the Borough and the London Docklands. To attain a high amenity value along the High Street it is important to achieve the wind microclimate results reported in the Environment Statement and improve on these where possible during detailed design.
- 9.411 The table below lists all the non-negligible effects on the wind microclimate within and around the Wood Wharf development, and the subsequent mitigation measures required:

Environmental Issues Assessment	Summary of Effect	Overall Effect	Mitigation Measures
Wind conditions on the east end of the podium level at the base of residential blocks W08, and W09/W10	Undesirable Wind conditions in garden area	Long-term, Slight adverse	Planting/screening to provide shelter for garden areas in summer season
Wind conditions at south entrance of the canal and along the southeast edge of the canal	Undesirable Wind conditions	Long-term, slight to moderate adverse	Detailed design of blocks W04, W08 & W09/W10 to provide shelter to suit the desired pedestrian usage.
Calm wind conditions within the area encircled by blocks W07A, W07B and W07C.	Desirable wind conditions	Long-term, slight to moderate beneficial	n/a
Calm wind conditions on open water between blocks W07B, W07C and W07D	Desirable wind conditions	Long-term, Slight beneficial	n/a
Wind conditions along north elevation of Masterplan	Desirable wind conditions	Long-term, Slight beneficial	n/a
Wind conditions along Wood Wharf High Street (particularly at the west end and between commercial blocks on north and south elevations)	Undesirable Wind conditions	Long-term, Slight adverse	Detailed design of commercial blocks along the High Street and canopy should aim for suitable wind conditions throughout the year
Wind conditions due to cumulative schemes	Desirable wind conditions	Long-term, slight to moderate beneficial	n/a
Wind conditions on the High Street at potential retail entrances during phasing construction	Undesirable Wind conditions	Short-term, Slight adverse	Screening and/or planting to provide shelter to those entering/exiting building
Wind conditions along northwest corner of Proposal during Phase 1	Undesirable Wind conditions	Short-term, Moderate adverse	Entrance locations to commercial blocks need more robust mitigation than screening or entrance recessing
Wind conditions at	Undesirable Wind	Short-term, Slight	Temporary screening or

southwest corner of Proposal during Phase 2	conditions	adverse	hoarding to shelter thoroughfare
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- 9.412 It is proposed that conditions be imposed accordingly.
- 9.413 The Council's Environmental Health department had originally raised concern that there were no detailed design details, including adequate landscape design. The applicant has advised that given that Landscaping is a reserved matter, the wind tunnel tests were undertaken with no landscaping. Given that the proposals will include landscaping, it is likely to improve the impact on the microclimate as mentioned above within the mitigation measures. The Environmental Health department has confirmed that the approach taken is acceptable and appropriate conditions be imposed.
- 9.414 Also, Environmental Health advised that the conclusion mentioned in the ES, listed above, is a basis for further discussions in order to ensure that final wind condition are acceptable. Also a further Wind Tunnel test will be required when a detailed design of the buildings is known. In consideration of the outline proposal, this must be addressed via planning conditions. Further wind tunnel assessments will be carried out at the detailed design stage, and should be conditioned appropriately. The Environmental Health department confirmed the response is also acceptable.

Noise/Vibration

- 9.415 Policy 4A.20 of the London Plan seeks to reduce noise by minimising the existing and potential adverse impacts of noise, from within, or in the vicinity of development proposals. The plan also states that new noise sensitive development should be separated from major noise sources wherever practicable
- 9.416 Policy DEV50 of the UDP states that the Council will consider the level of noise generated from developments as a material consideration in the determination of applications. This policy relates particularly to construction noise created during the development phase or in relation to associated infrastructure works.
- 9.417 Policy DEV1 of the IPG states that development should not create unacceptable levels of noise and vibration. Policy DEV10 states that attenuation measures will be required for new development likely to generate unacceptable noise and / or vibration, and for development sensitive to noise and / or vibration in locations with noise and / or vibration pollution.
- 9.418 According to the applicants noise and vibration assessment included within the Environmental Statement, the following noise generators were considered:
- Demolition and Construction Noise
- 9.419 Noise levels as a result of the demolition and construction phase can be minimised by the mitigation methods such as siting stationary noise sources away from noise sensitive locations, fitting equipment with silencers, mufflers and acoustic covers, etc., which would be employed to ensure that the noise levels are acceptable.
- 9.420 Due to the temporary nature of the demolition/piling works, the effect will be short term. Therefore, the long term effect to the area due to the construction noise will be neutral/negligible. Low noise and vibration construction methods outlined in the applicant Construction Strategy should be conditioned along with Council's standard noise limit condition.

- Demolition and Construction Vibration

9.421 The effect of the vibration during construction was considered to be slight adverse. The vibration effect on the area should be minor and, due to the temporary nature of the construction works, the effect should be short term. Therefore, the long term effect to the area due to the vibration will be negligible.

9.422 The recommended vibration limits given within Councils guidance provide a sufficient degree of protection to the surrounding buildings to safeguard against structural damage. These limits should be conditioned. Also, the proposed mitigation measures outlined in the applicant Construction Strategy should be conditioned

- Road Traffic Noise

9.423 A change in noise level due to increased traffic flows as a result of construction has been considered and the effect at its maximum is expected to be slight. The change in noise level due to increased operational traffic flow is expected to be neutral/negligible.

- Mechanical Plant Noise Emissions

9.424 All mechanical plant noise emissions will be designed to comply with Council's noise limits to be conditioned. As such there should be no increase in the existing background noise levels, therefore there would be neutral/negligible effect.

9.425 The assessment states that additional noise control measures will be incorporated into mechanical systems where necessary. Such measures may include additional screening, silencers, acoustic louvres and/or alternative plant room constructions which will be addressed at the detailed design stage for each building

The Council's noise officer has confirmed that the applicant's response is acceptable

Air Quality

9.426 According to policy DEV1 of the IPG, to ensure the protection of amenity, development should not create unacceptable levels of odour, fume or dust pollution during the life of a development.

9.427 Pursuant to Policy DEV11 of the IPG, an Air Quality Assessment with regard to the proposal at Wood Wharf was carried out and examines the existing air quality conditions and calculates the potential air quality effects.

9.428 The main potential air quality effect during construction of the proposed development will be from emissions of dust. However, mitigation measures will ensure that potential adverse effects are minimised or avoided. This will be condition appropriately through an Environmental Construction Management Plan and Code of Construction Practice, consistent with those measures detailed in the GLA Best Practice Guidance for high risk sites, as well as those detailed in LBTH's Code of Construction Practice.

9.429 The main air quality effects once the proposed development becomes operational will be from traffic associated with the development. Dispersion modelling used to predict the air quality conditions for the proposal shows that changes in pollutant concentrations as a result of the development are negligible for PM10 and negligible to slight adverse / slight beneficial for NO2. The applicant has advised that the effects are therefore not considered to be significant when reviewing effects against relevant guidance. It was however noted that the underground car park will need to be designed with appropriate ventilation (at the detailed design stage) to ensure adverse effects are avoided.

9.430 The effect of operational plant emissions is predicted to be adverse. The emissions from the boiler plants and the stack heights have not been modelled/quantified in detail however the applicant has advised that where the application is in outline, it does not allow for this level of detail and would need to be agreed with Council through the planning process at the detailed design stage. It is proposed to be addressed by condition.

Television and Radio Reception

9.431 Objections have been received from the public raising concern that the development will result in an unacceptable impact upon there TV reception. In accordance with policy DEV27 of the IPG, tall buildings are not to interfere to an unacceptable degree with telecommunication and radio transmission networks.

9.432 Chapter 3 Cross Cutting Themes under section Infrastructure, Services and Waste of the IPG identifies the following criteria of tall building developments in Isle of Dogs:

“Due to the cluster of tall buildings at Canary Wharf, areas to the north suffer from poor TV reception. Large structures can cause widespread disruption to analogue television reception and other telecommunication services due to the physical obstruction or reflection of signals. Digital television signals are far more robust than analogue signals and as viewers change to digital over time, the impacts may be reduced or eliminated. In the interim, it is important to ensure new development to consider potential interference from tall buildings”

9.433 Further, Policy IOD10 states:

Applications for tall or large structures will need to satisfy the Council that the potential for interference with television reception and other communications services has been fully taken into account in the siting and design of such developments. Factors such as the height and width of each face of the structure, the material and outside surface finish, and the orientations of the sides of the structure in relation to any local transmitter should be taken into account in any planning application. If it is clear, by the nature of the development, that disruption will be a significant problem, the development may be required to incorporate suitable infrastructure to correct the situation.

9.435 The WWSPG states that any planning application for all or part of Wood Wharf must consider the impact of any proposed development on the television reception of surrounding residential areas and incorporate measures to mitigate any negative impacts should it be necessary.

9.436 In summary, based on the applicant assessment contained within the Environmental Statement, the development is likely to have:

- No significant effect on the reception of broadcast radio services;
- A negligible effect on satellite television services;
- No effect on local cable television services;
- A large adverse effect on terrestrial, digital and analogue television services, due to shadowing of terrestrial television signals, in a number of households in an area north of the proposed development. The affected locations may be able to have terrestrial television services restored by using one of the following methods as appropriate: installing a higher gain antenna or re-locating the existing antenna or re-pointing the existing antenna to another transmitter where possible or, if any of these solutions are unable to restore service, by installing satellite or cable television services; and
- a slight adverse effect on terrestrial television services, due to reflections of terrestrial television signals ('ghosting') from Crystal Palace and Croydon transmitters from the proposed development. However, the applicant has advised that if the proposed

development is due to be constructed after 2012, analogue signals will cease to be transmitted and hence reflections will no longer need to be considered.

- 9.437 A more definitive picture of the proposed development's potential effects on telecommunication signals can be obtained by conducting a pre-construction television reception survey ('Before Survey') around the potential areas of effect (identified in the desk assessment) and a second, post-construction television reception survey ('After Survey') as soon as the structures are completed and the actual effect of the structures have been deduced by comparing results in the two surveys. The results of these surveys can be used to help demonstrate the level of deterioration experienced by a residential receptor and the form of any mitigation.
- 9.438 The implementation of mitigation measures can be addressed by appropriately worded S106 obligations and/or planning conditions commensurate with the level of deterioration experienced.

Transport, Highways, Access

- 9.439 Policy 3C.1 of the London Plan seeks to ensure the integration of transport and development by encouraging patterns and forms of development that reduce the need to travel by car and to locate high trip generating development in locations with high levels of transport accessibility and capacity. Policy 3C.2 further requires proposals for development to be considered in terms of existing transport capacity. The Mayor will seek to ensure that on-site car parking at new developments is the minimum necessary (Policy 3C.23 Parking strategy).
- 9.440 Policy T16 of the UDP states that new development proposals will be assessed in relation to the ability of the existing and proposed transport system to accommodate the additional traffic that is likely to be generated.
- 9.441 Policy CP41 of the IPG seeks to ensure the integration of new development with transport, recognising that this is fundamental to achieving more sustainable patterns of travel in Tower Hamlets. The IPG supports the Mayor of London's Transport Strategy in encouraging walking and cycling as well as the use of public transport. Developments which generate large numbers of trips should be located in places easily accessible to existing or planned public transport. LBTH uses PTAL rating to assess the degree of public transport accessibility.
- 9.442 Policy IOD2 of the IODAAP states that all new development will be coordinated with the delivery of public transport enhancements. This will be achieved by requiring all proposed developments demonstrate that there is adequate capacity (existing or proposed) on the network to accommodate the demand generated by the proposal.
- 9.443 The WWSPG recognises that the proposals at Wood Wharf must be developed in conjunction with the appropriate transport infrastructure and considers that programmed transport improvements may increase transport capacity to cater for the redevelopment of Wood Wharf. These include increasing the capacity of the Jubilee line on the London Underground, expanding and extended the Docklands Light Railway, and potentially the introduction of Crossrail.
- 9.444 In addition to the above, the SPG seeks to secure pedestrian and cycle friendly areas with high quality facilities with well lit buildings that are designed to provide natural surveillance. Suitable pedestrian links to public transport stations should be enhanced and improved.
- 9.445 PPG13 directs new development to locations that are highly accessible by public transport, walking and cycling, recognising that an integrated transport system is necessary to support a strong and prosperous economy. PPG13 states that the consideration of the

location, scale, density, design and mix of land uses can help to reduce the need to travel, reduce the length of journeys and make it safer and easier for people to access jobs, shopping, recreation facilities and services by public transport, walking and cycling.

Parking

Car Parking

- 9.446 The proposed development includes the provision of 829 off-street car parking spaces. The main car park for the Wood Wharf development will be located in the basement below the western side of the site. Access to the car park will be via Cartier Circle. This car park will have a total of 720 spaces.
- 9.447 A second, smaller car park will be provided in the eastern area of the site for use by occupants of the residential dwellings. This car park will have a total of 109 car parking spaces.
- 9.448 The Wood Wharf development will be designed to be fully accessible to the mobility impaired. In addition, a significant proportion (10%) of the car parking spaces will be designed for use by people with mobility impairments.
- 9.449 The following table provides a breakdown of the car parking numbers by use according to planning policy targets:

	Office	Retail	Res	Hotel	Community Facilities	Total
Car Park Spaces Using LBTH Standards	368	0	834	23	0	1225
Development car park spaces proposed	270	93	443	23	0	829

- 9.450 Concern has been raised by TFL over the number of car parking spaces proposed on-site, and they have requested that they be reduced in accordance with policy 3C.23 of the London Plan. However, where the applicant has refused to lower the number of spaces, the Council's transport consultant has advised that it would be difficult to refuse the application on these grounds where the proposed parking numbers fall below Council policy maximums. Whilst the development is proposing retail spaces above the policy guidance, the applicant has advised that these spaces are not for staff but for public visitors accessing the site, as currently occurs at the Canary Wharf site. This will include users of the community facility. The applicant has advised that, as with Canary Wharf, all public car parking areas will accord with secure car park standards and managed appropriately. This will be addressed by s106 agreement. It is to be noted that the Table A4.3 of the London Plan permits a level of retail parking within Town Centres.
- 9.451 Whilst the number of car parking spaces on balance complies with policy guidance, consideration must be given to the road network capacity in accommodating the increased car trips, which is explored below. It is to be noted that residential occupiers of the development will be excluded from eligibility for on-street parking permits which will be secured by s106 agreement.

Cycle Parking

- 9.452 Cycle parking is proposed as follows:

	Office	Retail	Res	Hotel	Community Facilities	Total
Cycle Spaces Using LBTH Standards	1842	159	1668 per unit 167 for visitors	40	0	3875
Cycle spaces proposed	1326	50	1668	20	0	3064

- 9.453 The Canary Wharf employee survey indicates that only around 1.8% of existing employees cycle to work. The applicant anticipates that cycle use could rise to 2.5% for Wood Wharf employees. The scheme provides for approximately 5% of Wood Wharf employees to cycle to work. Notwithstanding, the applicant has agreed in principle to provide additional parking to meet demand, which will be monitored through the Travel Plan. Where this approach was accepted by both TFL and the Council on the recently approved Riverside South scheme within Canary Wharf, the approach is considered on balance acceptable.
- 9.454 TfL have advised that the cycle parking provision for the office, retail and hotel elements of the development meets TfL Cycle Parking Standards, as set out in policy 3C.22. The original proposal was providing 50% provision for the residential units. TfL advised that this was not acceptable and should be increased to one space per residential unit which the applicant has agreed to.
- 9.455 The Design and Access Statement indicate that surface level cycle parking facilities will be provided at several key locations around the site. Cycle parking will be provided in locations close to community uses and provision will be identified as part of the detailed design stage, which should be conditioned appropriately. The applicant has advised that the travel plan will promote increase cycle use which will be monitored. Also, the applicant is contributing financially to the Mayors Velib cycle scheme, both on and off site.
- 9.456 TfL has advised that further information should be provided about the location of the cycle parking where there is little information on this matter. It should be secure, sheltered and easily accessible. Shower and changing facilities should be provided for employees cycling to work. Where detail is a reserved matter, the cycle parking is considered, on balance, to be acceptable subject to conditioning.

Motorcycle Parking

- 9.457 Provision has been made in basement car parks where space permits. A total of 159 spaces will be provided in dedicated bays, which is agreed as being acceptable by the Council's Transport Consultant.

Road Network

- 9.458 This will be a high trip generating development and therefore it is important to achieve an accurate assessment in order to understand the impact on existing and proposed transport capacity in accordance with London Plan policy 3C.2. TfL is concerned that the current trip generation may underestimate the impact of the development. However, the Council's Transport Consultant has advised that the trip distribution assumption seems reasonable.
- 9.459 The Transport Assessment recognises that parts of the adjacent highway network are already severely constrained. Planned and consented developments are expected to generate significant traffic growth on roads surrounding the site over the course of the next 11 years. A significant proportion of this is generated by new residential developments to the south and east of Wood Wharf hence there will be an increase on Preston's Road in 2019 of 19.6% in the AM peak period and 19.0% in the PM peak period. The Wood Wharf development is expected to increase traffic on the local highway network with the most significant increases in 2019 on Trafalgar Way and Upper Bank Street.

- 9.460 Notwithstanding this, TfL has advised that it is appropriate and necessary to examine the mitigation of such effects via the inclusion of relevant provisions within a planning agreement, to be completed in association with the grant of planning permission for the development. In light of this, it is to be noted that the following scope of works on junction impacts was agreed at the pre-application stage by TfL:

Cartier Circle

- 9.461 This is a 4 arm junction for which a 5th arm will be added for Wood Wharf access. Development shall not commence until access from Cartier Circle is secured and details submitted.

Preston's Road/Site Junction

- 9.462 The Council would require a traffic signal option for this junction, which is to be secured an appropriate condition.

Aspen Way/ Upper Bank Street Junction

- 9.463 The Council's Transport Consultant has advised that the the applicants assessment of this junction is acceptable. The junction is shown to operate slightly over capacity in 2014/16/19 however the addition of the development was found to have a negligible impact and it is therefore difficult to justify any contribution for improving the capacity at this location.

Aspen Way/Preston's Road Junction (Prestons Round-a-bout)

- 9.464 The TA shows that there will be a significant impact upon the junction. Notwithstanding, both TfL and Council's Transport Consultant are not objecting to the scheme, rather proposing mitigation measures. There is currently major improvement works proposed to the junction, which both the New Providence Wharf and Trafalgar Way schemes have contributed to, which includes both pedestrian and signalisation improvements. The scheme will therefore make a financial contribution to this work. Also, contributions are required to mitigate impacts upon connecting junctions to the round-a-bout to reduce queuing lengths.

Public Transport

- 9.465 The applicants transport assessment indicates that the site has a PTAL of 4. According to TfL's September 2006 PTAL map the site has a varying PTAL level ranging from 1 through to 5. According to the IODAAP, the northern sub-area is considered to be central in nature with a density range of 650-1100hr/ha. According to the density matrix within policy 3A.3 of the London Plan, a density range of 650-1100 would be considered to have a minimum PTAL of 4. The GLA Stage 1 report also considered the site to be PTAL 4. Based on this evidence, and where the applicant has indicated that the PTAL level quoted within the TA is given for the centre of the site, the PTAL level is considered appropriate.

Crossrail

- 9.466 The proposed Cross Rail station on the Isle of Dogs will be approximately 600 metres from the centre of the Wood Wharf site; pedestrian routes will be provided through the Canary Wharf Estate. The TA concludes that Cross Rail will reduce the effects of the Wood Wharf development trips on the existing public transport network as with the addition of Cross Rail, the demand for DLR and the Jubilee Line will be reduced significantly when it is expected to be implemented in 2017. The applicant has agreed to contribute £100,000,000 towards the implementation of Crossrail, which will be secured by s106 agreement.

Jubilee Line Capacity Analysis

- 9.467 The nearest Jubilee station at Canary Wharf is some 550 metres from the centre of the site. The Jubilee Line operates 24 trains during the AM and PM peak periods in each direction with 7-car trains, upgraded from 6-car trains at the beginning of 2006.
- 9.468 The TA acknowledges that following the completion of the development, 29,577 passengers are forecast to travel between Canada Water and Canary Wharf in the morning peak period. This is 21% above the planning standard with a service of 30 trains/hour (tph), which is currently planned for 2009. Even with the completion of only the first phase of the development in 2014, TFL have advised that the Jubilee line would be operating at 105% of its planning standard.
- 9.469 TFL have advised that there is no capacity to increase the Jubilee Line above the planned 30tph. As such, Cross Rail is essential to deliver the additional public transport capacity for the development. The Council has raised concerns with TFL over the potential impacts upon the transport infrastructure if Crossrail is not delivered prior to the first occupation of the final phase of the development. Notwithstanding, TFL has advised that this would be an unlikely scenario. TFL have confirmed that they are satisfied that the front loading of contributions towards the bus and DLR network will mitigate the impact of the development upon the Jubilee Line until Crossrail is delivered. TFL advised that no contributions were required towards the Jubilee Line.

Jubilee Line Station Capacity Analysis

- 9.470 Concerns had been raised by the Council's Transport Consultant regarding the capacity of the eastern access to the Jubilee Line Station, adjacent Wood Wharf, to accommodate the increased footfall resulting from the development. Notwithstanding this, TfL advised that no contribution was required. Further, London Underground provided evidence that confirmed that the eastern access had sufficient capacity to accommodate Wood Wharf without the need for mitigation. This is now accepted by the Council's Transport Consultant.

DLR Capacity Analysis

- 9.471 There are three DLR stations within one kilometre of the Wood Wharf site; Blackwall to the north (approximate 850 metres), and Canary Wharf and Heron Quays to the west (approximately 700 metres from the centre of the site).
- 9.472 TA concludes that DLR would be able to accommodate increased demands from Wood Wharf, with Cross Rail providing additional capacity to ensure all lines operate within standards
- 9.473 TfL has undertaken its own demand assessment of the DLR to include this development which shows that it would have a material impact on services from the west. The assessment also forecasts heavy use of the south route along the lines identified in the transport assessment. TfL considers a contribution of £9,000,000, payable under the planning agreement, should be made toward the cost of providing enhanced capacity.

Bus Service Capacity Analysis

- 9.474 There are five TfL bus services and one dedicated night bus service, which serve Wood Wharf; the D3, D6, D7, D8, 277 and the N50.
- 9.475 The assessment predicts that highest demand for buses is inbound in the morning peak hour, with 229 passengers in 2014, 349 in 2016 and 557 in 2019. These figures equate to 3.3, 5.0 and 8.0 buses per hour respectively. TfL's assessment at this stage is that this level of demand justifies a combination of a new route and enhancements to existing

routes. A contribution of £5,000,000 has been agreed to by the applicant.

- 9.476 TfL has advised that the increase in bus frequency associated with this development will also require an increase in bus stand capacity at either end of the routes affected. Therefore, TfL requests a contribution of £150,000 under the planning agreement towards the upgrade and future expansion of the bus stands and other stands associated with the routes serving the development. A further bus infrastructure audit was undertaken which identified a number of priority bus stops within the vicinity of the development that require attention. This has been agreed to by the applicant.
- 9.477 In order to ensure that walking routes to bus stops are direct, secure, pleasant and safe, and to accord with policy 3C.20, TfL requests a capped contribution under the planning agreement of £100,000 for the relocation of stops and accessibility improvements. This has been agreed to by the applicant.
- 9.478 The scheme does not currently propose any bus provision within the development itself. Notwithstanding, the Upper Wood Wharf Square level west of the canal has been designed in accordance with adoptable standards and could be configured to accommodate possible future bus services into Wood Wharf. At present Bus Services 277 and D8 go through Cartier Circle and could be routed through the upper Wood Wharf Square level.
- 9.479 In accordance with policy 3C.4, TfL has advised that provision for bus access through the upper Wood Wharf Square level should be safeguarded.

Access

Vehicle Access

- 9.480 Currently the only vehicular access to Wood Wharf is via Prestons Road, which is a borough road. The nearest part of the Transport for London road network is the A1261 Aspen Way, 450 metres to the north of the site and connected to Prestons Road by a major roundabout. To the east of Wood Wharf a cycle route runs along Prestons Road and there are a series of informal cycle routes through the Canary Wharf estate.
- 9.481 The development is proposing vehicular access from Cartier Circle and Montgomery Street to the west and Preston's Road to the east. The access routes would provide connections to internal drop-off, parking and servicing areas. Each vehicle access would be into a discrete area or loop – there will be no internal links between these areas, effectively preventing through movement. The only exceptions would be for emergency vehicle and maintenance access.
- 9.482 At the exit to Cartier Circle, provision has been made for an access control point where vehicles would be checked. This is additional to the security cordon checkpoints that all vehicles must pass through to enter the Canary Wharf Estate.
- 9.483 Immediately after the access control, vehicles would proceed either to the upper circulatory road level or into the basement ramp to the car parking and servicing areas. The upper level roadway provides front door access to buildings west of the canal (WO1 to WO6). This is intended primarily for taxis and chauffeur-driven vehicles, but could be used for other pick-up and drop-off activities. It has also been safeguarded for future bus services.
- 9.484 A second link has been created from Montgomery Street to the western end of the southern esplanade, providing access to the car park lifts as well as taxi access to the proposed hotel and other front door activities. The new bridge link involves a drop in road level from some 11 metres AOD to 6 metres AOD. Vehicles using the link would pass through the entry control point on the access to the Heron Quays/Jubilee Place basement car park and servicing areas.

9.485 The access to the area east of the canal would be from Preston's Road. The existing junction would be replaced by a new layout that would provide an improved turning geometry and a right-turn lane in from Preston's Road. The junction has been designed in accordance with LBTH adoptable standards for sightlines, visibility splays etc.

Pedestrian Access

9.486 Pedestrian footways will be provided adjacent to each of the vehicle accesses to Wood Wharf. In addition, a new footbridge will be provided linking the western end of the high street with the quayside at Montgomery Street. New links will also be provided from the Community Park to Preston's Road north of the LUL vent shaft.

9.487 Within the development, there will be a continuous network of pedestrian routes at the lower quayside level. Areas east and west of the canal will be connected via three bridges. Also at this level, the high street will provide an east/west connection between the canal and South Dock and the continuation of this route to Montgomery Street. North/south routes will connect the high street directly with the southern esplanade.

9.488 The development will significantly improve the environment for pedestrians, as the proposals specifically include new walk routes to stations and stops to create direct and secure facilities and links. Within the site all internal spaces will operate as shared surfaces where some delineation will be required so that safe walking areas are clear to visually impaired pedestrians. The walk routes from the site to public transport nodes have been well assessed by a 'PERS' audit. In order to improve conditions for walking in accordance with London Plan policy 3C.21 the development should address the issues that were highlighted in the audit. These include a lack of dropped kerbs, tactile information and colour contrast across the links and crossings assessed, resurfacing of uneven walkways, removal of guard railing, segregation on shared foot/cycleway, creation of at grade crossings instead of subways and removal of staggered crossings. This should be addressed at the detailed design stage and conditioned appropriately.

9.489 A further audit pedestrian routes (including the bridges) was undertaken which helped identify the condition of routes to key destinations within the surrounding catchment area. Various pedestrian improvements have been identified and contributions towards these improvements have been secured, for example the £2,000,000 Blackwall Station upgrade project involving at grade crossing of the Aspen Way/Preston's Road junction and public realm improvements. Also, £500,000 towards improvements to routes within the surrounding area and key destinations has been secured.

9.490 Further to this, discussions have been had with the applicant regarding the delivery of the Millennium Quarter bridge. Where British Waterways and Canary Wharf have an interest in the delivery of the bridge (bridge landing and air rights), the Council has requested from the applicant for their agreement to use all reasonable endeavours to assist the Council in bringing this bridge forward where appropriate. Whilst the bridge is not required from a transport planning requirement, it is considered necessary for reasons of good urban planning, when considering the relocation of the South Quay DLR station. This matter will be addressed by s106 obligation.

Cycle Access

9.491 Cyclists will be able to access Wood Wharf from Cartier Circle, Montgomery Street or Preston's Road. Vehicle accesses to the site will be lightly trafficked and the proposed new routes will provide a series of convenient links for cyclists. Preston's Road is already a designated cycle route and in addition to the vehicle access there will be direct access to the park and open spaces east of the canal.

- 9.492 A series of shared surfaces would provide a network of routes available to cyclists to move within and through the site. A sign-posted link will be created from the Preston's Road access to Montgomery Street to provide a strategic east/west link between the east of the Isle of Dogs and Canary Wharf.
- 9.493 For all publicly accessible areas, a s106 agreement will be required to ensure public right of way is secured and maintained by the developer.

Construction Traffic

- 9.494 The construction management plan (CMP) submitted as part of the ES will need to be reviewed to check restrictions to construction vehicles during traffic peak periods to ensure minimum disruption to the movement of traffic including bus operations, cyclists and pedestrians during the construction phase of this development. Construction vehicles are to be confined to defined and signposted haul routes. River barges should also be used where feasible for the movement of
- 9.495 The CMP states that there could be 1,500 workers on the site at once and no parking will be made available to construction workers, either on or off site. The Construction Strategy states that workers will be encouraged to use public transport although no information is provided on how this will be managed. This must be conditioned appropriately.

Construction and Phasing Strategy states that a detailed logistics/traffic segregation plan will be provided to manage access to the construction sites and occupied buildings up to December 2019. A copy of this is required and should be conditioned.

- 9.496 A shuttle bus is proposed to run from the current Preston's Road access to Canary Wharf from November 2009 to June 2015 due to the closure of the pedestrian route from the site to Cartier Circle. This needs to be conditioned.
- 9.497 A temporary construction access is created onto Preston's Road. Details of operation of the access need to be provided, especially as it is adjacent to an existing tenant access.

Travel Plan

- 9.498 Full Travel plans to be submitted at detailed application/reserved matters stage for approval prior to occupation. For the purposes of the S106 agreement, the Travel Plan needs to be more focused in terms of actual measures, actual targets, detailed monitoring strategy, target setting at specific phases as well as end targets, reporting and agreement mechanism with LBTH and derivation and implementation of penalties should the targets not be met. This needs to cover both the commercial and residential elements of the development.

Servicing and Deliveries

Service Vehicles

- 9.499 Wood Wharf will have vehicular access, from Cartier Circle and Montgomery Street to the west and Preston's Road to the east. The access routes will provide connections to internal drop-off, parking and servicing areas. Each vehicle access will be into a discrete area or loop – there will be no internal links between these areas, effectively preventing through movement across the site. The only exceptions would be for emergency vehicle and maintenance access.
- 9.500 All vehicle access arrangements to Wood Wharf makes full provision for deliveries and servicing, waste collection and emergency vehicles. All loading and servicing for the office, retail, residential and hotel use on the western side of Wood Wharf will take place from a

series of loading/servicing areas located within the basement areas accessed via Cartier Circle. Where Canary Wharf receives deliveries 24 hours per day, deliveries to Wood Wharf will also be 24-hours a day and managed so as to avoid peak periods.

- 9.501 All service vehicles using the loading bay facilities at the Wood Wharf site will be managed by the operators of the buildings, in a similar way to other developments at nearby Canary Wharf. Only vehicles that are pre-booked will be allowed access to the loadings areas, for security and loading bay capacity reasons. The scheme is proposing to provide 31 loading bays within the basement loading dock.
- 9.502 There will also be very limited access at street level for front door deliveries on the western side of Wood Wharf (i.e. post, couriers, etc). East of the canal, all deliveries and waste collection would be at surface level.
- 9.503 The GLA's Stage 1 report states that:

Tfl welcomes the proposed service and delivery measures, including out-of-hours servicing and delivery coordination. In accordance with the London Freight Strategy and London Plan policy 3C.25 the developer should adopt a service and delivery plan to help manage demand, including peak periods identified in the assessment. One of the delivery bays should be reserved in case of unforeseen circumstances, such as equipment/vehicular breakdown. A service and delivery plan could also investigate procurement options for regularly ordered items to provide load consolidation and a concierge system for residential deliveries.

- 9.504 In response to the comments made by the GLA, and the Council's transport consultant, the proposed service arrangement is acceptable subject to condition to provide a Service and Delivery Plan, addressing delivery hours and other measures to mitigate any potential impacts upon the highway network and residential amenity.

Refuse

- 9.505 The proposals must take account of how waste from the proposed uses and activities on site will be managed, in particular the large quantum of office floorspace, but also in relation to the proposed residential units.
- 9.506 Policy 4A.21 of the London Plan encourages communities to take more responsibility for their own waste. Policy CP39 of the IPG seeks to minimise the amount of waste produced and maximise opportunities to recycle and reuse waste including at least 30% of household waste by 2010. New developments must provide adequate collection and storage facilities for recyclables and residual waste. Policies DEV15 and IOD9 seeks to ensure that development proposals contribute to facilitating more sustainable waste management.
- 9.507 The applicants waste report examines the waste management of the construction, demolition and excavation phase as well as the operational phase and outlines mitigation measures which will be used to reduce the waste generated from the development.
- Construction, demolition and excavation waste
- 9.508 Construction waste materials will comprise Concrete, masonry, steel, nonferrous metals, wood, plastic, glass, plasterboard, excavated soil, mixed waste, canteen waste, hazardous waste.
- 9.509 Demolition waste will comprise concrete, masonry, steel, non-ferrous metals (e.g. copper, aluminium), wood, plastic, glass, plasterboard, asbestos and other hazardous waste, mixed waste and canteen waste from site workers.

- 9.510 The development will generate excavated material as a result of the reduction in ground level required to construct basements, piled walls, the canal and underground structures. Excavation arisings will comprise Made Ground fill materials and natural soils.
- 9.511 The applicant has advised that opportunities will be taken to reduce, re-use and recycle waste during the demolition and construction processes, considering good waste management practice measures, complying with the Council's Code of Construction Practice to be conditioned/s106 obligation.
- Operational Waste
- 9.512 The development of the Wood Wharf site will generate household and commercial waste, and minor quantities of clinical waste. This will increase as each phase is developed.
- 9.513 The applicants Resource and Waste Management Strategy (RWMS) addresses internal storage, external storage (e.g. recycling/residual waste collection facilities within the proposed development), bulk storage on site (eg optimum location of bins and main waste storage facilities) and waste removal (ensuring the location of bins is convenient for easy removal by refuse collection vehicles ('RCV')).
- 9.514 The segregation and recycling of resources generated will be facilitated in order to limit the quantity of wastes arising for disposal and assist in meeting UK government and local policy targets. As such, suitable facilities will be provided for the segregation and storage of recyclable materials, including organic waste. Sufficient quantities of collection containers will be sited throughout the proposed development. Further detail is provided in the RWMS.
- 9.515 Design measures for the proposed development will ensure that such waste management facilities are within easy reach, with minimal time or distance, for all residents and tenants to have direct access in accordance with the Building Regulations and Tower Hamlets requirements. The waste segregation and storage facilities will be designed to be convenient and simple to use.
- 9.516 On street recycling facilities for glass, textiles etc will be provided to encourage users of public open space, retail or community facilities to segregate waste streams and increase recycling at the site, where appropriate.
- 9.517 Council's waste officer has advised that the strategy is comprehensive and forward looking in its approach. The GLA's Stage 1 report states that:
- 9.518 *Tfl welcomes the use of water for transport of aggregates and spoil. It may be feasible for the combined heating and power plant to take its deliveries from water freight too. The Code of Construction Practice could also incorporate construction delivery aspects. Delivery distances should receive some consideration when determining the sustainability of materials when producing a procurement strategy. Vehicle trips could also be minimised by measures such as reusing spoil, prefabrication and use of water freight where possible to transport waste. In accordance with the London Freight Plan the developer should submit a construction logistics plan with a measurable set of targets*
- The use of the site for water freight should be examined. The creation of a simple wharf could be provided without fixed infrastructure and this would enable use of multi-modal refuse collection vehicles for both residential and commercial intermodal waste transport.*
- 9.519 The applicant has advised that the construction plan will consider methods for minimising

the import and export of spoil and other materials. As such, the scheme should be conditioned to explore these proposals. Also, where details are to be considered at the reserved matters stage, a detailed RMWS is required to be submitted for each building at the reserved matters stage.

Other

Ecology and Nature Conservation

- 9.520 Most of the site is hard surfaced with roads, pavements, private car parks and substantial industrial sheds and manufacturing premises. Notwithstanding this, the site contains two sites of importance for nature conservation: Blackwall Basin and Millwall & West India Docks. Both are principally of importance for the regular presence of breeding and overwintering birds. Of the two, Blackwall Basin is most important.
- 9.521 London Plan policy 3D.14 states that the planning of new development and regeneration should have regard to nature conservation and biodiversity, and opportunities should be taken to achieve positive gains for conservation through the form and design of development. Where development is proposed which would affect a site of importance for nature conservation or important species, the approach should be to seek to avoid adverse impact on the species or nature conservation value of the site, and if that is not possible, to minimise such impact and seek mitigation of any residual impacts. Where, exceptionally, development is to be permitted because the reasons for it are judged to outweigh significant harm to nature conservation, appropriate compensation should be sought.
- 9.522 DEV57 of the UDP states that Council will not normally permit development where it unjustifiably causes significant harm to a site of nature conservation importance.
- 9.523 Policy CP31 of the IPG states that the Council will seek to ensure the protection, conservation, enhancement, and effective management of the Borough's biodiversity. The Wood Wharf SPG states that the redevelopment of the site provides the opportunity to enhance the biodiversity of the Isle of Dogs and presents habitat opportunities for particular species such as Black Redstarts. It suggests that redevelopment proposals for the Wood Wharf site should integrate Brown Roofs as a mitigation response for the loss of brownfield land.
- 9.524 The dock on the south edge of Blackwall Basin is currently derelict and with wild landscape growing between partly constructed residential building foundations. In Blackwall Basin water space, four floating nesting platforms for wild life are moored.
- 9.525 The ES identifies that the site regularly supports a pair of black redstart, a small songbird that is rare in the UK, and which has its stronghold in East London. Several other bird species including some species of conservation concern have been recorded on the site. Blackwall Basin and South Dock support nesting and wintering waterbirds, most notable of which is the common tern which breeds regularly on both docks; peregrine falcon is a charismatic species that is also occasionally present in the area.
- 9.526 Bat surveys of the site have found no bat roosts. The site does not support a significant collection of terrestrial invertebrate species, and no protected species were noted, although some species formerly restricted in distribution but now more widespread are present in the grassland areas.
- 9.527 The aquatic macroinvertebrate community of the dock walls and bed is dominated by non-native species and no rare or scarce species have been recorded. The fish community of the docks includes species of fresh and saline waters and although not of any particular conservation significance includes smelt which is the subject of a Biodiversity Action Plan

in the UK BAP.

9.528 The proposed redevelopment of Wood Wharf would result in habitat loss effects, in that aquatic and terrestrial habitat designated as Site of Importance for Nature Conservation would be lost as a result of the development. There would also be changes to the physical characteristics of the aquatic ecosystems in the adjacent (SINC designated) docks and in the range of habitats represented in the redeveloped Site.

9.529 Notwithstanding this, the development proposes measures to avoid or reduce effects have either been designed in or are proposed as mitigation. The following table presents a summary of the residual effects with mitigation to be put in place:

Environmental Issues	Summary Effect	Mitigation Measures
Construction Phase – Terrestrial Habitat loss	Loss of a range of habitats including some which are SINC designated.	Creation and management of new habitat on green roofs, floating islands, dock walls and in public realm areas of the Site.
Construction Phase – Effects on the extent of aquatic habitats and species	<ul style="list-style-type: none"> • A net gain in dock wall area and water volume • Small losses of dock bed • Creation of shingle beach 	Enhancement of dock walls for aquatic invertebrates through use of wooden cladding and granular fill.
Construction Phase – Disturbance effects on aquatic habitats and associated species	<ul style="list-style-type: none"> • Noise and vibration effects on species (primarily birds and fish) in the SINC • Pollution 	Controls on Site activity, air quality, discharges to water and on noise and vibration. Installation and repositioning of tern nesting rafts.
Construction Phase – Effects on black redstart	<ul style="list-style-type: none"> • Loss of nesting and foraging habitat • Potential for killing and injuring and loss of nests • Disturbance 	Clerk of Works to conduct watching brief for nesting black redstarts, and influence works if necessary. Creation and management of green roofs, dockwall wooden clad areas, floating islands and rafts as habitat for black redstart. Creation of additional foraging and specific nesting habitat.
Construction Phase – Effects on birds other than black redstart and birds forming part of the SINC interest	<ul style="list-style-type: none"> • Killing and injuring and loss of nests • Habitat loss • Disturbance 	Watching brief for kingfisher nesting, habitat creation including nesting tunnels, parks, trees, green roofs and tall buildings.
Construction Phase – Effects on bats	<ul style="list-style-type: none"> • Disruption to foraging activity 	Sensitive lighting design, habitat creation.
Construction Phase – Effects on Terrestrial invertebrates	<ul style="list-style-type: none"> • Loss of habitat 	Habitat creation and Management (notably green roofs).
Operational Phase – Effects on aquatic SINC habitat and associated species	<ul style="list-style-type: none"> • Increase in Dockwater temperature • Shading • Lighting effects • Potential pollution events 	Measures to limit the extent of changes and maximum temperatures of dockwater. Habitat creation and enhancement (new canal walls and underwater structures). Pollution plan.
Operational Phase – Effects on black redstart	<ul style="list-style-type: none"> • Disturbance effects from Site activity • Effects of the layout and form 	Management of green roofs as foraging habitat for black redstart. Creation of additional foraging and specific nesting habitat.
Operational Phase – Effects on other birds	<ul style="list-style-type: none"> • Disturbance effects of Site activity (notably to common tern) 	Installation of additional tern nesting rafts, habitat creation, with boxes to attract birds of conservation concern.

	<ul style="list-style-type: none"> • Effects on wintering wildfowl 	
Operational Phase – Effects on bats	<ul style="list-style-type: none"> • Potential effects of the layout and lighting on foraging bats 	Maintenance of green roofs and tree lines. Maintenance of lighting.

9.530 It is proposed that the above are dealt with by condition/s106 obligation.

9.531 According to the GLA's Stage 1 report, the ecological integrity of Blackwall Basin depends partly on the area of wasteland habitat on its southern margin, which will be removed by the development. However, The Stage 1 report goes on to state that the biodiversity interest of the docks and basins of Wood Wharf has historically developed in the context of various ongoing operational practices, and may be expected to readily adapt to changes brought about by this development. Where the proposed scheme includes the provision of a large area of open space (the 'Community Park') and new vegetated islands in Blackwall Basin, these are considered as part-mitigation for the loss of the fringing wasteland. The development is therefore in compliance with London Plan policy in this regard.

9.532 The Council's ecology officer also considered the scheme to be appropriate subject to the condition of the scheme to the above mitigation measures. The approach to the management of these open spaces will be crucial, and further clarification should be provided on this matter via condition.

Flooding/Water Resources

9.533 The London Plan states that the management of flood risk is extremely pertinent to London. Policy 4A.12 of the London Plan states that boroughs should identify areas at risk from flooding and avoid permitting built development in functional flood plains. Policy 2A.1 requires development proposals to take account of the physical constraints on the development of land, including flood risk, to ensure that no harmful impacts occur, or that such impacts are acceptably mitigated.

9.534 Policy U3 of the UDP and policy DEV21 of the IPG October 2007 states that the Council (in consultation with the Environment Agency) will seek appropriate flood protection where the redevelopment of existing developed areas is permitted in areas at risk from flooding.

9.535 The WWSPG notes that the site is located within a flood risk area and states that redevelopment proposals should incorporate flood mitigation measures such as Sustainable Drainage Systems (SUDS) into the scheme.

9.536 The site is located within a Flood Risk area. In accordance with PPS25 and the above policies, the applicant submitted a Flood Risk Assessment within the body of the Environmental Statement which demonstrates that the development will be safe, without increasing flood risk elsewhere. In summary, the Flood Risk Assessment concludes:

- 'The proposed scheme site lies within the indicative floodplain of the River Thames. Dock walls on site form part of the Thames flood defences and provide protection for a 1 in 1,000 year event.
- The statutory defence level applicable to the area is +5.23mAOD. Dockwalls are currently between +5.04m and +5.39mAOD. The proposed minimum ground level for the site is +5.88mAOD, which meets the EA requirements for future raising of statutory flood defence levels. Dock walls would be raised to (or above) this level providing increased protection against tidal flooding.
- A new canal would be built linking the Blackwall Basin to the South Dock. This would provide additional flood storage and would reduce the risk of flooding to the site and the surrounding area.
- A new surface water drainage network will be designed into the scheme to mitigate the risk of flooding from ground water. The risk of flooding from groundwater is considered

negligible.

- The residual risk of flooding would be mostly mitigated by increasing the height of the dock walls and providing habitable floor space at least 600mm above the existing statutory defence level. Proposed levels across much of the site would be in excess of 7m above the statutory defence level at +12.6mAOD'.

9.537 The Environment Agency was originally objecting to the scheme where no evidence had been provided by the Council that the flood risk Sequential Test had been adequately demonstrated in accordance with PPS25. The aims of PPS25 are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding and direct development away from areas at highest risk.

9.538 In response to the submission of further evidence, the EA has since removed their objection regarding this matter where they considered that both the Sequential Test and Exception Test had been adequately carried out and satisfied.

9.539 As such, the scheme is considered to be acceptable subject to the conditioning of the following mitigation measures during both the construction and operational stages

Environment feature	Summary of Effect Overall	Mitigation Measures
Surface Water	Use of SUDs including discharge to the docks, brown roofs and rainwater harvesting.	Incorporated as part of design and other suitable construction practices.
Foul Water	Increased peak discharge leading to potential for surcharging of Thames Water Sewers. Thames Water have confirmed that the sewers can accommodate the flows	N/a
Groundwater quantity	Spread of contaminants to upper and lower aquifer during construction.	Suitable construction practices for excavating and piling to be adopted.
Dock and river water quality	Increase in sediment and the potential for release of contaminants.	Use of silt curtains and other suitable construction practices.
	Reduction of spare capacity in Thames Water sewers resulting in increased risk of CSO discharge to the River Thames.	N/a
	Improvement of flushing in docks, increasing water quality.	n/a
	Increase of risk of accidental discharge of oils & foul flows as a result of increased number of moorings.	n/a
Navigation	Increase amenity value; improved navigation routes between docks	n/a
Flooding	Loss of floodplain storage during Phases 1 to 3.	Developer committed to providing canal prior to completion of scheme, which would provide a net gain in flood plain.
	Increased flood plain storage after completion of scheme.	n/a
	Improved flood defences, increased level of flood defences.	n/a

Energy and Renewable Technology

9.540 The consolidated London Plan (2008) energy policies aim to reduce carbon emissions by requiring the incorporation of energy efficient design and technologies, and renewable energy technologies where feasible. Policy 4A.7 adopts a presumption that developments

will achieve a reduction in carbon dioxide emissions of 20% from onsite renewable energy generation (which can include sources of decentralised renewable energy) unless it can be demonstrated that such provision is not feasible.

- 9.541 According to policy DEV6 of the IPG, 10% of new development's energy is to come from renewable energy generated on site with a reduction of 20% of emissions.

Power, heating and cooling infrastructure, and CHP/CCHP

- 9.542 According to the GLA's Stage 1 report, a combined heat and power (CHP) system needs to be considered before the provision of renewables. The suitability of CHP for this site has been examined.

- 9.543 Two separate heat networks will supply the eastern and western sides of the site which will supply the residential elements of the development, as well as the hotel. These heat networks will be supplied by two energy centres each served by a CHP which will be fed from natural gas fired fuel cell CHP plant or, if this is not feasible, conventional CHP plant. The total CHP capacity is 600-800 kWe and the exact sizing will be confirmed at the detailed design stage. Back-up gas boilers will also be located in the energy centres.

- 9.544 It is proposed that heat and power is provided to the offices through CHP plants located in the basement of each building. Cooling is provided to the commercial buildings by means of a district cooling network connected to the surrounding dock water. If the dock water system is found to be unfeasible, or insufficient, combined cooling heat and power (CCHP) plants will be installed to deal with the cooling demand. Whilst a single heating network would be the preferred approach the GLA has advised that they have accepted the network system.

- 9.545 A summary of the Energy Strategy and the energy saving measures to be incorporated into the development is as follows:

- A district cooling and heating system serving the commercial office buildings which takes advantage of the dock water resource surrounding the site to provide low carbon cooling and heating.
- a district heating network to enable use of heat rejected from offices for 'carbon free' residential space heating;
- community heating networks each serving 400 to 500 dwellings and the hotel powered by fuel cell Combined Heat and Power;
- a Network Combined Cooling Heat and Power plant in the commercial office buildings, using fuel cell power generators with cooling capacity complementary to that of the dock water cooling system; and
- Contingency plans for use of conventional CHP in the initial phase if suitable fuel cell plant is not commercially available at the outset, with transition to fuel cell CHP systems for later phases and enabling substitution of fuel cells for conventional CHP (and CCHP) plant as soon as practicable.

- 9.546 A network distributed approach to on site generation of electricity, heat and cooling has been adopted for the development. Council's energy officer has advised that a single energy centre approach is more appropriate, however it is understood that this approach may not be suitable were the development will be phased over the next 10 years and therefore the benefits of the low carbon technology will not be available until the development is complete.

- 9.547 The GLA stage 1 report confirms that the scheme will provide 29.5% carbon dioxide savings against baseline emissions would be made if fuel-cell technology is implemented and 21% if it is found to be unfeasible.

Sustainable Design and Construction

- 9.548 The energy strategy addresses the possibility of implementing energy efficiency measures; however, given that the application is in outline, detailed modelling has not been undertaken where there are no detailed building design or facade treatments proposed. The GLA have advised that they accept that modelling at this stage can only be undertaken using benchmarks.
- 9.549 A comparison of the baseline emissions of the scheme against those of an equivalent scheme calculated using London Renewables toolkit benchmark values was undertaken. The baseline has been based on 'Toolkit' benchmark data as there are no building designs to enable Target Emission Rate (TER) values to be established from thermal modelling software. The predicted emissions are 43% below the 'Toolkit' baseline value, before consideration of savings from cogeneration, tri-generation and renewable energy.
- 9.550 The energy strategy addresses the possibility of implementing energy efficiency measures in the office buildings. The applicant has advised that during detailed design stage, application of passive design and energy efficiency measures will be evaluated for each individual envelope, and appropriate techniques and equipment will be incorporated into the design of each building to meet best practice standards. This should be conditioned appropriately
- 9.551 Further to this, the GLA advised that the design guidelines should be developed further and should contain commitments to a specific energy efficiency target. This should be expressed in terms of specifications of thermal insulation, glazing properties and air tightness targets. All commercial developments should aim to achieve a BREEAM 'excellent' rating as a minimum. There is a commitment that all the residential units will be designed to meet the energy requirements of the Code for Sustainable Homes Level 3. This will be achieved through the use of demand reduction and energy efficient design measures only. The GLA have advised that this commitment is welcomed and will be conditioned appropriately.

Renewable energy

- 9.552 A range of renewable sources of energy have been considered and it is proposed to use dock water for cooling, and heat rejected by office refrigeration equipment to pre-heat the residential network. 4,000 sq.m. of photo-voltaic cells are proposed. These three main renewable components provide around 7.6% carbon dioxide emissions savings.
- 9.553 In summary, the GLA have advised that the approach is in line with that set out in the London Plan but further work is needed on the dock water cooling system and the energy strategy for the office element of the development. Both of these matters have been conditioned appropriately.

Climate change adaptation

- 9.554 The London Plan promotes five principles in policy 4A.9 to promote and support the most effective adaptation to climate change. These are to minimise overheating and contribution to heat island effects, minimise solar gain in summer, contribute to flood risk reductions, including applying sustainable drainage principles, minimising water use and protecting and enhancing green infrastructure. Specific policies cover overheating, living roofs and walls and water.

Overheating (Policy 4A.10)

- 9.555 The proposed design guidelines make a commitment to the inclusion of passive design measures and measures to reduce overheating. Further details must be provided at the

detailed design stage.

Living roofs and walls (Policy 4A.11)

- 9.556 The policy expects these to be incorporated where feasible. The design guidelines commit to at least 50% of all roof areas being green roofs. This provision is welcomed although the provision of brown roofs should also be considered where green roofs are not feasible. A planning condition should be used to secure the provision of, and details of, the green and brown roofs.

Flooding (Policy 4A.13)

- 9.557 At the request of the GLA, flood warning and creation of flood emergency plans is to be the subject of a condition.

Sustainable drainage (Policy 4A.14)

- 9.558 Green roofs are proposed together with an attenuation tank in the basement, with the majority of the residual surface water being discharged to the docks. This is an acceptable approach and complies with London Plan Policy 4A.14 as long as the discharge to the combined sewer is minimized.

Water use (Policy 4A.16)

- 9.559 The policy sets a maximum water use target of 105 litres per person per day for residential dwellings, in line with Code for Sustainable Homes level 3. The policy seeks to maximise rainwater harvesting opportunities and promotes the use of grey water recycling and dual potable systems. The design guidelines make a commitment to achieve maximum water use targets and a commitment is made to rainwater harvesting and grey water recycling. The overall achievement of Code level 3 for water should be secured by condition.

Aircraft

- 9.560 DEV27 of the IPG requires tall buildings to conform with Civil Aviation requirements. Given the heights of different elements of the development and their location under flight paths to and from London City Airport, it is necessary as part of the planning process to demonstrate that the development would not adversely affect operations of aircraft. To support that application, an assessment of the impact on operations at London City Airport was provided. therefore required.
- 9.561 Both the London City Airport and the National Air Traffic Services Ltd have raised no safeguarding objection to the scheme subject to appropriate conditioning.

Construction and Phasing

- 9.562 The WWSPG set out that the comprehensive development of Wood Wharf would be a long-term exercise which would be determined principally by changing market pressures, whilst taking account of transport capacity, and would require a phased approach. A four phased approach was suggested over a 10 year period.
- 9.563 The SPG referred to the deliverability of the site being linked to development parcels that would proceed independently. The proposed strategy set out that the phasing should ensure that those parts of the site that were not under construction should be able to operate with minimal disruption. The programme was also to take account of the need to minimise the impact of construction on the amenity of local residents by giving consideration to the routing of construction traffic, hours of operation, controls over noise and pollution levels and maintaining, where possible, East-West pedestrian access through

the site.

- 9.564 The phasing strategy set out in the WWSPG seeks to balance the physical requirements of achieving an appropriate quantum of development with the constraints of the transport infrastructure. The four suggested phases could be adjusted, provided the overall floorspace of each phase can be accommodated within the wider transport infrastructure capacity at the time of its construction
- 9.565 The approach in the WWSPG is based upon assumptions adopted by the DLR and LUL concerning the likely capacity to be available on the transport network, and includes the impact of permitted schemes for Canary Wharf, Millenium Quater and elsewhere on the Isle of Dogs, in accordance with the WWSPG Transport Assessment.
- 9.566 The planning application for Wood Wharf is accompanied by a Construction and Phasing Strategy, which sets out the proposed construction delivery strategy, addressing phasing, buildability, accessibility during construction and phased residential occupation, in the context of a ten year construction period.
- 9.567 The document advises that construction activities will broadly progress from west to east, and will be in overlapping phases. The strategy stresses, however, that the proposed construction sequence is subject to change as construction delivery would be timed and phased to suit demand.
- 9.568 The following table summarises the proposed phasing and construction sequence:

Phase 1	<ul style="list-style-type: none"> • Building W01 • Footbridge to Canary Wharf • EDF substation
Phase 2	<ul style="list-style-type: none"> • Construction of office buildings (W02 and W03), hotel (W07A and W07A/B), residential buildings (W07B) Wood Wharf Square and Wood Wharf High Street • Vehicle bridge connecting to Canary Wharf • Temporary NHS Centre • Temporary Community Park facilities
Phase 3	<ul style="list-style-type: none"> • Construction of office building W06 • Construction of residential buildings W07C, W08 and W09 (including W13 basement and substructure construction) • Temporary Community Park facilities
Phase 4	<ul style="list-style-type: none"> • Construction of office buildings W04 and W05. • Construction of residential buildings W07D and W13 • Construction of the new Canal and bridges, the final Community Park and the remaining Public Realm

- 9.569 The development is anticipated to commence in August 2009 (site clearance and demolition works) with the main construction works starting November 2009. Some enabling and advanced works such as the construction of a new Cable and Wireless Building (Planning consent granted separately) and diversions commenced in January 2008. It is anticipated that the development will be completed by November 2019, subject to market conditions.
- 9.570 The major construction challenge for the delivery of Wood Wharf is to maintain construction access to the site whilst phasing the occupation of the earlier buildings and mitigating the impact of the works on the neighbourhood and adjacent road network.
- 9.571 According to the WWSPG, the realisation of phase 1 and 2 will be determined by the following:

1. On-site improvements in accessibility to existing transport nodes, including:
 - Pedestrian connection between the site and Canary Wharf
 - New vehicular and pedestrian access to Cartier Circle
 - Improved vehicular access to Prestons Road
2. Off-site improvements will be sought including:
 - Improvements to the local bus network to connect to local centres and relieve pressure on the DLR
 - Explore potential for a new escalator at Canary Wharf Jubilee Line station
3. Some form of community provision within phase 1 or 2 of the SPG masterplan.

9.572 In response, the scheme is complying with all of these constraints. Points 1 and 2 have been addressed in detail under the transport section of this report. With respect to point 3, the scheme will provide temporary PCT Health Centre and Community Park facilities at the completion of phase 1, in addition to substantial financial contributions to off-site leisure facilities, education provision, open space and community projects.

9.573 Also, the WWSPG states that the implementation of Phase 3 and 4 will largely be determined by an improved service on the Jubilee line. This matter has been addressed in detail under the transport section, where the phasing of the development will be subject to the timely implementation of transport infrastructure, in particular, Crossrail.

9.574 Details of the access and physical links to be provided through the site, are included within the Construction strategy, in accordance with the WWSPG. Also, the environmental management, to ensure minimal disruption arising from construction, is set out, including details of how neighbourhood liaison will be managed and conducted.

9.575 During the construction of phase 1, The WWSPG states that the provision of pedestrian access across Wood Wharf, linking Preston's Road and Canary Wharf, should be maintained during the course of construction where it is safe and practicable to do so. In consultation with the applicant, it was found that during the construction of phase 1 it was neither safe nor practicable to provide this link. As such, in the interim, the applicant is proposing a shuttle bus service from the commencement of development up until the completion of phase 1. After which, pedestrian access across the entire site will be achieved.

9.576 The phasing of the development and construction strategy has been addressed by s106 agreement and appropriate planning conditions

Listed Building Application

9.577 For the details of the status of relevant policies see the front sheet for "Planning Applications for Determinations" agenda items.

9.578 This section relates solely to the proposals within the site relating to the Grade I listed structures, those being Blackwall Basin to the north of the site and the West India Export Dock (East Quay) to the west of the site. Listed Building Consent is being applied for in order to alter these Grade I listed buildings.

9.579 The proposals directly relating to the dock walls include the following elements;

- Construction of a new canal cut from the Blackwall Basin to the South Dock to run through the new development site at the eastern side.
- Creation of footpaths around the Blackwall Basin and West India Export Dock involving

new granite sets dock edge treatment.

- Minimal repair or replacement in some areas of the southern wall of the Blackwall Basin i.e. removal of vegetation and replacement of only severely damaged sets.
- Construction of a bridge over the remnant entrance to the former Junction Dock on the south side of the Blackwall Basin. This will involve some reconstruction of lost elements of the wall.

9.580 Further to these proposals the Grade I listed Blackwall Basin will also be affected by insertion of marine piling in order to secure the largest Eco Island to the north east of the site. In order to stabilise the walkway marine piling is necessary.

9.581 The proposal has sought to preserve as much of the existing fabric as possible, and to retain the industrial character of the dock edge. Given that the programme of works will be undertaken over a long period, some details of the application for listed building consent will be subject to detailed consideration through the imposition and fulfilment of conditions. The applicant has therefore, requested that the present application for listed building consent be seen as an overall blueprint to indicate a strategy within which there is scope to manage change in the future.

9.582 Further to the policy guidance on the historic environment provided earlier in this report, paragraph 3.5 of PPG15, outlines the relevant considerations for all listed building consent applications. These are:

- the importance of the building, its intrinsic architectural and historic interest and rarity, in both national and local terms;
- the particular physical features of the building;
- the building's setting and its contribution to the local scene; and
- the extent to which the proposed works would bring substantial benefits for the community, in particular by contributing to the economic regeneration of the area or the enhancement of its environment.

9.583 Further, PPG15, paragraph 3.19, outlines the relevant considerations where proposed works would result in the total or substantial demolition of the listed building, or any significant part of it. These are

- the condition of the building, the cost of repairing and maintaining it in relation to its importance and to the value derived from its continued use;
- the adequacy of efforts made to retain the building in use.
- the merits of alternative proposals for the site (it is to be noted that the proposed canal was considered appropriate within the WWSPG).

9.584 According to paragraph 3.15, achieving a proper balance between the special interest of a listed building and proposals for alterations or extensions is demanding and should always be based on specialist expertise.

9.585 In order to consider the effect of the proposal upon the listed Blackwall Basin and the East Quay of the West India Export Dock, the applicants Cultural Heritage Report examines the above requirements laid out in PPG 15 and the IPG. These can be summarised as follows;

Blackwall Basin

- 9.586
- *The importance of the building:* This has been demonstrated to be relatively low, in terms of architectural and historical quality. The absence of any original fabric from the basin, along with the poor quality of repair and replacement of the walls during subsequent development, has diminished the historical and architectural value of the listed structures.

- *The physical features of the structure:* These appear to be fairly standard for their age and type. Details such as the dock furniture relate to much later developments, primarily in the early 20th century. The salvage and re-use of the granite coping is to be a priority where any of the fabric needs to be replaced or altered.
- *Setting and the contribution made by the structure:* The original dockland setting is in a very fragmentary condition. As suggested above, the intrinsic value is in the open body of water connected to the main docks rather than in the relatively modern structure which retains it.
- *Whether there will be substantial benefit to the community:* The development of the land to the south of the basin will bring substantial benefit to the community which will far outweigh the proposed minor alterations to the listed structure.
- *Redevelopment Proposals:* The development proposals for the new dock edge are considered to be high quality and to be sympathetic to the existing fabric of the dock.
- *The adequacy of efforts to keep the building in use:* Effectively, any proposals for the south side of the basin will comprise only a small level of alteration in a localised area. As the majority of the southern wall is currently bounded by derelict land with no public access, any development could be argued to be returning the listed structure into use. There would seem to be little case to argue that the basin wall be returned to commercial use as the docks are no longer in operation.

East Quay of West India Export Dock (West Basin/Banana Wall)

- 9.587
- *The importance of the building:* This can be demonstrated to be high, in terms of architectural and historical quality. The applicants view is that the importance lies in the historical associations with the original dock construction and to a lesser extent, in the surviving fabric of the early 19th century. In this regard the test cannot be proved.
 - *The physical features of the building:* These appear to be fairly standard for their age and type. Details such as the original dock furniture are in a very poor state of corrosion with better preserved features relating to much later developments, primarily in the early 20th century. Given the need to retain a watertight structure to the walls it may not be possible to retain existing fabric without re-facing, but the substantial nature of the walls would allow much of the fabric to be retained behind, as has been carried out at the Blackwall Basin. Consideration should be given to the salvage and re-use of any granite coping where it is affected by any programme of demolition, in order to satisfy the test.
 - *Setting and the contribution made by the building:* The original dockland setting is in a very fragmentary condition. Strong arguments could be brought to bear to the effect that its contribution is of relatively little value as the main dock area has been so visibly overshadowed by the Canary Wharf and even current developments which will almost totally obscure the structure. The intrinsic value is in the open body of water comprising the main docks rather than in the listed structure which retains it which has been irretrievably damaged by neglect and unsympathetic repair.
 - *Whether there will be substantial benefit to the community:* Although substantial benefit to the community is possible, if not probable, it needs to be demonstrable and definable before a formal application can be made. This exercise can only be completed when plans for development are known more fully.
 - *Redevelopment Proposals:* The development proposals for the new dock edge are considered to be high quality and to be sympathetic to the existing fabric of the dock.
 - *The adequacy of efforts to keep the building in use:* There would seem to be little case to argue that the basin wall be returned to commercial use as the docks are no longer in operation.
- 9.588 As mentioned above, the Council's Conservation officer has advised that the proposal is acceptable. Also, whilst English Heritage is concerned that the eco-islands may detract from the hard edged historic character of the basin, this was found not to be a sustainable reason for refusal as discussed earlier in this report.

- 9.589 In conclusion, minimal intervention to the existing fabric will occur where the fabric exists in a good state of repair. The main intervention is the cutting of a new canal linking the Blackwall Basin to South Dock at the eastern end of the site.
- 9.590 The removal of fabric appeared to have an effect on the special architectural and historical interest of the Blackwall Basin, however, after a full assessment of the walls and a photographic survey the extent of the effect is considered to be limited. At present the dock edge is overgrown and neglected. Whilst some fabric of the basin will be removed it does not date to the original construction of the basin in the early 19th century by John Rennie. The timber boarding proposed for removal dates to the late 20th century. As such, the partial demolition of the dock wall for the canal is considered to be acceptable subject to condition.
- 9.591 The new dock wall treatment has been designed to avoid intervention with any historic fabric. Although the detailed design of the public realm and the bridges to be constructed over the edges of the dock have not been finalised, the principle of providing public access and enabling a new ground level to exist at the edge of the dock walls is considered acceptable at this stage subject to conditions being attached to the listed building consent in order to enable the dock walls to be sympathetically treated as part of the new urban realm.

10. Government Directions

- 10.1 Consideration has been given to whether referral to the Secretary of State is required under the Town and Country Planning (Development Plans and Consultation) (Departures) Direction 1999. The development as a whole is supported by the development plan. Any aspects of the development that raises tensions with particular policies are considered to be acceptable due to the conditions and obligations set out in the recommendation. The council considers that if the development is carried out in line with those conditions/obligations it will accord with the development plan. Accordingly referral to the Secretary of State under this direction is not necessary.
- 10.2 With respect to the Town and Country Planning (Shopping Development) (England and Wales) (No2) Direction 1993, although the proposed floorspace (19,886m²) is under the threshold in the Direction (20,000m²), account has to be taken of other significant retail development within a 10-mile radius of the development site. Accordingly, because of the Stratford City development, this application needs to be referred to the Secretary of State pursuant to this direction
- 10.3 Other government directions do not apply to this development.

11. Planning Obligations

- 11.1 Throughout the report reference has been made to where planning obligations have been necessary to either mitigate the impacts from the development, to compensate for harm caused by the development or to otherwise properly control the development. These are summarised in the recommendation. This section explains the next steps in finalising the legal agreement.
- 11.2 This is one of the largest development proposals ever made in a single planning application in the UK. It is not surprising therefore that the S106 package that has been negotiated is similarly large. The total contribution represents £153,120,030. This comprises a payment of £100,000,000 for Crossrail, £39,535,320 in various payments to the Council and the provision of benefits "in-kind" (such as on-site employment and training, an Idea Store and a PCT facility) representing a value of £13,584,710. The package, excluding the Crossrail payment, represents a contribution of some £121 per

square metre for the commercial elements (offices and hotel) and around £9,680 per residential unit. This is in addition to 35% affordable housing. This represents an excellent package when compared to similar developments elsewhere within the borough generally and the Isle of Dogs in particular.

- 11.3 Such a planning obligation is necessarily complex and negotiations will continue on the detail both within the council and between the council and other organisations (eg TfL, GLA and the PCT) and with the developer. The overall size of the contribution is considered to be set, however there may be a need to make adjustments to the sums allocated to particular heads in order to finalise the agreement. This is allowed for in the recommendation.

12. Conclusions

- 12.1 All other relevant policies and considerations have been taken into account. Planning permission and listed building consent 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.

Planning Application
Site Map



0 75 m
|||||

- 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 Stationary Office (c) Crown Copyright. London Borough of Tower Hamlets LA100019288

Agenda Item 7

Committee: Strategic Development	Date: 16 th February 2012	Classification: Unrestricted	Agenda Item No: 7
Report of: Corporate Director Development and Renewal		Title: Other Planning Matters	
Originating Officer: Owen Whalley		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 matters other than 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 Addendum Update Report.

3. PUBLIC SPEAKING

- 3.1 The Council's Constitution only provides for public speaking rights for those applications being reported to Committee in the "Planning Applications for Decision" part of the agenda. Therefore reports that deal with planning matters other than applications for determination by the Council do not automatically attract public speaking rights.

4. RECOMMENDATION

- 4.1 That the Committee take any decisions recommended in the attached reports.

LOCAL GOVERNMENT ACT 2000 (Section 97)
LIST OF BACKGROUND PAPERS USED IN THE DRAFTING OF THE REPORTS UNDER ITEM 8

Brief Description of background papers:
See individual reports

Tick if copy supplied for register:

Name and telephone no. of holder:
See individual reports

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Agenda Item 7.1

Committee: Strategic Development	Date: 16 th Feb 2012	Classification: Unrestricted	Agenda Item No: 7.1
Report of: Corporate Director of Development and Renewal		Title: Application for planning permission	
Case Officer: Elaine Bailey		Ref: 11/02716	
		Ward: East India and Lansbury	

1. APPLICATION DETAILS

NOTE: The application site falls wholly within the planning functions of the London Thames Gateway Development Corporation (LTGDC). London Borough of Tower Hamlets is a statutory consultee on this application.

This report therefore provides an officer recommendation which is intended to form the basis for the Borough's observations to LTGDC. The Strategic Development Committee is requested to consider the endorsement of this recommendation only.

Location: Aberfeldy Estate, Abbott Road, London, E14

Existing use: Existing residential development including parade of shops, health centre, community centre and associated uses along Aberfeldy High Street.
Site also includes a partly cleared site in the south eastern corner of the site (referred to as former Currie and Dunkeld Site)

Proposal: Outline planning application (all matters reserved) for the mixed-use redevelopment of the existing Aberfeldy estate comprising:

- Demolition of 297 existing residential units and 1,990 sqm of non-residential floorspace, including shops (use class A1), professional services (use class A2), food and drink (use class A3 and A5), residential

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

Brief Description of background paper:	Tick if copy supplied for register	Name and telephone no. of holder
Application case file, plans, adopted UDP, London Plan, adopted Core Strategy 2010		Development Control 020 7364 5338

institution (use class C2), storage (use class B8), community, education and cultural (use class D1); and

- Creation of up to 1,176 residential units (Use Class C3) in 15 new blocks between 2 and 10 storeys in height plus 1,743sqm retail space (Use Class A1), professional services (Use Class A2), food and drink (Use Classes A3 and A5) and 1,786 community and cultural uses (Use Class D1) together with a temporary marketing suite (407sqm), energy centre, new and improved public open space and public realm, semi-basement, ground and on-street vehicular and cycle parking and temporary works or structures and associated utilities/services.

Application is also supported by an Environmental Statement under the provisions of the Town and Country Planning (EIA) Regulations 1999.

The application seeks approval (with all matters reserved).

Drawing Nos:

Location Plan 001; Planning Application Boundary 002; Existing Car Park Layout 003; Demolition Plan 004; Development Zones and Building Dimensions 005; Development Zones and FFLs 006; Elevations 007; Elevations 008; Elevations 009; Principal Public Realm Areas 010; Street Sections – Main Streets 011; Street Sections – Side Streets 012; Street Sections – Squares 013; Street Sections – Linear Park 014; Locations of Semi – Private Communal Courtyards and Private gardens 015; Development Zone Car park level 016; Predominant Land Use at Ground Level 017; Predominant Land Use at Typical Upper Level 018; Ground Level Road/Route Network 019; Pedestrian & Vehicular Access 020;

Documents:

AVO1 Application Form
AVO2 Scale Site Plan
AVO3 Development Specification
AVO3a The Design Code
AVO4a Design and Access Statement
AVO4b Masterplan Access Statement
AVO5 Regulatory Plans

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

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- AVO6 Planning and Regeneration Statement
- AVO7 Statement of Community Involvement
- AVO8a Environmental Statement Non-Technical Summary
- AVO8b Environmental Statement
- AVO8c Environmental Statement Annexes
- AVO9 Transport Assessment
- AVO10 Gas Holder Risk Assessment
- AVO11 Energy Statement
- AVO12 Financial Statement and S106 Heads of Terms
- AVO13 Sustainability Statement
- AVO14 Retail Statement

Design Code - dated 19 Jan 12

Waste & Refuse Strategy submitted 19 Jan 12

AVO10 and AVO10B OPA Risk Assessment (dated 26th Oct + update dated 19th Jan);

AVO7 Copy of OPA Statement of Community Involvement;

AVO9 Annex P Transport Assessment;

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

Brief Description of background paper:	Tick if copy supplied for register	Name and telephone no. of holder
Application case file, plans, adopted UDP, London Plan, adopted Core Strategy 2010		Development Control 020 7364 5338

Applicant:	Poplar HARCA and Willmott Dixon Homes Ltd
Owners:	Schedule attached to Cert B of planning application form.
Historic buildings:	None within application site, however Balfron Tower (listed) is situated opposite the application site to the west.
Conservation areas:	None.

2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

- 2.1. Officers have considered the particular circumstances of this application against the Council's approved planning policies contained in the London Borough of Tower Hamlets Unitary Development Plan 1998, (Saved policies); associated Supplementary Planning Guidance, the London Borough of Tower Hamlets adopted Core Strategy (2010), Development Management DPD (2012); as well as the London Plan (2011) and the relevant Government Planning Policy Guidance, and has found that:
- 2.2. The scheme will provide for the regeneration of Aberfeldy estate through the provision of a new residential led mixed use development. The scheme maximises the use of previously developed land, ensures that there will be no net loss of housing (including affordable housing) and will significantly contribute towards creating a sustainable residential environment in Poplar Riverside in accordance with the objectives Policy 3.4 the London Plan (2011) the Lower Lea Valley Opportunity Area Planning Framework (2007); Leaside Action Area Plan (2007), LAP 7 & 8 of the Core Strategy and Policies SP02 of Core Strategy (2010); DEV3 of the Unitary Development Plan 1998; and DM3 of Draft Managing Development DPD (2012).
- 2.3. On balance, the benefits of regenerating Aberfeldy to create additional homes for the Borough including affordable family homes and new improved community and social infrastructure is considered to outweigh the potential risk associated with the proximity of the site to the existing Poplar gasholders at Leven Road. As such, the development is considered acceptable on balance in accordance with Saved Policies DEV53 and DEV54 of the UDP and Policy DM30 of the draft Managing Development DPD (2012) which seeks to resist new developments in close proximity to hazardous installations where it would be a significant threat to health and the environment.
- 2.4. The relocation of Aberfeldy's Neighbourhood Centre, together with the consolidation and enhancement of the existing retail provision is considered acceptable and in line with Policy 2.14 of the London Plan (2011), SP01 of the Core Strategy (2010) and Policy DM2 of the draft Managing Development DPD (2012) which together seek to protect and enhance the Boroughs retail hierarchy and ensure adequate provision of supporting retail activity.
- 2.5. The proposed replacement and upgrading of existing social and community facilities are supported in line with Policy SP03 of the Council's Core Strategy (2010) and Policy DM8 of the draft Managing Development DPD (2012) which together seek to protect existing community facilities and

deliver new high quality facilities in accessible locations.

- 2.6 On balance, transport matters, including parking, access and servicing, are considered acceptable and in line with policies T16 and T19 of the Council's Unitary Development Plan (1998), policy SP08 and SP09 of the Core Strategy (2010) and DM20 and DM22 of the Draft Managing Development DPD (2012), which seek to ensure developments minimise parking and promote sustainable transport options.
- 2.7 The indicative layout, building height, scale and bulk as set out in the parameter plans are acceptable and in accordance with Chapter 7 of the London Plan (2011); saved policies DEV1, DEV2 and DEV3 of the Council's UDP (1998), Policies SP10 and SP12 of the Core Strategy (2010) and Policy DM23 and DM24 of the Managing Development DPD (2012) which seek to ensure buildings and places are of a high quality of design and suitably located.
- 2.8 In light of the overall site constraints, particularly the proximity of the site to the existing gasholders and the tested viability constraints, the proposed affordable housing offer (at 26% and including a phased review mechanism) and mix of units is considered acceptable, as it will contribute towards the delivery of new and replacement affordable homes to a better quality and standard and will also contribute towards achieving an improved mix in tenure across Aberfeldy, in line with Policies 3.8-3.12 of the London Plan (2011) and Policies SP02 of the Core Strategy (2010) and Policy DM3 of the draft Managing Development DPD (2012) which seek to maximise the delivery of affordable homes in line with strategic targets whilst having regards to site constraints and viability.
- 2.9 On balance the indicative plans indicate that the proposal can provide acceptable space standards and layout. As such, the scheme is in line with the London Housing Design Guide (Interim Edition, 2010), Policies 3.5 of the London Plan (2011), saved Policy HSG13 of the UDP (1998) and Policy SP02 of the Core Strategy (2010), Policy DM4 of the draft Managing Development DPD (2012) and the Council's Residential Standards SPG (1998).
- 2.10 The quantity and quality of housing amenity space, communal space, child play space and open space which is considered acceptable and in line with saved policy HSG16 of the Council's Unitary Development Plan (1998), policy SP02 of the Core Strategy Development Plan Document (2010), and of DM4 of the Draft Managing Development DPD (2012) which seek to improve amenity and liveability for residents.
- 2.11 On balance, and considering the site constraints and urban context, it is not considered that the proposal will give rise to any significant adverse impacts in terms of loss of privacy, overlooking, over shadowing, loss of sunlight and daylight, and noise upon the surrounding residents. Also, the scheme proposes appropriate mitigation measures to ensure a satisfactory level of residential amenity for the future occupiers. As such, the proposal is considered to satisfy the relevant criteria of saved policy DEV2 of the Council's Unitary Development Plan (1998), policy SP10 of the of the Core Strategy (2010) and DM25 of the Draft Managing Development DPD (2012), which seek to protect residential amenity.

Sustainability matters, including energy, are acceptable and accord with policies 5.2 and 5.7 to 4A.7 of the London Plan (2011), policy SP11 of the Core Strategy (2010), policy DM29 of the Managing Development DPD (2012) which seek to promote sustainable development practices.

- 2.12 Whilst S106 package fall significantly short of the required amount for a development of this scale, officers accept the applicants offer in light of the viability constraints identified in this proposal. The provision of 26% affordable housing across the site, (including appropriate review mechanisms to capture future surplus affordable housing) alongside the onsite provision of new health facilities, the package is considerable acceptable. Furthermore and in consideration of the wider benefits that this application will deliver in terms of creating a much improved community for Aberfeldy, the proposed S106 package is considered acceptable in line with Regulation 122 of Community Infrastructure Levy 2010, Government Circular 05/05, saved policy DEV4 of the Council's Unitary Development Plan (1998), policies SP02 and SP13 of the Core Strategy Development Plan Document (2010), which seek to secure contributions toward infrastructure and services required to facilitate proposed development.

3. **RECOMMENDATION**

- 3.1 That Committee resolve to **formally support** the application for the reasons set out above, subject to:

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

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

- 3.3
- a) To provide a minimum of 26% of the residential accommodation across the site as affordable housing measured by habitable rooms including replacement and comprising a minimum 5-10% on the uplift alone, with necessary review mechanism to assess the capacity of each phase to provide additional affordable housing prior to construction).
 - b) A commitment to utilising employment and enterprise, training and skills initiatives to maximise employment of local residents (*not yet resolved at the time of writing this report but officers are aiming to resolved this by Feb 16th Committee*).
 - c) A commitment to the provision of a new replacement Community Centre on site or the payment of a £380k financial contribution to Council if not delivered by completion of Phase 4/specific date.
 - d) A contribution of £311k to mitigate against the demand of the additional population on educational facilities.
 - e) A commitment to the provision of a new Health Centre on site or a payment financial contribution if facility is not delivered by completion of Phase 4/specific date.
 - f) A commitment to the streetscene, environmental improvements and

general public realm enhancements through to the value of £416k

- g) A commitment to the provision of public art on site to the value of £50k.
- h) £3k towards Travel Plan monitoring.
- i) A commitment towards wayfinding (schedule of works to be submitted).
- j) The completion of a car-free agreement (existing tenants not subject to car and permit free agreement).
- k) S106 Monitoring fee (3%)
- l) 20% skills match
- m) Any other planning obligation(s) considered necessary by the Corporate Director Development & Renewal.

3.4 **C.** A 21-day consultation period with the Health and Safety Executive.

That the Corporate Director Development & Renewal is delegated power to engage with LTGDC and the applicant to negotiate the legal agreement indicated above.

3.5 That the Corporate Director Development & Renewal is delegated authority to recommend the following conditions and informatives in relation to the following matters:

Site Wide 'Compliance' Conditions –

- Timing – within 3yrs
- In accordance with approved plans
- Phasing plan
- Maximum floor areas
- Maximum no. of units (1176)
- Minimum playable space
- Min amount of private amenity space
- Min amount of communal amenity space per phase
- Minimum floor areas for Community Centre
- Min floor area for Health Centre
- Min floor area for faith centres
- Lifetime Homes Standards
- Maximum building heights
- 10% Wheelchair units
- Code for Sustain Homes Level 4
- BREEAM Excellent
- Secured by Design standards
- Compliance with Mayor's internal space standards
- Maximum parking ratio and no. of spaces (356)
- Min no. of car club spaces
- Min. No of disabled
- Min no. electric charging spaces.

- Min no. of cycle spaces
- In accordance with approved FRA
- Hours of construction
- Bird nesting (City Airport)
- Flight path, crane height, lighting (City Airport)
- Consultation with National Grid
- Tree replacement
- Compliance with site wide energy strategy
- Compliance with plan submitted to London Fire and Emergency Planning Authority.
- Highway works to include incorporation of cycle path

Site Wide 'Prior to Construction' Conditions:

- Drainage Strategy
- Contamination – investigation and remediation
- Archaeology
- Green roof plan
- Access strategy including details of all public access ramps
- Landscape and public realm masterplan
- Construction Environment Management Plan
- Construction Logistics Plan
- Waste Management Strategy
- Air Quality Management Plan
- Site Flood Emergency Plan
- Fire and Emergency detail (travel distance)
- Thames water foundation and piling details (Thames Tunnel)
- Thames water (minimum pressure head and flow rates)
- Thames water (drainage plans for all phases)
- Car park Management Plan
- Tree survey and protection plan
- PV plan
- Ground surface materials and boundary treatment details
- Wind assessment and mitigation
- Shop front and signage detail (Phase 1, 3, 4)
- Details of public realm, lighting and street furniture proposed around A12 subway entrance in Phase 4.

Site Wide 'Prior to Occupation' Conditions::

- Delivery and Servicing Plan
- Hours of Operation for non residential uses.

Individual Phase Conditions:

- Temp use ground floor of Phase 1 for marketing suite
- Limit over size of retail floorspace in Phase 1
- Details of retail floorspace for units in Phase 3/4
- Sample of all external materials (Phase 1-6)
- Minimum private and communal open space (Phase 1-6)
- Car parking layout and space provision (Phase 1-6)
- Cycle storage and parking details (Phase 1-6)
- Daylight and Sunlight compliance (Phase 1-6)
- Noise insulation and ventilation measures (Phase 1-6)
- Detail of Plant extract equipment (Phase 1, 3, 4)

- Updated retail impact statement to assessment (Phase 4)
- Details of all brown and green roofs including biodiversity measures (Phase 1-6)
- Lighting scheme and CCTV details (Phase 1-6)
- Hours of operation for faith uses (Phase 3)
- Details of Playable space, play equipment and street furniture (Phase 1-6)
- Storage of waste and recycling (Phase 1-6)

Reserved Matters Applications for Each Phase:

- Compliance with Outline Application
- Approval of Reserved Matters relating to (i) Layout, (ii) Scale, (iii) Access, (iv) Appearance, (v) Landscaping.

Informatives:

- S106 required
- S278 required
- Consultation with Building Control
- Thames Water Advice

3.6 The application is considered to contain sufficient information in relation to the above.

4 PROPOSAL AND LOCATION DETAILS

Background & Proposal

Background

- 4.1 This application is submitted by Poplar Harca, a non-profit RSL established by LBTH in 1998 as the UK's first Local Housing Company. Following a stock transfer arrangement, Poplar Harca now own and manage 8,500 ex-Council homes in the Borough.
- 4.2 The current application is the basis on which Poplar Harca's programme for 'Re-Shaping Poplar' can take place. In addition to providing new homes, the programme seeks to deliver new and improved health, community and social facilities to sustain existing and future communities in Poplar.
- 4.3 Following formal pre-application discussion with LTGDC, GLA and LBTH in 2009 and 2010, Poplar Harca submitted a planning application (ref: 10/10344) for the redevelopment of Aberfeldy in 2010. As will be discussed in later sections of this report, officers felt the submission of the 2010 planning application to be premature, as a number of issues which were raised during the pre-application stage remained unresolved at the time of submission. These concerns related principally to the overall layout, height, density of the development and the proximity of the development to the existing gasholders at Leven Road, particularly in light of the likely objections by the Health and Safety Executive (HSE). As a result, officers requested the application be withdrawn and revisited.
- 4.4 The applicant made efforts to consult with key stakeholders, principle consultees and local residents in attempt to substantially revise the application proposal. In particular, this involved consultation with the HSE between February and August 2011 and the Environment Agency. Poplar Harca also selected a preferred development partner, Wilmott Dixon and together submitted a fresh planning application under a new team of architects and masterplanners. The 2010 application is now withdrawn and the current proposal is outlined below:

Proposal

- 4.5 The application proposes up to up to 1,176 new homes, 2,132sqm of new and replacement retail space, health and community facilities. This can be broken down further as follows:
- 297 existing homes would be demolished and reprovided;
 - 1,990sqm of non residential floor space including existing retail space along Aberfeldy Street and existing Neighbourhood Centre would be demolished;
 - Up to 1,176 new and replacement homes would be constructed across 15 blocks;
 - Following replacement, the scheme would deliver 879 new homes;

- 26% of the overall scheme will be for affordable housing. Following re-provision, a minimum uplift of 5-10% is proposed, with a proposed mechanism to review each of the 6 phases prior to construction to assess the site's capacity to provide surplus affordable housing;
- 1,738sqm of new retail floorspace is also proposed;
- New purpose built community centre measuring 504sqm;
- Two new purpose built faith facilities totalling 322sqm;
- New purpose built health centre measuring 960sqm;
- New public linear open space measuring up to 11,000sqm.
- Temporary energy centre in Phase 1 and permanent energy centre in Phase 3;
- Introduction of new off-street parking, in the form of new semi-basement and surface to provide up to 356 spaces for residential units plus 18 spaces for non residential uses.

Site & Surrounding Area

- 4.6 Aberfeldy estate is situated where the A12 and the Blackwall Tunnel Northern Approach Road meets the A13 (East India Dock Road), with Abbott Road to the north east.
- 4.7 The estate is predominantly residential in character with post war housing and 1970's infill social council homes dominating the estate, most of which range between 2, 4 and 6 storeys in height. The designated Aberfeldy Neighbourhood Centre acts as an active spine through the estate, where the main social, community and retail provision is situated.
- 4.8 To the west of the site lies Culloden Primary School and the underground subway crossing under the A12 towards Brownfield Estate and the Grade II listed Balfron Tower.
- 4.9 The south west corner of the site is currently vacant brownfield land which previously contained the former Currie and Dunkeld blocks (demolished in 2009).
- 4.10 The area contains a number of green spaces, notably, Millennium Green and Braithwaite Park. The Leven Road Gas Works are situated to the east of the site, on the opposite side of Abbott Road, which contains three gasholders and a large secure storage area.
- 4.11 The road network around Aberfeldy Estate is defined by the A12 Blackwall Tunnel North Approach running north-south along the site's western boundary and the A13 East India Dock Road running east-west along the southern boundary. Abbott Road is the principle link through the site, connecting the A12 and A13. There is no right turn into Abbott Road for

northbound traffic on the A12 Blackwall Tunnel Northern Approach. Aberfeldy Street is the main shopping street in the estate.

- 4.12 Pedestrian access to and from the site is provided via the A12 underpass at Culloden School (Dee Street). To the south, the A13 can now be crossed by a new signalised surface crossing at Nutmeg Lane.
- 4.13 In terms of public transport, the estate is currently served by the 309 bus route which uses stops on Aberfeldy Street, Blair Street, Abbott Road, the A12 and A13. The A13 is used by routes 115, N15, N550 and N551 providing links between Central London and Canning Town. The A12 is served by route 108 which operates between Lewisham and Stratford.
- 4.14 Both the Stratford and Beckton branches of the DLR are accessible from the site. Most convenient are East India and Blackwall, both of which are approx 5-10 walk from the site. These provide links to Canning Town station which is also served by the Jubilee Line. Langdon Park on Stratford DLR branch is accessible further to the east.

5 MATERIAL PLANNING HISTORY

PA/10/01344

- 5.1 An application was submitted in July 2010 for a broadly similar proposal to the current Outline application described above. This 2010 application was also in Outline form (with all matters reserved except for access, layout and scale) and the proposal sought permission for the mixed-use redevelopment of the existing Aberfeldy estate to comprise:
- Demolition of 298 existing residential units and demolition of 3,181sqm of existing non-residential floorspace, including shops (use class A1), professional services (use class A2), food and drink (use class A3 and A5), residential institution (use class C2), storage (use class B8), community, education and cultural (use class D1);

and

 - Creation of a new residential led mixed use scheme comprising 1,153 new residential units (net gain of 855) (use class C3) in 14 new blocks between 2 and 25 storeys in height (85.04m), plus up to 2,160sq.m. (GIA) of live/work space (Use Class Sui Generis) and up to 3,115sq.m. (GIA) of non-residential floorspace including shops (use class A1), professional services (use class A2), A3 and A5 (food and drink), B8 (storage), D1 (community, education and cultural uses, together with refurbishment and alterations of existing building structures, new and improved landscaped public open space and public realm, basement and surface vehicular and cycle parking, and temporary works or structures and associated utilities/services required by the development.
- 5.2 This proposal gave rise to a number of concerns from officers which can be summarised as follows:

- Dissatisfaction with the overall layout and design of the scheme, particularly along the A13;
- Excessive height of the residential blocks (16-25 storeys);
- Concerns regarding under-provision of retail space to cater for population increase on the site;
- Principle objections to live-work uses;
- Lack of open space and play space;
- Lack of site wide energy strategy;
- Concerns regarding lack of daylight and sunlight to certain blocks;
- Lack of demonstrated consultation and engagement with the Health and Safety Executive (HSE)

5.3 Applicant was advised to consult the relevant stakeholders and consultees and revise the application to address the concerns above. The issues arising from the 2010 application have been used as a basis to shape the format and content of the current outline and full applications. Extensive pre-application discussions took place in 2010 and 2011 in attempt to resolve the many of the issues outlined above. The 2010 application has now been withdrawn.

PA/08/01107 – Former Currie and Dunkeld Site, Abbott Road.

5.4 A full planning application submitted in June 2008 for the demolition of existing buildings on site and proposed the redevelopment of site by constructing new buildings ranging in height from 4 to 22 storeys to provide 241 dwellings comprising, 394sqm of cultural facilities (D1 use), public open space, structural landscaping and amenity, associated car parking and cycle storage and the creation of new vehicular and pedestrian routes.

5.5 The application was withdrawn in Sept 2008 due to unresolved issues, mainly being associated with the height of the blocks. The site was demolished in April 2009 and the site is currently vacant.

PA/10/03548 – Full Application for Phase 1 of Outline Application (former Currie and Dunkeld Site)

5.6 An application for full planning permission is also being considered on the former Currie and Dunkeld site, for the erection of three blocks between 4 and 10 storeys on the corner of Abbott Road and East India Dock Road to provide 342 new residential units, 352 sq.m. new retail floorspace (Use Classes A1 and A3), a marketing suite of 407 sq.m. (Use Class A2), semi-basement and ground floor parking, cycle parking, landscaped public open space and private amenity space and other associated works. This proposal constitutes Phase 1 of the current Outline Application (PA/11/2716).

6. POLICY FRAMEWORK

- 6.1 For details on the status of relevant policies see the front sheet for “Planning Applications for Determination” agenda items. The following policies are considered relevant to the application:

Spatial Development Strategy for Greater London (London Plan)

Policies:	2.1	Inner London
	2.14	Areas for Regeneration
	3.1	Ensuring Equal Life Changing for All
	3.2	Improving Health and Addressing Health Inequalities
	3.3	Increasing Housing Supply
	3.4	Optimising Housing Potential
	3.5	Quality and Design of Housing Developments
	3.6	Children and Young People’s Play and Informal Recreation Facilities
	3.7	Large Residential Developments
	3.8	Housing Choice
	3.9	Mixed and Balanced Communities
	3.10	Definition of Affordable Housing
	3.11	Affordable Housing Targets
	3.12	Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
	3.13	Affordable Housing Thresholds
	3.14	Existing Housing
	3.16	Protection and Enhancement of Social Infrastructure
	3.17	Health and Social Care Facilities
	4.12	Improving Opportunities for All
	5.1	Climate Change Mitigation
	5.2	Minimising Carbon Dioxide Emissions
	5.3	Sustainable Design and Construction
	5.5	Decentralised Energy Networks
	5.6	Decentralised Energy in Development Proposals
	5.7	Renewable Energy
	5.9	Overheating and Cooling
	5.10	Urban Greening
	5.11	Green Roofs and Development Site Environs
	5.12	Flood Risk Management
	5.13	Sustainable Drainage
	5.14	Water Quality and Wastewater Infrastructure
	5.15	Water Use and Supplies
	5.22	Hazardous Substances and Installations
	6.1	Strategic Approach to Integrating Transport and Development
	6.3	Assessing the Effects of Development on Transport Capacity
	6.9	Cycling
	6.10	Walking
	6.12	Road Network Capacity
	6.13	Parking
	7.1	Building London’s Neighbourhoods and Communities

7.2	An Inclusive Environment
7.3	Designing Out Crime
7.4	Local Character
7.5	Public Realm
7.6	Architecture
7.7	Location and Design of Tall and Large Buildings
7.9	Access to Nature and Biodiversity
7.14	Improving Air Quality
7.15	Reducing Noise and Enhancing Soundscapes
7.19	Biodiversity and Access to Nature

Supplementary Planning Guidance/Documents

London Housing Design Guide 2010

Unitary Development Plan 1998 (as saved September 2007)

Proposals: Area of Archaeology Importance
Flood Protection Area (Zone 2 & 3)
Local Shopping Parade (Aberfeldy)

Policies:

DEV1	Design Requirements
DEV2	Environmental Requirements
DEV3	Mixed Use Developments
DEV4	Planning Obligations
DEV8	Protection of Local Views
DEV9	Control of Minor Works
DEV12	Provision Of Landscaping in Development
DEV15	Tree Retention
DEV17	Siting and Design of Street Furniture
DEV43	Archaeology
DEV44	Preservation of Archaeological Remains
DEV50	Noise
DEV51	Contaminated Soil
DEV53	HSE & Hazardous Substances
DEV54	Consultation with HSE
DEV55	Development and Waste Disposal
DEV56	Waste Recycling
DEV57	Nature Conservation and Ecology
DEV63	Green Chains
DEV69	Efficient Use of Water
EMP1	Promoting Economic Growth & Employment Opportunities
EMP3	Change of use of office floorspace
EMP6	Employing Local People
EMP7	Enhancing the Work Environment & Employment Issues
EMP8	Encouraging Small Business Growth
EMP10	Development Elsewhere in the Borough
HSG4	Loss of Housing
HSG6	Accommodation over Shops
HSG7	Dwelling Mix and Type
HSG13	Internal Space Standards
HSG15	Residential Amenity
HSG16	Housing Amenity Space
T3	Extension of Bus Services
T7	Road Hierarchy

T10	Priorities for Strategic Management
T16	Traffic Priorities for New Development
T18	Pedestrians and the Road Network
T21	Pedestrians Needs in New Development
S4	Local Shopping Parades
S7	Special Uses
S10	Shopfronts
OSN3	Blue Ribbon Network
OS9	Children's Playspace
U2	Development in Areas at Risk from Flooding
SCF8	Encouraging Shared Use of Community Facilities
SCF11	Meeting Places
U2	Development in Areas at Risk from Flooding
U3	Flood Protection Measures

Interim Planning Guidance (2007) for the purposes of Development Control

Proposals:	Area of Archaeology Importance
	Flood Protection Area (Zone 2 & 3)
	Local Shopping Parade (Aberfeldy)
	Site LS20 within Leaside Action Area Plan

Policies	DEV1	Amenity
	DEV2	Character and Design
	DEV3	Accessibility and Inclusive Design
	DEV4	Safety and Security
	DEV5	Sustainable Design
	DEV6	Energy Efficiency
	DEV7	Water Quality and Conservation
	DEV8	Sustainable Drainage
	DEV9	Sustainable Construction Materials
	DEV10	Disturbance from Noise Pollution
	DEV11	Air Pollution and Air Quality
	DEV12	Management of Demolition and Construction
	DEV13	Landscaping and Tree Preservation
	DEV14	Public Art
	DEV15	Waste and Recyclables
	DEV16	Walking and Cycling Routes and Facilities
	DEV17	Transport Assessments
	DEV18	Travel Plans
	DEV19	Parking for Motor Vehicles
	DEV20	Capacity of Utility Infrastructure
	DEV21	Flood Risk Management
	DEV22	Contaminated Land
	DEV23	Hazardous Dev & Storage of Hazardous Substances
	DEV24	Accessible Amenities and Services
	DEV25	Social Impact Assessment
	DEV27	Tall Buildings Assessment
	EE2	Redevelopment/Change of Use of Employment Sites
	RT3	Shopping Provision outside of Town Centres
	HSG1	HSG1 Determining Housing Density
	HSG2	HSG2 Housing Mix
	HSG4	HSG3 Affordable Housing

HSG5	HSG5 Estate Regeneration Schemes
HSG7	HSG7 Housing Amenity Space
HSG9	HSG9 Accessible and Adaptable Homes
HSG10	HSG10 Calculating Provision of Affordable Housing
SCF1	SCF1 Social and Community Facilities
OSN2	OSN2 Open Space
CON1	CON1 Listed Building
CON4	CON4 Archaeology and Ancient Monuments
CON5	CON5 Protection and Management of Important Views

Local Development Framework: Interim DPD Leaside Area Action Plan Submission Document (November 2006) (LAAP):

Site Allocation: LS20 Currie and Dunkeld

Policies:	L1	L1 - Leaside Spatial Strategy
	L2	L2 - Transport
	L3	L3 - Connectivity
	L5	L5 - Open Space
	L6	L6 - Flooding
	L7	L7 - Education Provision
	L8	L8 - Health Provision
	L9	L9 - Infrastructure and Services
	L29	L29 – Employment Uses in Poplar Riverside Sub Area
	L30	L30 – Residential and Retail Uses in Poplar Riverside
	L31	L31 Local Connectivity in Poplar Riverside
	L32	L32 Design and Built Form in Poplar Riverside
	L33	L33 Site Allocations in Poplar Riverside

Core Strategy Development Plan Document (Adopted September 2010)

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

Managing Development - Development Plan Document (DPD)

Draft Proposed Submission Version Jan 2012

Proposal

Policies:	DM2	Developing Local Shops
	DM3	Delivering Homes
	DM4	Housing Standards and amenity space
	DM8	Community Infrastructure
	DM9	Improving Air Quality
	DM10	Delivering Open space

DM11	Living Buildings and Biodiversity
DM13	Sustainable Drainage
DM14	Managing Waste
DM15	Local Job Creation and Investment
DM20	Supporting a Sustainable Transport Network
DM21	Sustainable Transport of Freight
DM22	Parking
DM23	Streets and Public Realm
DM24	Place Sensitive Design
DM25	Amenity
DM26	Building Heights
DM27	Heritage and Historic Environment
DM28	Tall buildings
DM29	Zero-Carbon & Climate Change
DM30	Contaminated Land & Hazardous Installations

Supplementary Planning Guidance/Documents

Planning Obligations SPD 2012

Government Planning Policy Guidance/Statements

PPS1	Delivering Sustainable Development
PPS3	Housing
PPS4	Planning for Sustainable Economic Growth
PPS5	Planning for the Historic Environment
PPS9	Biodiversity and Geological Conservation
PPS12	Local Spatial Planning
PPG14	Transport
PPS22	Renewable Energy
PPS23	Planning and Pollution Control
PPG24	Noise
PPS25	Flood Risk

Draft National Planning Policy Framework

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

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

7. CONSULTATION RESPONSE

- 7.1 The following were consulted regarding the application and their comments are summarised below. These should be read in conjunction with the full representations available in the case file. Officer's comments on these representations are in italic below.
- 7.2 The views of officers within the Directorate of Development and Renewal are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

LBTH Transportation & Highways

- 7.3 Comments from Transport & Parking can be summarised as follows:

Parking:

- A S106 permit free agreement will be required.
- No justification for the proposed increase in on-site car parking, not supported.
- 2 car club spaces is not sufficient. A minimum of 7 should be provided.
- Concern regarding how the 16 non-residential bays will be managed.
- Retail uses should have no parking (Planning Standard 3: Parking).
- A minimum of 10% of all parking spaces are required to be disabled spaces
- Initially 20% of the spaces should be equipped with electric vehicle charging points & a further 20% allocated for future electric vehicle charging provision.
- Transport Assessment does not include any assessment of the impacts of the proposed development on the Permit Transfer Scheme on the surrounding Council managed on-street parking bays.

Trip Generation:

- Highways do not agree with applicant's trip generation methodology. Suggests that the applicant revise the sites selected for the existing and proposed sites uses.
- Sensitivity test should also be undertaken whereby the sites selected for the existing residential are also then used whilst calculating the trip rates and total trips for the proposed residential.
- The inclusion of the site from LB Brent in the existing residential calculations is incorrect as this is representative of an Outer London Borough which is inappropriate for an Inner London Borough.
- The inclusion of Discovery Dock should also be revisited as this site often skews trip generation assessments.
- Clarification required on mode trips and value assumptions.
- Highway capacity/junction assessments required.

Cycle Parking:

- No information has been submitted detailing the number of cycle parking spaces to be provided or their location.
- Cycle parking is to be provided in accordance with the minimum requirements set out in Planning Standard 3: Parking and the London Plan.

Servicing Arrangements:

- No information has been submitted outlining the proposed servicing arrangements and how they will be accommodated.
- Given the scale of the proposals, on-site servicing solutions should be secured so that the operation of the public highway is not effected.

Refuse Arrangements:

- Comments pertaining to the suitability of the proposals for the storage and collection of waste should be obtained from the Waste Management team.
- The Applicant has previously indicated that they intend to incorporate URS refuse/recycling within the site. As previously advised, this can only be supported if the URS hoppers are located within, and serviced from, private land away from the public highway. Clarification is therefore required over the URS proposals.

Other Comments:

- Any design/treatment of the roads which form part of the adopted public highway network, need to be agreed with LBTH Highway Improvement Works team and will be undertaken by LBTH at the Applicant's expense. The Applicant should also be informed that only materials from LBTH's approved palette can be utilised on the public highway.
- The Applicant is again asked to confirm that no part of the building oversails or projects into, over or under the public highway.
- If permission is to be granted, a contribution towards public realm/highway improvement works.
- The Applicant will also have to ensure that no doors or gates open out over the public highway as such features contradict the Highway Act 1980.
- The Construction Traffic section of the TA does not alleviate the need for a Construction Management Plan to be secured via condition should planning permission be granted.

[Officer Comment: Highways are currently raise objections however, further information is being provided by the applicant. This is discussed in more detail in Section 9 of this report and Members will be updated in the Supplementary Agenda on 16th Feb].

LBTH Crime Prevention Design Officer

7.4 Previous discussions with developers at pre-app stage noted the following:

- Concerns regarding basement parking however, prepared to consider the option of two secured gates at the access/egress point so that a vacuum is created that allows a car to access one gate but is not able to access the second gate until the first gate is closed.
- Concern that undercroft (ramp) area could be used to hide/hang about and cause other crime. Consideration could also be given to cctv at this point.
- All walkways from the A13 and other areas should be at least 3m wide, well lit (clear, white light source), straight (no hiding points) and are overlooked.
- Consideration should be given to New Homes Guide 2010 (e.g. in relation to doors and windows)
- Gable end walls should have at least one glazed section on the first floor or above for natural surveillance.
- Rear footpaths should consider lighting, clear lines of sight and natural surveillance.
- Please refer to New homes guide section 32.1 regarding alarm systems.
- Please refer to New homes guide 2010 regarding letter boxes.
- Please refer to New homes guide 2010 regarding Party wall construction.

LBTH Primary Care Trust/Tower Hamlets NHS

7.5 The PCT confirm their acceptance of the on site health facility for Phase 4 subject to further discussions with the applicant. If health facility is not provided, a contribution of £537k is requested to mitigate the impact of the development on health.

LBTH Environmental Health - Contaminated Land

7.6 No comments received however case officer recommends standard

contamination condition to be imposed.

LBTH Environmental Health - Daylight and Sunlight

7.7 In terms of Daylight:

EHO considers VSC impact on Surroundings buildings. Criteria (27%)
There are 45 failures out of 198 facades - minor impact.
VSC impact for the Proposed buildings (27%)

There are 207 failures out of 324 facades - significant impact.
ADF values provided for the surrounding/proposed buildings.
Appears to meet BRE criteria, however EH will require all the ADF coefficients used in the calculation.

7.8 In terms of Sunlight:

APSH impact on surrounding buildings:
There are 63 failures for Annual criteria - (25%)
There are 53 failures for Winter criteria - (5%).

Sunlight: APSH impact for Proposed Development, from the data provided indicates that most of the facades are north facing and not 90 degrees due south, there may be a design issue that EH will review at a later date.

The Shadow plots for both the Baseline/ Proposed Scheme appears ok, however courtyard for Blocks D,G & H shows over 40% area in permanent shadow.

LBTH Energy and Sustainability Team

7.9 The comments from the Borough's Energy Officer can be summarised as follows:

- 'Energy Statement' dated October 2011, details the approach and commitment of the scheme to reducing the CO2 emissions of the development through the steps of the energy hierarchy and integrate energy efficiency.
- Development will meet Code for Sustainable Homes Level 4 and BREEAM Very Good rating.
- As a minimum the phases will achieve a 25% improvement on the applicable building regulations at the time of submission.
- Proposal includes 4 Conventional centralised gas boilers (temp) CHP (600kWe) permanent; potential roof capacity to achieve 118kW of PV panels across the development (944m²)
- LBTH supports the principles of the Energy Strategy and the provision of an energy centre and district heating system.
- Total carbon emission savings are calculated as 16% on total site (regulated and unregulated) baseline.
- Against a building regulation baseline (regulated only) the CO2 reductions are anticipated to be 30%. This is supported by LBTH Energy Team.

7.10 In terms of Sustainability the comments from the Borough's Energy Officer can be summarised as follows:

- The LBTH supports the commitment to achieving the Code for Sustainable Homes Level 4.

- Applicant will need to demonstrate through that the energy requirements of a Code Level 4 are achievable prior to the delivery of the Energy Centre at reserved matters stage.
- All non-residential areas to achieve BREEAM Excellent as a minimum.
- Conditions recommended to ensure submission of revised energy statement and sustainability statement at reserved matters stage.

LBTH Design and Conservation

- 7.11 No objections raised to the revised proposal following on going consultation and involvement with applicant's architects at pre-app and application stage.

LBTH Town Centre Co-ordinator

- 7.12 The relocation of retail uses to the south of the existing Aberfeldy Neighbourhood Centre boundary, which ends at Blair Street, means that the two large retail units to the south of the proposed scheme are outside of a town centre.

- 7.13 The implication of this is that Local Shops Policy Guidance in the emerging Managing Development DPD will need consideration, in particular, Policy DM 2.3 which advises that local shops, outside of a town centre, are no more than 100 sq.m. If the proposed units are in excess of this, it is recommended that smaller sized units are implemented in this location.

- 7.14 Appraisal of the relocation of the town centre to the south of its current location should assess benefits in terms of passing trade from new A13 crossing.

- 7.15 Other recommendations:

- Servicing arrangements for provision (logistical arrangements that ensure minimum disruption to pedestrians/residents)
- Waste management and creation as a result of provision
- Noise issues not covered in the transport assessment
- Job creation indicators, including training, linking to the socioeconomic study.
- Demonstration of adherence to the emerging Managing Development DPD
- Public realm improvements

[Officer comments: see section 9 of this report for assessment].

LBTH Waste Policy and Development

- 7.16
- Basic outline on waste management considered acceptable.
 - Detail needs to be submitted on the exact locations of the bin stores and on number of dwellings each bin store are supposed to be serving.
 - Plan also needs to include the waste management arrangements for the retail and any other commercial units stated in the development.
 - Waste storage area for Residential and Commercial units needs to be separated.

[Officer Comment: Much of the information requested above will be conditioned].

LBTH Education

- 7.18 No written comments received. However officer has calculated required educational contributions and this is outlined in section 9. Further discussions have taken place with Head of Education in relation to the net increase in child yield.

LBTH Ecology & Biodiversity

- 7.19 In summary, officer noted that:
- Site has very little existing biodiversity value
 - A condition should be imposed that any vegetation with the potential to support nesting birds should be cleared between September and February inclusive (i.e. outside the nesting season)
 - Proposed green roofs and sedum, roof supported and should be secured by condition.
 - The proposed meadow planting in a swale along the north side of the main open space will be a valuable wildlife habitat, and will provide residents with access to nature and its inclusion in the landscaping should be secured by condition.
 - Aberfeldy Millennium Green, which lies adjacent to the estate, was previously designated as a Site of Local Importance for Nature Conservation, as noted in the ES. However, the recent review of SINC's found that it no longer warranted the designation, and it has been deleted from the list of SINC's. There are opportunities for significant habitat enhancements in the Millennium Green, which could mitigate any damage to this open space which could result from later phases of the estate redevelopment.

LBTH Leisure, Parks & Open Spaces

- 7.20 LBTH Communities, Localities and Culture note that the increased permanent population generated by the development will increase demand on the borough's open spaces, leisure facilities and on the Idea stores, libraries and archive facilities. Increase in population will also have an impact on sustainable travel within the borough.
- 7.21 A population uplift of 2,015 people is predicted.
- 7.22 The following S106 financial contributions are requested below and their justification should be read in conjunction with the full consultation responses available on the case file.
- Open Space Contribution **£1,082,294.12.**
 - Library/Idea Store Facilities Contribution **£255,476**
 - Leisure Contribution **£786,181**
 - Smarter Travel **£30,231**

- 7.23 In relation to Public Realm, it is advised that the standard contribution is calculated based on the draft Planning Obligations SPD which requires a contribution of £246 per sqm (typical cost of public realm layout) for area of footway adjoining the development site.

[Officer Comment: officer has calculated the public realm contribution for Public Realm. This is outlined in Section 9 of this report].

LBTH Trees Officer

7.24 No comments received.

LBTH Landscape

7.25 Firm tree planting proposals need to be submitted as a part for this application. I would suggest that such proposals are made prior to determination.

[Officer Comment: the application is currently in Outline form and such detail will be submitted at reserved matters stage].

LBTH Enterprise & Employment

7.26 The Council will seek to secure a financial contribution to support and/or provide the training and skills needs of local residents in accessing the job opportunities created through the construction phase of all new development. The developer may deliver their own in-house training programme where appropriate, on the basis that individuals achieve a minimum requirement through the in-kind obligation. Where this is not possible the council will seek a financial contribution of £300k which will be used to procure and provide the support necessary for local people who are not in employment and/or do not have the skills set required for the jobs created.

7.27 A contribution of £16,088 is also sought towards the training and development of unemployed residents in Tower Hamlets to access either: i) jobs within the A1 uses in the end-phase ii) jobs or training within employment sectors in the final development.

7.28 The developer should exercise best endeavours to ensure that 20% of the construction phase workforce will be local residents of Tower Hamlets. We will support the developer in achieving this target through providing suitable candidates through the Skillsmatch Construction Services.

7.29 To ensure local businesses benefit from this development we expect that 20% goods/services procured during the construction phase should be achieved by businesses in Tower Hamlets. We will support the developer to achieve their target through ensuring they work closely with the council to access businesses on the approved list (Construction Line), and the East London Business Place.

LBTH Environmental Health (Commercial) - Health & Safety

7.30 Various comments made in respect of Health and Safety Regulations and the Constructions Regulations 2007; and Establishments for Special Treatments (London Local Authorities Act 1991).

LBTH Housing

7.31 The comments from the Borough's Housing Officer are summarised below:

- Applications proposes 1176 units of which 190 will be affordable (170 rental and 20 intermediate)
- 100 of these rented units will be three bed plus family sized units.
- 151 rented units will be provided at target social rents

- 9 will be at affordable P.O.D rents levels.
- 986 will be private tenure.
- The phased demolition will create an overall loss of 21 family units although the re provision of new units will provide larger family units consisting of four, five and six bed units, this will provide more habitable rooms into the phased development.
- Application produces 26% new affordable housing overall with a 5 % net uplift on completion subject to viability.
- Whilst we support the applicant bringing about change to whole estate by providing a better mixed and balanced community in the area with much needed larger family homes, we need to ensure that the application maximised the amount of affordable housing it can provide through viability testing.
- This application is not an HSG5 Estate Regeneration Scheme.
- Each phase should be assessed by a viability toolkit mechanism.
- Officers are in support of this application in principle, subject to the outcome of the viability toolkit assessment as the scheme seeks to bring about a vast change, to the current housing provision on the Aberfeldy estate. This change will enhance the estate by providing quality sustainable homes for the future.

LBTH Environmental Health - Noise and vibration

- 7.32 EHO advised that buildings must be redesigned to ensure that no habitable rooms, bedrooms or living rooms overlook the A13 (category “D” of PPG24). Development in its present form is considered unsuitable for residential occupation.
- 7.33 Based on PPG24, EHO recommends refusal. Other conflicts of use also raised with commercial and residential occupation C3 / A1, A2, A3, A5, D1; these should be considered after reviewing the design.
- 7.34 If the applicants wish to have their own noise assessment undertaken, they are advised to discuss this with Environmental Health before proceeding.
- 7.35 Finally, if permission is to be granted, Environmental Health should be consulted regarding the required sound insulation to the external and internal elements of the building and any mechanical or electrical plant to be installed, including ventilation, air conditioning, and commercial kitchen extract plant.
- 7.36 *[Officer Comment: this issue has been raised in the ES review as well as the Planning Application and the applicant has prepared supplementary information regarding noise mitigation measures. This is discussed in Section 9 of this report].*

LBTH Environmental Health - Air Quality

- 7.37 No response received, however condition to secure air quality management plan considered acceptable.

EXTERNAL CONSULTEES

Design Council (CABE)

- 7.38 ○ Proposal to achieve a high quality neighbourhood is commendable

- Design quality supported – e.g use of brick creates rich & attractive appearance but more variation needed for southern elevation of Blair Street.
- Connections to adjoining neighbourhoods could be further improved e.g bridge across A12/A13.
- Reduction in density welcomed
- Reduction in building height compared to previous scheme welcomed
- Neighbourhood centre should integrate with the school
- Concern that the predominance of 6-10 storey blocks may impact on quality of life and the number of north facing flats is disappointing but CABE acknowledge the viability and intensity implication.

[Officer Comment: Design issues discussed in Section 9 of this report].

Greater London Authority

7.39 In summary GLA made the following comments: (see full 27page response for further detail)

Principle of Development:

- In terms of the proposed residential development, the GLA acknowledge estate regeneration being recognised in LBTH local policies and proposals map, however, GLA also acknowledge the presence of the site adjacent to the gasholders.
- Advise that further discussions take place (with HSE) regarding societal risk associated with development within gasholder safety zones.
- GLA acknowledge the HSE's role as an advisory one and not one which can direct refusal.
- In terms of retail use – the proposed increase in retail space within the neighbourhood centre is not considered to have adverse impacts on other retail centres.
- GLA acknowledge that proposal is likely to generate an 'advise against' recommendation from the HSE.

Affordable Housing:

- Revised application results in a significant reduction in affordable housing and significant increase in private housing. Financial viability assessment required to determine the proposed housing offer.
- GLA acknowledge that estate regeneration schemes need not provide the normal level of additional affordable housing.
- GLA comment that there is a net loss of 21 units but a net gain in habitable rooms (127hr). Clarification sought on how this fits in with replacement floorspace.
- Affordable Housing targets (and mix) per phase need to be agreed

Housing Choice:

- Support that 59% of the social rented units are family units
- 36 x 5 bed units commended (21.5%)
- In terms of private accommodation, GLA note the overprovision of smaller units with no 3, 4, and 5 bed market units. Further discussions needed.

Density

- Exceeds London Plan guidance on parts of the site. Further justification needed.

Urban Design

- Acknowledgment that overall masterplan has significantly improved
- Number of blocks needing further work
- Detailed design code required
- Parameter plans need further work regarding building scale, length, height, width

Scale & Massing

- Suggested that some variation in height is needed to break up the blocks along A13.

Heritage Impacts

- Further townscape work needed on the impact of the proposal on Balfron Tower

Open Space & Child Play Space

- Significant open space and play space acknowledged however use and management per phase needs further work.

Climate Change

- Energy strategy significantly improved from previous application
- Exploration of connections with other existing networks needed e.g Blackwall Reach.
- Design and overheating and approach to flooding need further work

Noise

- Mitigation measures needed and should be secured in Design Code
- Double aspect units need to be maximised.

Transport

- Contributions towards additional bus and DLR capacity sought along side way finding.

[Officer Comment: The above issues are discussed in the relevant sections of this report. The applicant has also provided a written response directly to the GLA in response to certain matters].

Transport for London (TfL):

7.40 Comments from TfL can be summarised as follows:

- Electric charging points, car club spaces, and blue badge spaces should be secured through condition.
- Grampian condition advised to secure cycle parking.
- Condition suggested ensuring circulation space with approved cycle docking station.
- Contribution towards bus capacity improvements sought.
- S106 should be directed towards improving public realm.
- Wayfinding could be improved (£15k contribution sought).
- Travel plans, construction logistics plan, and a service and delivery plans should be secured via condition.

Environment Agency

7.41 The EA acknowledge extensive pre-app discussions since previous application.

FRA describes a range of flood mitigation options. E.g. setting ground floor levels above breach water level, refuge in stairwells and roof terraces and evacuation plans.

7.42 Some concern regarding mitigations measures for non-residential uses and further information requested.

7.43 EA find the proposal acceptable if a condition is imposed requiring a surface water drainage scheme to be submitted.

7.44 EA also advise LPA to condition the submission of a site flood emergency plan to ensure active measures are implemented.

English Heritage

7.45 Acknowledgement that the scale of the tall buildings adjacent to the Balfron Tower has been substantially reduced during the course of pre application discussion. Application is in outline therefore difficult to properly assess the impact of the development on the Balfron Tower and Carradale Estate.

7.46 Advices that the useful checklists within English Heritage's recently produced guidance 'The Setting of Heritage Assets' forms part of the Council's assessment of the proposal along with other relevant national and local policy guidance.

7.47 Should the Council be minded to approve the application we would recommend that suitably robust conditions are with regard to matters including materials and architectural details in order to ensure the necessary level of architectural quality.

English Heritage Archaeology

7.48 Conditions advised requiring (i) an archaeological investigation and subsequent recording of any remains (ii) programme of archaeological investigation.

London City Airport

7.49 The proposed development has been examined from an aerodrome safeguarding aspect and does not conflict with safeguarding criteria. Accordingly, this department has no safeguarding objection to the proposal subject to conditions in relation to

- Cranage or scaffolding being limited to higher elevation on plans (43m AOD) or consultation to London City Airport necessary.
- The construction methodology and use of cranes in relation to location, maximum operating height of crane and start/finish date during the development of the project is to be agreed by London City Airport.
- All landscaping should be considered in view of making them unattractive to birds so as not to have an adverse effect on the safety of operations at the Airport.
- Any external lighting must ensure they do not cause confusion/distraction to pilots and impair the safety of aircraft operations.
- Given the proximity of the development to the airport, all relevant insulation in building fabric including glasses, glazing and ventilation elements will be supplied and fitted in compliance with current noise attenuation regulations and tested.

London Fire and Emergency Planning Authority

- 7.50
- Concern raised some concerns in their initial comments that certain blocks may fall outside the 'vehicle to access point' travel distances and advised that any residential accommodation will need fire fighting facilities and confirmation was requested that walkways will be able to support weight of fire tenders and access from roadway will be available to said areas.

[Officer Comment: suitable conditions suggested ensuring relevant information is supplied to the F&EPA].

National Air Traffic Services Ltd (NATS)

- 7.51 No safeguarding objections to the proposal.

BBC - Reception Advice

- 7.52 No comments received.

Thames Water Authority

- 7.53
- Raise no objection. Suggests a condition regarding minimum pressure head and flow rates and the need for drainage plans for all phases.
 - Further condition also recommended ensuring details of the design and depth of the foundations as part of the proposed piling methodology be submitted to the LPA in consultation with Thames Water, to ensure there is no impact to the Thames Tunnel Project.

EDF Energy Networks Ltd

- 7.54 No comments received.

Olympics Joint Planning Authorities Team

- 7.55 No comments received.

National Grid

- 7.56 Response received from Plant Protection team with comments relating solely to operational gas and electricity apparatus confirming that the proposed works are likely, unless controlled, to adversely impact the safety and integrity of National Grid apparatus.

National Grid require consultation on technical advice and guidance.

General guidance and advice notes provided with regards the need for no works, excavation, crossings to be carried out which would affect the pressure pipelines in the vicinity without consulting National Grid Plant Protection Team.

[Officer comment: it is suggested that a condition be imposed requiring the applicant to engage with National Grid prior to the commencement of any works on site].

Civil Aviation Authority

7.57 No comment received

Health and Safety Executive (HSE)

7.58 Based on the standard PADHI+ planning advice software tool, the HSE conclude that the risk of harm to the people of the proposed development is such that the HSE's advice will be that there are sufficient reasons, on safety grounds, for advising against the granting of planning permission in this case.

7.59 HSE advise that if the LPA refuse the application, they will provide the necessary support in the event of an appeal. Furthermore, if the LPA approve the application against the HSE's advice, it should give notice of that intention and allow 21 days from that notice for the HSE to give further consideration to the matter. During this period, the HSE will consider whether or not to request the SoS to call in the application for its own determination.

[Officer Comment: Issues relating to the HSE and gas holder risk safety are discussed in detail in section 9 of this report].

8 LOCAL REPRESENTATION

8.1 A total of 3,500 properties within the area shown on the map appended to this report, together with all individuals and bodies who made representations on the previous application, have been notified about the application and invited to comment.

8.2 The application has also been publicised in East End Life and 6 site notices were erected around the site on 31st Oct 2011.

8.3 A total of 6 representations were received following publicity of the application and these can be summarised as follows:

No. of individual responses:	Object:	Support:	General Observation:
6	1	0	5

8.4 No. of petitions received: 0

8.5 1 letter of objection was received from a local resident raising issues relating to:

- Poplar Harca's growing control over the area;
- Fear of additional off-licences, betting shops, takeaways being introduced;
- Clarification sought on definition of 'professional services' and 'education and cultural services'.
- Poplar Harca do not look after current tenants never mind cater for additional tenants.

8.6 5 letters citing general observations were received. These can be summarised as follows:

- 1 letter sought clarification on expected time scales for the development, and whether it would have adverse impacts on the operation of local

businesses (e.g. restrictions on vehicle movement along Abbots Road). E.g a galvanizing company along Leven Road, who depend on Abbots Road to transport steel on artic and rigid vehicles.

- 1 letter queried application document content.
- 1 letter was received from a leaseholder acknowledging that they are not a Poplar Harca resident but commented on how the consultation process did not engage with private residents. Suggested a wider consultation be carried out including non Poplar Harca residents in future consultation.

8.7 2 further letters of general observations were received from the Parish of Poplar Vicar on behalf of St Nicholas Church and the Head Teacher of Culloden School.

8.8 Both parties shared the following observations:

- Acknowledge the need for new homes.
- Some concern regarding density.
- Support the concept of mixed communities through mixed tenure development.
- Suggest clauses/conditions to ensure developers buying up blocks to let.
- Open space, leisure, child play space and sport facilities are a pressing need for the community.
- Strategy needed to minimise disruption to residents during construction
- Additional information sought in relation to road traffic impacts. Will parking be controlled, will a car free scheme be considered.
- Scheme needs to bring enhanced public transport.

[Officer Comment: matters relating to density, open space, leisure, child play space, traffic and parking are considered in section 9 of this report. In response to the comment regarding potential disruption due to construction, a condition is recommended relating to the submission of a Construction Management Plan].

8.9 Comments made specifically by the St Nicholas Church included:

- Supporting the development of the Currie and Dunkeld site as Phase 1
- Buildings in Phase 5 opposite the Church (rising to 7-10 storeys) are too tall and may have impact on light entering church.
- Suggestion that site is accessed via new traffic light system at Zetland/Lochnagar St as Abbott Road is already stressed and likely to be closed during Olympics.

[Officer Comment: matters relating to amenity and loss of light are considered in section 9 of this report. In relation to the Church's suggestion regarding an alternative route to access the site, Abbots Road will remain the primary access and it is likely that this will remain open to local traffic and residents during the Olympic Period].

8.10 Comments made specifically by the Culloden School included:

- Overprovision of smaller units.
- Height of the proposed buildings next to the existing school will overshadow the school and take away natural light from the school.
- Eastern phase will over look the school playground.
- Potential noise impacts from school to proposed residential uses adjoining

- the school.
- Park keeper needed to care for green spaces and recreational facilities.
- Open spaces need to be managed to ensure they don't attract anti-social behaviour.
- Culloden school students requested cycle lanes in the consultation exercise, however none appear on plans.
- More private family units needed.
- Decanting process will disrupt school attendance therefore a strategy to minimise disruption needed.

[Officer Comment: concerns regarding impact of school are discussed in Section 9 of this report. In relation to the school's point regarding the management of the open space, this will fall within Poplar Harca's control. Case officer also recommends that the submission of a landscape and public realm management plan is conditioned. Finally in response to the students comments regarding the need for cycle lanes, a financial contribution towards the smarter travel has been requested and this may assist in the enhancement of the existing cycle network in the area. It is also anticipated that the detailed stage of the application will secure sufficient cycle parking].

9. MATERIAL PLANNING CONSIDERATIONS

9.1 The main planning issues raised by this application that the committee are requested to consider are:

- Principle of Development/Land Use Issues
- Density
- Transport, Connectivity & Accessibility
- Design
- Housing
- Affordable Housing
- Residential Standards
- Amenity
- Air Quality
- Noise & Vibration
- Open Space
- Child Play Space
- Energy & Sustainability
- Contamination
- Flood Risk
- Biodiversity & Ecology
- Health
- EIA
- Other (Gas Holders and HSE)
- Section 106 / Planning Obligations
- Overall Conclusions and Regeneration Benefits

Principle of Development / Land Use Issues

Residential

9.2 At national level, planning policy promotes the efficient use of land with high density, mixed-use development and encourages the use of previously developed,

vacant and underutilised sites to achieve national housing targets.

- 9.3 The site falls within the Lower Lea Valley Opportunity Area Planning Framework (2007); as well as the Leaside Action Area Plan (Interim Planning Guidance 2007), and in more recently, LAP 7 & 8 of the Council's adopted Core Strategy (2010), all of which identify Aberfeldy as having the potential to accommodate new residential communities through housing estate regeneration. Policies L30 of the Leaside AAP specifically identifies how residential uses will be supported in the Poplar Riverside Sub Area, and retail and leisure uses will be supported in Aberfeldy Neighbourhood Centre.
- 9.4 The application proposes a broad mix of uses with residential accommodation being the predominant land use. The application will deliver up to up to 1,176 new homes (C3) of mixed tenure, type and size, and as such, the principle of residential use on this site is considered acceptable in pure land use terms.
- 9.5 However, the site is also situated in close proximity to the existing gas holders at Leven Road and consideration must also be given to the health and safety implications of the principle of residential development in this location. The application site falls within two of the safety consultation zones, as defined by the Health and Safety Executive's Planning Advice for Development near Hazardous Installations (PADHI guidelines). Section 9 of this report outlines the implications of this in much detail and explains how the HSE's 'advise against' recommendation may have real implications for the principle of residential development on this site.

Non-Residential

- 9.6 In terms of retail, Aberfeldy is identified as a Neighbourhood Centre in the Council's Core Strategy 2010 (App 4). Policy SP01 of the Core Strategy confirms the Borough's town centre hierarchy and seeks to enhance existing neighbourhood centres and create new ones that contain a range of shops to serve local catchment area. Policy DM2 of the draft Managing Development DPD seeks to protect existing local centres and seeks to limit the development of local shops in limited circumstances.
- 9.7 In terms of social and community use, Policy SP03 of the Council's Core Strategy 2010 and Policy DM8 of the Managing Development DPD 2012 together seek to protect existing community facilities, prevent their loss and deliver new high quality social and community facilities in accessible locations.
- 9.8 2,132sqm of non-residential space is proposed comprising replacement and additional retail floorspace for Aberfeldy Neighbourhood Centre, including small and medium sized shop units and restaurant uses and 1,786sqm of new purpose-built community, health and faith facilities (Use Class D1). This is discussed separately below:

Retail Uses

- 9.9 The application proposes to demolish the existing retail units along Aberfeldy Street and relocate them slightly further south of Blair Street, to where the new hub for Aberfeldy Village is planned. The re-located neighbourhood centre will be closer to the primary pedestrian entrance from the south where the new A13 pedestrian crossing is currently being constructed. Whilst officers expressed previous concerns at the pre-app stage regarding the shift in the location of the existing neighbourhood centre south, officers are now satisfied that from a viability

and vitality perspective, the focus for Aberfeldy is better placed in this new location in the more dense phase of the development, and next to the new purpose built health and community facilities. It is also officer's view that the consolidation of Aberfeldy's neighbourhood centre provision within one central hub will contribute to the sustainable delivery of the development.

- 9.10 In terms of scale, the existing level of retail space provided within Aberfeldy amounts to 1,477sqm. However, only half of this (702sqm) is currently in active retail use. The remainder is either vacant (250sqm) or used for temporary storage or community uses (403sqm). The new centre will provide up to 1,743sqm of replacement retail use, (a small proportion of which will be provided in Phase 1 in small shop units).
- 9.11 The application is supported by a retail assessment and consideration must also be given to the economic future of Aberfeldy in light of potential shifts in market demand by the time Phase 4 is delivered. Its proximity to Chrisp Street Market is also a consideration. Officers have discussed the overall level of retail provision proposed and consider that a variation to the precise level of retail floorspace may be needed in Phase 4 (2018). A condition requiring an update retail assessment and confirmation of actual provision based on demand and viability is recommended.
- 9.12 In light of the above, the proposed development is considered to comply with Policy 2.14 of the London Plan (2011), SP01 of the Core Strategy (2010) and Policy DM2 of the draft Managing Development DPD (2012) which together seek to protect and enhance the Boroughs retail hierarchy and ensure adequate provision of supporting retail activity.

Community & Faith Uses

- 9.13 The application proposes to demolish and rebuild the existing community facilities and re-provide them within Phase 4 of the development, in the newly located neighbourhood centre. This will include a replacement purpose built community centre (504sqm), a new enlarged health centre (960sqm) and two new purpose built faith centres (322sqm). The Planning Obligations section of this report outlines further detail of the health and community facilities proposed and how these will be secured.
- 9.14 In light of the above, the proposed development is considered to comply with Policy SP03 of the Council's Core Strategy 2010 and Policy DM8 of the Managing Development DPD 2012 which together seek to protect existing community facilities and deliver new high quality facilities in accessible locations.

Density

- 9.15 Policies 3.4 of the London Plan (2011) and SP02 of the Core Strategy (2010) seek to ensure new housing developments optimise the use of land by corresponding the distribution and density levels of housing to public transport accessibility levels and the wider accessibility of that location.
- 9.16 The site has a public transport accessibility level (PTAL) of 3 and 4 across the site. For urban sites with a PTAL range of 2-3, both the London Plan and LBTH Core Strategy suggests a density of between 200-450 habitable rooms per hectare and 200-700 hrph for sites with a PTAL of 4-5.

- 9.17 The proposed site is split into 5 phases, based on different character areas. The proposal varies in terms of its density across the site with up to 759hrph in the east of the site down to 423 hrph in the centre of the site and up to 700-888hrph in the north west corner of the site. Whilst the density threshold exceeds the recommended guidance at a strategic and local level, the average density across the entire site is calculated as 376hrph. This is considered acceptable in context. It is worth noting that the previous application proposes up to 1,135hrph in the most eastern part of the site (Phase 1), so the revised proposal represents a significant reduction in terms of density. This shift is partially due to the applicants need to redistribute the density away from the gasholders at Abbott Road. (Section 9 of this report, discusses the implications of the gas holders in further detail).
- 9.18 It should also be noted that the new pedestrian crossing across the A13 at Nutmeg Lane is considered to improve the public transport accessibility of the site which further supports a high density development in this location.
- 9.19 Furthermore, density only serves as an indication of the likely impact of a development and as discussed in later sections of this report, the development does not present any symptoms of overdevelopment or have any significantly adverse impacts on the quality of the residential development. As such, it is considered that the proposal maximises the intensity of use on the site and is supported by national, regional and local planning policy, and complies with Policy 3.4 the London Plan (2011) and Policy SP02 of the Core Strategy (2010) which seek to ensure the use of land is appropriately optimised in order to create sustainable places.

Transport, Connectivity and Accessibility

- 9.20 PPG 13 and the London Plan 2008 and Policy 6.1 of the London Plan 2011 seek to promote sustainable modes of transport, accessibility, and reduce the need to travel by car. Policy 6.3 also requires transport demand generated by new development to be within capacity.
- 9.21 Saved UDP policies T16, T18, T19 and T21, Core Strategy Policy SP08 & SP09 and Policy DM20 of the draft Managing Development DPD (2012) together seek to deliver accessible, efficient and sustainable transport network, ensuring new development has no adverse impact on the safety and road network capacity, requires the assessment of traffic generation impacts and also seeks to prioritise and encourage improvements to the pedestrian environment.
- 9.22 Section 5 of this report already describes the existing road network in and around Aberfeldy and identifies how the western and southern boundaries of the site are bound by the A12 and A13 roads. This section also describes the existing public transport network; the site's proximity to East India Station, Blackwall, Canning Town and Langdon Park; and the existing and proposed pedestrian access points for the estate.
- 9.23 The Public Transport Accessibility Level (PTAL) varies across the site with a PTAL of 4 at the eastern end (Blocks A, B, C, D) and also at the junction of Aberfeldy Street and Blair Street (Block J). These parts of the site have 'good' access to public transport and as such are capable of accommodating the more dense levels of development. The PTAL rating for the site is also considered to further improve through the opening of the new A13 pedestrian crossing at Nutmeg Lane. This is considered to greatly improve the permeability of this site and improve local connectivity in the area, especially to pedestrian access to East India and

Blackwall Stations.

- 9.24 The proposal does not seek to alter the existing street alignments for Aberfeldy but intends to improve the street environment. Aberfeldy Street and Blair Street will remain principle routes within the estate. The new layout of the masterplan is however more focused towards shared surface routes, with a pedestrian square (civic space) linking the A13 with Aberfeldy Street where the new commercial hub is proposed. The layout also features a new east west linear green space running parallel to Blair Street and the A13 – this is crossed by four access drive however will be treated as shared surfaces.
- 9.25 In order to assess the capacity of existing road networks to accommodate the proposed development, the application is supported by a Transport Assessment and uses TRAVL data to examine the existing and proposed trip generation for the development. The findings indicate that the overall trips per residential units and by all modes of transport results in a reduction in two way trips from the existing 9.39 two way movements per day to 4.75 movements per day. This has been attributed to the increase in one bed flats, the decrease in the proportion of family homes and the improvements to PTAL delivered by the new Nutmeg Lane crossing.
- 9.26 In terms of the non-residential uses, the existing health, retail and community uses when added to the existing residential, generates 1,035 movements per day and the proposed scheme increases this to 1,825 movements per day.
- 9.27 The predicted net increase in road trips over the development is 72 additional trips during morning peak and 80 additional trips during evening peak. This represents two additional private vehicles onto the road network every minute. This is considered a major increase but is attributed to the very low baseline traffic flows currently experienced. The increase to Abbott Road is considered slight to moderate while the impact to the A12 and A13 is negligible. TfL's have raised no objections and confirmed that they are satisfied that the additional vehicular trips generated by the proposed development are unlikely to constrain the capacity of the TLRN.
- 9.28 The Borough's Highways Officer has requested additional traffic modelling information in relation to the junction of A12 and Abbott Road and A13 and Abbott Road. This has not been resolved at the time of writing this report and will be updated in the Supplementary Agenda on 16th February.
- 9.29 Construction traffic is expected to occur during the 13 year build program from 2012 to 2024. The maximum predicted vehicle movements are 25 vans and up to 40 HGVs per day. The specific controls over construction vehicles will be secured by a condition requiring a Construction Method Statement.

Servicing and Deliveries

- 9.30 The application is currently in outline form and it is proposed that servicing and deliveries would be managed and co-ordinated through a Delivery & Servicing Plan (DSP) to be prepared and submitted prior to occupation of further phases.

Waste/Refuse

- 9.31 A Refuse Strategy was submitted in January 2012 confirming the applicant's commitment to refuse storage and collection arrangements. A URS (underground recycling and refuse system) is proposed within the site in line with the Council's

own guidelines. Refuse URS are to be positioned within 25m of main core/circulation entry points to the blocks. Discussions between LBTH Highways and the applicant has confirmed that due to fewer recycling URS points required than refuse, it was agreed in principle that distances to these could be further than 25m from main core/entry points. Highways have requested that all URS and URS collection areas are to be located on private land, none to be on public roads. Commercial waste is to be collected by an independent contractor.

Car Parking

- 9.32 Policies 6.13 of the London Plan 2011, Saved Policy T16 of the UDP, Policy SP09 of the Core Strategy and Policy DM22 of the draft Managing Development DPD (2012) seek to encourage sustainable non-car modes of transport and to limit car use by restricting car parking provision.
- 9.33 In terms of the existing parking provision on site, the red line boundary currently has a total of 145 controlled residential parking bays and 35 garages (180 spaces). 162 of these 180 parking spaces and garages are let, and it is proposed that a parking space will be retained by those residents following the redevelopment through the Council's parking transfer scheme. When considering the existing 362 dwellings currently within the application site (red line), the parking ratio is 0.5 spaces. In addition to this proportion, there is an estimated 128 on-street parking bays under the Council's control and 20 private spaces.
- In terms of the proposed parking provision, the application proposes a maximum of 356 residential parking spaces which represents an increase of 176 spaces (356 – 180). In addition to this, it is proposed that 16 visitor and contractor spaces will be replaced, with no change in the numbers. (Two spaces are proposed towards car club). The total increase is therefore: $176 + 2 = 178$ spaces.
- 9.34 The Council's Policy on car parking spaces (as set out in Appendix 2 of the Managing Development DPD 2012) seeks a maximum of 0.3 parking spaces per dwelling in areas of PTAL 4. The proposal seeks to provide a maximum of 356 parking spaces which equates to a ratio of 0.3 spaces per residential unit when we consider the overall 1176 units proposed. Alternatively, if we consider the net increase in units against the proposed uplift in parking spaces, this would be 178 spaces for 879 homes = 0.20 spaces per home which falls below the Council's maximum parking standards prescribed in the DPD 2012.
- 9.35 The Borough's Highways Officer is not in support of any additional parking provision to the existing 180 spaces and this has raised concerns for officers. The applicant has been asked to rationalise/reduce the existing on-site parking however, Poplar Harca have explained how many of the existing tenants (who are to be re-housed by this development proposal) already have parking spaces which they do not wish to lose and have a right to retain through the Council's Parking Transfer Scheme. Furthermore, the applicant has demonstrated that the provision of extra parking spaces for the private market units in particular is crucial to the commercial viability of the proposal.
- 9.36 Measures to discourage car use in this development proposal include proposed cycling parking, 2 x secure car club spaces and the new A13 crossing at Nutmeg Lane which improves pedestrian access to Blackwall and East India Stations.
- 9.37 As such, it is the view of officers that this development comprises an estate regeneration proposal, certain provisions need to be honoured (e.g, replacement

parking provision) and considering there is not a significant increase in the ratio of total parking spaces to number of dwellings, and it complies with the max parking ratio, the additional 168 car parking spaces is considered acceptable. Two car club spaces are proposed in line with Street Car's advice and the Highways Officer is satisfied with this. It is also proposed that 10% of all parking will be allocated as disabled parking.

9.38 The Borough's Highways Officer has confirmed a permit free agreement will be required through the S106 restricting new residents from securing parking permits.

9.39 A commitment towards the production of a Travel Plan has also been proposed by the applicant and the occupiers of the commercial element of the development will be required to comply with the contents of the Travel Plan.

Provision for Cyclists

9.40 Cycle parking is not estimated to increase substantially, with the increase predicted to be 9 additional trips during peak times. However, this may increase as a result of the provision of cycle parking, the Travel Plan and the extension of TfL's cycle hire scheme. As such, cycle parking is to be provided in line with London Plan standards. The Borough's Highway officer has requested details of cycle storage and capacity however the specific detail within each stage will not be provided until the reserved matters stage. The children of Culloden School have also expressed desires to see a cycle route incorporated into the street network along Aberfeldy and it is suggested that this too be conditioned. The applicant has confirmed this commitment. The total number of cycle spaces proposed will be 364 in car parks plus 37 visitor spaces provided externally.

Pedestrian Environment

9.41 The development will undoubtedly result in an increase in the number of walking trips, mainly due to the improved accessibility of the site and the draw of new and improved local shopping and community facilities. The key pedestrian routes likely to be used by residents are from the development site to Chrisp Street Market, the A13 East India Dock Road Bus Stops, A12 Blackwall Tunnel Bus Stops, East India DLR and Canning Town Station.

9.42 In line with policy objectives to ensure high quality pedestrian environments, the applicant proposes additional access points via ramps and stops from East India Dock Road into the site to improve permeability along the A13 frontage. Improvement is also proposed to the A12 underpass at Dee Street and planting along the A12 frontage of the development site. Measures such as maps and directional signage is also proposed to assist the pedestrian environment, general wayfinding improve permeability. It is recommended that the detail of the proposed improvements to the A12 underpass is conditioned.

Other

9.43 Highways Officer has confirmed that the applicant will require a Highways Oversailing Licence for any projections over the adopted highway. The applicant has been informed of this requirement.

Inclusive Environments

9.44 Policy 7.2 of the London Plan (2011); and Saved UDP Policy DEV1 and Policy

SP10 of the Core Strategy seek to ensure that developments are accessible, usable and permeable for all users and that a development can be used easily by as many people as possible without undue effort, separation or special treatment.

- 9.45 A growing awareness of the importance of creating environments that are accessible for all people has led the Council to emphasise the importance of 'inclusive design'. It is considered that the proposed development has been designed with the principles of inclusive design in mind.
- 9.46 The site has a number of identified constraints to accessibility. The biggest being the difference in levels across the site, but also between the centre of the site and the A13 to the south which lies higher. The site also falls within two flood zones and this has had a considerable impact on the design and layout of the development. In some instances, building levels have had to be raised to ensure habitable rooms are above flood breach levels and to ensure refuge from flood waters. Following discussions with the EA, the applicant has now confined the raising of ground floor levels to higher flood risk areas. This has ensured that the remainder of the development complies with accessibility requirements.
- 9.47 However, despite the constraints identified above, the site's location within a good PTAL area, alongside the provision of step free access routes across the site where possible, indicates that the site will be accessible, usable and permeable for all. A number of principles have been adopted by the applicant to ensure this and these include– accessible drop off points within 50m of homes, school, retail entrances; a commitment to Lifetime Homes standards; a commitment towards the provision of 10% wheelchair accessible homes; and non segregated entrance points to public buildings; compliance with Part M Building Regs to ensure level/ramped access.

Urban Design

Layout, Mass, Scale & Bulk

- 9.48 Chapter 7 of the London Plan places an emphasis on robust design in new development. Policy 7.4 specifically seeks high quality urban design having regard to the local character, pattern and grain of the existing spaces and streets. Policy 7.6 seeks highest architectural quality, enhanced public realm, materials that compliment the local character, quality adaptable space, optimising the potential of the site.
- 9.49 Saved UDP policies DEV1, DEV2 and DEV3 seek to ensure that all new developments are sensitive to the character of their surroundings in terms of design, bulk, scale and use of materials. Core Strategy Policy SP10 and Policy DM23 and DM24 of the draft Managing Development DPD (2012) seek to ensure that buildings and neighbourhoods promote good design principles to create buildings, spaces and places that are high-quality, sustainable, accessible, attractive, durable and well-integrated with their surrounds.
- 9.50 The proposal is in outline form, however sufficient detail has been provided in the proposed parameter plans to give officers an indication of the overall design strategy for the site in terms of number of blocks, location, height, relationship with courtyards and open space. The parameter plans also specify the maximum depth including protruding balconies and wintergardens. The masterplan strategy proposes the following key principles:

- Strong linear buildings along the A13 frontage, creating a series of gateways into the neighbourhood;
- A central linear park, ('East India Green'), set behind these linear buildings;
- 'Book end' buildings at the eastern and western ends of the A13 row of buildings, each with civic spaces in between;
- Courtyard buildings overlooking the park and facing onto Blair Street
- A cluster of buildings at the southern end of Aberfeldy Street creating a new retail, social and community hub;
- A series of lower rise buildings along the west side of Aberfeldy Street;
- Two point blocks along the A12 edge creating a gateway opposite Balfour Tower.

9.51 The proposal covers an area of over 6 hectares and in order to give the new development a sense of character and individuality - seven distinct character areas have been identified by the applicant, each of which respond to each other and the adjoining context. This also assist is explaining the proposed layout of the mastepan:

A) East India Gateway

9.52 At the eastern end of the site (Phase 1) this character areas is defined by a 10 storey building which drops down to six storeys at the A13 edge and Abbott Road. (In the previous application this building rose to 25 storeys). At ground floor level, the building provides an element of retail/restaurant activity at the edge of the development. The ground floor of Block B will also be used as a temporary marketing suite and will eventually return to retail, parking and storage.

9.52 A civic square/public plaza is also proposed.

9.53 The design approach intended for this building is described as a 'modern warehouse' aesthetic look with dark coloured brick features, recessed and cantilevered winter gardens.

B) A13 Edge

9.54 Running along the A13, this area is characterised by Blocks A, E and H running from east to west. These buildings are medium to high residential blocks and located as a buffer for the central areas of Aberfeldy Estate from the harsh environmental conditions of the A13.

9.55 The design seeks to create a simple warehouse style appearance. Recessed balconies and winter gardens are used to mitigate the noise and air pollution presented by the A13 and a darker brick palette is intended to respond to this harsh environment. The A13 Edge also provides four separate pedestrian links from the A13 through to the park within, improving the permeability of the area.

C) East India Green

9.56 A linear spine of green space is proposed between the blocks fronting the A13 and Blair Street. This green space provides the primary cycle and pedestrian route from Aberfeldy Street through to Abbott Road.

9.57 The buildings lining either side of this open space are raised in response to flood risk issues and therefore have stepped entrances and landings to create a row of

overlooking terraces. These entrances open out onto an active green space. Balcony treatments are a combination of both cantilevered and recessed to provide articulation along the building lines. Shared surface driveways are proposed between blocks however 'Home Zone' principle will be used to priorities pedestrians and cyclists.

D) Blair Street

- 9.58 This character area runs along the northern side of East India Green and fulfils a similar role to the A13 Edge in providing a building line to a trafficked street. The blocks along Blair Street are a maximum of six storeys in height and maintain a unified and coherent frontage. Like East India Green, residential entrances are raised to mitigate flood risk issues. Balconies overlooking Blair Street are to be recessed to prevent overlooking of the existing neighbouring gardens. The material palette is a pale soft brick using different shades and bonds to add variety.

E) Aberfeldy Gateway/Core

- 9.59 This is the core of the masterplan area and is focused on the relocation of the existing retail element on Aberfeldy Street to a hub around a shared surface square between Blair Street and the A13. A new ramped link from the A13 will create this as the principle entry point into the development from the south and therefore creates the footfall to reinforce the relocated retail and community uses.

- 9.60 The area is made up of Blocks G, H and J with active ground floor frontages and residential above. Inset balconies are used in facades overlooking the square to create a strong building frontage. The eastern buildings are six storeys in height and the western Block J rises to eight storeys. This includes a community and health centre for the western side of the square in Block J,

- 9.61 A central feature of the square is a series of water jets contained in the paving that offer play opportunities for children. A shared surface element is provided for service vehicles, however the area is intend for pedestrian and cyclists, with seating, cycle parking and tree planting.

F) Aberfeldy Street

- 9.62 North of the Aberfeldy Gateway, Aberfeldy Street forms the main street within the development, running north-south. The buildings in this location are made up of Block K on the western side of Aberfeldy Street and backing onto Culloden School, Block L on the eastern side of Aberfeldy Street and Block N at the northern end of Aberfeldy Street opposite Millennium Green.

- 9.63 Block K is five storeys and features flexible ground floor space that can cater for either residential use or retail use. At the southern end of the block, there may be an option to provide an additional entrance to Culloden School in Phase 4 of the development, however this has not been agreed with the school at this point in time. Block L is four storeys and contains two faith facilities. This phase does not include the redevelopment the Aberfeldy Pub on the corner of Blair Street and Aberfeldy Street, nor does it replace the relatively new residential development on the corner of Dee Street and Aberfeldy Street.

G) Dee Street and the A12

- 9.64 The final and northernmost character area is located to the north of Dee Street

between Aberfeldy Street and the A12 containing blocks are M, N, P, Q and R. Block M and R are the western most blocks and are closest to the A12. Each are 10 storeys in height and are intended to reflect/mirror the scale of Balfour Tower on the opposite side of the A12 in a subordinate rather than competing fashion.

- 9.65 Block M steps back from the A12 to create a small area of open space, known as Dee Green. This is the main arrival point into the development from the west, via the A12 pedestrian underpass. The green is intended to create a soft public realm in the form of an informal dense cluster of trees, which create an environmental buffer between the A12. The blocks facing the A12 will require winter gardens and recessed balconies to respond to the air quality and acoustic conditions.

Assessment

- 9.66 Whilst the application is in outline form, it is considered that the overall design strategy and proposed layout carefully balances all of the site constraints and opportunities and provides an acceptable option for the redevelopment of Aberfeldy. It must also be considered that the current application has been revised to meet previous concerns regarding the layout and height of a number of the blocks which reached as high as 16 and 25 storeys in the previous application.
- 9.67 In line with strategic and local policies objectives, the overall design strategy respects the existing constraints and opportunities on site, such as the busy A12 and A13 roads, the existing blocks on site, the existing retail hub, its potential and limitations. In many instances, the proposed building lines and orientation of building blocks have been dictated by many of the existing residential blocks on site within and outside the application boundary and the application is considered to find an acceptable solution to this.
- 9.68 The general bulk, scale and mass of the building blocks proposed are considered acceptable as they respect the scale and mass of existing buildings on the site and within the vicinity.
- 9.69 The overall improvement to the site's permeability is welcomed as this will greatly enhance connectivity and permeability through the site and to other destinations such as Chrisp St, Canning Town, East India Dock.
- 9.70 Officers have concerns regarding the number of blocks within north facing aspects, many of which will have single aspect. This has implications for the overall quality of the residential environment, particularly in terms of outlook, and daylight and sunlight. However, officers have also acknowledged the site constraints – particularly the potential noise and outlook from the A13. As such, it is clear that the applicant's design team have taken this into consideration and weighed up the need to protect residential environment from the busy A13 and orientated blocks to look on to the proposed linear open space and court yards at East India Green.
- 9.71 Whilst the application is in outline, the overall palette of materials outlined in the Design Statement and Design Code are considered to be sympathetic to the site's context particularly in relation to the brick work which dominates much of the existing fabric in the area. The proposed mix of brick type and colour, together with proposals to introduce projecting and recessed brick patterns will add visual interest and character to each of the individual character areas. It will be for the reserved matters stage to confirm the quality of this detail and suitable conditions are recommended.

- 9.72 The proposal is therefore considered to provide a high standard of urban design, having regard to the pattern and grain of the existing spaces and streets in Aberfeldy. The proposal appears sensitive to the character of their surroundings in terms of overall layout, bulk, scale and use of materials however; the detailed reserved matters will confirm this further.
- 9.73 As such, the scheme accords with Chapter 7 of the London Plan (2011); saved policies DEV1, DEV2 and DEV3 of the Council's UDP (1998), Policies SP10 and SP12 of the Core Strategy (2010) and Policy DM23 and DM24 of the Managing Development DPD (2012) which seek to ensure buildings and places are of a high quality of design and suitably located.

Height /Tall Building Aspect/ Views

- 9.74 With regards to appropriateness of the development for tall buildings, this has been considered in the context of London Plan and local plan policies. A tall building is described as one which is significantly taller than their surroundings and /or having a significant impact on the skyline. Policy 7.7 of the London Plan (2011) deals with tall and large buildings, setting out criteria including appropriate locations such as areas of intensification or town centres, that such buildings do not affect the surrounding area in terms of its scale, mass or bulk; relates to the urban grain of the surrounding area; improves the legibility of the area; incorporates the highest standards of architecture and materials; have ground floor uses that provide a positive experience to the surrounding streets; and makes a significant contribution to local regeneration.
- 9.75 SP10 of the Core Strategy also provide guidance on the appropriate location for tall buildings requiring them to relate to design and context, environment, socio-economic factors, access and transport and aviation requirements. The Core Strategy also seeks to restrict the location of tall buildings to Canary Wharf and Aldgate.
- 9.76 Whilst the site is not strictly located within an area designated for tall buildings, the site does fall within the backdrop of Canary Wharf and opposite the site along the A13 sits a number of existing tall buildings. Officers have confirmed the principle of tall buildings in this location previously however not to the scale of what was proposed in the 2010 application (up to 25 storeys). Building heights around the new masterplan for Aberfeldy are generally positioned on the edges of the estate where the PTAL is higher and where buildings can provide a buffer between central spaces and the busy A12/A13. These taller buildings have a higher proportion of private for sale accommodation and smaller unit sizes. The scale of buildings reduces within the interior of the site to relate to the lower rise existing dwellings within the estate. Family homes and affordable housing will generally be located away from the edges of the estate and at ground floor levels and will benefit from being closer to open space.
- 9.77 The scheme now proposed a mix of 6, 8, and 10 storeys in heights, which is considered more appropriate to the existing residential character of Aberfeldy. It is considered that the group of taller buildings proposed in various volumes with various set backs, will sit comfortably within the site context and would ensure that the development of this site would make a positive contribution to the streetscape and to the existing community.
- 9.78 Consideration has also been given to the potential impacts of the development on surrounding local and strategic views, however, the site does not falls within any

protected viewing corridors. Consideration has also been given to views into and out of adjoining conservation areas including Balfron Tower (Grade II Listed), Carradale House (Grade II Listed) and the Balfron Tower Conservation Area. The application is in outline and the detailed matters will assess the impact of the proposal on the adjoining listed building. However, considering the reduction in the height of the tower on the east edge of the A12 opposite Balfron Tower, officers do not consider there this to have any adverse impacts on the setting of the listed building in principle.

- 9.79 In terms of local views, the application is accompanied by a number of verified views and a full townscape analysis in the ES which following consideration indicates that the proposal will relate positively to the surrounding site context. The development is considered to form a positive addition to London's skyline, without causing detriment to local or long distant views.

Ensuring Quality Design

- 9.80 To ensure the principles identified above are imposed into the detailed design of each of the 6 phases of development, a Design Code has been developed by the applicant in consultation with GLA, LTGDC and LBTH officers. The design code provides the design approach to be taken with each character area and individual block.
- 9.81 The Design Code sets principles and standards regarding scale, mass and building height; aspect and orientation; entrance and circulation confirming building core location and access point; courtyard location and size of communal space; street widths, footways, shared surfaces and landscaped areas; relationship of building block frontages with public realm; details of amenity space, balconies and back gardens; commitment to London Housing Design Guide standards, window type and patterns; materials and colours; parking location and access.
- 9.82 This Design Code is a fundamental instrument in establishing the design principles at reserved matters stage and has given officers the assurance that high quality estate regeneration will be delivered for the residents of Aberfeldy.

Housing

- 9.83 Policy 3.3 of the London Plan (2011) seeks to increase London's supply of housing, requiring Boroughs to exceed housing targets, and for new developments offer a range of housing choices, in terms of the mix of housing sizes and types and provide better quality accommodation for Londoners.
- 9.84 Policy 3.25 of the London Plans (2011) and Policy DM3 of the Draft Managing Development DPD (2012) resists the loss of existing housing unless replaced with stock to an equivalent or better standard.
- 9.85 Policy SP02 of the LBTH Core Strategy (2010) seeks to deliver 43,275 new homes (equating to 2,885 per year) from 2010 to 2025 in line with the housing targets set out in the London Plan. The aim is to focus the majority of new housing in the eastern part of the borough, in a number of identified places and 'Poplar Riverside' is identified as one of such places.
- 9.86 The application proposal will deliver up to up to 1,176 residential units, following the demolition and redevelopment of 297 existing homes. This represents a net increase of 879 new homes. As outlined in the report for the Full Planning

Application, 342 new homes will be delivered in Phase 1 which is expected to come forward in 2012. This level of housing is considered to significantly contribute towards Tower Hamlets annual target of 2,885 per year.

- 9.87 Furthermore, the application will not result in the loss of existing housing in terms of habitable rooms or residential floorspace. The application results in a gain of 127 affordable habitable rooms. As such the quantum of housing is supported.

The Decanting Process & Phasing

- 9.88 The applicant proposes the phased demolition of the 297 homes over 6 phases. Poplar Harca have confirmed that a single decant process is planned and this is made possible through the current vacant site in the eastern corner of the masterplan (former Currie and Dunkeld site). The decanting process seeks to facilitate the retention of the existing Aberfeldy community through giving existing Poplar Harca tenants and leaseholders a range of options.

- 9.89 For those Poplar Harca tenants already in the blocks nominated for demolition – they will be offered similar accommodation within the new development or offered on another Poplar Harca site.

- 9.90 Existing leaseholders will be offered one of the new private market homes on site or given the option to be bought out. Other alternatives include part buy and shared equity arrangements.

- 9.91 Overall demolition (for both tenures) is distributed across the phases. The table below summarised this in the context of the application proposal. Commencement and completion timescales for each phase are also identified:

Phase	Timing Commencement & Completion (2012-2025)	Demolished Units	Proposed Units & Uses	
Phase 1	Oct '12 - Sept '17	0	342 units	411sqm retail
Phase 2	Jan '15 - July '19	84	200 units	
Phase 3	Dec '16 - Jan '21	79	200 units	Energy centre 989qm Retail
Phase 4	Oct '18 – Nov '22	67	171 units	504sqm Community 322sqm Faith Uses 960sqm HealthCentre 343sqm Retail
Phase 5	Nov'20 – Sept '24	52	175 units	
Phase 6	July'22 – Sept '25	15	88 unit	
Total		297	(up to) 1,176	

- 9.92 As the table above, demonstrates, phases demolition is proposed across 6 phases between January 2015 and July 2022. Phase 1 contains a significant proportion of the overall development and commencement is currently anticipated to be as early as October 2012. A small element of retail and cafe facilities are proposed for Phase 1, however the bulk of the retail, social, community and health facilities will

come forward in Phase 3 and 4. The existing social and community facilities will therefore support the existing residents until this phases commences in 2016/2018.

Affordable Housing

- 9.93 Policies 3.10, 3.11 and 3.12 of the London Plan (2011) define Affordable Housing and seek the maximum reasonable amount of affordable housing taking into account site specific circumstances and the need to have regard to financial viability assessments, public subsidy and potential for phased re-appraisals.
- 9.94 In addition, and of relevance to Aberfeldy, Policy 3.9 of the London Plan seeks to balance tenure and household income within new development, particularly in areas where social housing dominates in order to achieve more mixed and balanced communities.
- 9.95 Policy SP02 of LBTH's Core Strategy (2010) seeks to maximise all opportunities for affordable housing on each site, in order to achieve a 50% affordable housing target across the Borough, with a minimum of 35% affordable housing provision being sought.
- 9.96 Policy DM3 (Part 6) of the draft Managing Development DPD (2012) confirms that a net loss of affordable housing will only be allowed in exceptional circumstances where (i) development demonstrates that a limited loss of affordable housing is required to improve the tenure mix on site, or (ii) public open space or a non residential use will benefit the overall estate regeneration scheme.
- 9.97 Consideration has also been given to the recent government announcements that HCA grant funding has been drastically cut and to the changes to the definition of affordable rent (Revised PPS3, issued in June 2011) which offers eligible households at a rent of up to 80% of local market rents. The definition of affordable housing has therefore changed and as outline below in more detail now includes social rented, affordable rented and intermediate housing.
- 9.98 Part 1 of Policy DM3 of the Managing Development DPD sets out the Council's approach to the new affordable rent product. The policy reaffirms the Core Strategy target for 70% of new affordable housing to be for Social Rent and 30% for Intermediate. Where it can be demonstrated that it is not viable to provide this level of Social Rent housing then Affordable Rent will be accepted. The policy confirms that the delivery of larger family homes should still be prioritised for Social Rent.
- 9.99 The subtext to Policy DM3 of the Managing Development DPD (Paragraph 3.3) provides further detail on what acceptable Affordable Rent levels are likely to be for the Borough as a whole. This has been informed by research carried out for the Council by POD (2011) which takes into account local socio economic circumstances. In practice, Rental levels on each individual scheme will be need to be agreed with Council to reflect the particular local housing market of that area and the needs of the borough.
- 9.100 Social rented housing is defined as:
- Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency as a condition of

grant.

9.101 Affordable rented housing is defined as:

Rented housing let by registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is not subject to the national rent regime but is subject to other rent controls that require a rent of no more than 80 per cent of the local market rent.

9.102 Intermediate affordable housing is defined as:

Housing at prices and rents above those of social rent, but below market price or rents, and which meet the criteria set out above. These can include shared equity products (e.g. HomeBuy), other low cost homes for sale and intermediate rent but does not include Affordable Rented housing.

Applicant's Offer:

9.103 This proposal involves partial demolition and rebuild of existing homes and the provision of additional new homes. The proposal can be considered in two contexts.

9.104 Firstly the overall resulting scheme once completed, will result in 26% affordable housing across the application site.

9.105 In terms of *new* affordable housing, an uplift of 5% is proposed.

9.106 The application confirms that all affordable housing which is to be demolished will be replaced in terms of habitable rooms terms (741hab rooms). The new build element will provide 121 additional affordable hab rooms which equates to 40 units or 5% of additional affordable housing, provided after replacement.

9.107 Of the 190 new affordable units, 151 will be for social rent, 19 will be for affordable rent and 20 will be intermediate. The applicant has confirmed that the rents of the units which will be for 'affordable rent' will fall below the Borough average rents set out under Policy DM3 in accordance with the POD research carried out on behalf of the Council and has the support of the Borough's Housing Officer.

9.108 As such, the applicant has confirmed that these rents will be as follows:

1 bed - £165
2 bed - £176
3 bed - £195
4 bed - £210

9.109 Overall, the scheme will provide 26% affordable housing provision and 5% uplift in terms of new affordable housing. As such, the application falls significantly short of the Core Strategy target which seek to achieve with a minimum of 35% affordable housing provision. However, the site has a number of site constraints and a viability assessment has been submitted in support of the application which demonstrates that the development as currently modelled has no ability to deliver any more affordable housing on this site than 26% at this point in time.

9.110 The applicant has sited significant viability challenges in support of its proposal - such as the £23million leaseholder buyout cost; the loss of £12million HCA grant

funding; costly flood mitigation measures, and the implications of revising the scheme to make account of HSE concerns regarding the gasholders. These challenges appear to have constrained the overall viability of the proposed regeneration of Aberfeldy to an extent where the level of affordable housing provision is limited to 26%. However, the application seeks to maximise the level of affordable housing that is proposed by matching this against actual housing need in Aberfeldy. As such, the affordable element is heavily weighted towards larger 3, 4 and 5 bedroom homes based on specific family waiting lists.

- 9.111 In addition to the 26% affordable housing, the applicant proposes a review mechanism in the later phases of the development which seek to re-assess the situation and identify the opportunity for additional affordable housing units on the site. This mechanism is outlined below:

Review Mechanism

- 9.112 The proposed review mechanism is set out in the applicant's document entitled 'A Mechanism to Review Affordable Housing'.

- 9.113 In the first instance, this mechanism proposes a minimum provision of 26% affordable housing across the site. Within each phase this represents a resulting provision as follows:

Phase 1: 28%
Phase 2: 20%
Phase 3: 37%
Phase 4: 19%
Phase 5: 23%

- 9.114 Over all, the applicant also commits to a minimum provision of 5% uplift on completion. However, this masterplan application has a build period of up to 2025 over 6 phases, so if and when market conditions improve between now and 2025, the LPA have an opportunity to assess the capacity of the scheme to deliver additional affordable housing on site, through the submission of a Pre Implementation Viability Assessment by the applicant at the onset of each of the phases. These assessments would be independently reviewed prior to the commencement of each phase with the objective of confirming the extent of likely surplus affordable housing. The scheme has struggled to deliver a higher level of affordable housing as a result of the viability constraints identified above, however the scheme will deliver wider estate regeneration benefits in the form of new social and community infrastructure (community centre, purpose built faith facilities and health centre) and new public open space.

- 9.115 Clauses are also proposed within the S106 requiring any additional surplus to be ring fenced and provided in the later phases of the scheme. In addition to this, the review mechanism proposes to review the scheme at the final phase (Phase 6 2022-2025) to investigate the sites capacity to provide an additional surplus (based on the Council's affordable housing target at that point in time). It is proposed that the final viability assessment will also assess the development's capacity to offer a monetary contribution over and above the affordable housing being delivered on the development and if so, this to be allocated to the Borough as an off-site affordable housing contribution.

- 9.116 It is acknowledged that this proposed review mechanism is very much dependant on market recovery and this would require the Council to take a considerable risk

however, considering the current economic climate; there is a reasonable chance that by 2022 the economy may be in a more buoyant position. Furthermore, National Grid has indicated to Poplar Harca that the existing gasholders may be considered for decommissioning in 2016. Whilst these factors are not guaranteed, they represent possibility for improved site conditions which is a contributing factor in the proposed affordable housing offer.

9.117 Finally, it must also be noted that the proposed affordable housing offer set out for this application proposal is somewhat skewed as it does not represent a true reflection of the actual character of the wider Aberfeldy Estate. This is because many of the existing households at Balmore Close, Ettrick Street, North of Blair Street fall outside the application site boundary. In holistic planning terms, these households very much form part of the Aberfeldy community, however are excluded from the application figures and proportions as development works are not proposed to these properties. Aberfeldy is currently dominated by social rented tenure, and this proposal will seek to address this imbalance. There will be no net loss in terms of affordable housing however, the introduction of other tenures, through intermediate, affordable rent and private market housing, will create an improved tenure and a more balanced community throughout Aberfeldy. This is the thrust of Policy DM3 of the Managing Development DPD and Policy 3.9 of the London Plan.

9.118 As such, in the light of the above, and in consideration of the overall site constraints, particularly the proximity of the site to the gasholders and the demonstrated viability constraints, the proposed affordable housing offer (at 26% and including a phased review mechanism) is considered acceptable as it will contribute to achieving a better mix and better standard of affordable housing and an improved mix in tenure for the wider Aberfeldy area, in line with Policies 3.9-3.12 of the London Plan (2011) and Policies SP02 of the Core Strategy (2010) and Policy DM3 of the draft Managing Development DPD (2012) Proposed Submission Version..

Housing Type and Tenure Mix

9.119 Pursuant to Policy 3.8 of the London Plan, new residential development should offer genuine housing choice, in particular a range of housing size and type.

9.120 Further to this, Saved Policy HSG7 of LBTH's UDP (1998) requires new housing to provide a mix of unit sizes where appropriate, including a substantial proportion of family dwellings of between 3 and 6 bedrooms.

9.121 Policy SP02 of the Core Strategy (2010) also seek to secure a mixture of small and large housing, requiring an overall target of 30% of *all* new housing to be of a size suitable for families (three-bed plus), including 45% of new social rented homes to be for families.

9.122 Policy DM3 (part 7) of the draft Managing Development DPD (2012) requires a balance of housing types including family homes. Specific guidance in provided on particular housing types and is based on the Councils most up to date Strategic Housing Market Assessment (2009)

9.123 A summary of the proposed mix of dwelling types within each of the different tenures is set out below:

	Market Sale	Afford Rent	Social Rent	Intermediate
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	Units	Units	Units	Units
Studio	78	0	0	0
1 Bed	195	2	8	8
2 Bed	713	10	50	11
3 Bed	0	4	36	1
4+ Bed	0	3	57	0
Totals	986	19	151	20

9.124 In order to assess the acceptability of the mix against the Council's preferred mix as set out in the Policy SP02 of the Core Strategy, the table below describes the proposed mix in the context of the Borough preferred dwelling mix:

Affordable Housing										Private Housing		
Unit size	Tot Unit	Affordable Rent		Social Rent			Intermediate			Market Sale		
		Unit	%	Unit	%	LBTH target	Unit	%	LBTH target	Unit	%	LBTH Target %
Stud	78	0	0	0			0			78		
1bed	213	2	63%	8	5%	30%	8	40%	25%	195	20%	50%
2bed	784	10	53%	50	33%	25%	11	55%	50%	713	72%	30%
3bed	41	4	21%	36	24%	30%	1	5%	25%	0	0	10%
4bed +	60	3	5.2%	57	38%	15%	0	0%		0		10%
=	up to 1,176	19	100	151	100	100	20	100		986	100	100

9.125 As the table illustrates, the scheme is dominated by smaller units in the private sector tenure, particularly 2 bed units which exceeds the Borough's target for private market housing (72% against a target of 30%). However, this is as a result of the higher level of private market housing being injected into the site (986 new private market homes, all of which are in the form of 1 and 2 bed homes). Whilst it is regrettable that the scheme can not achieve a higher proportion of larger family homes in the private market sector, the applicant has explained that the introduction of smaller private homes is required in this instance to make the regeneration scheme commercially viable and to ensure that the scheme can ensure there is no net loss of affordable housing.

9.126 In terms of family accommodation, there lies an under provision in the overall level of proposed units suitable for family accommodation (9%) which is significantly short of the Borough's targets (30%). However, whilst 9% appears low, this is calculated in terms of *units* and the new family homes will be in the form of 3, 4, 5, and 6 bedroom homes. When this is calculated in habitable room terms, the proportion of family accommodation would be **18%** which illustrates the additional floorspace dedicated to larger family units. Poplar Harca have explained that this mix has been produced in direct response to local housing demand for the area. Across the site between all tenures, the application commits to the delivering 101 family units as follows:

- 41 x 3 bed units
- 15 x 4 bed units
- 36 x 5 bed units
- 9 x 6 bed units

- 9.127 It must also be noted that the figures for family housing are slightly skewed as they only capture the mix within the application site (red line boundary). As shown in the site plan below, this does not represent a true reflection of the entire unit mix across the wider Aberfeldy Estate. Blocks within Athol Square, Balmore Close, Ettrick Street, North of Blair Street are not considered within the mix above as they fall outside the application site boundary, however officers are aware that these blocks indeed contain a mix of family units all of which are to be retained on site.
- 9.128 In terms of family units in the social rented sector specifically, over **62%** of social rented homes would be for family accommodation (this represents 93 homes in the form of 3, 4, 5, and 6 bed units) which greatly exceeds the Council's minimum requirement of 45% and therefore complies with Policy SP02 of the Core Strategy. 7 additional family units are provided within the affordable rent units and whilst officers are sought to negotiate these family units for social rent tenure, the applicant has made the case that these units are needed from a viability perspective.
- 9.129 The original application proposed a greater proportion of family units, however, the current scheme has been designed around the constraints of the gasholders and associated risks, where the overall density and in particular the number of persons to be accommodated on the Currie and Dunkeld site (which is the closest part of the site to the gasholders) has been significantly reduced. Furthermore, this put a significant impact on the viability of the scheme resulting in the further reduction of family units to smaller homes. This represents one of the many implications of Leven Road gasholders in shaping the development of this outline application. It is however recommended that the review mechanism to be captured in the S106 also consider future housing mix, particularly in terms of additional family homes.
- 9.130 With regard to the mix of housing, the application proposes a mix social rent, intermediate and affordable rent product in a ratio of 80:10:10 and whilst this does not accord with the Mayors target of 60:40 (social rent: intermediate) or the Borough's target of 70:30, the applicant's situation is unique in this instance as the application comprises an estate regeneration where as the RSL the applicant has the responsibility of re-housing existing social rent tenants within Aberfeldy.
- 9.131 On balance, it is officers' view that in this instance, the dominance of smaller private market homes provides an acceptable mix across Aberfeldy and contributes towards better mixed and balanced communities across the wider area. Furthermore, the emphasis on the provision of large family housing within the Social Rented sector is welcomed. Therefore considering the site constraints associated with the site and the associated viability constraints, the application provides an acceptable mix in compliance with Policy 3.8 of the London Plan (2011), Policy SP02 of the LBTH Core Strategy (2010) and Policy DM3 of the draft Managing Development DPD (2012) which seek to ensure developments provide an appropriate housing mix to meet the needs of the borough.

Residential Standards

Internal Space Standards

- 9.132 Policy 3.5 of the London Plan (2011) seeks to ensure that the design and quality of housing developments are of the highest standard internally, externally and to the wider environment. This includes new space standards from the London Housing Design Guide. In addition, the Mayor's London Housing Design Guide (Interim Edition, August 2010) sets out new minimum space standards to improve housing quality and allow homes to be flexibly used by a range of residents.
- 9.133 Saved Policy HSG13 of the UDP, Policy SP02 of the Core Strategy (2011) and Policy DM4 of the draft Managing Development DPD (2012) seeks to ensure that new housing has adequate provision of internal space standards in line with the Mayor of London's standards. Policy DM4 also requires affordable family sized homes to have separate kitchen and living rooms.
- 9.134 The application commits to meeting the Mayor of London's minimum unit sizes.
- 9.135 This application is currently in outline form therefore detailed spaces standards are not measurable, however the applicant has confirmed that the parameter plans and overall level of floorspace proposed has been development with the number of units proposed and has been shaped by the Mayor of London's space standards. The precise spaces standards proposed will be assessed in detail at the reserved matters stage. It is worth noting that there is currently a full planning application for Phase 1 of the development and there is some comfort in knowing that the detailed plans for Phase 1 comply with the Mayor of London's internal space standards. This is a reasonable indication of the applicant's commitment to the remaining phases.
- 9.136 The applicant is an affordable housing provider and understands the requirement for larger affordable units having separate kitchens and living areas for social and religious reasons. As such, the details stage of this application will ensure that the application complied with Policy DM4 of the draft Managing Development DPD 2012.
- 9.137 Overall, the proposed application material gives officers reasonable comfort that the proposed development is acceptable and will accord with the London Housing Design Guide (Interim Edition, 2010), Policies 3.5 of the London Plan (2011), saved Policy HSG13 of the UDP (1998) and Policy SP02 of the Core Strategy (2010), Policy DM4 of the draft Managing Development DPD (2012) and the Council's Residential Standards SPG (1998).

Landscaping and Open Space

- 9.138 Policies 5.10 and 7.5 of the London Plan (2011), Saved Policies DEV12 and HSG16 of the UDP (1998), Policies SP02, SP04 and SP12 of the Core Strategy (2010) and seek high quality urban and landscape design; promote the good design of public spaces and the provision of green spaces and tree planting.
- 9.139 The application is in outline form, however the parameter plans and design and access statement confirm that the application will provide approximately 11,000sqm of public open space. Based on Sport England calculations, a population of this size would generate a requirement for 24,000sqm of open space. Considering the site constraints, this is not achievable even with the densities proposed. Furthermore, it is the case officer's view that only 8,000sqm of this is considered to be functional useable open space for the public. The space is provided in the form of a linear park running parallel with Blair Street and the A13.

The green space will provide a strong pedestrian friendly residential environment for the development, in front of the A13 edge blocks which will shielding much of the development from the busy A13. The plans also suggest a high quality delivery to this open space to include water features, high quality street furniture, mature planting, and paved shared surfaces. The linear parking includes a swale which has been commended by the Borough's Biodiversity Officer.

- 9.140 The applicant has indicated that it has a budget allocated towards open space and public realm works outside the necessary S278 highway works. This is discussed in further detail in the Planning Obligations section of this report (Section 9). This gives officers comfort that a high quality public realm and public park can be achieved. A full landscaping detail will be required at reserved matters stage.

Private and Communal Amenity Space

- 9.141 Saved Policy HSG16 of Tower Hamlets UDP (1998), Policy HSG7 of Tower Hamlets IPG (2007) and Policy DM4 of the draft Managing Development DPD (2012) require all new housing to include an adequate provision of amenity space, designed in a manner which is fully integrated into a development, in a safe, accessible and usable way, without detracting from the appearance of a building.
- 9.142 Specific amenity space standards are guided by Policy DM4 of the Council's draft Managing Development DPD (2012) will follows the Mayor of London's Housing Design Guide standards which specifies a minimum of 5sqm of private outdoor amenity space for 1-2 person homes and an extra 1sqm for each additional occupant. It also requires balconies and other private external spaces to be a minimum width of 1.5m.
- 9.143 In terms of communal amenity space, Policy DM4 requires 50sqm for the first 10 units, plus 1sqm for every additional unit thereafter.
- 9.144 The current application is outline and it is only possible to carry out a detailed assessment of private/communal amenity space and will be determined at reserved matters stage. However, the submitted parameter plans and design and access statement do suggest the incorporation of projecting balconies, front and rear gardens, roof terraces, communal spaces and winter garden. In addition, the accompanying Design Code illustrates the principle design approach to such forms of private amenity space.
- 9.145 It is also worth noting that the Phase 1 application provides a sufficient level of private and an exceptional level of communal amenity space.
- 9.146 In applying the minimum standards for private and communal amenity space, the development would require a provision of between 6,000-6,500sqm of private amenity space and 1,216sqm of communal amenity space. In any event, it is recommended that any approval is conditioned to ensure the submission of a detailed analysis of the amenity space proposed for each Phase which seeks to achieve at least 5sqm of private amenity space for all 1-2 bed homes and an additional 1sqm for every additional occupant.

Child Play Space

- 9.147 Planning Policy Statement 3 sets out the importance of integrating play and informal recreation in planning for mixed communities.

- 9.148 Policy 3.6 of the London Plan (2011), Saved Policy OS9 of Tower Hamlets UDP (1998), Policy SP02 of Tower Hamlets Core Strategy (2010) and Policy DM4 of the draft Managing Development DPD (2012) seeks to protect existing child play space and requires the provision of new appropriate play space within new residential development. Policy DM4 specifically advises that applicants apply LBTH child yields and the guidance set out in the Mayor of London's SPG on 'Providing for Children and Young People's Play and Informal Recreation' (which sets a benchmark of 10 sqm of useable child play space per child).
- 9.149 Using LBTH child yield calculations, the proposed development is anticipated to deliver 334 children and accordingly the development should provide a minimum of 3,340 sqm of play space. The development proposes to deliver 4,500sqm of play space which exceeds the required level. However, this must also be considered that within the wider Aberfeldy Estate as the existing blocks and residents will no doubt use the new play space being provided and likewise the occupiers of the new units will access some the existing 1,674sqm of play space that currently exists on site. An overprovision within the propose development site is therefore welcomed. The play strategy is outlined in the submitted Design and Access Statement and confirms that each of the six phases will provide new dedicated and equipped play space in the form of:
- 1,500sqm doorstep play (0-3yr olds)
 - 2,000sqm local play (4-10yr olds)
 - 1,000sqm play (11-15 yr olds)
- 9.150 This child play strategy also sets out basic principles and typologies for the proposed play space in terms of the location, distance, level of boundary treatment, character and likely form of equipment. These have been incorporated into the Design Code and give officers an assurance that a good level of child play space can be secured on site.
- 9.151 Despite this, detailed plans will be required at reserved matters stage to confirm the details of the play space strategy, layout and equipment. For the purposes of the Outline application, officers support the quantity and broad location of the proposed play space, as it exceeds LBTH and London Plan requirements as set out in Policy 3.6 of the London Plan (2011), Saved Policy OS9 of Tower Hamlets UDP (1998), Policy SP02 of Tower Hamlets Core Strategy (2010) and Policy DM4 of the draft Managing Development DPD (2012).

Wheelchair Housing and Lifetime Homes Standards

- 9.151 Policy 3.8 of the London Plan (2011), Policy HSG9 of Tower Hamlets IPG (2007), and Policy SP02 of the Core Strategy (2010) require that all new housing is built to Lifetime Homes Standards and that 10% of new housing is designed to be wheelchair accessible or easily adaptable for wheelchair users.
- 9.152 The applicants supporting statement confirms that all new homes across Aberfeldy will be built to Lifetime Homes standards and that the indicative unit mix has already been development with the 10% provision of wheelchair accessible homes in mind. As this application is in outline form, it is recommended that the application is conditioned to ensure this.
- 9.153 Considering that the 297 of the existing dwellings within the estate will be demolished and rebuilt, the inclusion of wheelchair accessible units and Lifetime

Homes Standards contributes towards the delivery of better quality replacement stock, which ensures a better quality living environment for Aberfeldy in terms of housing choice.

- 9.154 As such, it is considered that the proposal is acceptable in accordance with Policy 3.8 of the London Plan (2011), Policy HSG9 of Tower Hamlets IPG (2007), and Policy SP02 of the Core Strategy (2010).

Amenity

9.155 Daylight, Sunlight and Overshadowing

Guidance relating to daylight and sunlight is contained in the Building Research Establishment (BRE) handbook 'Site Layout Planning for Daylight and Sunlight' (1991).

- 9.156 Saved Policies DEV1 and DEV2 of Tower Hamlets UDP (1998), Core Strategy Policy SP10 and Policy DM25 of the draft Managing Development DPD (2012) seek to protect amenity, by ensuring development does not result in an unacceptable material deterioration of the sunlight and daylight conditions of surrounding development. Policy DM25 also seeks to ensure adequate levels of light for new residential developments.

- 9.157 Section 13 of the Supplementary Environmental Statement considers the impacts of the development with respect to daylight and sunlight.

Daylight

- 9.158 Daylight is normally calculated by two methods – the vertical sky component (VSC) and the average daylight factor (ADF). The latter is considered to be a more detailed and accurate method, since it considers not only the amount of sky visibility on the vertical face of a particular window, but also window and room sizes, plus the room's use.

- 9.159 An Average Daylight Factor (ADF) analysis was undertaken to assess the levels of daylight amenity within the various different residential unit configurations at the lowest levels in the proposed buildings.

- 9.160 British Standard 8206 recommends ADF values for residential accommodation and the recommended daylight factor level for dwellings are:

- >2% for kitchens;
- >1.5% for living rooms; and
- >1% for bedrooms.

- 9.161 The application is in outline and as such assumptions were made for the internal room dimensions.

- 9.162 In terms of the development itself, 63% of the lower level façade locations do not meet the recommended daylight availability when VSC was considered, and this has raised concerns for officers. However, when ADF assumptions were made, the internal daylight assessment found adequate levels of daylight at all facades.

- 9.163 It is worth noting that the daylight levels have improved when compared to the 2010 scheme. To maximise the amount of daylight accessing the blocks, building

heights have been reduced, courtyards have been opened up with the addition of 'slots' in their south sides to allow light in, ceiling heights have been increased and window sizes increased to allow more light into low level rooms. The applicant has also confirmed that at the detailed design stages of the subsequent phases, window sizes will be maximised in areas where daylight and sunlight requirements are challenging. It is suggested that a daylight and sunlight analysis is submitted for each of detailed phases when the detailed design and window detail is known.

- 9.164 In terms of the impact of the proposal on the existing buildings within the development, the VSC for the surroundings buildings were assessed and the Council's EHO found only minor impacts (27%).

Sunlight

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

- 9.166 British Standard BS8206 Part 2 2008 recommends that interiors within 90 degrees of due south should receive at least 25% of APSH, including at least 5% APSH during the winter months, in order to receive enough sunlight. An analysis of the levels of APSH was assessed in the context of the impact of the development on surrounding buildings and also the impact of the development on itself. In terms of the impact of the development on the existing surrounds - approximately over 91% of the assessed locations will receive at least 25%. Only 17 facades out of 198 will fail across the entire site this is considered acceptable given the density of the application and the general urban context of the site.

- 9.167 However, the Borough's EHO has noted that a high proportion of the units will north facing and will therefore not have sufficient levels of sunlight. However, the site has a number of factors which have shaped the overall design and layout of the development and in particular the blocks along the A13 boundary have been orientated with north facing units. In the case officer's view, given the urban context and constraints facing the site, lack of sunlight to these properties is not considered so significant as to warrant refusal of the planning application. It must also be noted that many of the existing units on the site had similar problems however officers are satisfied that on balance, a better form and standard of accommodation is being re-provided on site.

- 9.168 In terms of the impact of the development on itself, the result shows that over 80% of the facades will receive adequate sunlight. Only 62 of the 323 facades will fall short and most of these are at ground floor windows within the courtyards or immediately facing adjoining buildings so the amount of sunlight received is limited. Overall, any adverse impact is negligible and expected for the scale and density of development proposed. In terms of the APSH impact on surrounding buildings, only minor failures were found.

Overshadowing

- 9.169 In terms of permanent overshadowing, the BRE guidance in relation to new gardens and amenity areas states that *"it is recommended that for it to appear adequately sunlit throughout the year, at least half of a garden or amenity space should received at least 2 hours of sunlight of 21 March"*. The results for the

proposed development show that the proposed development will have a negligible impact on the existing open spaces such as Braithwaite Park, Millennium Green and Abbott Road Park.

- 9.170 In terms of the impact of the development on proposed courtyards and new open spaces within the development itself, twelve different spaces are proposed and were assessed. Of these spaces, 3 will have more than half the garden in permanent shadow and will not comply with the BRE guidelines. These areas include the courtyards within Block D, G, and H shown on the illustrative masterplan. However, the remaining spaces will comply with BRE guidance. Whilst 3 of the courtyards will have a moderate adverse impact in terms of shadow, this is still an improvement to the previous scheme. These courtyards have been designed to maximise the amount of light accessing them through the introduction of slits in the building block and reduction in the southern elevation to allow more light through.
- 9.171 It is considered that the proposed development is generally in keeping with the BRE guidance, Policy 4B.10 of the London Plan (2008), saved Policies DEV1 and DEV2 of Tower Hamlets UDP (1998), Core Strategy Policy SP10 and Policy DM25 of the Managing Development DPD (2012) with regards to sunlight, daylight, and overshadowing and accordingly the proposals are likely to result in a reasonably acceptable standard of living and amenity areas in this regard considering the site constraints and urban environment.

Sense of Enclosure and Outlook

- 9.172 Policy SP10 of the Core Strategy (2010) seeks to protect residential amenity and Policy DM25 of the draft Managing Development DPD requires development to protect through ensuring development does not result in the loss of privacy, unreasonable overlooking, or unacceptable increase in sense of enclosure, or loss of outlook.
- 9.173 The proposed building blocks have incorporated dual aspect units where possible to improve the quality of living and outlook for occupiers. The single aspect units are as a result of the block configuration and orientation with the A13.
- 9.174 The proposed buildings have been set around court yards and open spaces which will provide an attractive outlook. The proposal also provides good separation distances between buildings thereby ensuring no adverse impacts on outlook from the proposed buildings. Minimum separation distances measure approximately 15-18m which is considered acceptable given the urban context and existing building on site.
- 9.175 It is considered that based on the parameter plans, the development affords acceptable levels of outlook for residential occupiers. Each phases should be assessed at reserved matters stage when the layout of residential units and open spaces is known.
- 9.176 The proposals are generally in keeping with Policy SP10 of the Core Strategy (2010) and draft Policy DM25 of the Managing Development DPD (2012) with respect to matters concerning amenity, sense of enclosure and outlook.

Air Quality

- 9.177 PPS23 and Policy 7.14 of the London Plan (2011) seek to ensure design solutions

are incorporated into new developments to minimise exposure to poor air quality. Saved Policy DEV2 of the UDP (1998), Policy SP02 of the Core Strategy (2011) and Policy DM9 of the Managing Development DPD (2012) seek to protect the Borough from the effect of air pollution, requiring the submission of air quality assessments demonstrating how it will prevent or reduce air pollution in line with Clear Zone objectives.

- 9.178 The development is located within the Tower Hamlets Air Quality Management Area. The most significant factor influencing air quality in the proposed development is the A12 and A13 and it is the proposed buildings adjacent to these roads that are primarily affected. The submitted Environmental Statement suggests that residential receptors at ground and first floor levels of any buildings fronting these roads will not take air in from these roads and that mechanical ventilation systems are used instead. Additionally, the design of the buildings along these frontages will incorporate winter gardens to ensure private semi-outdoor space can be provided whilst protecting poor air quality conditions.
- 9.179 In the longer term, the operation of the energy centre is likely to generate a moderate to substantial increase in NO₂ levels. However, this impact is considered to be spatially limited and small compared to the existing baseline conditions. Any local impact can be mitigated through emissions control technologies.
- 9.180 The Borough's EHO has not commented however, the case officer recommends that the submission of a Construction Environmental Management Plan be conditioned prior to commencement.
- 9.181 On balance, it is considered that the impacts on air quality are acceptable and any impacts are outweighed by the regeneration benefits that the development will bring to the area.
- 9.182 As such, the proposal is generally in keeping with PPS23, Policy 7.14 of the London Plan (2008), Policy DEV2 of the UDP (1998), Core Strategy SP02 (2010), Policy DM9 of the draft Managing Development DPD (2012) and the objectives of Tower Hamlets Air Quality Action Plan (2003).

Noise and Vibration

- 9.183 Planning Policy Guidance Note 24 is the principal guidance adopted England for assessing the impact of noise. The guidance uses noise categories ranging from NEC A (where noise doesn't normally need to be considered) through to NEC D (where planning permission should normally be refused on noise grounds).
- 9.184 Policy 7.15 of the London Plan (2011), Saved policies DEV2 and DEV50 of the Tower Hamlets UDP (1998), Policies SP03 and SP10 of the Core Strategy (2010) and Policy DM25 of the Managing Development DPD (2012) seek to ensure that development proposals reduce noise by minimising the existing and potential adverse impact and separate noise sensitive development from major noise sources.
- 9.185 Due to the site's proximity to the A13 and the location of many of the proposed residential blocks backing on to this carriageway, the development falls within *Category D* of PPG24 and the Borough's EHO has objected to the application, noting the site's unsuitability for residential occupation.

- 9.186 The A12 and A13 are major constraints to the development in terms of noise and vibration. However, there are a number of existing residential blocks already fronting onto the A13. It is the view of officers that these constraints should be weighed against the regeneration objectives of the proposal which seeks to provide a better quality residential environment for existing and new occupiers of Aberfeldy. The development has been carefully designed to maximise densities and provide a quality layout which seeks to position most of the new units away from major noise sources such as the A13 where possible. For those units which inevitably face the A13 (like many of the existing and former units), a number of mitigation measures are proposed which include, high performance acoustic glazing, mechanical ventilation and enclosed winter gardens. Amenity areas within the development site have also been designed to that they are sheltered from the A13 noise in order to provide relatively quiet residential environments.
- 9.187 As such, a balanced view has had to be taken with regard to the EHO's objection on grounds of noise. It the view of the case officer that any impacts in terms of noise are outweighed by the regeneration benefits that the development will bring to the area and in any event sufficient mitigation measures can be employed to minimise adverse noise impacts. A condition to ensure this is recommended.
- 9.188 The Borough's EHO has also advised that if the application is to be approved, Environmental Health should be consulted regarding the required sound insulation to the external and internal elements of the building and any mechanical or electrical plant to be installed, including ventilation, air conditioning, and commercial kitchen extract plant. (Officers have also discussed the potential A3 uses in Phase 1, to identify the scope of including potential extract equipment within the envelope of the building. This will be conditioned).
- 9.189 Conditions are also recommended which restrict construction hours and noise emissions and requesting the submission of a Construction Management Plan which will further assist in ensuring noise reductions.
- 9.190 As such, it is the officers view that considering the site constraints, the proposals are generally in keeping with Planning Policy Guidance Note 24, Policy 7.15 of the London Plan (2011), Saved policies DEV2 and DEV50 of the Tower Hamlets UDP (1998), Policies SP03 and SP10 of the Core Strategy (2010) and Policy DM25 of the Managing Development DPD (2012).

Energy Efficiency & Sustainability

- 9.191 At a national level, PPS22 and PPS1 encourage developments to incorporate renewable energy and to promote energy efficiency.
- 9.192 The London Plan sets out the Mayor of London's energy hierarchy which is to:
- Use Less Energy (Be Lean);
 - Supply Energy Efficiently (Be Clean); and
 - Use Renewable Energy (Be Green).
- The London Plan 2011 also includes the target to achieve a minimum 25% reduction in CO2 emissions above the Building Regulations 2010 through the cumulative steps of the Energy Hierarchy (Policy 5.2).
- 9.193 Policy SO3 of the Core Strategy (2010) seeks to incorporate the principle of sustainable development, including limiting carbon emissions from development, delivering decentralised energy and renewable energy technologies and

minimising the use of natural resources. The London Borough of Tower Hamlets Core Strategy Policy SP11 requires all new developments to provide a 20% reduction of carbon dioxide emissions through on-site renewable energy generation. Policy DM29 of the draft Managing Development DPD (2012) requires sustainable design assessment tools to be used to ensure the development has maximised use of climate change mitigation measures.

- 9.194 The submitted energy strategy dated October 2011 details the approach and commitment of the scheme to reducing the CO2 emissions of the development through the steps of the energy hierarchy and integrate energy efficiency. It confirms that the buildings will achieve a 25% reduction in carbon emissions and as the scheme progresses beyond 2013 will aspire to reach 40% reduction then eventually zero carbon beyond 2019.
- 9.195 The submitted energy strategy has emerged from a process of evaluation the technical and economic feasibility of a series of potential alternative energy option including photo-voltaic cells, solar hot water, ground source heat pumps, air source heat pumps, micro wind power and biomass. The option selected for the development is a central energy plant with 4 x conventional centralised gas boilers (temporary) CHP (permanent 600kWe) with a distribution network to each block. This option has been endorsed by the GLA and Tower Hamlets energy officers.
- 9.196 Photovoltaic cells are proposed to provide a source of on site renewable energy (Be Green) with a potential roof capacity to achieve 118kW of PV panels across the development (944sqm).
- 9.197 It is recommended that the Energy Statement dated October 2011 is secured by Condition.
- 9.198 In terms of sustainability, all new residential development is required to achieve a Code for Sustainable Homes Level 4 rating and all commercial development to achieve a BREEAM 'Excellent' rating. This is to ensure the highest levels of sustainable design and construction in accordance with Policy 5.3 of the London Plan (2011) seek the highest standards of sustainable design and construction principles to be integrated into all future developments.
- 9.199 The submitted Energy Statement sets out the commitment to achieving a Code for Sustainable Homes Level 4 rating and targets a BREEAM Very Good rating. Following the request of the Borough's Energy Officer, the applicant now aims to achieve an 'excellent rating'. It is recommended that the achievement of these ratings is secured through an appropriately worded condition. It is recommended that the subsequent sustainability statements submitted at each subsequent phase, detail the proposed BREEAM and CFSH rating for that phase.
- 9.200 Finally, the GLA have raised concerns regarding the potential over heating of the single aspect south facing units overlooking the A13. The opening of windows in these units and winter gardens will be restricted due to noise and pollution from A13 so a ventilation strategy was requested. The applicant has confirmed that these units will have an on-going MCHR system 'Mechanical Ventilation and Heat Recovery' system running.

Contamination

- 9.201 In accordance with the requirements of PPS23, saved UDP policy DEV51, policy DM30 of the Managing Development DPD, the application has been accompanied

by an Environmental Statement which suggests that the ground conditions may have some contamination. Considering the proximity of the site to the gasholders, further intrusive investigations are required and any necessary mitigation. It is suggested that an appropriate condition be imposed.

Flood Risk

- 9.202 Planning Policy Statement 25 (PPS25) and Policy 5.12 of the London Plan (2011), Policy SP04 of Tower Hamlets CS (2010) relate to the need to consider flood risk at all stages in the planning process.
- 9.203 The development falls within Floodzone 2 and 3 and the applicant has been in consultation with the Environment Agency (EA) since the early pre-app stages in developing a mitigation strategy. The application is supported by a flood risk assessment and describes various flood mitigation options.
- 9.204 These options include setting ground floor levels above breach water level, however this is now limited to more vulnerable zones to ensure the development remains largely accessible under DDA requirements. Other options now include refuge in stairwells and roof terraces and evacuation plans. It is worth noting that 91 of the existing units within the application site currently fall below the flood level with no access to safe refuge and the proposal will entirely eradicate this to ensure all units and uses will have access to safe refuge.
- 9.205 The application also proposes a surface water management strategy that aims to reduce the off-site discharges to rates where practical. The EA have recommended a condition to secure the submission of a surface water drainage scheme.
- 9.206 The EA sought clarification on the mitigations measures for the non-residential uses. The applicant has drawn the EA and LPA's attention to Section 9 of the ES and specifically table 9.5 which outlines the proposed mitigation measures for each of the proposed uses in each block. The less vulnerable blocks with non-residential uses include Blocks, B, G, K and H, where as the more vulnerable blocks with non-residential uses include Blocks J and L. For the more vulnerable blocks (where the ground floor heights are only 1.8m AOD and which contain a mix of community and health uses) – these blocks will be designed with resilient measures, including internal access to safe refuge at higher levels within the buildings and/or roof terrace spaces. There is also a commitment to locating more vulnerable uses and practices involving the public at first floor levels. For the less vulnerable blocks (B, G, K and and H), which contain a mix of retail and commercial uses – similar resilient and mitigation is proposed (internal access to safe refuge).
- 9.207 As advised by the EA, a further condition is recommended requiring the submission of a site flood emergency plan to ensure active measures are implemented.
- 9.208 As such, it is considered that the proposed development by virtue of proposed flood mitigation strategy complies with PPS25, Policy 5.12 of the London Plan (2011) and Policy SP04 of the Core Strategy (2010).

Biodiversity and Ecology

- 9.209 The London Biodiversity Action Plan (2008), Policy 7.19 of the London Plan

(2011), Policy SP04 Core Strategy (2010) and Policy DM11 of the draft Managing Development DPD (2012) seek to protect and enhance biodiversity value through the design of open space and buildings and by ensuring that development protects and enhances areas of biodiversity value in order to achieve a net gain in biodiversity. Policy DM11 of the draft Managing Development DPD (2012) also requires elements of living buildings.

- 9.210 The submitted Environmental Statement has assessed the ecological value of the site and has concluded that habitats across the site are of low value for nature conservation, only supporting breeding birds and a small number of common invertebrates. The proposed meadow planting in a swale along the north side of the main open space is considered to bring a valuable wildlife habitat.
- 9.211 The Borough's Biodiversity Officer has also confirmed this. Given the low overall ecological value of the site, few potential impacts are anticipated and limited mitigation required. However a number of conditions are suggested by the Borough's Officer in relation to securing (i) vegetation supporting nesting birds, (ii) green roofs (iii) the proposed swale.
- 9.212 The proposed development is not therefore considered to have any adverse impacts in terms of biodiversity. The development will ultimately provide an enhancement for biodiversity for the local area in accordance with the above mentioned policies.

Health Considerations

- 9.213 Policy 3.2 of the London Plan (2011) seeks to improve health and address health inequalities having regard to the health impacts of development proposals as a mechanism for ensuring that new developments promote public health within the borough.
- 9.204 Policy SP03 of the Core Strategy (2010) seeks to deliver healthy and liveable neighbourhoods that promote active and healthy lifestyles, and enhance peoples wider health and well-being.
- 9.205 Part 1 of Policy SP03 in particular seeks to support opportunities for healthy and active lifestyles through:
- Working with NHS Tower Hamlets to improve healthy and active lifestyles.
 - Providing high-quality walking and cycling routes.
 - Providing excellent access to leisure and recreation facilities.
 - Seeking to reduce the over-concentration of any use type where this detracts from the ability to adopt healthy lifestyles.
 - Promoting and supporting local food-growing and urban agriculture.
- 9.207 Aberfeldy is currently served by a relatively large GP surgery at Etrick Street measuring 400sqm. Considering the net increase of 897 new homes on the site and an expected population increase of 2,000 people, the applicant proposes to deliver a new purpose built replacement health facility of up to 960sqm. This will be over double the floorspace to the exiting facility and located within the new hub for Aberfeldy neighbourhood centre, adjacent to the new purpose built community centre. Poplar Harca have indicated that the new enlarged and upgraded health facility may also include pharmacy and dental care facilities. The applicant has approached the PCT with regards to the proposed new health facility however at

the time of writing this report, there are no firm commitments in place, however the PCT have confirmed their support for the provision of a health facility on site, as opposed to a financial contribution in lieu. (This is discussed further in the Planning Obligations of this report - Section 9)

- 9.208 The application will also deliver a new linear green space to the south of the site running parallel with the most southern blocks backing on to the A13. This will also contribute to facilitating healthy and active lifestyles. This new green space (East India Green) has a width of 20-24m and will complement green spaces in and around Aberfeldy such as Braithwaite park and Millennium Green. These spaces will also contribute to walking routes to and from routes such as that to and from Canning Town and East India Dock stations, attracting pedestrians through the green and avoiding the busy A13.
- 9.209 Pre-application discussions with the applicant have also required the submission of a retail statement which includes an assessment of the existing mix of food related retail uses such as restaurants and take away floorspace and an assessment of the proposed provision. Whilst the application is currently in outline, the detail phases of this application will ensure there is no over-concentration of any particular use type which could detract from the ability to adopt healthy lifestyles.
- 9.210 It is therefore considered that the provision of new purpose built health facility, and new open space will meet the objectives of London Plan Policy 3.2 and Policy SP03 of the Council's Core Strategy which seek the provision of health facilities and opportunities for healthy and active lifestyles.

Environmental Impact Assessment

- 9.211 The proposed development falls within the category of developments referred to in paragraph 10(b) of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) regulations 2011.
- 9.213 As the proposal is likely to have significant effects on the environment, it is required to be subject to environmental impact assessment before planning permission is granted. Regulation 3 of the EIA Regulations precludes the grant of planning permission unless prior to doing so, the Council has taken the 'environmental information' into account. The environmental information comprises the applicant's Environmental Statement (ES), any further information submitted following request under Regulation 22 of the EIA Regulations, any other substantive information relating to the ES and provided by the applicant and any representations received from consultation bodies or duly made by any person about the environmental effects of the development.
- 9.214 The Council appointed consultants, Land Use Consultants (LUC) to examine the applicant's ES and to confirm whether it satisfied the requirements of the EIA Regulations. Following that exercise, LUC confirmed their view that whilst a Regulation 22 request was not required, further clarification was sought in respect of a number of issues.
- 9.215 LBTH have liaised directly with the applicant in attempt to seek responses to these clarifications. LBTH officers have had a meeting with the applicant's consultants to iron out the remaining clarification and the Borough's EIA Officer has confirmed that these clarifications are relatively minor. A response to the clarifications has now been submitted and these are being reviewed by the Council's consultants at

the time of writing this report. Members will be updated in a Supplementary Agenda.

- 9.216 The application is in outline, and for the purposes of the assessment of environmental impacts and to comply with the requirements of the EIA Regulations and associated European Directive, the applicant has submitted parameter plans and other information to prescribe key aspects of the development. These include, for example, quantum of floorspace and heights, widths and lengths of building to create 'building envelopes'. Should the scheme be approved, the parameters will be fixed in order to keep the development within those assessed in the ES and ensure that the scheme does not give rise to significant environmental impacts which have not been assessed through the EIA process. Should the applicant then bring forward proposals which alter the range of impacts identified and assessed in the ES, they may need to be reassessed and/or the submission of a new planning application.
- 9.217 The ES addresses the following areas of impact (in the order they appear in the ES):
- Air Quality and Dust
 - Noise and Vibration
 - Ecology
 - Townscape and Visual
 - Water Resources and Flooding
 - Land Contamination
 - Traffic and Transport
 - Archaeology and Cultural Heritage
 - Socio-economics
 - Wind and Microclimate
 - Daylight, sunlight,
 - Telecommunications
 - Cumulative Impacts
- 9.218 The various sections of the ES have been reviewed by officers. The various environmental impacts are dealt with in relevant sections of this report above with conclusions given, proposals for mitigation of impacts by way of conditions, and/or planning obligations as appropriate.
- 9.219 In summary, having regard to the ES and other environmental information in relation to the development, officers are satisfied that the environmental impacts are acceptable in the context of the overall scheme, subject to conditions/obligations providing for appropriate mitigation measures.

Other Issues

HSE and Poplar Gasholders

- 9.220 The presence of the gasholders has been referred to in many sections of this report and is recognised by officers and the applicant to be a considerable constraint to development potential of this site. This section of the report seeks to clarify the implications of the gasholders; explain officer's interpretation of the HSE's protocol to development consultation zones; the applicant's risk assessment and approach and also finally notes the Council and LTGDC's position regarding the need for officers to weigh up the health and safety risks associated with the proposed development against the wider regeneration benefits

proposed by the application.

- 9.221 The Poplar Gasholder Site on Leven Road contains three gasholders and is designated as a major hazard site by virtue of the storage of hazardous substances. Since the earliest iterations of this scheme, LTGDC, GLA and LBTH have identified the scheme's proximity to the has as a significant constraint to development in this area and that the design of the development should take this constraint into account.

At a strategic policy level, London Plan Policy 5.22 states that when assessing developments near hazardous installations, the site specific circumstances and proposed mitigation measures should be taken into account when applying the Health and Safety Executive's PADHI methodology.

- 9.222 Saved Policies DEV53 and DEV54 of LBTH UDP and Policy DM30 of the draft Managing Development DPD (2012) notes how developments will not be supported if it involves new development in close proximity to hazardous installations where it would be a significant threat to health and the environment.

- 9.223 As such, in deciding whether to approve this development, officers suggest Members pay particular attention to the risk associated with the gasholders at Leven Road. The paragraphs below present the evidence as provided by the applicant along side the likelihood as to whether the HSE will accept this evidence. This section of the report has also been informed by risk specialists appointed by LTGDC to advise LTGDC, GLA and LBTH. On the basis of the information provided by all parties, it is the view of officers that the benefits of regenerating Aberfeldy outweigh the potential risk associated with the gasholder proximity.

- 9.224 The detail and rationale behind the HSE risk is detailed below:

- 9.225 The HSE has set a series of three 'consultation distance' rings around the gasholders, referred to as inner, middle and outer zones. In providing advice on planning applications to planning authorities, the HSE relies upon a methodology known as PADHI (Planning Advice for Developments near Hazardous Installations). The methodology is delivered via a software tool controlled by the relevant council officer assessing the scheme which provides a standard HSE response as 'advise against' or 'do not advise against' development. The response is generated by applying a 'decision matrix' to each of the relevant consultation zones. This matrix provides a list of land uses and densities within each of the consultation zones that would be acceptable to the HSE on safety grounds.

- 9.226 The proposed development overlaps the middle and outer consultation zones surrounding the gasholder site. The decision matrix contained within PADHI stipulates a maximum of 30 dwellings or up to 40 dwellings per hectare to generate a 'do not advise against' development within the middle zone, however all residential development in the outer zone is considered acceptable. As such, the HSE's formal response under PADHI is to *advise against* development.

- 9.227 Circular 04/00 provides guidance on planning controls for hazardous substances and specifically outlines the role of the HSE in providing advice on proposed development in the vicinity of hazardous installations. The guidance states that where the HSE has recommended that a planning application near a hazardous installation be refused, a determination of the planning authority contrary to this advice should not be taken without careful consideration of the issues, after which

the planning authority will advise the HSE of its intention and allow 21 days before making a determination. During this 21 day period, the HSE will decide whether there are sufficient grounds to request that the Secretary of State call in and determine the application.

- 9.228 The application has been supported by several risk assessments intended to provide a specific assessment of the risk posed by the gasholder to the future population occupying the development. The original risk assessments were prepared for the previous outline planning application in 2010 by Atkins and dealt with a scheme with a greater overall density, particularly at the Currie and Dunkeld site shown on the plans as Phase 1. As discussed in previous sections of this report, the current scheme represents a reduction in density from the previous, therefore revised risks assessments have been provided, this time by Renaissance Risk. All risk assessments have been peer reviewed by LTGDC's appointed consultants Amec (formerly Entec).
- 9.229 The risk assessments have sought to demonstrate that while the PADHI consultation response has produced an 'advise against' response, the risk posed by the gasholders are within levels that may be deemed acceptable to the planning authority when balanced against all other material considerations.
- 9.230 The reports have relied principally upon the assessment of society risk, which is based on the number of people who could potential be harmed by a single incident occurring from a site. The HSE has developed a methodology for assessing societal risk in situations where a PADHI consultation has resulted in a 'advise against' development known as Scaled Risk Integral (SRI). The SRI value is generated by the following equation: $P \times R \times T/A$. Each variable is as follows:
- P = population
 - R = risk based on chance per million
 - T = time the development is occupied
 - A = area of the development
- 9.231 The HSE's *Criteria document for Land Use Planning cases of serious public safety concern* states, in terms of SRI, that values between 500,000 and 750,000 will be given the most serious consideration in deciding whether to request the application be 'called in' for determination by the Secretary of State. In cases where the SRI value is in excess of 750,000, call in would be sought no matter the circumstances of the development.
- 9.232 When the SRI value is applied to the proposed development using the HSE's baseline methodology, the value is **1,111,486**. However, the applicant's risk assessment has factored three considerations in calculating the SRI, namely:
- COMAH (Control of Major Accident Hazard) gasholder quantities;
 - a specific calculation of the residential population and;
 - calculating only the uplift in population.
- 9.233 In the first instance, the size of the gasholders have been taken into consideration, in particular the quantity of gas permitted under the site's Hazardous Substance Consent. It is understood that the actual capacity of the gasholders is slightly less than the consented capacity. This difference is based on the quantity permitted in the Hazardous Substance Consent, which is the maximum legally allowed on site, and the COMAH quantity, which is the usually the amount the operator expects to

have on site based on operational experience. According to the submitted reports, the actual capacity of the gasholders is based on the COMAH quantity, therefore the capacity of the gasholders is less than the quantity permitted under the Hazardous Substance Consent. The relevance of the two quantities is that the PADHI consultation distances are based on the Hazardous Substance Consent which is the greater of the two. Therefore, the consultation distances cover a wider area than if they were in line with the COMAH quantity. Advice from the Corporation's consultant is that the HSE would only consider the greater Hazardous Substance Consent, however a reduction in this consent is possible but this would need to be requested by the operator, National Grid. The SRI value based on the COMAH quantity is **1,026,412**.

9.234 Secondly, the specific residential occupancy values based upon 2001 Census data for Tower Hamlets have been applied. The HSE typically use a UK wide occupancy of 2.5 persons per dwelling, however the occupancy value for Tower Hamlets is 2.1. In light of this value, it is understood that the HSE has accepted that an occupancy rate of 2 can be applied. When this revised occupancy rate is applied to the SRI calculation, the SRI value equates to **694,093**. However, when this factor is coupled with the COMAH gasholder quantity value, the SRI calculation is **637,035**.

9.235 Finally, the risk assessment has been calculated using only those residents that are introduced into the red line area of the application in addition to, but not including, the existing population, i.e. the total population less the existing population. The applicant has put forward this rationale as they consider that there would be no net effect upon those existing residents that remain within the scheme area. It has also been argued that the re-housing of existing residents within new dwellings that have specific regard to the potential risks associated with the gasholders results in a benefit over the existing population remaining in existing sub-standard dwellings. In other words, the risk to those already occupying the development site will either not be altered if the development were not to proceed, or be reduced if improved housing were to be delivered. Therefore, only the uplift in population has been applied as this represents the population introduced to the potential risk. When applying only the uplift population to the SRI calculation, in addition to the two previous considerations, the SRI value is **314,372**.

9.236 Advice from the Corporation's consultant has highlighted the HSE's methodology in applying the total population and has stated that the HSE are likely to view the approach offered by the applicant as a deviation from the methodology. The existing population is not exposed to zero risk, but is exposed to a level of risk that is 'tolerable', As Low As Reasonably Possible (ALARP). One alternative to delivering the proposed scheme is to simply renovate the existing dwellings. However, when considering the cost of such renovations the benefits in terms of risk are unlikely to be justified.

9.237 The applicant has also put forward the phasing strategy as a mitigating factor in the SRI calculation. There are six phases of development to be delivered over a 13 year period. The total number of units to be demolish and built are as follows:

	Demolished	Built
Phase 1	0	342
Phase 2	84	200

Phase 4	67	171
Phase 5	52	175
Phase 6	15	88

9.238 The relevance of view each of the phases in this way relates to the way in which the SRI values increase over time. These SRI values are as follows:

	Occupation Year	SRI Value
Phase 1	2017	133,917
Phase 1 + 2	2019	305,448
Phase 1 + 2 + 3	2021	435,187
Phase 1 + 2 + 3 + 4	2022	564,583
Phase 1 + 2 + 3 + 4 + 5	2024	608,513
Phase 1 + 2 + 3 + 4 + 5 + 6	2025	698,708

9.239 The SRI values have taken into account COMAH qualities and residential occupancy at 2.1 persons per dwelling (the final SRI value differs from the value previously listed as it applies an occupancy of 2.1 rather than 2).

9.240 Separate to the risk assessment, the applicant has undertaken scheme viability appraisals that consider a quantum of development that results in SRI values of <250,000 and <500,000 based on baseline methodology. The result was that a scheme of <250,000 would generate a loss of £34,622,000 while a scheme of <500,000 would generate a loss of £16,404,000. Members will recall that the current scheme is the second on the Aberfeldy Estate and that the previous scheme has a much greater density. The reduction in density has been informed, at least in part, by the proximity of the gasholder site. The current scheme has been submitted at the minimum density needed to achieve a financially viable scheme.

9.241 In deciding whether the risk of the Leven Road gasholder site outweighs the benefits presented by this scheme, Members should be consider paragraph 8 of the HSE's *Criteria document for Land Use Planning cases of serious public safety concern*. This sets out the criteria against which the HSE will consider whether to request the Secretary of State call's in the application for determination. These criteria area:

- Any significant residential development or development for vulnerable populations in the inner zones;
- the risk of death from a major hazard exceeds the Tolerability of Risk (TOR) limit for a member of the public;
- there are substantial numbers of people in the proposed development exposed to a significant level of risk;
- the endangered population is particularly sensitive;
- it is a challenge to HSE's risk criteria for land use planning.

9.242 Taking each point in turn,

- no building is proposed within the inner zone
- it is accepted that the gasholder is within TOR limit
- the societal risk has been discussed within this report
- the subject population is not any more or less sensitive than average
- the HSE's own methodology has been used in assessing the risk.

9.243 In deciding whether to approve this development, officers suggest Members pay particular attention to the risk associated with the gasholders at Leven Road. This section of the report has presented the evidence provided by the applicant along with the likelihood as to whether the HSE will accept this evidence. This section has also been informed by risk specialists appointed by LTGDC. On the basis of the information provided by all parties, it is the view of officers that the benefits of regenerating Aberfeldy outweigh the potential risk associated with the gasholder proximity.

Following submission of the applicant's revised Risk Assessment dated 26th October to the HSE, a meeting is planned for 21st Feb between the applicant, LTGDC, GLA and LBTH to discuss the revised proposed in the context of the above. It is intended that this will give the HSE a further understanding of the approach taken by the applicant to minimise the risk before formal consultation takes place on the 1st March, following LTGDC's resolution of the application therefore giving the HSE 21days to resolve their final position.

Planning obligations/S106

9.244 As set out in Circular 05/2005, planning obligations should only be sought where they meet the 5 key tests. Obligations must be:

- (i) Relevant to planning;
- (ii) Necessary to make the proposed development acceptable in planning terms;
- (iii) Directly related to the proposed development;
- (iv) Fairly and reasonably related in scale and kind to the proposed development; and
- (v) Reasonable in all other respects.

9.245 Regulation 122 of CIL Regulations 2010 brings into law policy tests for planning obligations which can only constitute a reason for granting planning permission where they meet they are

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

9.246 This is further supported by Saved Policy DEV4 of the UDP (1998) and Policy IMP1 of the Council's IPG (2007) policy SP13 in the Core Strategy (2010) seek to negotiate planning obligations through their deliverance in kind or through financial contributions to mitigate the impacts of a development.

9.247 The Council's Supplementary Planning Document on Planning Obligations was adopted in January 2012; this SPD provides the Council's guidance on the policy concerning planning obligations set out in policy SP13 of the adopted Core Strategy. The document also set out the Borough's key priorities being:

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

The Borough's other priorities include:

- Health
- Sustainable Transport
- Environmental Sustainability
- Public Realm

- 9.248 LBTH are a consultee on this application and it is for the LTGDC to determine. As such, and with regard to planning obligations, the LTGDC would normally apply their LTGDC Planning Obligations Community Benefit Strategy to ensure that developments contribute financially and in kind towards the infrastructure that is needed in the London Thames Gateway area to support the developments that are coming forward for planning approval.
- 9.249 LTGDC's Planning Obligations Community Benefit Strategy places the site in an area that should recover a discounted standard charge of £10,000 per residential unit. The standard charge is £22,400 per residential unit. Based on the tariff changes, this would provide a total contribution of approximately £11.7million.
- 9.250 In light of the pending dissolution of LTGDC, it has been agreed that LBTH would apply the Borough's adopted SPD on Planning Obligations and that the S106 would be negotiated in line with the Borough's obligation priorities.
- 9.251 As such, based on the SPD, LBTH Officers have identified a contribution request of approximately **£4.1million**.

This can be summarised as follows:

- Education: £311k
- Enterprise & Employment: £316k
- Idea Stores/Archives: £255k
- Libraries and Leisure: £786k
- Health: £535k (or onsite in-kind health facility)
- Sustainable Transport: £22k
- Public Open Space: £1,082,294.12
- Streetscene: £789k
- Public Art: on site provision
- Travel Plan Monitoring: £3k
- Monitoring & Implementation 3% of total.

However, the applicant has demonstrated through the submission of a viability assessment that there is no provision for S106 contributions. LTGDC have reviewed this and indicated to LBTH officers that the applicant's viability position appears sound and that there is no capacity to provide for S106 contributions.

- 9.252 However, following recent discussions and negotiation with officers at LTGDC, LBTH and the applicant, officers have negotiated a package of **£780k** towards Education, Streetscene Improvements and Public Art along side the provision of an on site health facility, all of which are discussed below in the context of the Council's SPD on Planning Obligations. The development also provides wider estate regeneration improvements, which whilst not contributing to the Council's priorities as set out in the Planning Obligations SPD, are material in considering its acceptability. Furthermore, at the time of writing this report, LTGDC continue to review the applicant's toolkit to see if there is any further scope to extend the contribution package currently being negotiated.

Affordable Housing

- 9.253 As described in previous sections of this report, a minimum of 26% of the overall resulting scheme will be for affordable housing. As a minimum, the scheme will re-provide all affordable homes lost through demolition and will introduce an additional 5% uplift of new affordable homes (hab rooms) and it is recommended that this is tied into the S106. A review mechanism is also proposed to assess the capacity of each phase in the development to deliver a surplus level of affordable housing. This is discussed in greater detail in earlier sections of this report.
- 9.254 Based on the supporting viability report and the site constants, officers accept the site circumstances and constraints and it is recommended that appropriately worded clauses within the S106 agreement will give the LPA reasonable assurance that if and when market conditions improve over the lifespan of this redevelopment (2012-2025) there is opportunity to increase the overall level of affordable housing up from 26%.

Education

- 9.255 The proposed increase in residential development on the site will generate an increased child yield and therefore an increase in demand for primary and secondary school places in the Borough. However, the proposal for Aberfeldy involves the regeneration of an existing estate where proportion of existing families will be re-housed to relieve overcrowding conditions. As such, based on the adopted Planning Obligations SPD, the net increase in units, results in the need for 21 additional primary places. This amounts to a requested contribution of £311,430.
- 9.256 The viability toolkit indicates that the scheme is unviable however in recognising the need to mitigate against education demands as one of the Council's priorities, the applicant has offered to meet this financial contribution. This is welcomed by officers.

Enterprise and Employment

- 9.257 The SPD requires developments to exercise reasonable endeavours to ensure that 20% of the construction phase workforce will be for local residents of Tower Hamlets, to be supported through the Skillsmatch Construction Services. In addition, the SPD requires that 20% of the goods/services procured during the construction phase should be achieved by businesses in Tower Hamlets.
- 9.258 The SPD also seeks a financial contribution towards the training and skills needs of local residents in accessing job opportunities created through the construction phase of all new development and a contribution towards end use phase of commercial developments. In addition, the SPD states that in-house training programmes may be considered in lieu of the construction phase skills and training contribution; however this is assessed on a case by case basis.
- 9.259 When the Borough's SPD is applied a financial contribution of £300k is requested towards skills and training at construction phase. In addition, a further £16,088 is access either (i) jobs within the A1 uses in the end-phase (ii) jobs or training within employment sectors in the final development.
- 9.260 The viability toolkit indicates that the scheme is unviable however in recognising

the need to mitigate against the impact of the development on local employment, the applicant proposes an in house training and skills programme. However, officers have requested further clarification and justification on what the proposed in-house training programme will comprise of and how this has been valued. At the time of writing this report, the proposed package of employment initiatives are being considered and discussed between the applicant and officers in Enterprise and Employment. The Council's position on this remains unresolved. Some of the local training and skills initiatives proposed by the applicant includes a community chest payment to support local initiatives and programmes; a dedicated community liaison officer who will dedicate 50% of their time to delivering the training and employment opportunities and local employment target, a liaison programme with local schools, colleges and universities; a skills transfer and training programme with over 20 Tower Hamlets NEETS apprenticeships;

- 9.261 It is anticipated that Members will be updated on this in the Supplementary Agenda on 16th Feb, as to whether any of the above employment provisions are considered acceptable.

Community Facilities

- 9.262 The SPD identifies Idea Store, Libraries, Archives, Leisure, Multi-Use Community Facilities within the Community priority.
- 9.263 With respect to the Idea Stores/Archives and Libraries and Leisure – a contribution of £255k & £786k is sought respectively based on the SPD. In terms of Multi Use Community Facilities, officers are not seeking any specific additional multi use community facilities for this development. The SPD advises that the Council may seek a contribution towards the upgrade of such facilities and in exceptional circumstances, an on site provision.
- 9.264 The applicant's viability toolkit indicates that the scheme is unviable and the applicant proposes no contributions towards the mitigation of the proposed development on community facilities. However, it is worth noting that the applicant proposed to replace the existing community facility on site (Aberfeldy Neighbourhood Centre which is operated and funded by Poplar Harca) with a new and better equipped specification and will be of similar size in terms of floorspace. In addition, the proposal also seeks to relocate the existing faith centre on Aberfeldy Street (currently within one of the existing retail units) and build two new purpose built faith centres (totalling 322 sqm) next to the community centre. Whilst this is not sufficient to mitigate against the impact of the proposed development, officers welcome these aspects of the proposal and recognise them as contributing to the overall regeneration benefits of the scheme.
- 9.265 The applicant has submitted further information requesting that Officers consider the nature of the applicant as a housing provider and their wider commitment to other community initiatives in the area. Poplar Harca claim that they spend approximately £150k a year in funding courses within the existing Aberfeldy Neighbourhood Centre (martial arts, line dancing and keep fit) and it is anticipated that these classes would continue and be expanded upon within the new replacement community centre (and continue to be operated and funded by Poplar Harca). Whilst such commitments are recognised and supported by officers, they do not mitigate against the impact of the proposed development and the uplift in population resulting from this proposal in accordance with the requirements of the Planning Obligations SPD and are therefore not considered sufficient to offset the requested contribution sought.

- 9.266 Poplar Harca have also stated that their commitment to the funding of the existing 'Spotlight Youth Centre' within the grounds of Langdon Park Secondary School should be considered by officers. Harca claim that they commit £250k per annum to this youth facility. Whilst such measures are commendable, these are initiatives already committed to by the applicant regardless of the development proposal. Officers do however recognise that Langdon Park will be closest secondary school to Aberfeldy estate and the one which a majority of children on the estate may attend and will therefore have access to the Spotlight Youth Facility.
- 9.267 On balance, officers accept the viability constraints demonstrated and since no contribution is being offered to the Borough to mitigate against the development impact on community facilities, in accordance with the requirements of the Planning Obligations SPD, officers recommend that suitably worded clause is proposed in the S106 to ensure the replacement community facility is provided. Furthermore, if the replacement facility does not come forward by Phase 4, the applicant has offered a commuted sum of £308k.

Other Priorities –

Health

- 9.268 The SPD requires all major developments to contribute towards health facilities. Contributions will be calculated using HUDU model which calculates the cost of increased demand on local facilities based on the proposed increase in population. The SPD also considers the provision of an onsite health facility which can be handed over to the PCT and the floorspace provision offset against the HUDU contribution.

Based on the HUDU model, the PCT seek a capital planning contribution of £535k. However, the application proposes the erection of a 960sqm health facility to be located within the new Aberfeldy neighbourhood centre (in Phase 4). This health facility would be over double the floorspace of the existing GP surgery on Ettrick Street which lies outside the application site. The applicant proposes to construct the health centre to shell and core fit out and the PCT have now confirmed that the on site provision is acceptable in principle.

- 9.269 Considering the East India and Lansbury ward is listed as the most deprived ward in London and Aberfeldy has the worst health statistic in the UK, officers welcome the proposed on site health facility and this will bring significant benefits to the Aberfeldy and assist in improving the current poor health statistics. As such, officers support the in-kind provision of the health facility to be sufficient to mitigate against the impact of the development on future population of Aberfeldy in terms of health.

Officers recommend that the S106 ensures that if arrangements with the PCT (or an alternative health provider) are not in place by the commencement of Phase 4, Poplar Harca will be required to give the Council an agreed sum to the Borough. As such, it is proposed that the S106 captures this agreement.

Sustainable Transport

- 9.270 The SPD requires a contribution towards sustainable transport improvements. Based on the net increase in residents x the cost of smarter travel, a contribution of £22,111 is sought (towards Smarter Travel and to encourage walking and

cycling within the borough).

- 9.271 The applicant proposes that officers consider off-setting this financial contribution, against the recent £740k payment made by Poplar Harca towards the introduction of a new Nutmeg Lane pedestrian crossing on the A13 adjacent to the site which will improve local resident's access to public transport.
- 9.272 It is understood that the introduction of the pedestrian crossing at Nutmeg Lane would not have happened without the wider regeneration proposals presented in the current application and in this respect it is an integral part of the scheme. It would appear that Poplar Harca took a significant risk in contributing towards the funding of this crossing before this application was submitted and without any certainty as to the outcome of this application.
- 9.273 On balance, officers consider the delivery of the A13 crossing to be a sufficient reason to off-set against any additional requests towards smarter travel.

Environmental Sustainability

- 9.274 This includes the promotion of renewable, sustainable forms of energy and enhancements to wildlife biodiversity. The SPD requires all major developments to contribute towards energy initiatives and carbon offset funds, if officers feel all on site measures to reduce CO2 have been exhausted. However, as described in previous sections of this report, the application commits to a 25% reduction in CO2 and each phase of the development will require revised energy strategies. Officers are content with the overall energy strategy and no further contributions are requested.
- 9.275 With regards to biodiversity, the site is not considered to have any ecological or biodiversity value. However in order to improve this, the applicant has proposed several measures to improve the biodiversity of the site, e.g., green roofs and proposed swale, all of which have been commended by the Borough's Biodiversity Officer.

Public Realm

Public Realm in the SPD includes Public Open Space, Streetscene and Built Environment, Highways and Public Art.

- 9.276 *Public Open Space*
- Of the 11,000sqm of Public Open Space proposed by the applicant, only 8,000sqm of this is considered to provide accessible functional open space and this will be provided in the form of a new linear park to the south of the development. Through applying the SPD, a contribution of £1,082,294.12 is sought to mitigate against the lack of open space provided in the application.
- 9.278 The viability toolkit indicates that the scheme is unviable and the applicant proposes no further contributions towards open space other than the linear park proposed on site. Officers do however have regard to the *quality* of the open space proposed despite the shortfall in quantitative terms. At present, the existing residents in Aberfeldy are served by 2-3 small pocket parks (Millennium Green and Braithwaite Park). The previous 2010 application raised significant concerns for officers due to the lack of open space proposed and it is recognised that the current proposal greatly improves the quantity of open space proposed r

through the provision of a larger more useable and accessible linear park. It is considered that this will greatly improve the area's image and significantly enhance the quality of life for existing and future residents of Aberfeldy. It is considered that to some extent the quality of the open space proposed should be considered in the context of the overall shortfall.

- 9.279 It is acknowledged however, that the *quality* of the proposed open space is difficult to quantify and officers have given consideration to how the proposed East India Green will incorporate high quality materials and features such as a swale, high quality street furniture, water features, mature planting and high quality paved shared surfaces. To assist in quantifying the quality of the space proposed and to enable officers to consider whether this can offset the additional £1m contribution request, Poplar Harca have indicated that they have a significant budget in place for public realm and open space improvements within Aberfeldy (in addition to necessary s278 works). Evidence has been submitted comparing the proportion of a development budget allocated to open space and public realm works on similar scale projects in London. Poplar Harca propose to considerably exceed the average spend. It is considered reasonable to request that a plan be submitted detailing the proposed works in detail with a schedule of costs. This may give officers some level of comfort that the proposed open space for Aberfeldy can produce a quality useable environment.
- 9.280 In addition, Poplar Harca have stated that they are committing £516k on environmental works in the areas around Portree Street, Oban Street and Abbott Road as part of its regeneration programme for the wider area. These works include a new community square, improved estate lighting, improved boundary treatments, the upgrading of an existing play area and new soft and hard landscaping. Whilst these works are welcomed, they are works in which Poplar Harca are already committed to and officers do not consider it appropriate to offset against the £1.1m financial contribution as requested by the adopted SPD.
- 9.281 In light of the above, officers accept the viability constraints on this site, and will seek to ensure through the S106 and conditions that a fully detailed landscape plan is submitted outlining a schedule of works and cost plan for the linear park area identified in the illustrative masterplan as East India Green. This is considered to give the Borough the assurance that East India Green will be delivered to high quality.

Streetscene and Built Environment Improvements

- 9.282 Based on the SPD, an obligation of £738k is sought towards Streetscene and Built Environment Improvements, based on extent of footways and carriageways around the development. In response, the applicant proposes a contribution of £418k towards streetscene improvements in Aberfeldy Street, Abbott Road and Blair Street. Poplar Harca have confirmed that they will own and manage the proposed shared surfaces within the scheme. Considering the site constraints, viability assessment, a contribution of £418k is considered acceptable. It is recommended that the S106 agreement ensures that this money is spent specifically on streetscene and built environment improvements to Aberfeldy Street, Abbott Road and Blair Street which are the principle routes through.

Public Art/Artistic Intervention in the Public Realm

- 9.283 Within Public Realm obligations, the SPD also seeks an element of *Public Art*. Officers have requested that the applicant incorporate public art/ artistic

intervention in the public realm as an integral part of the development proposal and in particular involve local residents and organisations such as the children of Culloden School. In response, the applicant has committed to a sum of £50,000 towards public art and this obligation will be captured in the S106 agreement.

Travel Plan Monitoring

- 9.284 The Applicant supports the introduction of a travel plan as part of the development proposals and will agree to a one-off financial contribution to the Council of £3,000

TfL Transport and Wayfinding

- 9.285 TfL have noted that the development is likely to generate demand for additional bus capacity (£270,000) to improve residents' access to public transport, but the applicant is seeking to off-set the total amount requested against their financial contribution towards the A13 pedestrian crossing (the remaining £717,889 noted above) and works to improve the bus routes adjacent to the application site. TfL is also seeking a contribution towards the introduction of Legible London boards within the scheme. The application scheme already incorporates improvements that will enhance the legibility of the estate. In addition, Poplar HARCA already provides wayfinding material within all of their estates and will incorporate such material as necessary within these proposals. Negotiations with the GLA are on going at the time of writing this report.

Monitoring & Implementation

- 9.286 The SPD requires a contribution towards the monitoring and implementation of the S106 agreement. The Council normally applies a 2% fee to the total financial contribution sought. However in certain circumstances a higher contribution will be sought. The S106 for Aberfeldy will require a lengthy agreement with complex clauses requiring future reviews of each phase of the development in order to ensure the level of affordable housing can be maximised in future phases. As such, officers consider it appropriate to request a higher than normal monitoring fee. 3% is considered appropriate.

Conclusion

- 9.287 Overall, it is officers' view that the proposed contribution package is low and falls significantly below the £4.1million sought, especially considering the scale of the development proposed and the likely impacts on the social and community infrastructure, health, and education. However, in light of the viability constraints identified in the applicant's viability appraisal, alongside the proposed regenerative benefits proposed through this scheme, officers accept the level of contributions proposed in this instance. Of the **£780k** package proposed by the applicant, officers have sought to prioritise obligations such as education, and streetscene improvements.
- 9.288 The provision of 26% affordable housing across the site, (including appropriate review mechanisms to capture future surplus affordable housing), alongside the onsite provision of new health facilities, means that Officers are able to recommend that the overall proposed contribution package is accepted. Furthermore, the proposed review mechanism at the onset of each phase will ensure that the level of affordable housing can increase if economic circumstances permit. On balance, this is sufficient to mitigate against the impacts of the proposed development on local social and physical infrastructure in line with

Regulation 122 of Community Infrastructure Levy 2010, Government Circular 05/05, saved policy DEV4 of the Council's Unitary Development Plan (1998), policies SP02 and SP13 of the Core Strategy Development Plan Document (2010). which seek to secure contributions toward infrastructure and services required to facilitate proposed development.

10 Overall Conclusions and Regeneration Benefits

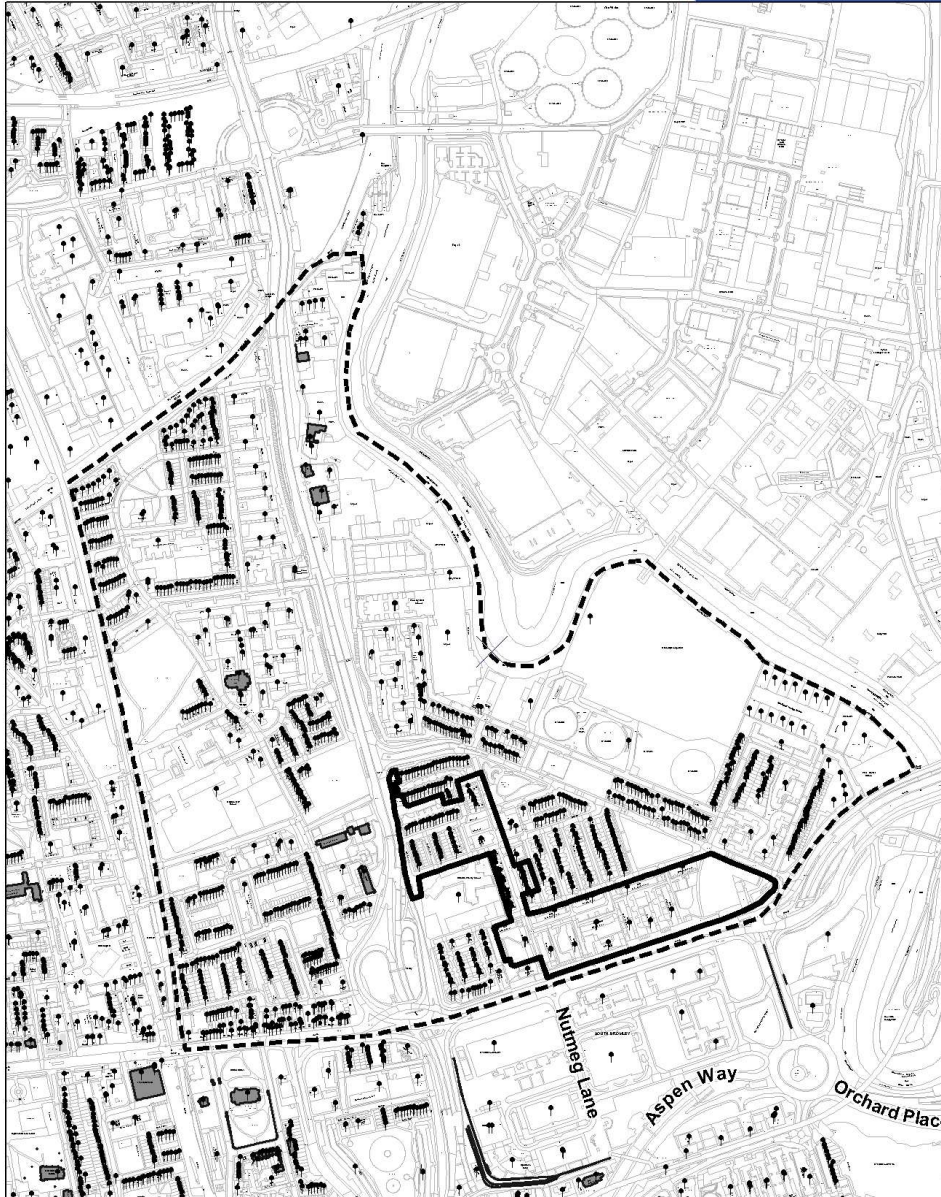
- 10.1 The proposal for the regeneration of Aberfeldy estate has been in negotiation with officers at LTGDC, GLA and LBTH since 2009. Previous designs and layouts were considered and concerns raised by officers regarding density, height of the taller towers along the A13 and the proximity of the site to the gasholders and potential HSE objection.
- 10.2 The application seeks to regenerate the site against a number of site viability constraints. These include a £23million leaseholder buyout cost; the loss of £12million HCA grant funding; costly flood mitigation measures, and the constraints of the gasholders and the risk of intervention by the HSE through a Secretary of State call in. These viability constraints have now been reviewed and tested (by LTGDC). The scheme has been amended with the main alterations being the reduction in height of the buildings, a redistribution of density across the site, away from the gas holders.
- 10.3 In light of the viability constraints, the application will deliver up to 1,176 new residential homes and 26% of this will be affordable homes built to a higher quality than current exists and also to a large family type specification, engineered to meet actual on site housing demand. The overall scheme will be built over 6 phases and the applicant has negotiated a review mechanism with LTGDC and LBTH to ensure that each phase of the development is assessed before reserved matters are submitted. This gives the Borough a level of comfort that the development can be reviewed again in five subsequent stages between now and 2025 to ascertain whether there is a surplus of affordable housing available. In light of current London Plan and Core Strategy Policies, and the current site constraints, this offer is considered acceptable.
- 10.4 In line with objective of the draft National Planning Policy Framework and other strategic and local policy objectives, the regeneration of Aberfeldy Estate will achieve a more mixed and balanced community through a better balance in tenure and household income, particularly in an area such as this where social housing dominates and statistics relating to crime, poverty and overcrowding are high.
- 10.5 In addition to the up to 1,176 new homes, a new linear park is proposed at 'East India Green' which seeks to create an above standard quality open space. Furthermore, the development will deliver 2,132sqm of new purpose built community and social facilities in the form of a new health centre, community centre and two new purpose built faith centres. This will greatly contribute to the social infrastructure needed to support the proposed development of Aberfeldy.
- 10.6 In addition, research carried out by the Construction Industry Council has indicated that new build construction creates 28.5 jobs for every million pounds invested in a project. Based on this, it is assumed that the overall job creation for the construction of Aberfeldy (which has an investment of £160m), will equate to 4,560 jobs.
- 10.7 East India and Lansbury is listed as *the* most deprived ward in London. There is

also evidence which indicates that Aberfeldy has the worst health statistic in the UK, with lower than average life expectancies, high numbers of children living in poverty and these statistic are closely related to problems of overcrowding. It is considered that the proposed application will improve the overall standard of accommodation in Aberfeldy by reducing the number of under occupied properties for small households (currently 16%) and increase the number of larger family homes for those houses which are currently overcrowded (currently 46%). These properties will be built to a higher standard, will have improved energy and heating demands, comply with Mayor of London space standards and Lifetime Homes standards. The additional functional and accessible open space, together with the new social, community and retail facilities in later phases are considered to greatly contribute to the quality of life for those living in Aberfeldy and will assist in the delivery of real regeneration in this area, in line with the Council's local vision to create a sustainable residential community Aberfeldy and Poplar Riverside (LAP8-9).

11 CONCLUSION

- 11.1 All other relevant policies and considerations have been taken into account. Planning permission should be supported for the reasons set out in RECOMMENDATION section of this report.

Planning Application Site Map



- Planning Application Site Boundary
- Locally Listed Buildings
- Land Parcel Address
- Consultation Area
- Statutory Listed Buildings
- 0 30 m
- N 1:8,000

This Site Map displays the Planning Application Site Boundary and the neighbouring Occupiers / Owners who were consulted as part of the Planning Application process.
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Agenda Item 7.2

Committee: Strategic Development	Date: 16 th Feb 2012	Classification: Unrestricted	Agenda Item No: 7.2
Report of: Corporate Director of Development and Renewal		Title: Application for planning permission	
Case Officer: Elaine Bailey		Ref: 11/03548	
		Ward: East India and Lansbury	

1. APPLICATION DETAILS

NOTE: The application site falls wholly within the planning functions of the London Thames Gateway Development Corporation (LTGDC). London Borough of Tower Hamlets is a statutory consultee on this application.

This report therefore provides an officer recommendation which is intended to form the basis for the Borough's observations to LTGDC. The Strategic Development Committee is requested to consider the endorsement of this recommendation only.

Location: Aberfeldy Estate, Abbott Road, London, E14

Existing use: Site is currently cleared and vacant (former Currie and Dunkeld Site)

Proposal: Erection of three blocks between 4 and 10 storeys on the corner of Abbott Road and East India Dock Road to provide 342 new residential units, 352 sqm of new retail floorspace (A1 and A3), a marketing suite of 407 sqm, semi-basement and ground floor parking, cycle parking, landscaped public open space and private amenity space and other associated works.

This proposal constitutes Phase 1 of the Outline Planning Application (ref: PA/11/2716) for the wider development of Aberfeldy – application.

Drawing Nos: Phase 1 Overall Masterplans & Sections

000 Rev P1 (Site Boundary and Site Ownership);

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

Brief Description of background paper:	Tick if copy supplied for register	Name and telephone no. of holder
Application case file, plans, adopted UDP, London Plan, adopted Core Strategy 2010		Development Control 020 7364 5338

001 Rev P6 (Site Masterplan);
002 Rev P5 (Site Masterplan – colour);
003 Rev P2 (Section A – A);
004 Rev P2 (Section B – B);
005 Rev P2 (Section C – C);
006 Rev P2 (Section D – D);
007 Rev P2 (Section E – E);

200 Rev P1 (Site Elevations);

Specific Block A

100 Rev P6 (Block A – Ground & 1st Floor Plans);
101 Rev P6 (Block A – 2nd & 3rd Floor Plans);
102 Rev P6 (Block A – 4th & 5th Floor Plans);
103 Rev P6 (Block A – 6th & 7th Floor Plans);
104 Rev P6 (Block A – 8th & 9th Floor Plans);
105 Rev P5 (Block A – Roof Plan);

210 Rev P4 (Block A – Elevations);
211 Rev P4 (Block A – Elevations);

260 Rev P1 (Block A – Rendered North Elevation);
261 Rev P1 (Block A – Rendered South Elevation);
262 Rev P1 (Block A – Rendered Elevations);
263 Rev P1 (Block A – Rendered Sections);

Specific Block B

120 Rev P6 (Block B Ground and 1st Floor)
121 Rev P6 (Block B 2nd & 3rd Floor)
122 Rev P6 (Block B 4th & 5th Floor)
123 Rev P6 (Block B 6th & 7th Floor)
124 Rev P6 (Block B 8th & 9th Floor)
125 Rev P6 (Roof)

220 Rev P5 (Block B – Elevations);
221 Rev P5 (Block B – Elevations);

270 Rev P1 (Block B Rendered A13 Elevation)
271 Rev P1 (Block B Rendered A13 Elevation)
272 Rev P1 (Block B Rendered North Elevation)
273 Rev P1 (Block B Rendered West Elevation)
274 Rev P1 (Block B Rendered Elevations)
275 Rev P1 (Block B Rendered South Elevation B)

LOCAL GOVERNMENT ACT 2000 (Section 97)
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Brief Description of background paper:	Tick if copy supplied for register	Name and telephone no. of holder
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Specific Block C

139 Rev P6 (Block C Basement)
140 Rev P6 (Block C Ground Fl)
141 Rev P6 (Block C 1st Floor)
142 Rev P6 (Block C 2nd Floor)
143 Rev P7 (Block C 3rd Floor)
144 Rev P6 (Block C 4th Floor)
145 Rev P6 (Block C 5th Floor)
146 Rev P6 (Block C Roof)

230 Rev P5 (Block C - Street Elevations)
231 Rev P5 (Block C – Courtyard Elevations);

280 Rev P1 (Block C Rendered South Elevation Street)
281 Rev P1 (Block C Rendered North Elevation Street)
282 Rev P1 (Block C Rendered South Elevation Courtyard)
283 Rev P1 (Block C Rendered Southwest Elev Courtyard)
284 Rev P1 (Block C Rendered North Elevation Courtyard)

Documents:

AVD1 Application Form;
AVD2 Scale Site Plan;
AVD3 Planning and Design Statement and Statement of
Community Involvement (Phase 1);
AVD4 Access Statement (Phase 1);
AVD5 Plans and Drawings;
AVD6 Supplementary Environmental Statement Non-
Technical Summary (Phase 1);
AVD7 Supplementary Environmental Statement (Phase 1);
AVD8 Supplementary Environmental Statement Annexes
(Phase 1);
AVD9 Energy Statement (inc. pre-assessment) (Phase 1);
AVD10 Financial Statement and S106 Heads of Terms.

AVO10 and AVO10B OPA Risk Assessment (dated 26th
Oct + update dated 19th Jan);
AV07 Copy of OPA Statement of Community Involvement;
AV09 Annex P Transport Assessment;

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

Brief Description of background paper:	Tick if copy supplied for register	Name and telephone no. of holder
Application case file, plans, adopted UDP, London Plan, adopted Core Strategy 2010		Development Control 020 7364 5338

Applicant:	Poplar HARCA and Willmott Dixon Homes Ltd
Owners:	Schedule attached to Cert B of planning application form.
Historic buildings:	None within application site.
Conservation areas:	None.

2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

- 2.1. Officers have considered the particular circumstances of this application against the Council's approved planning policies contained in the London Borough of Tower Hamlets Unitary Development Plan 1998, (Saved policies); associated Supplementary Planning Guidance, the London Borough of Tower Hamlets adopted Core Strategy (2010), Managing Development DPD (2012); as well as the London Plan (2011) and the relevant Government Planning Policy Guidance including draft National Planning Policy Framework, and has found that:
- 2.2. Through the provision of a new residential led mixed use development, which comprises Phase 1 of the wider regeneration plans for Aberfeldy, the scheme will maximise the use of previously developed land, and will significantly contribute towards creating a sustainable residential environment in Poplar Riverside, in accordance with the objectives of Policy 3.4 the London Plan (2011) the Lower Lea Valley Opportunity Area Planning Framework (2007); Leaside Action Area Plan (2007), LAP 7 & 8 of the Core Strategy, Policies SP02 of Core Strategy (2010); DEV3 of the Unitary Development Plan (1998); and Policy DM3 of Draft Managing Development DPD (2012).
- 2.3. On balance, the benefits of regenerating Aberfeldy to create 342 additional homes for the Borough including affordable family homes and new improved community and social infrastructure (which will come forward in later phases) is considered to outweigh the potential risk associated with the proximity of the site to the existing Poplar gasholders at Leven Road. As such, the development is considered to be acceptable on balance and in accordance with Saved Policies DEV53 and DEV54 of the UDP (1998) and Policy DM30 of the draft Managing Development DPD (2012) which seeks to resist new developments in close proximity to hazardous installations, where it would be a significant threat to health and the environment.
- 2.4. On balance, transport matters, including parking, access and servicing, are considered acceptable and in line with policies T16 and T19 of the Council's Unitary Development Plan (1998), policy SP08 and SP09 of the Core Strategy (2010) and DM20 and DM22 of the Draft Managing Development DPD (2012), which seek to ensure developments minimise parking and promote sustainable transport options.
- 2.5. The urban design, layout, building height, scale and bulk and detailed design are considered acceptable and in accordance with Chapter 7 of the London Plan (2011); saved policies DEV1, DEV2 and DEV3 of the Council's UDP (1998), Policies SP10 and SP12 of the Core Strategy (2010) and Policy DM23 and DM24 of the Managing Development DPD (2012) which

seek to ensure buildings and places are of a high quality of design and suitably located.

- 2.6 In light of the overall site constraints, particularly the proximity of the site to the existing gasholders and the tested viability constraints, the proposed affordable housing offer (at 28% for Phase 1) and the proposed mix of units are considered acceptable, as they will contribute towards the delivery of new affordable homes and will also contribute towards achieving an improved mix in tenure across the wider Aberfeldy estate, in line with Policies 3.8-3.12 of the London Plan (2011) and Policies SP02 of the Core Strategy (2010) and Policy DM3 of the draft Managing Development DPD (2012) which seek to maximise the delivery of affordable homes in line with strategic targets whilst having regards to site constraints and viability.
- 2.7 On balance, the development will provide acceptable internal space standards and layout considering the site constraints. As such, the scheme is in line with the London Housing Design Guide (2010), Policies 3.5 of the London Plan (2011), saved Policy HSG13 of the UDP (1998) and Policy SP02 of the Core Strategy (2010), Policy DM4 of the draft Managing Development DPD (2012) and the Council's Residential Standards SPG (1998).
- 2.8 The quantity and quality of housing amenity space, communal space, child play space and open space is considered acceptable and in line with saved policy HSG16 of the Council's Unitary Development Plan (1998), policy SP02 of the Core Strategy Development Plan Document (2010), and of DM4 of the Draft Managing Development DPD (2012) which seek to improve amenity and liveability for residents.
- 2.9 On balance, and considering the site constraints and urban context, it is not considered that the proposal will not give rise to any significant adverse impacts in terms of loss of privacy, overlooking, over shadowing, loss of sunlight and daylight, and noise upon the surrounding residents. Also, the scheme proposes appropriate mitigation measures to ensure a satisfactory level of residential amenity can be achieved for the future occupiers. As such, the proposal is considered to satisfy the relevant criteria of saved policy DEV2 of the Council's Unitary Development Plan (1998), policy SP10 of the of the Core Strategy (2010) and DM25 of the Draft Managing Development DPD (2012), which seek to protect residential amenity.
- 2.10 Sustainability matters, including energy are considered to be acceptable and in accordance with policies 5.2 and 5.7 of the London Plan (2011), policy SP11 of the Core Strategy (2010) and policy DM29 of the Managing Development DPD (2012) which seek to promote energy efficient and sustainable development practices.
- 2.11 Whilst the proposed S106 package fall significantly short of the Council's requested amount, particularly for a development of this scale, officers accept the applicants offer in light of the viability constraints demonstrated through this proposal. The provision of 28% affordable housing in Phase 1 (including appropriate review mechanisms to capture additional affordable housing) alongside streetscene improvements, education contribution and the provision of new on site health facility in later phases, the package is considerable acceptable. Furthermore and in consideration of the wider benefits that this application will bring in terms of creating a much improved

community for Aberfeldy, the proposed S106 package is considered acceptable in line with Regulation 122 of Community Infrastructure Levy 2010, Government Circular 05/05, saved policy DEV4 of the Council's Unitary Development Plan (1998), policies SP02 and SP13 of the Core Strategy Development Plan Document (2010), which seek to secure contributions toward infrastructure and services required to facilitate proposed development.

3. RECOMMENDATION

3.1 That Committee resolve to **formally support** the application for the reasons set out above, subject to:

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

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

- a) To provide a minimum of 28% of the residential accommodation across Phase 1 as affordable housing measured by habitable rooms (with necessary review mechanism to assess the capacity of the Phase to provide additional affordable housing prior to construction).
- b) 20% skills match and local labour.
- c) Commitment to utilising employment and enterprise, an in house training and skills initiative in order to maximise employment of local residents (*unresolved at the time of writing this report*).
- d) A financial contribution of £308k towards leisure and community facilities if the proposed replacement community centre is not delivered by a specific date completion of Phase 4.
- e) A contribution of £93,429 to mitigate against the demand of the additional population on educational facilities in Phase 1.
- f) A contribution of £160k towards health facilities of the onsite health facility is not delivered by a specific date or /completion of Phase 4.
- g) A contribution of £3k towards Travel Plan monitoring.
- h) The completion of a car-free agreement (existing tenants not subject to car and permit free agreement).
- i) S106 Monitoring fee (2%)
- j) 20% skillsmatch
- k) Any other planning obligation(s) considered necessary by the Corporate Director Development & Renewal.

3.3 **C. A 21-day consultation period with the Health and Safety Executive.**

That the Corporate Director Development & Renewal is delegated power to engage with LTGDC and the applicant to negotiate the legal agreement indicated above.

- 3.4 That the Corporate Director Development & Renewal is delegated authority to recommend the following conditions and informatives in relation to the following matters:

'Compliance' Conditions –

- Timing – within 3yrs
- In accordance with approved plans
- Lifetime Homes Standards
- Maximum building heights
- 10% Wheelchair units
- Code for Sustain Homes Level 4
- BREEAM Excellent
- Secured by Design standards
- In accordance with approved FRA
- Hours of construction
- Bird nesting (City Airport)
- Flight path, crane height, lighting (City Airport)
- Consultation with National Grid
- Tree replacement
- Compliance with site wide energy strategy and temp energy centre
- Compliance with plan submitted to London Fire and Emergency Planning Authority.

'Prior to Construction' Conditions:

- Drainage Strategy
- Contamination – investigation and remediation
- Archaeology
- Access strategy including details of all public access ramps
- Landscape and public realm masterplan
- Construction Environment Management Plan
- Construction Logistics Plan
- Waste Management Strategy
- Air Quality Management Plan
- Site Flood Emergency Plan
- Fire and Emergency detail
- Thames water foundation and piling details (Thames Tunnel)
- Thames water (minimum pressure head and flow rates)
- Thames water (drainage plans for all phases)
- Car Park Management Plan
- Tree planting scheme
- Tree survey and protection plan
- PV plan
- Ground surface materials and boundary treatment details
- Wind assessment and mitigation
- Shop front and signage detail
- Details of public realm, lighting and street furniture proposed for public plaza.
- Temp use ground floor of Phase 1 for marketing suite
- Sample of all external materials

- Car parking layout and space provision
- Cycle storage and parking details
- Noise insulation and ventilation measures
- Detail of plant extract equipment
- Details of all brown and green roofs including biodiversity measures
- Lighting scheme and CCTV details
- Storage of waste and recycling

Site Wide 'Prior to Occupation' Conditions:

- Delivery and Servicing Plan
- Hours of Operation for non residential uses.

Informatives:

- S106 required
- S278 required
- Consultation with Building Control
- Thames Water Advice

4 Proposal & Background

Proposal

- 4.1 This proposal constitutes the Phase 1 of the Outline Planning Application (ref: PA/11/2716) for the wider development of Aberfeldy Estate.
- 4.2 The application proposes the erection of three blocks (Blocks, A, B and C) between 4 and 10 storeys on the corner of Abbott Road and East India Dock Road. Together these blocks will provide 342 new residential units and 352 sqm of new retail floorspace (A1/A3).
- 4.3 Of the 342 units proposed, 28% will be for affordable housing. This equates to 74 new affordable units or 265 affordable habitable rooms.
- 4.4 Block A will be a rectangular block located parallel with the A13 and will comprises two x 10 storey components, connected with a lower 6 storey element. This block seeks to shield the wider development from the A13 whilst providing a strong robust edge to the development. This block will be entirely residential with a mixed tenure.
- 4.5 Block B will be the most eastern block on the site and will comprise a part 6 storey, part 10 storey block. It seeks to provide a strong edge to the A13 junction and together with Block C, marks the main pedestrian entrance point to Phase 1 of the development and also the main entrance in to the new public linear green space. This block will also accommodate a temporary marketing suite and as the later phases develop, the ground floor will accommodate 3 x A1 and/or A3 units with residential on the upper floors for private market occupation.
- 4.6 Block C will be entirely residential and of mixed tenure. This block will provides a 6 storey edge to Blair Street and Abbott Road, stepping down to 5 storeys along the edge of a proposed public plaza and will decrease to 4 storeys along the new proposed public open space.
- 4.7 A new public plaza is proposed from Abbott Road which will lead into the development and the new linear open space – East India Green. The public square will connect with the proposed terraced area at the ground floor of Block B.

Site & Surrounding Area

- 4.8 The application site is a vacant brownfield site which falls within the wider Aberfeldy estate and represents Phase 1 of a larger regeneration proposal for Aberfeldy estate. The current application for Phase 1 focuses on the south east corner of Aberfeldy on what is referred to as the former Currie and Dunkeld site. These former blocks were demolished and occupants decanted in 2009 due to the standard of living within these blocks and associated anti-social behavioural problems.
- 4.9 A separate report has been compiled outlining the larger Outline Planning Application.

- 4.10 Whilst the application site itself is currently vacant, the wider Aberfeldy estate is predominantly residential in character with post war housing and 1970's infill social housing dominating the estate. The majority of housing ranges between 2, 4 and 6 storeys in height.
- 4.11 The designated Aberfeldy Neighbourhood Centre acts as the active spine through the estate, where the main social, community and retail provision sits.
- 4.12 The area contains a number of green spaces, notably, Millennium Green and Braithwaite Park. The Leven Road Gas Works are situated to the east of the site, on the opposite side of Abbott Road, which contains three gasholders and a large secure storage area.
- 4.13 The road network around Aberfeldy Estate is defined by the A12 Blackwall Tunnel North Approach running north-south along the site's western boundary and the A13 East India Dock Road running east-west along the southern boundary. Abbott Road is the principle link through the site, connecting the A12 and A13. There is no right turn into Abbott Road for northbound traffic on the A12 Blackwall Tunnel Northern Approach. Aberfeldy Street is the main shopping street in the estate.
- 4.14 The main pedestrian access points to and from Aberfeldy is provided via the A12 underpass to the east at Culloden School (Dee Street) and Abbott Road to the east. The site can now be accessed from the A13 by a new signalised surface crossing at Nutmeg Lane, which opened in January 2012.
- 4.15 In terms of public transport, the estate is currently served by the 309 bus route which uses stops on Aberfeldy Street, Blair Street, Abbott Road, the A12 and A13. The A13 is used by routes 115, N15, N550 and N551 providing links between Central London and Canning Town. The A12 is served by route 108 which operates between Lewisham and Stratford.
- 4.16 Both the Stratford and Beckton branches of the DLR are accessible from the site. Most convenient are East India and Blackwall, both of which are approx 5-10 walk from the site. These provide links to Canning Town station which is also served by the Jubilee Line. Langdon Park on Stratford DLR branch is accessible further to the east.

5 MATERIAL PLANNING HISTORY

PA/08/01107 – Former Currie and Dunkeld Site, Abbott Road.

- 5.1 A full planning application submitted in June 2008 for the demolition of existing buildings on site and proposed the redevelopment of site by constructing new buildings ranging in height from 4 to 22 storeys to provide 241 dwellings comprising, 394sqm of cultural facilities (D1 use), public open space, structural landscaping and amenity, associated car parking and cycle storage and the creation of new vehicular and pedestrian routes.
- 5.2 The application was withdrawn in Sept 2008 due to unresolved issues, mainly being associated with the height of the blocks. The buildings were demolished in April 2009 and site is currently vacant.

PA/11/02716 – Outline Application for redevelopment of the wider estate.

5.3 As noted in Section 5, an Outline Planning Application (with all matters reserved) is currently being considered for the mixed-use redevelopment of the existing Aberfeldy estate comprising the wider estate regeneration of the site. This outline application comprises:

- Demolition of 297 existing residential units and 1,990 sqm of non-residential floorspace, including shops (use class A1), professional services (use class A2), food and drink (use class A3 and A5), residential institution (use class C2), storage (use class B8), community, education and cultural (use class D1); and
- Creation of up to 1,176 residential units (Use Class C3) in 15 new blocks between 2 and 10 storeys in height plus 1,743sqm retail space (Use Class A1), professional services (Use Class A2), food and drink (Use Classes A3 and A5) and 1,786 community and cultural uses (Use Class D1) together with a temporary marketing suite (407sqm), energy centre, new and improved public open space and public realm, semi-basement, ground and on-street vehicular and cycle parking and temporary works or structures and associated utilities/services.

PA/10/01344

5.4 An application was submitted in July 2010 for a broadly similar proposal to the current Outline application described above. This 2010 application was also in Outline form (with all matters reserved except for access, layout and scale) and the proposal sought permission for the mixed-use redevelopment of the existing Aberfeldy estate to comprise:

- Demolition of 298 existing residential units and demolition of 3,181sqm of existing non-residential floorspace, including shops (use class A1), professional services (use class A2), food and drink (use class A3 and A5), residential institution (use class C2), storage (use class B8), community, education and cultural (use class D1); and
- Creation of a new residential led mixed use scheme comprising 1,153 new residential units (net gain of 855) (use class C3) in 14 new blocks between 2 and 25 storeys in height (85.04m), plus up to 2,160sq.m. (GIA) of live/work space (Use Class Sui Generis) and up to 3,115sq.m. (GIA) of non-residential floorspace including shops (use class A1), professional services (use class A2), A3 and A5 (food and drink), B8 (storage), D1 (community, education and cultural uses, together with refurbishment and alterations of existing building structures, new and improved landscaped public open space and public realm, basement and surface vehicular and cycle parking, and temporary works or structures and associated utilities/services required by the development.

5.5 This proposal gave rise to a number of concerns from officers which can be summarised as follows:

- Dissatisfaction with the overall layout and design of the scheme,

particularly along the A13;

- Excessive height of the residential blocks (16-25 storeys);
- Concerns regarding under-provision of retail space to cater for population increase on the site;
- Principle objections to live-work uses;
- Lack of open space and play space;
- Lack of site wide energy strategy;
- Concerns regarding lack of daylight and sunlight to certain blocks;
- Lack of demonstrated consultation and engagement with the Health and Safety Executive (HSE)

5.6 The issues arising from the 2010 application have been used as a basis to shape the format and content of the current outline and full applications. Extensive pre-application discussions took place in 2010 and 2011 in attempt to resolve the many of the issues outlined above. The 2010 application has now been withdrawn.

5.7 Applicant was advised to consult the relevant stakeholders and consultees and revise the application to address the concerns above.

6 POLICY FRAMEWORK

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

Spatial Development Strategy for Greater London (London Plan)

Policies:	2.1	Inner London
	2.14	Areas for Regeneration
	3.1	Ensuring Equal Life Changing for All
	3.2	Improving Health and Addressing Health Inequalities
	3.3	Increasing Housing Supply
	3.4	Optimising Housing Potential
	3.5	Quality and Design of Housing Developments
	3.6	Children and Young People’s Play and Informal Recreation Facilities
	3.7	Large Residential Developments
	3.8	Housing Choice
	3.9	Mixed and Balanced Communities
	3.10	Definition of Affordable Housing
	3.11	Affordable Housing Targets
3.12	Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes	
3.13	Affordable Housing Thresholds	

3.14	Existing Housing
3.16	Protection and Enhancement of Social Infrastructure
3.17	Health and Social Care Facilities
4.12	Improving Opportunities for All
5.1	Climate Change Mitigation
5.2	Minimising Carbon Dioxide Emissions
5.3	Sustainable Design and Construction
5.5	Decentralised Energy Networks
5.6	Decentralised Energy in Development Proposals
5.7	Renewable Energy
5.9	Overheating and Cooling
5.10	Urban Greening
5.11	Green Roofs and Development Site Environs
5.12	Flood Risk Management
5.13	Sustainable Drainage
5.14	Water Quality and Wastewater Infrastructure
5.15	Water Use and Supplies
5.22	Hazardous Substances and Installations
6.1	Strategic Approach to Integrating Transport and Development
6.3	Assessing the Effects of Development on Transport Capacity
6.9	Cycling
6.10	Walking
6.12	Road Network Capacity
6.13	Parking
7.1	Building London's Neighbourhoods and Communities
7.2	An Inclusive Environment
7.3	Designing Out Crime
7.4	Local Character
7.5	Public Realm
7.6	Architecture
7.7	Location and Design of Tall and Large Buildings
7.14	Improving Air Quality
7.15	Reducing Noise and Enhancing Soundscapes
7.19	Biodiversity and Access to Nature

Supplementary Planning Guidance/Documents

London Housing Design Guide 2010

Unitary Development Plan 1998 (as saved September 2007)

Proposals: Area of Archaeology Importance
Flood Protection Area (Zone 2 & 3)
Local Shopping Parade (Aberfeldy)

Policies:

DEV1	Design Requirements
DEV2	Environmental Requirements
DEV3	Mixed Use Developments
DEV4	Planning Obligations
DEV8	Protection of Local Views
DEV9	Control of Minor Works
DEV12	Provision Of Landscaping in Development
DEV15	Tree Retention
DEV17	Siting and Design of Street Furniture

DEV43	Archaeology
DEV44	Preservation of Archaeological Remains
DEV50	Noise
DEV51	Contaminated Soil
DEV53	HSE & Hazardous Substances
DEV54	Consultation with HSE
DEV55	Development and Waste Disposal
DEV56	Waste Recycling
DEV57	Nature Conservation and Ecology
DEV63	Green Chains
DEV69	Efficient Use of Water
EMP1	Promoting Economic Growth & Employment Opportunities
EMP3	Change of use of office floorspace
EMP6	Employing Local People
EMP7	Enhancing the Work Environment & Employment Issues
EMP8	Encouraging Small Business Growth
EMP10	Development Elsewhere in the Borough
HSG4	Loss of Housing
HSG6	Accommodation over Shops
HSG7	Dwelling Mix and Type
HSG13	Internal Space Standards
HSG15	Residential Amenity
HSG16	Housing Amenity Space
T3	Extension of Bus Services
T7	Road Hierarchy
T10	Priorities for Strategic Management
T16	Traffic Priorities for New Development
T18	Pedestrians and the Road Network
T21	Pedestrians Needs in New Development
S4	Local Shopping Parades
S7	Special Uses
S10	Shopfronts
OSN3	Blue Ribbon Network
OS9	Children's Playspace
U2	Development in Areas at Risk from Flooding
SCF8	Encouraging Shared Use of Community Facilities
SCF11	Meeting Places
U2	Development in Areas at Risk from Flooding
U3	Flood Protection Measures

Interim Planning Guidance for the purposes of Development Control

Proposals: Area of Archaeology Importance
Flood Protection Area (Zone 2 & 3)
Local Shopping Parade (Aberfeldy)
Site LS20 within Leaside Action Area Plan

Policies DEV1 Amenity
DEV2 Character and Design
DEV3 Accessibility and Inclusive Design
DEV4 Safety and Security
DEV5 Sustainable Design

DEV6	Energy Efficiency
DEV7	Water Quality and Conservation
DEV8	Sustainable Drainage
DEV9	Sustainable Construction Materials
DEV10	Disturbance from Noise Pollution
DEV11	Air Pollution and Air Quality
DEV12	Management of Demolition and Construction
DEV13	Landscaping and Tree Preservation
DEV14	Public Art
DEV15	Waste and Recyclables
DEV16	Walking and Cycling Routes and Facilities
DEV17	Transport Assessments
DEV18	Travel Plans
DEV19	Parking for Motor Vehicles
DEV20	Capacity of Utility Infrastructure
DEV21	Flood Risk Management
DEV22	Contaminated Land
DEV23	Hazardous Dev & Storage of Hazardous Substances
DEV24	Accessible Amenities and Services
DEV25	Social Impact Assessment
DEV27	Tall Buildings Assessment
EE2	Redevelopment/Change of Use of Employment Sites
RT3	Shopping Provision outside of Town Centres
HSG1	HSG1 Determining Housing Density
HSG2	HSG2 Housing Mix
HSG4	HSG3 Affordable Housing
HSG5	HSG5 Estate Regeneration Schemes
HSG7	HSG7 Housing Amenity Space
HSG9	HSG9 Accessible and Adaptable Homes
HSG10	HSG10 Calculating Provision of Affordable Housing
SCF1	SCF1 Social and Community Facilities
OSN2	OSN2 Open Space
CON1	CON1 Listed Building
CON4	CON4 Archaeology and Ancient Monuments
CON5	CON5 Protection and Management of Important Views

Local Development Framework: Interim DPD Leaside Area Action Plan Submission Document (November 2006) (LAAP):

Site Allocation: LS20 Currie and Dunkeld

Policies: L1 L1 - Leaside Spatial Strategy
L2 L2 - Transport
L3 L3 - Connectivity
L5 L5 - Open Space
L6 L6 - Flooding
L7 L7 - Education Provision
L8 L8 - Health Provision
L9 L9 - Infrastructure and Services
L29 L29 – Employment Uses in Poplar Riverside Sub Area
L30 L30 – Residential and Retail Uses in Poplar Riverside
L31 L31 Local Connectivity in Poplar Riverside
L32 L32 Design and Built Form in Poplar Riverside
L33 L33 Site Allocations in Poplar Riverside

Core Strategy Development Plan Document (Adopted September 2010)

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

Managing Development - Development Plan Document (DPD) Draft Proposed Submission Version Jan 2012

Proposal

Policies:	DM2	Developing Local Shops
	DM3	Delivering Homes
	DM4	Housing Standards and amenity space
	DM8	Community Infrastructure
	DM9	Improving Air Quality
	DM10	Delivering Open space
	DM11	Living Buildings and Biodiversity
	DM13	Sustainable Drainage
	DM14	Managing Waste
	DM15	Local Job Creation and Investment
	DM20	Supporting a Sustainable Transport Network
	DM21	Sustainable Transport of Freight
	DM22	Parking
	DM23	Streets and Public Realm
	DM24	Place Sensitive Design
	DM25	Amenity
	DM26	Building Heights
	DM27	Heritage and Historic Environment
	DM28	Tall buildings
	DM29	Zero-Carbon & Climate Change
	DM30	Contaminated Land & Hazardous Installations

Government Planning Policy Guidance/Statements

PPS1	Delivering Sustainable Development
PPS3	Housing
PPS4	Planning for Sustainable Economic Growth
PPS5	Planning for the Historic Environment
PPS9	Biodiversity and Geological Conservation
PPS12	Local Spatial Planning
PPG14	Transport
PPS22	Renewable Energy
PPS23	Planning and Pollution Control

PPG24 Noise
PPS25 Flood Risk

Supplementary Planning Guidance/Documents
Planning Obligations SPD 2012

Draft National Planning Policy Framework

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

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

7 CONSULTATION RESPONSE

7.1 The following were consulted regarding the application and their comments are summarised below. These should be read in conjunction with the full representations available in the case file. Officer's comments on these representations are in italic below.

7.2 The views of officers within the Directorate of Development and Renewal are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

LBTH Transportation & Highways

7.3 Comments from Transport & Parking can be summarised as follows:

Parking:

- No justification for any increase in the number of on-site car parking spaces.
- No modelling work has been carried out as a result of the parking provision.
- Details of the basement access ramps are also required.
- The submitted Transport Assessment does not include any assessment of the impacts of the proposed development on the Permit Transfer Scheme on the surrounding Council managed on-street parking bays.

Cycle Parking:

- No details of the cycle parking arrangements have been provided.

Servicing Arrangements:

- No servicing information has been submitted.

Refuse Arrangements:

- There appear to be URS hoppers within the confines of the site. The Waste Management team should be contacted in order to establish whether this is sufficient provision for the number of units proposed.

Other Comments:

- Where new access junctions are proposed, the application should include details of the junction design including visibility splays.
- Queried whether discussions been held with the Highway Improvement Works team regarding the design/treatment of the roads which form part of the adopted public highway network.
- Any works will have to be agreed with LBTH Highway Improvement Works

- team and will be undertaken by LBTH at the Applicant's expense.
- The Applicant should also be informed that only materials from LBTH's approved palette can be utilised on the public highway.
- The Applicant is again asked to confirm that no part of the building overhangs or projects into, over or under the public highway.
- If the Case Officer is minded to grant Planning Permission, then Highways will seek a contribution towards public realm/highway improvement works.
- The Applicant will also have to ensure that no doors or gates open out over the public highway as such features contradict the Highway Act 1980.
- The Applicant is to enter into a S106 permit-free agreement.
- A condition requiring all private forecourt/areas to be drained within the site and not into the Public Highway should be included in any future planning permission.

[Officer Comment: These issues are discussed in Section X of this report].

LBTH Crime Prevention Design Officer

7.4 Previous discussions with developers at pre-app stage noted the following:

- Concerns regarding basement parking however, prepared to consider the option of two secured gates at the access/egress point so that a vacuum is created that allows a car to access one gate but is not able to access the second gate until the first gate is closed.
- Concern that undercroft (ramp) area could be used to hide/hang about and cause other crime. Consideration could also be given to CCTV at this point.
- All walkways from the A13 and other areas should be at least 3m wide, well lit (clear, white light source), straight (no hiding points) and are overlooked.
- Consideration should be given to New Homes Guide 2010 (e.g. in relation to doors and windows)
- Gable end walls should have at least one glazed section on the first floor or above for natural surveillance.
- Rear footpaths should consider lighting, clear lines of sight and natural surveillance.
- Please refer to New Homes Guide section 32.1 regarding alarm systems.
- Please refer to New Homes Guide 2010 regarding letter boxes.
- Please refer to New Homes Guide 2010 regarding Party wall construction.

LBTH Primary Care Trust/Tower Hamlets NHS

7.5 The PCT have provided a combined response to the Outline Application and the Full Application for Phase 1. The proposed on-site health facility for Phase 4 is supported in principle by the PCT and if this is not provided, a financial contribution in lieu is requested (in line with a HUDU model generated contribution).

LBTH Environmental Health - Contaminated Land

7.6 No comments received however case officer recommends standard contamination condition to be imposed.

LBTH Environmental Health - Daylight and Sunlight

7.7 In terms of Daylight:

- VSC levels for Blocks A , B, & C has been provided in conjunction with the ADF levels.
- Blocks B and C levels are ok because the levels of failures are of minor significance, however Block A recorded upto 56 failures which can be considered as strong adverse significance.
- The impact of Daylight/Sunlight Assessment on the surrounding properties VSC levels are generally ok.

7.8 In terms of Sunlight:

- The sunlight levels (APSH) provided for facades assessment for Blocks A, B & C are ok because there are very high levels of compliance.
- The APSH provided for with balconies assessment are as follows
- Block A compliance levels (Annual 68.4%).
- Block B compliance levels (Annual 44.6%)
- Block C compliance levels (Annual 42.1%)
- The level of compliance for Blocks B & C is an issue/concern with EH and this may be due to a design issue.
- The impact of Sunlight Assessment on the surrounding properties - APSH levels are ok.
Consideration to grant planning permission should take other aspects into account in making this decision by the Planning Officer.

In terms of overshadowing/amenity space assessment is satisfactory.

LBTH Energy and Sustainability Team

7.09 Comments from the Borough's Energy Officer can be summarised as follows:

- The submitted energy strategy is in accordance with the agreed strategy for the Outline Planning Application for the Aberfeldy estate (PA/11/02716).
- The energy strategy follows the Mayor of London's energy hierarchy.
- The integration of a communal heating scheme incorporating a Combined Heat and Power (CHP) engine to supply the space heating and hotwater requirements will also reduce energy demand and associated CO2 emissions.
- The CHP (600kWe) is proposed to be delivered in Phase 3 of the development; therefore the blocks included within this Phase 1 application are to be supplied by a temporary energy centre with gas fired boilers.
- The current proposals for delivering the space heating and hotwater are considered acceptable, however an appropriately worded condition should be applied to any permission to ensure:
 - (i) Development is supplied by the CHP following completion and before occupation of Phase;
 - (ii) Development is supplied by an appropriately sized on-site CHP should the subsequent phases not be delivered.
- Photovoltaic cells supported = 6% carbon savings
- 28% reduction in carbon emissions through energy efficiency measures, a CHP power system and renewable energy technologies is considered

acceptable.

Sustainability

- 7.10
- Application commits to Code for Sustainable Homes Level 4 and BREEAM Very Good (with an aspiration to achieve Excellent) for the non-residential uses of Phase 1.
 - Due to the size of the non-residential units it is acknowledged that achieving an 'excellent' rating may be difficult however it is recommended that the units seek to achieve an 'excellent' rating with a commitment to 'very good'.

LBTH Town Centre Co-ordinator

- 7.12 No comments received specific to Phase 1.

LBTH Waste Policy and Development

- 7.13 No comments received.

LBTH Education

- 7.14 No comments received however on going verbal discussions with Head of Education has confirmed that the net increase in units will generate a child yield and appropriate educational contributions will be requested. This is outlined in section 9.

LBTH Ecology & Biodiversity

- 7.15 In summary, officer notes:
- Site has very little existing biodiversity value.
 - A condition should be imposed that any vegetation with the potential to support nesting birds should be cleared between September and February inclusive (i.e. outside the nesting season).
 - Proposed green roofs and sedum, roof supported and should be secured by condition.
 - The proposed meadow planting in a swale along the north side of the main open space will be a valuable wildlife habitat, and will provide residents with access to nature and its inclusion in the landscaping should be secured by condition.

LBTH Leisure, Parks & Open Spaces

- 7.16 LBTH Communities, Localities and Culture note that the increased permanent population generated by the development will increase demand on the borough's open spaces, leisure facilities and on the Idea stores, libraries and archive facilities. Increase in population will also have an impact on sustainable travel within the borough.

The 342 new homes proposed will result in 663 new residents within the development.

The following S106 financial contributions are requested below and their justification should be read in conjunction with the full consultation responses available on the

case file.

- Open Space Contribution **£ 459,452**
- Library/Idea Store Facilities Contribution **£84,565**
- Leisure Contribution **£288,759**
- Smarter Travel **£9,951**
- Public Realm Contribution of **£522,693**

[Officer Comment: see Section 9 of this report for S106 of Heads of Terms discussion].

LBTH Trees Officer

7.17 No comments received.

LBTH Landscape

7.18 Firm tree planting proposals need to be submitted as a part for this application. I would suggest that such proposals are made prior to determination.

[Officer Comment: tree planting scheme should be conditioned].

LBTH Enterprise & Employment

7.19 The Council will seek to secure a financial contribution to support and/or provide the training and skills needs of local residents in accessing the job opportunities created through the construction phase of all new development. The developer may deliver their own in-house training programme where appropriate, on the basis that individuals achieve a minimum requirement through the in-kind obligation. Where this is not possible the council will seek a financial contribution which will be used to procure and provide the support necessary for local people who are not in employment and/or do not have the skills set required for the jobs created. *(The exact contributions sought has not been finalised at the time of writing this report but members will be updated in a Supplementary Report on 16th Feb).*

A contribution of **£5,889** is also sought towards the training and development of unemployed residents in Tower Hamlets to access either: i) jobs within the A1 uses in the end-phase ii) jobs or training within employment sectors in the final development.

The developer should exercise best endeavours to ensure that 20% of the construction phase workforce will be local residents of Tower Hamlets. We will support the developer in achieving this target through providing suitable candidates through the Skillsmatch Construction Services.

To ensure local businesses benefit from this development we expect that 20% goods/services procured during the construction phase should be achieved by businesses in Tower Hamlets. We will support the developer to achieve their target through ensuring they work closely with the council to access businesses on the approved list (Construction Line), and the East London Business Place.

LBTH Environmental Health (Commercial) - Health & Safety

7.20 Various comments made in respect of Health and Safety Regulations and the

Constructions Regulations 2007; and Establishments for Special Treatments (London Local Authorities Act 1991).

LBTH Housing

7.21

- Proposed level of affordable housing at 28% by habitable room falls below our minimum requirement of 35%. The applicant is currently undertaking a viability toolkit assessment of the scheme.
- The proposed tenure split within the affordable housing (social rent and intermediate) as 72:28 by hab rooms, falls in between the council's current target of 80:20 and the target set by the London plan 70:30 and therefore find this acceptable.
- In the affordable rented tenure, the scheme proposes to deliver no one bed units against our policy target of 30%.
- 67% two bed against our policy target of 25%.
- Suggest a better balance of the one bed and two bed units could be achieved
- 27% of three bed units, against our policy target of 30%.
- 5% four bed units against our target of 15% and one five bed units providing 2% provision.
- The scheme is to deliver 34% family sized accommodation (3 bed and larger) all of which will be social rent. This provision falls below our three plus target of 45% family accommodation requirement.
- The intermediate tenure is made up of 75% one bed units against our HSG3 policy of 25%.
- 25% provision of two bed units against our policy target of 50%.
- We feel a better balance could be made between the provision of one and two bed units within this tenure. We also note that there is an under provision of family accommodation in the three bed intermediate and private units.
- Certain units appear to be under sized as per the Mayor of London's space standards. Clarification sought.
- Blocks A & C shows stairs access only to floor levels providing affordable housing. There does not appear to be a lift to enable access. There are some family sized units that on the third floor we would ask where possible that a lift could be incorporated for the family units within this core.
- There are 342 units within this scheme we would expect more than two car spaces to be identified for disabled users within the basement car parking area if these are not being provided elsewhere within this phase of the development.
- The Council at this time are awaiting the outcome of the viability assessment currently being undertaken to justify the affordable housing provision within phase one and the overall outline scheme that is being proposed by the applicant to provide full support.

LBTH Environmental Health - Noise and vibration

7.22

No comments received however please note comments in response to Outline Application proposal.

LBTH Environmental Health - Air Quality

7.23

No response received, however condition to secure air quality management plan considered acceptable.

EXTERNAL CONSULTATION

Greater London Authority

7.24 In summary GLA made the following comments: (see full 27page response for further detail)

Principle of Development:

- In terms of the proposed residential development, the GLA acknowledge estate regeneration being recognised in LBTH local policies and proposals map, however, GLA also acknowledge the presence of the site adjacent to the gasholders.
- GLA acknowledge that proposal is likely to generate an 'advise against' recommendation from the HSE.
- Advise that further discussions take place with LTGDC and applicant regarding societal risk associated with development within gasholder safety zones to that an informed decision can be made.

Affordable Housing:

- Requires no net loss of affordable housing and clarification sought on no. existing units;
- Acknowledges that private housing that forms part of estate regen. need not provide the normal level of affordable housing where it is necessary to cross subsidise the redevelopment;
- Financial viability assessment required to determine the proposed housing offer.

Housing Choice:

- 47% of the social rented units will be family size (by hab rooms) acknowledged;
- Element of choice in private market housing is skewed towards 1 & 2 beds with no family homes and needs further discussion;

Density

- 722hrph exceeds London Plan guidance. Further discussion and justification requested;

Circulation and Layout

- Detailed comments on layout of Block, A, B and C.
- Block A - entrance cores and defensible space around ground floor commended; concerns regarding the private and affordable entrances differing in appearance and therefore not being tenure blind; No of units off a single core (9, 10, 11) disappointing; no. of north facing units disappointing; issues regarding noise and ventilation for south facing units need further consideration.
- Block B – ground floor layout commended; layouts with 13 units per floor will not create intimate living environments; issues regarding noise and ventilation for south facing units need further consideration.
- Block C – all units are raised with stepped access which is unfortunate;

Public Realm

- Needs to be inclusive and accessible particularly the access point from A13 between Blocks A & B; clarification also sought on the treatment of the area to the north of Block B;

Scale & Massing

- Recognises improvements from original masterplan; relationship between proposed blocks and Blairgowrie Court needed; Sections suggested.

Residential Quality

- Mayor's internal standards should be met.

Architecture

- Significant improvement acknowledged; simple forms and materials palette suggest high quality architecture;

Access

- Ramped solution to the south west required high quality design and materials;
- Commitment to 10% wheelchair units is noted.

Child Play Space

- 950sqm required and 1,100sqm proposed noted.

Climate Change

- Energy strategy broadly supported;
- Recognises that Phase 1 will eventually be connected to the site wide heating network; serving all of Aberfeldy via the CHP plant in Block H
- Temp energy centre proposed in Block A via temp gas fire boilers;
- Solar PVs on roofs of Blocks A, B & C commended;
- Further technical work needed as set out in detailed GLA report; headline matters include concern regarding over heating of units on A13, flooding and design

Transport

- Level of parking (0.23 spaces per unit) acceptable;
- 20% electric charging noted;
- Min of 364 cycle spaces required;
- Contributions towards bus capacity improvements, East India Dock DLR improvements and wayfinding;
- Framework travel plan acknowledged and full Travel Plan will need to be captured in the S106;

CIL

- Noted the introduction of CIL charging from 1st April for any planning permission decided after this date.

Equalities

- Further information required regarding the decanting process and phasing strategy.

[Officer Comment: The above issues are discussed in relevant sections of this report].

CABE

7.25 Comments can be summarised as follows:

- Efforts to achieve a new attractive neighbourhood is commended;

- Design quality supported – e.g use of brick creates rich & attractive appearance;
- Concerns regarding proposed density, volume and height of development and impact on amenity;
- Suggests that site layout should be reconsidered;
- High density and layout will overshadow the green space;
- Disappointed to see so many north facing single aspect units;
- Acknowledge site constraints.

[Officer Comment: Design issues discussed in Section 9 of this report].

Environment Agency

- 7.26
- The EA acknowledge extensive pre-app discussions since previous 2010 application. FRA describes a range of flood mitigation options. E.g. setting ground floor levels above breach water level, refuge in stairwells and roof terraces and evacuation plans.
 - Some concern regarding mitigations measures for 7 of the flats in Block B falling below the breach flood level.
 - Condition recommended requiring a surface water drainage scheme to be submitted.
 - EA also advise LPA to condition the submission of a site flood emergency plan to ensure active measures are implemented.

English Heritage Archaeology

- 7.27
- Conditions advised requiring (i) an archaeological investigation and subsequent recording of any remains (ii) programme of archaeological investigation.

London City Airport

- 7.28
- The proposed development has been examined from an aerodrome safeguarding aspect and does not conflict with safeguarding criteria. No safeguarding objections to the proposal subject to conditions in relation to:
- Cranage or scaffolding being limited to higher elevation on plans (35m AGL) or consultation to London City Airport necessary.
 - The construction methodology and use of cranes in relation to location, maximum operating height of crane and start/finish date during the development of the project is to be agreed by London City Airport.
 - All landscaping should be considered in view of making them unattractive to birds so as not to have an adverse effect on the safety of operations at the Airport.
 - Any external lighting must ensure they do not cause confusion/distraction to pilots and impair the safety of aircraft operations.
 - Given the proximity of the development to the airport, all relevant insulation in building fabric including glasses, glazing and ventilation elements will be supplied and fitted in compliance with current noise attenuation regulations and tested.

London Fire and Emergency Planning Authority

- 7.29
- The LF&EPA noted in their initial comments that the application contained no information relating to fire and emergency and requests that this information is made available for to the LF&EPA at the earliest opportunity.
 - Applicant consulted the LF&EPA in Jan 2012 and the LF&EPA confirmed their satisfaction with the proposal and confirmed that they had no further objections.

[Officer comment: information was submitted to the LFEPA w/c 16th Jan for comment. It is suggested that a condition be imposed requiring the applicant to submit full details of fire and emergency access and consult with LFEPA].

National Air Traffic Services Ltd (NATS)

- 7.30 No safeguarding objections to the proposal.

BBC - Reception Advice

- 7.31 No comments received.

Thames Water Authority

- 7.32
- Raise no objection. Suggests a condition regarding minimum pressure head and flow rates and the need for drainage plans for all phases.
 - Further condition also recommended ensuring details of the design and depth of the foundations as part of the proposed piling methodology be submitted to the LPA in consultation with Thames Water, to ensure there is no impact to the Thames Tunnel Project.

EDF Energy Networks Ltd

- 7.33 No comments received.

Olympics Joint Planning Authorities Team

- 7.34 No comments received.

National Grid

- 7.35 Response received from Plant Protection team with comments relating solely to operational gas and electricity apparatus confirming that the proposed works are likely, unless controlled, to adversely impact the safety and integrity of National Grid apparatus.

National Grid require consultation on technical advice and guidance.

General guidance and advice notes provided with regards the need for no works, excavation, crossings to be carried out which would affect the pressure pipelines in the vicinity without consulting National Grid Plant Protection Team.

[Officer comment: it is suggested that a condition be imposed requiring the applicant to engage with National Grid prior to the commencement of any works on site].

Civil Aviation Authority

7.36 No comment received.

Health and Safety Executive (HSE)

7.37 Based on the standard PADHI+ planning advice software tool, the HSE conclude that the risk of harm to the people of the proposed development is such that the HSE's advice will be that there are sufficient reasons, on safety grounds, for advising against the granting of planning permission in this case.

7.38 HSE advise that if the LPA refuse the application, they will provide the necessary support in the event of an appeal. Furthermore, if the LPA approve the application against the HSE's advice, it should give notice of that intention and allow 21 days from that notice for the HSE to give further consideration to the matter. During this period, the HSE will consider whether or not to request the SoS to call in the application for its own determination.

[Officer Comment: Issues relating to the HSE and gas holder risk safety are discussed in detail in section 9 of this report].

8 LOCAL REPRESENTATION

8.1 A total of 3,532 properties within the area shown on the map appended to this report, together with all individuals and bodies who made representations on the previous application, have been notified about the application and invited to comment.

The application has also been publicised in East End Life and 6 site notices were erected around the site on 31st Oct 2011.

A total of 3 representations were received (2 x objections and 1 x petition) following publicity of the application and these can be summarised as follows:

No. of individual responses:	Object:	Support:	General Observation:
2	2	0	0

8.2 No. of petitions received: 1

8.3 1 petition was received with 155 signatures. The petition raises specific concerns regarding a potential significant increase in overcrowding in the Borough and that a provision of 10% large family homes is an insult to the community in light of the current housing waiting lists. The petition raises objection to the Phase 1 application only.

[Officer Comment: the actual breakdown of the level of family accommodation proposed in Phase 1 is discussed in further detail in Section 9 of this report].

8.4 2 letters of objection were received from a local residents raising issues relating to:

- Potential overcrowding and associated impacts such as crime, anti-social

behaviour, noise, traffic, car parking pressures; disturbance during construction.

9 MATERIAL PLANNING CONSIDERATIONS

9.1 The main planning issues raised by this application that the committee are requested to consider are:

- Principle of Development/Land Use Issues
- Density
- Transport, Connectivity & Accessibility
- Design
- Housing
- Affordable Housing
- Residential Standards
- Amenity
- Air Quality
- Noise & Vibration
- Energy & Sustainability
- Flood Risk
- Biodiversity & Ecology
- Health
- EIA Issues
- Other (Gas Holder Implications)
- Planning Obligations & S106
- Overall Conclusions and Regeneration Benefits

Principle of Development / Land Use Issues

Residential

9.2 At national level, planning policy promotes the efficient use of land with high density, mixed-use development and encourages the use of previously developed, vacant and underutilised sites to achieve national housing targets.

9.3 The site falls within the Lower Lea Valley Opportunity Area Planning Framework (2007); as well as the Leaside Action Area Plan (Interim Planning Guidance 2007), and more recently, LAP 7 & 8 of the Council's adopted Core Strategy (2010), all of which identify Aberfeldy as having the potential to accommodate new residential communities through housing estate regeneration. Policies L30 of the Leaside AAP specifically identifies how residential uses will be supported in the Poplar Riverside Sub Area, and retail and leisure uses will be supported in Aberfeldy Neighbourhood Centre.

9.4 The application for Phase 1 proposes a mix of uses with residential accommodation being the predominant land use. The application will deliver 342 new homes (C3) of mixed tenure, type and size and as such, the principle of residential use on this site is considered acceptable in land use terms. However, the site is also situated in close proximity to the existing gas holders at Level Road and consideration must also be given to the health and safety implications of the principle of residential development in this location. The application site falls within two of the safety consultation zones, as defined by the Health and Safety Executive's Planning Advice for Development near Hazardous Installations

(PADHI guidelines). Section 9 of this report, outlines the implications of this in much detail and explains how the HSE's 'advise against' recommendation may have real implications for the principle of residential development on this site

Non-Residential Uses:

- 9.5 Policy SP01 of the Core Strategy (2010) and Policy DM1 of the Managing Development DPD (2012) confirms the Borough's town centre hierarchy and seeks to enhance existing neighbourhood centres and create new ones that contain a range of shops and restaurants to serve a local catchment area. Policy DM2 of the draft Managing Development DPD also seeks to protect existing local centres and seeks to limit the size and location of local shops.
- 9.6 In Phase 1, the application proposes 411sqm of flexible A1/A3 floorspace over 3 separate units, ranging from 59sqm to 190sqm in size and to be located in the ground floor of Block B. Whilst the site does not fall within a designated shopping area, the newly located Aberfeldy neighbourhood centre will be located approximately 350m away. A limited proportion of retail is therefore considered acceptable in this location as part of the mixed use development as it is seen to support and complement the uses proposed for Aberfeldy's new retail hub which will deliver up to 1,332sqm of retail space (in Phase 3 & 4 of the development). The Lower Lea Valley Opportunity Area Framework (2007) also identified this part of Aberfeldy as being suitable for a mix of uses which further supports retail within this proposal.
- 9.7 The application also seeks permission for a temporary marketing suite to be located in the ground floor of Block B to facilitate the sale and marketing of the remaining phases of the development. This marketing suite will then be converted to the block car park, bicycle store and a small 59qm A1/A3 unit.
- 9.8 With the above in mind, the proposed development is considered to accord with Policy 2.14 of the London Plan (2011), SP01 of the Core Strategy (2010) and Policy DM1 and DM2 of the draft Managing Development DPD (2012) which together seek to protect and enhance the Boroughs retail hierarchy and ensure adequate provision of supporting retail activity.

Density

- 9.8 Policies 3.4 of the London Plan (2011) and SP02 of the Core Strategy (2010) seek to ensure new housing developments optimise the use of land by corresponding the distribution and density levels of housing to public transport accessibility levels and the wider accessibility of that location.
- 9.9 The site has a public transport accessibility level (PTAL) of 4. For urban sites with a PTAL range of 3-4, both London Plan and LBTH Core Strategy suggests a density of between 200-700 hrph.
- 9.10 The proposal results in a density of 722hrph. Whilst the density threshold exceeds the recommended guidance at a strategic and local level, the average density across the wider Outline Application is calculated as 376hrph. It is also worth noting that the previous application proposed up to 1135hrph in this specific part of the site (Phase 1) so the revised proposal represents a more comfortable and justified density. This reduction is partially due to the applicants need to redistribute the density away from the gasholders at Abbott Road and reduce the level of private family homes to smaller units in order to address the gasholder

and safety risk index.

- 9.11 It should also be noted that the new pedestrian crossing across the A13 (which is currently under construction) will improve the accessibility of the site which further supports a high density development in this location.
- 9.12 Furthermore, density only serves as an indication of the likely impact of a development and as discussed in later sections of this report, the development does not present any symptoms of overdevelopment or have any significantly adverse impacts on the quality of the residential development. As such, it is considered that the proposal maximises the intensity of use on the site and is supported by national, regional and local planning policy, and complies with Policy 3.4 the London Plan (2011) and Policy SP02 of the Core Strategy (2010) which seek to ensure the use of land is appropriately optimised in order to create sustainable places.

Transport, Connectivity and Accessibility

- 9.13 PPG 13 and the London Plan 2008 and Policy 6.1 of the London Plan 2011 seek to promote sustainable modes of transport, accessibility, and reduce the need to travel by car. Policy 6.3 also requires transport demand generated by new development to be within capacity.
- 9.14 Saved UDP policies T16, T18, T19 and T21, Core Strategy Policy SP08 & SP09 and Policy DM20 of the draft Managing Development DPD (2012) together seek to deliver accessible, efficient and sustainable transport network, ensuring new development has no adverse impact on the safety and road network capacity, requires the assessment of traffic generation impacts and also seeks to prioritise and encourage improvements to the pedestrian environment.
- 9.15 Section 5 of this report describes the existing road network in and around Aberfeldy and identifies how the western and southern boundaries of the site are bound by the A12 and A13. Phase 1 in particular is bound by the A13 to the south and Abbott Road to the east. Section 5 of the report also describes the existing public transport network; the site's proximity to East India Station, Blackwall, Canning Town and Langdon Park; and the existing and proposed pedestrian access points for the estate.
- 9.16 The Public Transport Accessibility Level (PTAL) of Phase 1 is 4 and therefore has 'good' access to public transport. As such, the site is capable of accommodating a reasonably dense level of development. The PTAL rating for the site is also considered to further improve through the opening of the new A13 pedestrian crossing at Nutmeg Lane. This is considered to greatly improve the permeability of the site, and its connection with later phases especially to pedestrian access to East India and Blackwall Stations.
- 9.17 The layout for Phase 1 will feed into the new east west linear green space running parallel to Blair Street and the A13 – it is proposed to be crossed by four access drives, and the beginning of this is evident in Phase 1. These areas will be treated as shared surfaces.
- 9.18 In order to assess the capacity of existing road networks to accommodate the proposed development, the application is supported by a Transport Assessment and uses TRAVL data to examine the existing and proposed trip generation for

the development. The findings suggest that the proposed development for Phase 1 will have a minor increase in vehicular trips and a negligible impact on local highway network.

- 9.19 However, the Borough's Highways Officer has raised concerns regarding the traffic impact on network capacity and requested additional traffic modelling information in relation to the junction of A12 and Abbott Road. This has not been resolved at the time of writing this report and will be updated in the Supplementary Agenda on 16th Feb.
- 9.20 The specific controls over construction vehicle will be secured by a condition requiring a Construction Method Statement.

Servicing and Deliveries

- 9.21 It is proposed that servicing and deliveries would be managed and co-ordinated through a Delivery & Servicing Plan (DSP) to be prepared and submitted prior to occupation.

Waste/Refuse

- 9.22 A Refuse Strategy was submitted in January 2012 confirming the applicant's commitment to refuse storage and collection arrangements. A URS (underground recycling and refuse system) is proposed within the site in line with the Council's own guidelines. Refuse URS are to be positioned within 25m of main core/circulation entry points to the blocks. Discussions between LBTH Highways and the applicant has confirmed that due to fewer recycling URS points required than refuse, it was agreed in principle that distances to these could be further than 25m from main core/entry points. Highways have requested that all URS and URS collection areas are to be located on private land, none to be on public roads. Commercial waste is to be collected by an independent contractor.

Car Parking

- 9.23 Policies 6.13 of the London Plan 2011, Saved Policy T16 of the UDP, Policy SP09 of the Core Strategy and Policy DM22 of the draft Managing Development DPD (2012) seek to encourage sustainable non-car modes of transport and to limit car use by restricting car parking provision.
- 9.24 The site currently has a total of 29 general car parking spaces and 3 disabled car parking spaces. Some of these serve the existing Blairgowrie Court and Richie House. The proposed development proposes 80 parking spaces (10% of which will be disabled). This represents a parking ratio of 0.2 spaces per unit which strictly complies with LBTH and London Plan parking standards, however, the Borough's Highways Officer is not in support of any increase in parking and has requested the applicant to rationalise/reduce the existing on-site parking. Any increase to the 29 existing spaces is not supported by Highways.
- 9.25 Officer have taken the view that since this development comprises an estate regeneration proposal, certain provisions for the relocation of existing tenants need to be honoured and parking is one such example. In addition, the applicant has demonstrated that the provision of additional parking spaces has a considerable impact on the commercial viability of the scheme. Therefore considering there is not a significant increase in the ratio of total parking spaces to number of dwellings, and a ratio of 0.2 falls below the Council's maximum

threshold as required by the MD DPD 2012, the additional car parking provision is considered acceptable.

- 9.26 The additional parking will be accommodated primarily in secure basement car park alongside 14 on street surface spaces.
- 9.27 The Borough's Highways Officer has confirmed a permit free agreement will be required through the S106 restricting new residents from securing parking permits. Two car club spaces are also proposed in line with Street Car's advice and the Highways Officer is satisfied with this.
- 9.28 A commitment towards the production of a Travel Plan has also been proposed by the applicant and the occupiers of the commercial element of the development will be required to comply with the contents of this Plan

Provision for Cyclists

- 9.29 Cycle parking is to be provided in line with LBTH and London Plan standards with one space per unit and one visitor space per 10 units. Cycle storage locations are identified on the proposed plans close to each block and within the main public plaza off Abbott Road. Cycle parking for the retail uses and temporary marketing use will also be required and it is recommended that this is secured through condition.

Pedestrian Environment

- 9.30 The development will undoubtedly result in an increase in the number of walking trips, mainly due to the improved accessibility of the site and the draw of new and improved local shopping and community facilities in the later phases. The key pedestrian routes likely to be used by residents in Phase 1 are those from the A13 East India Dock Road Bus Stops, East India DLR and Canning Town Station.
- 9.31 In line with policy objectives to ensure high quality pedestrian environments, the applicant proposes additional access points via ramps and stops from East India Dock Road to the site to improve permeability along the A13 frontage. Measures such as maps and directional signage are also proposed to assist the pedestrian environment, general wayfinding and improve permeability.

Other

- 9.32 Highways Officer has confirmed that the applicant will require a Highways Oversailing Licence for any projections over the adopted highway. The applicant has been informed of this requirement.

Inclusive Environments

- 9.33 Policy 7.2 of the London Plan (2011); and Saved UDP Policy DEV1 and Policy SP10 of the Core Strategy seek to ensure that developments are accessible, usable and permeable for all users and that developments can be used easily by as many people as possible without undue effort, separation or special treatment.
- 9.34 A growing awareness of the importance of creating environments that are accessible for all people has led the Council to emphasise the importance of 'inclusive design'. It is considered that the proposed development has been designed with the principles of inclusive design in mind.

- 9.35 The site has a number of identified constraints to accessibility. The biggest being the difference in levels across the site, but also between the centre of the site and the A13 to the south which lies higher. The site also falls within two flood zones and this has had a considerable impact on the design and layout of the development. In some instances, buildings levels have had to be raised in one of the Blocks, to ensure habitable rooms are above flood breach levels and to ensure refuge from flood waters is achievable. Following discussions with the EA, the applicant has now confined the raising of ground floor levels to higher flood risk areas. This has ensured that the remainder of the development complies with accessibility requirements.
- 9.36 However, despite the constraints identified above, the site's location within a good PTAL area, alongside the provision of step free access routes across the site where possible indicates that the site will be accessible, usable and permeable for all. A number of principles have also been adopted by the applicant to ensure this and these include – accessible drop off points within 50m of homes, school, retail entrances; a commitment to Lifetime Homes standards; a commitment towards the provision of 10% wheelchair accessible homes; and non segregated entrance points to public buildings; compliance with Part M Building Regs to ensure level/ramped access.
- 9.37 It is considered that the detailed design of proposed ramped access to Phase 1 will need careful consideration and will need high quality, attractive and inclusive materials. It is recommended that this is secured through condition.

Urban Design

Layout, Mass, Scale & Bulk

- 9.38 Chapter 7 of the London Plan places an emphasis on robust design in new development. Policy 7.4 specifically seeks high quality urban design having regard to the pattern and grain of the existing spaces and streets. Policy 7.6 seeks highest architectural quality, enhanced public realm, materials that compliment the local character, quality adaptable space, optimising the potential of the site.
- 9.39 Saved UDP policies DEV1, DEV2 and DEV3 seek to ensure that all new developments are sensitive to the character of their surroundings in terms of design, bulk, scale and use of materials. Core Strategy Policy SP10 and Policy DM23 and DM24 of the draft Managing Development DPD (2012) seek to ensure that buildings and neighbourhoods promote good design principles to create buildings, spaces and places that are high-quality, sustainable, accessible, attractive, durable and well-integrated with their surrounds.
- 9.40 Phase 1 comprises three building blocks (A, B and C). In the previous application, these buildings reached 14-25 storeys in height. The current application reduces this to 6-10 storeys, which is considered a significant improvement and more in keeping with the general scale of the development in the immediate vicinity. Blocks A and B will provide a strong building edge along the A13 and also aim to shield the development from the busy A13. Any family accommodation within these blocks will have dual aspects looking out and opening out on to attractive courtyards and accessible green space. Building C frames the main entrance from Abbott Road and again provides a strong edge to

this entrance. Each of the 3 blocks have lower rise elements, which maximise daylight and sunlight into the units and into the open spaces and also reduce the bulk and mass of the blocks.

- 9.41 Officers have raised concerns regarding the number of units with north facing aspects, some of which will have single aspects. This has implications for the overall quality of the residential environment, particularly in terms of outlook, daylight and sunlight (which is discussed further in later paragraphs). However, officers have also acknowledged the site constraints – particularly the potential noise and outlook from the A13. As such, it is clear that the applicant's design team have taken this into consideration and weighed up the need to protect the residential environment from the busy A13 and orientated blocks to look on to the proposed linear open space and court yards at East India Green. This inevitably results in the provision of north facing units and some single aspect units.
- 9.42 The design theme created by the applicant for the 3 blocks in Phase 1 has been to provide a 'modern warehouse' appearance, through a regular form and a restricted palette of materials with a mix of dark to light brown brick materials. A mix of recessed and cantilevered balconies are proposed and this is considered to break up the bulk and scale of the blocks and add visual interest and character to the elevations. All of the units facing the A13 will have winter garden enclosures of a recessed or cantilevered nature. Securing high quality materials is imperative to the success of this proposal. A condition is proposed securing the submission of full details including samples of materials.
- 9.43 It is considered that the overall design strategy and proposed layout for Phase 1 is carefully balanced against all of the site constraints and opportunities. In line with strategic and local policies objectives, the overall design strategy respects the existing constraints and opportunities on site, such as the busy A13; the existing blocks on site; and access to adjoining green spaces. In many instances, the proposed building lines and orientation of building blocks have been dictated by many of the existing residential blocks on site within and outside the application boundary such as Blairgowrie Court in Phase 1. The layout and building lines for the Phase 1 blocks seek to respect the existing layout, position and orientation of Blairgowrie Court and those properties north of Blair Street.
- 9.44 The general bulk, scale and mass and detailed design of the building blocks in Phase 1 are considered acceptable as they respect the scale and mass of the existing buildings on the site and within the vicinity.
- 9.45 Therefore, in line with strategic and local policy objectives, the proposal is considered to provide a high standard of urban design, having regard to the pattern and grain of the existing spaces and streets in Aberfeldy. The proposal appears sensitive to the character of their surroundings in terms of bulk, scale and use of materials. Conditions are recommended to ensure quality of materials in line with that outlined in the Design and Access Statement.
- 9.46 As such, the scheme accords with Chapter 7 of the London Plan (2011); saved policies DEV1, DEV2 and DEV3 of the Council's UDP (1998), Policies SP10 and SP12 of the Core Strategy (2010) and Policy DM23 and DM24 of the Managing Development DPD (2012) which seek to ensure buildings and places are of a high quality of design and suitably located.

Height /Tall Building Aspect/ Views

- 9.47 With regards to appropriateness of the development for tall buildings, this has been considered in the context of London Plan and local plan policies. A tall building is described as one which is significantly taller than their surroundings and /or having a significant impact on the skyline. Policy 7.7 of the London Plan (2011) deals with tall and large buildings, setting out criteria including appropriate locations such as areas of intensification or town centres, that such buildings do not affect the surrounding area in terms of its scale, mass or bulk; relates to the urban grain of the surrounding area; improves the legibility of the area; incorporates the highest standards of architecture and materials; have ground floor uses that provide a positive experience to the surrounding streets; and makes a significant contribution to local regeneration.
- 9.48 SP10 of the Core Strategy also provide guidance on the appropriate location for tall buildings requiring them to relate to design and context, environment, socio-economic factors, access and transport and aviation requirements. The Core Strategy also seeks to restrict the location of tall buildings to Canary Wharf and Aldgate.
- 9.49 Whilst the site is not strictly located within an area designated for a tall building, the site does fall within the backdrop of Canary Wharf and opposite the site along the A13 sits a number of tall buildings which will exceed that of the proposed development. Officers have confirmed the principle of tall buildings in this location previously, however not to the scale of what was proposed in the 2010 application (up to 25 storeys). Building heights in Phase 1 have been positioned on the edges of the site where buildings can provide a buffer between central spaces and the busy A13. The family homes and affordable housing will generally be located away from the edges of the estate and at ground floor level and will benefit from being closer to proposed courtyards and open space.
- 9.50 It is considered that the group of taller buildings proposed in various volumes with various set backs, will sit comfortably within the site context and will ensure that the development of this site would make a positive contribution to the streetscape and locality.
- 9.51 The site does not fall within any protected viewing corridors however consideration has also been given to the potential impacts of the development on surrounding local and strategic views, including views into and out of adjoining conservation areas.
- 9.52 In terms of local views, the application is accompanied by a number of verified views and a full townscape analysis in the ES which following consideration indicates that the proposal will relate positively to the surrounding site context. The development is considered to form a positive addition to London's skyline, without causing detriment to local or long distance views.

Housing

- 9.53 Policy 3.3 of the London Plan (2011) seeks to increase London's supply of housing, requiring Boroughs to exceed housing targets, and for new developments offer a range of housing choices, in terms of the mix of housing sizes and types and provide better quality accommodation for Londoners.
- 9.54 Policy SP02 of the LBTH Core Strategy (2010) seeks to deliver 43,275 new homes (equating to 2,885 per year) from 2010 to 2025 in line with the housing targets set out in the London Plan. The aim is to focus the majority of new

housing in the eastern part of the borough, in a number of identified places and 'Poplar Riverside' is identified as one of such places.

- 9.55 The application proposes 342 new residential units. This represents Phase 1 of the wider Outline application for the site. In terms of units, Phase 1 will deliver 29% of the total masterplan target of up to 1,176 units and is expected to come forward in 2012. This level of housing is considered to significantly contribute towards Tower Hamlets annual target of 2,885 per year.

Affordable Housing

- 9.56 Policies 3.10, 3.11 and 3.12 of the London Plan (2011) define Affordable Housing and seek the maximum reasonable amount of affordable housing taking into account site specific circumstances and the need to have regard to financial viability assessments, public subsidy and potential for phased re-appraisals.
- 9.57 In addition, and of relevance to Aberfeldy, Policy 3.9 of the London Plan seeks to balance tenure and household income within new development, particularly in areas where social housing dominates.
- 9.58 Policy SP02 of LBTH's Core Strategy (2010) seeks to maximise all opportunities for affordable housing on each site, in order to achieve a 50% affordable housing target across the Borough, with a minimum of 35% affordable housing provision being sought.
- 9.59 Phase 1 proposes 28% affordable housing across the site. This equates to 74 new affordable units or 265 affordable habitable rooms (social rent and intermediate). There are no new affordable rent product units proposed in Phase 1.
- 9.60 The proposal falls short of the Core Strategy target which seeks to achieve with a minimum of 35% affordable housing provision. However, the site has a number of site constraints and a viability assessment has been submitted in support of the application which demonstrates that the proposal can not deliver any affordable housing above 28% for Phase 1 at this point in time. The applicant has sited significant viability challenges in support of its case - such as the £23million leaseholder buyout cost; the loss of £12million HCA grant funding; costly flood mitigation measures and access measures, and the implications of revising the scheme to make account of HSE concerns regarding the gasholders. These challenges have constrained the overall viability of the proposed regeneration of Aberfeldy to an extent where the level of affordable housing provision is limited to 26% across the site as a whole. However, the application seeks to maximise the level of affordable housing that is proposed by matching this against actual housing need in Aberfeldy. As such, the affordable element is heavily weighted towards larger 3, 4 and 5 bedroom homes based on specific family waiting lists.
- 9.61 It must also be recognised that this application forms part of the wider redevelopment of Aberfeldy which seeks to demolish and rebuild 211 existing affordable homes to a better standard and quality.
- 9.62 A review mechanism is proposed in the S106 accompanying the Outline application which seeks to review each phase of the development with the objective of confirming the extent of likely surplus affordable housing. The details of this review mechanism is discussed in more detail in the accompanying outline application (Ref: 11/02716).

- 9.63 This application must also be considered in light of estate regeneration principles and more specifically proposals which seek to create an improved tenure mix and a more balanced community in line with Policy DM3 of the Managing Development DPD (2012) and Policy 3.9 of the London Plan. The Aberfeldy area is already highly saturated in social rented affordable housing and this application will assist in addressing that balance through the addition of private market housing.
- 9.64 In light of the above, and in consideration of the overall site constraints, particularly the proximity of the site to the gasholders and the tested viability constraints, the proposed affordable housing offer (at 28%) is considered acceptable as it will contribute to achieving a better mix and standard of affordable housing and an improved mix in tenure for Aberfeldy, in line with Policies 3.9-3.12 of the London Plan (2011) and Policies SP02 of the Core Strategy (2010) and Policy DM3 of the draft Managing Development DPD (2012) Proposed Submission Version.

Housing Type and Tenure Mix

- 9.65 Pursuant to policy 3.8 of the London Plan, new residential development should offer genuine housing choice, in particular a range of housing size and type.
- 9.66 Saved Policy HSG7 of LBTH's UDP (1998) requires new housing to provide a mix of unit sizes where appropriate, including a substantial proportion of family dwellings of between 3 and 6 bedrooms.
- 9.67 Policy SP02 of the Core Strategy (2010) also seek to secure a mixture of small and large housing, requiring an overall target of 30% of *all* new housing to be of a size suitable for families (three-bed plus), including 45% of new social rented homes to be for families.
- 9.68 Policy DM3 (part 7) of the draft Managing Development DPD (2012) requires a balance of housing types including family homes. Specific guidance is provided on particular housing types and is based on the Councils most up to date Strategic Housing Market Assessment (2009).
- 9.69 A summary of the proposed mix of dwelling types in the context of LBTH targets and current housing needs assessment is set out in the table below:

		Affordable Housing						Private Housing		
		Social Rent			Intermediate			Market Sale		
Unit size	Total units	units	%	LBTH target %	units	%	LBTH target %	Units	%	LBTH Target %
Studio	26	0			0			26	10%	
1 bed	91	0	0%	30%	6	75%	25%	85	31%	50%
2 bed	203	44	67%	25%	2	25%	50%	157	58%	30%
3 bed	18	18	27%	30%	0	0%	25%	0	0%	10%

4+ bed	4	4	6%	15%	0	0%	0	10%	
TOTAL	342	66	100	100	8	100	268	100	100

- 9.70 As the table above demonstrates, and as the submitted petition from local residents highlights, the proposal fails to provide a balanced provision of family accommodation for this phase (7% when calculated in terms of units and 12.5% in terms of habitable rooms). This falls significantly short of the Borough's targets outlined above (30%). Furthermore, there are no family type units proposed within the 8 intermediate units and no family units proposed within the private market sector.
- 9.71 Despite this, and whilst the overall level of family accommodation is poor, the proportion of family homes proposed are entirely within the social rented sector. As such, this aspect of the proposal is welcomed by officers. This will deliver 22 social rented units which amounts to 33% of the units in this Phase 1. Whilst this is not in line with Policy SP02 of the Core Strategy, which requires 45%, the offer is considered acceptable when considered against of the site constraints and the overall Outline proposal which commits to providing 45% social rented family accommodation. Furthermore, consideration must also be given to how this application has been revised to address the safety risks associated with the nearby gas holders, where by the overall density, number and size of units within this Phase has been considerably reduced.
- 9.72 Overall, the scheme delivers a considerable level of smaller units targeting 1 & 2 bed households and this is as a result of the gasholder implications noted above and also the viability of the scheme, where by a higher level of private market housing has been injected into the site, the mix of which has been shaped by local market demand. However, this deviation from the Council's preferred housing mix must also be viewed in terms of achieving mixed and balanced communities.
- 9.73 With regard to the mix of social rent to intermediate, the application proposes a mix of 90:10 and whilst this does not accord with the Mayor of London target of 60:40 or the Borough's target of 70:30, the applicant's situation is unique in this instance as the application comprises as estate regeneration proposal where as the RSL the applicant has the responsibility of re-housing existing social rent tenants within Aberfeldy.
- 9.74 On balance it is officers' view, that in this instance, the dominance of smaller private market homes contributes towards a better mix of housing across Aberfeldy Estate and the wider Poplar Riverside area. Furthermore, the emphasis on the provision of large family housing within the Social Rented sector is supported. Therefore considering the site constraints associated with the presence of the gasholders and associated viability constraints, the application is considered on balance to provide an acceptable mix in compliance with Policy 3.8 of the London Plan (2011), Policy SP02 of the LBTH Core Strategy (2010) and Policy DM3 of the draft Managing Development DPD (2012) Proposed Submission Version which seek to ensure developments provide an appropriate housing mix to meet the needs of the borough.

Residential Standards

- 9.75 Internal Space Standards
- 9.76 Policy 3.5 of the London Plan (2011) seeks to ensure that the design and quality of housing developments are of the highest standard internally, externally and to the wider environment. This includes new space standards from the London Housing Design Guide. In addition, the Mayor of London's Housing Design Guide (Interim Edition, August 2010) sets out new minimum space standards to improve housing quality and allow homes to be flexibly used by a range of residents.
- 9.77 Saved Policy HSG13 of the UDP, Policy SP02 of the Core Strategy (2011) and Policy DM4 of the draft Managing Development DPD (2012) seeks to ensure that new housing has adequate provision of internal space standards in line with the Mayor of London's standards. Policy DM4 also requires affordable family sized homes to have separate kitchen and living rooms.
- 9.78 Following the submission of revised plans correcting the floor areas within some of the units, all of the residential units in Phase 1 accord with the Mayor of London's minimum standards for unit sizes.
- 9.79 In terms of Policy DM4 of the draft Managing Development DPD (2012), which seeks to ensure all affordable family units have separate kitchen and living areas, the development proposes a mix of open plan and separate living arrangements and this is due to certain site constraints.
- 9.80 In Block A for example, 12 x 3bedroom family units are proposed, all of which have a combined kitchen-living area. Whilst this is contrary to Policy DM4, these units have certain design constraints which make the units better suited to open plan living. The block backs on to the busy A13, so the block has been carefully designed to ensure the family units are located away from the A13 and orientated towards the landscaped courtyards and public open space – which is considered to be more conducive to family living. However, this northern aspect gives rise to daylight limitations. The inclusion of large windows and open plan living space will maximise the quality of living in these units internally. Officers are content with this arrangement, given the urban nature and constraints of the site.
- 9.81 There are no family units proposed in Block B. In Block C, 10 x family units are proposed in the form of 3, 4, and 5 bed units. Six of these (60%) will have separate kitchen and living room arrangements. The remaining four will have a large open plan layout but will have the scope to have partitions put in at a later stage if the occupier desires, as these are double aspect units. Officers are content with this level of flexibility in the scheme as it must be recognised that not all families will want an open plan or fixed living arrangement.
- 9.82 Overall, the proposed application provides a reasonable balance in terms of housing mix given the site constraints. As such the proposal acceptable and will accord with the London Housing Design Guide (Interim Edition, 2010), Policies 3.5 of the London Plan (2011), saved Policy HSG13 of the UDP (1998) and Policy SP02 of the Core Strategy (2010), Policy DM4 of the draft Managing Development DPD (2012) and the Council's Residential Standards SPG (1998).

Landscaping and Open Space

- 9.83 Policies 5.10 and 7.5 of the London Plan (2011), Saved Policies DEV12 and HSG16 of the UDP (1998), Policies SP02, SP04 and SP12 of the Core Strategy (2010) and seek high quality urban and landscape design; promote the good

design of public spaces and the provision of green spaces and tree planting.

- 9.84 The plans and design and access statement confirm that the application will provide approximately 3,486sqm of open space within Phase 1. This will be in the form of a public plaza at the most eastern corner at Abbott Road, which will connect with the proposed café and retail uses in the ground floor of the blocks in Phase 1; internal courtyards and shared surfaces, and a large green space in the centre of the site which will link into the proposed linear park (East India Green) in later phases of the development. This space will be a functional useable open space for the public, and will run parallel with Blair Street and the A13. The green space provides a strong pedestrian friendly residential environment for the development, shielding the northern blocks from the busy A13. The plans also suggest a high quality to this space, to include water features, high quality street furniture, planting and paved shared surfaces. The linear parking includes a swale which has been commended by the Borough's Biodiversity Officer. The swale will contain meadow grass planting and will filter and store storm water run off whilst also creating an attractive public realm feature.
- 9.85 The applicant has indicated that they have a £70k budget allocated to additional public realm works outside the necessary S278 highway works. This is discussed in greater detail in the Planning Obligations section of this report. This gives officers the comfort that a high quality public realm and public park can be achieved. A full landscaping detail will be required at reserved matters stage.

Private and Communal Amenity Space

- 9.86 Saved Policy HSG16 of Tower Hamlets UDP (1998), Policy HSG7 of Tower Hamlets IPG (2007) and Policy DM4 of the draft Managing Development DPD (2012) require all new housing to include an adequate provision of amenity space, designed in a manner which is fully integrated into a development, in a safe, accessible and usable way, without detracting from the appearance of a building.
- 9.87 Specific amenity space standards are guided by Policy DM4 of the Council's draft Managing Development DPD (2012) will follows the Mayor of London's Housing Design Guide standards which specifies a minimum of 5sqm of private outdoor amenity space for 1-2 person homes and an extra 1sqm for each additional occupant. It also requires balconies and other private external spaces to be a minimum width of 1.5m.
- 9.88 In terms of communal amenity space, Policy DM4 requires 50sqm for the first 10 units, plus 1sqm for every additional unit thereafter.

Private Open Space:

- 9.89 As outlined in the table below, the scheme proposes 2,998 sqm of private amenity space. Based on the requirements of draft Policy DM4, the development would exceed our minimum requirement of 1,987sqm of private amenity space.

Private Amenity Space			
No. of Units	Required Amount (Draft MD DPD 2011)	Required Amount (sqm)	Phase 1 Provision
26 Studios	26 x 5sqm	130	
91 x 1 Beds	91 x 5sqm	455	
203 x 2 Beds	203 x 6sqm	1218	

18 x 3 beds	18 x 8sqm	144	
4 x 4 beds	4 x 10sqm	40	
Total:		1,987sqm	2,998sqm

9.90 The detailed plans for Phase 1 confirm that all of the units in the three blocks will benefit from private amenity space in the form of projecting and recessed balconies, terraces and/or private gardens. Particular attention has been given to the blocks facing the A13 through the use of enclosed winter gardens, which result in more useable year round amenity space with noise attenuated enclosures. Apart from the occasional unit, which is configured in an awkward position, almost all of the areas will have a minimum width of 1.5m as required by Policy DM4. As such, the proposed level of private amenity space and the standard and form of proposed is considered appropriate given the urban nature of the site.

Communal Open Space:

9.91 A total of 462sqm of communal amenity space would be required for 3 separate blocks comprising 342 new homes, however the application provides 1,021sqm of communal space which exceeds the Council's requirement. This has been provided in the form of protected courtyards for all 3 blocks. The overall provision of open space in Phase 1 is therefore considered to greatly benefit the quality of the residential environment for Phase 1. This will provide attractive and spacious conditions for the new occupiers of Aberfeldy.

Communal Amenity Space		
	Required Amount (Draft MD DPD 2011)	Phase 1 Provision
Block A (166 units)	206sqm	400sqm
Block B (105 units)	145sqm	250sqm
Block C (71 units)	111sqm	371sqm
Total:	462sqm	1,021

Child Play Space

9.92 Planning Policy Statement 3 sets out the importance of integrating play and informal recreation in planning for mixed communities.

9.93 Policy 3.6 of the London Plan (2011), Saved Policy OS9 of Tower Hamlets UDP (1998), Policy SP02 of Tower Hamlets Core Strategy (2010) and Policy DM4 of the draft Managing Development DPD (2012) seeks to protect existing child play space and requires the provision of new appropriate play space within new residential development. Policy DM4 specifically advises that applicants apply LBTH child yields and the guidance set out in the Mayor of London's SPG on 'Providing for Children and Young People's Play and Informal Recreation' (which sets a benchmark of 10 sqm of useable child play space per child).

9.94 Using LBTH child yield calculations, the proposed development is anticipated to deliver 96 children and accordingly the development should provide a minimum of 960 sqm of play space. The development proposes to deliver 1,100sqm of play space which exceeds the required level. The site will provide new dedicated and equipped play space in the form Neighbourhood Playable Space, Local Playable Space and Doorstep Space.

- 9.95 This child play strategy also sets out basic principles and typologies for the proposed play space in terms of the location, distance, level of boundary treatment, character and likely form of equipment. This gives officers assurance that a good level of child play space can be secured on site.
- 9.96 Officers support the quantity and location of the proposed play space, as it exceeds LBTH and London Plan requirements as set out in Policy 3.6 of the London Plan (2011), Saved Policy OS9 of Tower Hamlets UDP (1998), Policy SP02 of Tower Hamlets Core Strategy (2010) and Policy DM4 of the draft Managing Development DPD (2012).

Wheelchair Housing and Lifetime Homes Standards

- 9.97 Policy 3.8 of the London Plan (2011), Policy HSG9 of Tower Hamlets IPG (2007), and Policy SP02 of the Core Strategy (2010) require that all new housing is built to Lifetime Homes Standards and that 10% of new housing is designed to be wheelchair accessible or easily adaptable for wheelchair users.
- 9.98 The applicants supporting statement confirms that all new homes across Aberfeldy will be built to Lifetime Homes standards and that the indicative unit mix has already been developed with the 10% provision of wheelchair accessible homes in mind.
- 9.99 As such, it is considered that the proposal is acceptable in accordance with Policy 3.8 of the London Plan (2011), Policy HSG9 of Tower Hamlets IPG (2007), and Policy SP02 of the Core Strategy (2010).

Amenity

Daylight, Sunlight and Overshadowing

- 9.100 Guidance relating to daylight and sunlight is contained in the Building Research Establishment (BRE) handbook 'Site Layout Planning for Daylight and Sunlight' (1991).
- 9.101 Saved Policies DEV1 and DEV2 of Tower Hamlets UDP (1998), Core Strategy Policy SP10 and Policy DM25 of the draft Managing Development DPD (2012) seek to protect amenity, by ensuring development does not result in an unacceptable material deterioration of the sunlight and daylight conditions of surrounding development. Policy DM25 also seeks to ensure adequate levels of light for new residential developments.
- 9.102 Section 13 of the Supplementary Environmental Statement considers the impacts of the development with respect to daylight and sunlight.

Daylight

- 9.103 Daylight is normally calculated by two methods – the vertical sky component (VSC) and the average daylight factor (ADF). The latter is considered to be a more detailed and accurate method, since it considers not only the amount of sky visibility on the vertical face of a particular window, but also window and room sizes, plus the room's use.
- 9.104 An Average Daylight Factor (ADF) analysis was undertaken to assess the levels

of daylight amenity within the various different residential unit configurations at the lowest levels in the proposed buildings. British Standard 8206 recommends ADF values for residential accommodation and the recommended daylight factor level for dwellings are:

- >2% for kitchens;
- >1.5% for living rooms; and
- >1% for bedrooms.

- 9.105 The applicant has provided VSC levels for Blocks A, B, & C in conjunction with the ADF levels. The Borough's EHO has advised that Blocks B and C levels are acceptable. However Block A has up to 56 failures which is a concern. This is as a result of the orientation of the block (north facing) and some units are under balconies and will therefore receive less light. This is considered to be a product of developing a brownfield site to a high density whilst seeking to limit the no. of units backing onto the A13 (due to noise/disturbance).
- 9.106 The Daylight Assessment concludes that 89% of the habitable rooms in Phase 1 of the development would achieve 'good' levels of daylight when assessed against the BRE and British Standards. Of the 342 living rooms assessed against recommended ADF values, only 18 rooms fall below the recommended 1.5%, therefore 95% of all living rooms will meet ADF values.
- 9.107 To maximise the amount of daylight accessing the building, the scheme has been revised since the 2010 proposal - building heights have been reduced, courtyards have been opened up with 'slots' have been added to the southern sides of the blocks to allow more light in. Ceiling heights and window sizes have also been increased to allow more light into low level rooms.
- 9.108 In terms of the impact of the development on the existing surrounding properties, the main properties which would be affected include those along the southern end of Abbott Road, Blairgowrie Court and Julius House. The Borough's EHO has concluded that the VSC & ADF levels in these properties are acceptable.

Sunlight

- 9.109 Sunlight is assessed through the calculation of what is known as the annual probable sunlight hours (APSH). This method of assessment considers the amount of sun available in the summer and winter, for each window within 90 degrees of due south.
- 9.110 An analysis of the levels of APSH on the facades of the residential buildings was undertaken to assess the potential levels of sunlight amenity within Phase 1 and the outline component of the development. British Standard BS8206 Part 2 2008 recommends that interiors within 90 degrees of due south should receive at least 25% of APSH, including at least 5% APSH during the winter months, in order to receive enough sunlight.
- 9.111 The results for the proposed development show that the majority of the living room facades facing south would achieve in excess of 25% total APSH. Windows set back under balconies get lower values. However, there are a significant number of failures in Blocks B and C which has raised concern for officers. This is due to the proposed courtyard settings and the overall number of north facing units which is inevitable considering the proposed site layout and relationship with the A13 to the south. It is considered that this is not uncommon for the development of this scale and density in such an urban environment.

In terms of the impact of the development on the sunlight levels of existing surrounding properties, the main properties which would be affecting include those along the southern end of Abbott Road and Blairgowrie Court and Julius House. The Borough's EHO has concluded that the APSH levels in these properties remain acceptable.

- 9.113 National, strategic and local planning policy of relevance to the sites redevelopment encourages the development of higher density developments and schemes which maximise the use of accessible sites.

Overshadowing

- 9.114 In terms of permanent overshadowing, the BRE guidance in relation to new gardens and amenity areas states that *"it is recommended that for it to appear adequately sunlit throughout the year, at least half of a garden or amenity space should receive at least 2 hours of sunlight on 21st March"*. The results for the proposed development show that 93% of the courtyard amenity areas within Blocks A, B and C will receive more than 2 hours sunlight. Regrettably, some courtyards will not and this is as a result of the north facing blocks and the design strategy to shield some blocks from the A13.
- 9.115 It is considered that the proposed development is generally in keeping with the BRE guidance, Policy 4B.10 of the London Plan (2008), saved Policies DEV1 and DEV2 of Tower Hamlets UDP (1998), Core Strategy Policy SP10 and Policy DM25 of the Managing Development DPD (2012) with regards to sunlight, daylight, and overshadowing and accordingly the proposals are likely to result in a reasonably acceptable standard of living and amenity areas in this regard considering the site constraints and urban environment.

Sense of Enclosure and Outlook

- 9.116 Policy SP10 of the Core Strategy (2010) seeks to protect residential amenity and Policy DM25 of the draft Managing Development DPD (2012) requires development to protect through ensuring development does not result in the loss of privacy, unreasonable overlooking, or unacceptable increase in sense of enclosure, or loss of outlook.
- 9.117 The nearest buildings to consider in this regard, are the properties on the eastern side of Abbott Road and also the existing block on site 'Blairgowrie Court'. Also the relationship of proposed buildings and spaces within the new development itself that require consideration.
- 9.118 The proposed building blocks have incorporated dual aspect units where possible to improve the quality of living and outlook for occupiers. The single aspect units are as a result of the block configuration and orientation with the A13.
- 9.119 The proposed buildings have been set around court yards and open spaces which will provide an attractive outlook. The proposal also provides good separation distances between buildings thereby ensuring no adverse impacts on outlook from the proposed buildings. Minimum separation distances measure approximately 15-18m which is considered acceptable given the urban context and existing building on site.
- 9.120 It is considered that Phase 1 of the development affords acceptable levels of

outlook for residential occupiers. Future phases should be assessed at reserved matters stage when the layout of residential units and open spaces is known.

- 9.121 The proposals are generally in keeping with Policy SP10 of the Core Strategy (2010) and draft Policy DM25 of the Managing Development DPD (2012) with respect to matters concerning amenity, sense of enclosure and outlook.

Air Quality

- 9.122 PPS23 and Policy 7.14 of the London Plan (2011) seeks to ensure design solutions are incorporated into new developments to minimise exposure to poor air quality. Saved Policy DEV2 of the UDP (1998), Policy SP02 of the Core Strategy (2011) and Policy DM9 of the Managing Development DPD (2012) seek to protect the Borough from the effect of air pollution, requiring the submission of air quality assessments demonstrating how it will prevent or reduce air pollution in line with Clear Zone objectives.
- 9.123 The development is located within the Tower Hamlets Air Quality Management Area. The most significant factor influencing air quality in the proposed development is the A12 and A13 and it is the proposed buildings adjacent to these roads that are primarily affected. The submitted Environmental Statement suggests that residential receptors at ground and first floor levels of any buildings fronting these roads will not take air in from these roads and that mechanical ventilation systems are used instead. Additionally, the design of the buildings along these frontages will incorporate winter gardens to ensure private semi-outdoor space can be provided whilst protecting poor air quality conditions.
- 9.124 In the longer term, the operation of the energy centre is likely to generate a moderate to substantial increase in NO₂ levels. However, this impact is considered to be spatially limited and small compared to the existing baseline conditions. Any local impact can be mitigated through emissions control technologies.
- 9.125 The Borough's EHO has not commented however, the case officer recommends that a the submission of a Construction Environmental Management Plan be conditioned prior to commencement.
- 9.126 Overall, it is considered that the impacts on air quality are negligible and any impacts are outweighed by the conservation and regeneration benefits that the development will bring to the area.
- 9.127 As such, the proposal is generally in keeping with PPS23, Policy 7.14 of the London Plan (2008), Policy DEV2 of the UDP (1998), Core Strategy SP02 (2010), Policy DM9 of the draft Managing Development DPD (2012) and the objectives of Tower Hamlets Air Quality Action Plan (2003).

Noise and Vibration

- 9.128 Planning Policy Guidance Note 24 is the principal guidance adopted England for assessing the impact of noise. The guidance uses noise categories ranging from NEC A (where noise doesn't normally need to be considered) through to NEC D (where planning permission should normally be refused on noise grounds).
- 9.129 Policy 7.15 of the London Plan (2011), Saved policies DEV2 and DEV50 of the Tower Hamlets UDP (1998), Policies SP03 and SP10 of the Core Strategy (2010)

and Policy DM25 of the Managing Development DPD (2012) seek to ensure that development proposals reduce noise by minimising the existing and potential adverse impact and separate noise sensitive development from major noise sources.

- 9.129 Due to the site's proximity to the A13 and the location of many of the proposed residential blocks backing on to this carriageway, the development falls within Category D of PPG24 and the Borough's EHO has objected to the application, emphasising the site's unsuitability for residential occupation.
- 9.130 The A12 and A13 are major constraints to the development in terms of noise and vibration. However, there are a number of existing residential blocks already fronting onto the A13. It is the view of officers that these constraints need to be weighed up against the regeneration benefits of the proposed redevelopment of Aberfeldy to provide a better quality residential environment. The development has been carefully designed to maximise densities and provide a quality layout which seeks to position most of the new units away from major road noise sources where possible. For those units which inevitably face the A13 (like many if the existing and former units) – a number of mitigation measures are proposed which include high performance acoustic glazing, mechanical ventilation, and enclosed insulated winter gardens. Amenity areas within the development site are also all north facing which suitably screens these areas from traffic disturbance in order to provide reasonable residential environments.
- 9.131 The Borough's EHO has advised that Environmental Health should be consulted regarding the required sound insulation to the external and internal elements of the building and any mechanical or electrical plant to be installed, including ventilation, air conditioning, and commercial kitchen extract plant. (Officers have also discussed the potential A3 uses in Phase 1, to identify the scope of including potential extract equipment within the envelope of the building. This will be conditioned).
- 9.132 Conditions are also recommended which restrict construction hours and noise emissions and requesting the submission of a Construction Management Plan which will further assist in ensuring noise reductions.
- 9.133 As such, it is considered that the proposals are generally in keeping with Planning Policy Guidance Note 24, Policy 7.15 of the London Plan (2011), Saved policies DEV2 and DEV50 of the Tower Hamlets UDP (1998), Policies SP03 and SP10 of the Core Strategy (2010) and Policy DM25 of the Managing Development DPD (2012).

Energy and Sustainability

- 9.134 At a national level, PPS22 and PPS1 encourage developments to incorporate renewable energy and to promote energy efficiency. At a strategic level, the climate change policies as set out in Chapter 5 of the London Plan 2011 and London Borough of Tower Hamlets Core Strategy (SO24 and SP11) collectively require developments to make the fullest contribution to the mitigation and adaptation to climate change and to minimise carbon dioxide emissions.
- 9.135 The London Plan sets out the Mayor of London's energy hierarchy which is to:
- Use Less Energy (Be Lean);
 - Supply Energy Efficiently (Be Clean); and
 - Use Renewable Energy (Be Green).

- 9.136 The London Plan 2011 includes the target to achieve a minimum 25% reduction in CO2 emissions above the Building Regulations 2010 through the cumulative steps of the Energy Hierarchy (Policy 5.2).
- 9.137 Policy SO3 of the Core Strategy (2010) seeks to incorporate the principle of sustainable development, including limiting carbon emissions from development, delivering decentralised energy and renewable energy technologies and minimising the use of natural resources. The London Borough of Tower Hamlets Core Strategy Policy SP11 requires all new developments to provide a 20% reduction of carbon dioxide emissions through on-site renewable energy generation.
- 9.138 Policy DM29 of the draft Managing Development DPD (2012) requires sustainable design assessment tools to be used to ensure the development has maximised use of climate change mitigation measures. At present the current interpretation of this policy is to require all residential developments to achieve a Code for Sustainable Homes Level 4 rating and all non-residential schemes to achieve a BREEAM Excellent rating.
- 9.139 The submitted energy strategy is in accordance with the agreed strategy for the Outline Planning Application for the Aberfeldy estate (PA/11/02716). The energy strategy follows the Mayor of London's energy hierarchy as detailed above. The development would make use of energy efficiency and passive measures to reduce energy demand (Be Lean). The integration of a communal heating scheme incorporating a Combined Heat and Power (CHP) engine to supply the space heating and hotwater requirements in accordance with policy 5.6 of the London Plan will also reduce energy demand and associated CO2 emissions (Be Clean). The CHP (600kWe) is proposed to be delivered in Phase 3 of the development; therefore the blocks included within this Phase 1 application are to be supplied by a temporary energy centre with gas fired boilers. The current proposals for delivering the space heating and hotwater are considered acceptable, however an appropriately worded condition should be applied to any permission to ensure:
1. Development is supplied by the CHP following completion and before occupation of Phase
 2. Development is supplied by an appropriately sized on-site CHP should the subsequent phases not be delivered.
- 9.140 Photovoltaic cells are proposed to provide a source of on site renewable energy (Be Green). The technologies employed would result in a 6% carbon savings over the baseline. Through the maximisation of the communal system and commitment to linking to the proposed CHP to deliver space heating and hot water it is acknowledged that achieving a 20% reduction in CO2 emissions through renewable energy technologies is not feasible. The applicant has demonstrated that the proposed CO2 emission reduction through PV's (peak output of 49kWp) is the maximum that can be achieved from renewable energy technologies for the site. Whilst the proposed development is not meeting Core Strategy Policy SP11, the Sustainable Development Team support the application as the development is in compliance with the London Plan (Policy 5.2) through achieving a cumulative 28% reduction above Building Regulation requirements.
- 9.141 The anticipated 28% reduction in carbon emissions through energy efficiency measures, a CHP power system and renewable energy technologies is

considered to be acceptable and in accordance with the above mentioned development plan policies. It is recommended that the strategy is secured by Condition and delivered in accordance with the submitted Energy Statement dated November 2011.

- 9.142 In terms of sustainability, London Borough of Tower Hamlets requires all new residential development to achieve a Code for Sustainable Homes Level 4 rating and all non-residential development to achieve a BREEAM 'Excellent' rating. This is to ensure the highest levels of sustainable design and construction in accordance with Policy 5.3 of the London Plan 2011 dated and Policy DM29 of the London Borough of Tower Hamlets Draft Managing Development DPD.
- 9.143 The submitted Energy Statement details how the development will achieve a Code for Sustainable Homes Level 4 rating for the residential elements and BREEAM Very Good ratings (with an aspiration to achieve Excellent) for the non-residential uses of Phase 1. Due to the size of the non-residential units it acknowledged that achieving an 'excellent' rating may be difficult. However, without any robust justification as to the financial or marketing constraints of these units, it is recommended that the units seek to achieve an 'excellent' rating with a commitment to 'very good'. It is recommended that this be achieved through an appropriately worded condition.
- 9.144 Finally, the GLA have raised concerns regarding the potential over heating of the single aspect south facing units overlooking the A13. The opening of windows in these units and winter gardens will be restricted due to noise and pollution from A13 so a ventilation strategy was requested. The applicant has confirmed that these units will have an on-going MCHR system 'Mechanical Ventilation and Heat Recovery' system running.

Contamination

- 9.145 In accordance with the requirements of PPS23, saved UDP policy DEV51, policy DM30 of the Managing Development DPD (2012), the application has been accompanied by an Environmental Statement which suggests that the ground conditions may have some contamination. Considering the proximity of the site to the gasholders, further intrusive investigations are required and any necessary mitigation. It is suggested that an appropriate condition be imposed.

Flood Risk

- 9.146 Planning Policy Statement 25 (PPS25) and Policy 5.12 of the London Plan (2011), Policy SP04 of LBTH Core Strategy (2010) relate to the need to consider flood risk at all stages in the planning process.
- 9.147 The development falls within Floodzone 2 and 3 and the applicant has been in consultation with the Environment Agency (EA) since the early pre-app stages in developing a mitigation strategy. The application is supported by a flood risk assessment and describes various flood mitigation options.
- 9.148 These options include setting ground floor levels above breach water level (proposed for Block A). However this is now limited to more vulnerable zones to ensure the development remains largely accessible under DDA requirements. Other options now include refuge in stairwells and roof terraces and evacuation plans.

- 9.149 The EA have noted that the site has a residual risk of flooding, in the event of Thames Tidal defences failing and there are a small number of flats (in Block A whose bedrooms will remain below the breach flood level. The applicant has now confirmed that the detailed application has raised the ground floor levels in Block A above extreme breach levels to 3.12m AOD. Early warning management plans are also part of the strategy.
- 9.150 The application also proposes a surface water management strategy that aims to reduce the off-site discharges to rates where practical. Whilst the EA is content with the overall drainage strategy discussed, it is recommended that a condition be imposed requiring the submission of this drainage strategy to the LPA in consultation with the EA.
- 9.151 As advised by the EA, a further condition is recommended requiring the submission of a site flood emergency plan to ensure active measures are implemented.
- 9.152 As such, it is considered that the proposed development by virtue of proposed flood mitigation strategy complies with PPS25, Policy 5.12 of the London Plan (2011) and Policy SP04 of the Core Strategy (2010).

Biodiversity and Ecology

- 9.152 The London Biodiversity Action Plan (2008), Policy 7.19 of the London Plan (2011), Policy SP04 Core Strategy (2010) and Policy DM11 of the draft Managing Development DPD (2012) seek to protect and enhance biodiversity value through the design of open space and buildings and by ensuring that development protects and enhances areas of biodiversity value in order to achieve a net gain in biodiversity. Policy DM11 of the draft Managing Development DPD (2012) also requires elements of living buildings.
- 9.153 The submitted Environmental Statement has assessed the ecological value of the site and has concluded that habitats across the site are of low value for nature conservation, only supporting breeding birds and a small number of common invertebrates. The Borough's Biodiversity Officer has also confirmed this.
- 9.154 Given the low overall ecological value of the site, few potential impacts are anticipated and limited mitigation required. Each of the building blocks on Phase 1 will provide a green roof which is considered to improve the biodiversity conditions on the site.
- 9.155 The proposed development is not therefore considered to have any adverse impacts in terms of biodiversity. The development will ultimately provide an enhancement for biodiversity for the local area in accordance with the above mentioned policies.

Health Considerations

- 9.156 Policy 3.2 of the London Plan (2011) seeks to improve health and address health inequalities having regard to the health impacts of development proposals as a mechanism for ensuring that new developments promote public health within the borough.
- 9.157 Policy SP03 of the Core Strategy (2010) seeks to deliver healthy and liveable neighbourhoods that promote active and healthy lifestyles, and enhance peoples

wider health and well-being.

- 9.158 Aberfeldy estate is currently served by a relatively large GP surgery at Ettrick Street measuring 400sqm. As part of the Outline application, the applicant proposes to deliver a new purpose built replacement health facility of up to 960sqm. This will be located within the new hub for Aberfeldy neighbourhood centre, adjacent to the new purpose built community centre. Poplar Harca have indicated that the new enlarged and upgraded health facility may also include pharmacy and dental care facilities. The applicant has approached the PCT with regards to the proposed new health facility and the PCT has accepted the onsite provision in principle. The residents of Phase 1 will have full access to these services which fall within a 300m walking distance from Blocks A, B and C. As outlined in later paragraphs, the proposed S106 will ensure a pro-rata health contribution if later phases (involving the health centre) do not come forward.
- 9.159 The application will deliver a new green space to the south of the site running parallel with the most southern blocks backing on to the A13 which will complement other green spaces and walking routes in and around Aberfeldy estate. Together this contributes to potential walking routes to and from routes such as that to and from Canning Town and East India Dock stations thereby facilitating healthy and active lifestyles.
- 9.160 The application proposes 3 small retail/restaurant uses. No A5 uses are proposed.
- 9.161 It is therefore considered that the proposal will meet the objectives of London Plan Policy 3.2 and Policy SP03 of the Council's Core Strategy which seek the provision of health facilities and opportunities for healthy and active lifestyles.

Environmental Impact Assessment

- 9.162 The proposed development falls within the category of developments referred to in paragraph 10(b) of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) regulations 2011.
- 9.163 As the proposal is likely to have significant effects on the environment, it is required to be subject to environmental impact assessment before planning permission is granted. Regulation 3 of the EIA Regulations precludes the grant of planning permission unless prior to doing so, the Council has taken the 'environmental information' into account. The environmental information comprises the applicant's Environmental Statement (ES), any further information submitted following request under Regulation 22 of the EIA Regulations, any other substantive information relating to the ES and provided by the applicant and any representations received from consultation bodies or duly made by any person about the environmental effects of the development.
- 9.164 The Council appointed consultants, Land Use Consultants (LUC) to examine the applicant's ES and to confirm whether it satisfied the requirements of the EIA Regulations. Following that exercise, LUC confirmed that whilst a Regulation 22 request was not required, further clarification was sought in respect of a number of issues. These relate to matters concerning air quality calculations, ecological value, land contamination and socio economic assumption relating to employment numbers. LBTH have liaised directly with the applicant in attempt to seek responses to these clarifications. LBTH officers have had a meeting with the applicants consultants to iron out the remaining clarification and the Borough's

EIA Officer has confirmed that these clarification are relatively minor. A response to the clarifications has now been submitted and these are being reviewed by the Council's consultants at the time of writing this report. Members will be updated in a Supplementary Agenda.

- 9.165 Subject to some minor clarifications, LUC conclude that the application is considered to meet the EIA Regulations and provide a satisfactory level of information to allow a proper assessment of the development proposals. The ES is considered to provide a comprehensive assessment of the environmental impacts of the proposed development.
- 9.166 The ES addresses the following areas of impact (in the order they appear in the ES):
- Air Quality and Dust
 - Noise and Vibration
 - Ecology
 - Townscape and Visual
 - Water Resources and Flooding
 - Land Contamination
 - Traffic and Transport
 - Archaeology and Cultural Heritage
 - Socio-economics
 - Wind and Microclimate
 - Daylight, sunlight,
 - Telecommunications
 - Cumulative Impacts
- 9.167 The various sections of the ES have been reviewed by officers. The various environmental impacts are dealt with in relevant sections of this report above with conclusions given, proposals for mitigation of impacts by way of conditions, and/or planning obligations as appropriate.
- 9.168 In summary, having regard to the ES and other environmental information in relation to the development, officers are satisfied that the environmental impacts are acceptable in the context of the overall scheme, subject to conditions/obligations providing for appropriate mitigation measures.

Other Issues

HSE and Poplar Gasholders

- 9.169 The Poplar Gasholder Site on Leven Road contains three gasholders and is designated as a major hazard site by virtue of the storage of hazardous substances. Since the earliest iterations of this scheme, LTGDC, GLA and LBTH have identified the scheme's proximity to the has as a significant constraint to development in this area and that the design of the development should take this constraint into account.
- 9.170 At a strategic policy level, London Plan Policy 5.22 states that when assessing developments near hazardous installations, the site specific circumstances and proposed mitigation measures should be taken into account when applying the Health and Safety Executive's PADHI methodology.
- 9.171 Saved Policies DEV53 and DEV54 of the UDP and Policy DM30 of the draft

Managing Development DPD (2012) notes how developments will not be supported if it involves new development in close proximity to hazardous installations where it would be a significant threat to health and the environment.

9.172 In deciding whether to approve this development, officers suggest Members pay particular attention to the risk associated with the gasholders at Leven Road. The paragraphs below present the evidence as provided by the applicant along side the likelihood as to whether the HSE will accept this evidence. This section of the report seeks to clarify the implications of the gasholders; explain officer's interpretation of the HSE's protocol to development consultation zones; the applicant's risk assessment and approach and also finally notes the Council and LTGDC's position regarding the need for officers to weigh up the health and safety risks associated with the proposed development against the wider regeneration benefits proposed by the application.

9.173 The report detailing the entire outline masterplan has detailed the implications of the Leven Road gasholder site in greater detail, the risk posed by this major hazardous site and the Health and Safety Executive's position on introducing new residential population into the vicinity of such facilities. For the background context, including the PADHI assessment, Scaled Risk Integral and the planning authority's requirements for going against PADHI advice, members are advised to refer to this report.

The Phase 1 scheme falls within the middle PADHI consultation zone and therefore results in an 'advice against' response when run through the PADHI+ consultation system. The applicant has undertaken an assessment of the SRI value for Phase 1 only which has resulted in an SRI value of 133,917. This figure has taken into account COMAH quantities and residential occupancy at 2.1 persons per dwelling.

9.174 The HSE's *Criteria document for Land Use Planning cases of serious public safety concern* states, in terms of SRI, that values between 500,000 and 750,000 will be given the most serious consideration in deciding whether to request the application be 'called in' for determination by the Secretary of State. In cases where the SRI value is in excess of 750,000, call in would be sought no matter the circumstances of the development. Although the SRI value of 133,917 would appear to fall below the HSE's criteria serious consideration for call in request, the formal view of the HSE is not known in this respect. However, as with the outline masterplan application, members need to consider paragraph 8 of the HSE's *Criteria document for Land Use Planning cases of serious public safety concern* when deciding whether the material benefits of the scheme outweigh the potential risk presented by the gasholders. This sets out the criteria against which the HSE will consider whether to request the Secretary of State calls in the application for determination. These criteria are:

- Any significant residential development or development for vulnerable populations in the inner zones;
- The risk of death from a major hazard exceeds the Tolerability of Risk (TOR) limit for a member of the public;
- There are substantial numbers of people in the proposed development exposed to a significant level of risk;
- The endangered population is particularly sensitive;
- It is a challenge to HSE's risk criteria for land use planning.

9.175 Taking each point in turn,

- (i) no building is proposed within the inner zone
- (ii) it is accepted that the gasholder is within TOR limit
- (iii) the societal risk has been discussed within this report
- (iv) the subject population is not any more or less sensitive than average
- (v) the HSE's own methodology has been used in assessing the risk.

9.176 In deciding whether to approve this development, Members are advised to pay particular attention to the risk associated with the gasholders at Leven Road. This section of the report has presented the evidence provided by the applicant along with the independent advice provided to LTGDC, GLA and LBTH. On the basis of the information provided by all parties, it is the view of officers that the benefits presented by this scheme outweigh the potential risk associated with the gasholder proximity.

9.177 Following submission of the applicant's revised Risk Assessment dated 26th October to the HSE, a meeting is planned for 21st Feb 2012 between the applicant, LTGDC, GLA and LBTH to discuss the revised proposal in the context of the above. It is intended that this will give the HSE a further understanding of the approach taken by the applicant to minimise the risk before formal consultation takes place on the 1st March, following LTGDC's resolution of the application, therefore giving the HSE 21 days to confirm their final position.

Planning obligations/S106

9.178 As set out in Circular 05/2005, planning obligations should only be sought where they meet the 5 key tests. Obligations must be:

- (i) Relevant to planning;
- (ii) Necessary to make the proposed development acceptable in planning terms;
- (iii) Directly related to the proposed development;
- (iv) Fairly and reasonably related in scale and kind to the proposed development; and
- (v) Reasonable in all other respects.

9.179 Regulation 122 of CIL Regulations 2010 brings into law policy tests for planning obligations which can only constitute a reason for granting planning permission where they meet they are

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

9.180 This is further supported by Saved Policy DEV4 of the UDP (1998) and Policy IMP1 of the Council's IPG (2007) policy SP13 in the Core Strategy (2010) which seek to negotiate planning obligations through their deliverance in kind or through financial contributions to mitigate the impacts of a development.

9.181 The Council's Supplementary Planning Document on Planning Obligations was adopted in January 2012. This SPD provides the Council's guidance on the policy concerning planning obligations set out in policy SP13 of the adopted Core Strategy. The document also set out the Borough's key priorities being:

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

The Borough's other priorities include:

- Health
- Sustainable Transport
- Environmental Sustainability
- Public Realm

9.182 The LBTH is a consultee on this application and it is for the LTGDC to determine. As such, and with regard to planning obligations, the LTGDC would normally apply their LTGDC Planning Obligations Community Benefit Strategy to ensure that developments contribute financially and in kind towards the infrastructure that is needed in the London Thames Gateway area to support the developments that are coming forward for planning approval. In light of the pending dissolution of LTGDC, it has been agreed that LBTH would apply the Borough's adopted SPD on Planning Obligations and that the S106 would be negotiated in line with the Borough's obligation priorities.

9.183 This application forms Phase 1 of the wider regeneration proposals for Aberfeldy which is outlined in a separate report discussing the Outline Planning Application. As this comprises two separate planning permissions (Outline and Full), two separate S106 agreements are required. It has been agreed with the applicant that the S106 for Phase 1 will ensure a proportion of the necessary contributions will be sought on a pro-rata basis. This is needed to justify the proposal as a stand alone scheme and to ensure that the impact of the development is mitigated against in its own right, if later phases do not come forward.

9.184 Furthermore, appropriate clauses are proposed in the S106 agreement for the Outline Application ensuring that the individual obligations paid with respect to Phase 1, be deducted from the over all amount sought in the Outline S106. This is currently being discussed with the applicant at the time of writing this report and Members will be updated in a Supplementary Agenda on the 16th February 2012.

9.185 In the consideration of requested Phase 1 obligations, consideration has also been given to the wider estate regeneration improvements proposed in later phases of this development, which whilst not contributing to the Council's priorities as set out in the Planning Obligations SPD, are material in considering its acceptability. These are discussed in further detail below:

Affordable Housing

9.186 A minimum of 28% of affordable housing is propose for Phase 1. A review mechanism is also proposed to assess the capacity of this site to deliver a surplus level of affordable housing through the submission of a Pre-Assessment Viability Toolkit, prior to commencement of Phase 1.

9.187 Based on the supporting viability report and the site constants, officers consider this offer to be acceptable given the site circumstances and it is recommended that the clauses within the S106 agreement give the LPA reasonable assurance that if and when market conditions improve when Phase 1 commence, there is

opportunity to increase the level of affordable housing on Phase 1 from 28%.

Education

- 9.188 The proposed increase in residential development on the site will generate an increased child yield and therefore an increase in demand for primary and secondary school places in the Borough. However, the proposal for Aberfeldy involves the regeneration of an existing estate where proportion of existing families will be re-housed to relieve overcrowding conditions. As such, based on the adopted Planning Obligations SPD, the net increase in units for the overall scheme (all phases) results in the need for 21 additional primary places. This amounts to a requested contribution of £311,430. A pro-rata contribution of £93,429 is sought for Phase 1.
- 9.189 The applicant has committed fully to this request.

Enterprise and Employment

- 9.190 The SPD requires developments to exercise reasonable endeavours to ensure that 20% of the construction phase workforce will be for local residents of Tower Hamlets, to be supported through the Skillsmatch Construction Services. In addition, the SPD requires that 20% of the goods/services procured during the construction phase should be achieved by businesses in Tower Hamlets
- 9.191 The SPD also seeks a financial contribution towards the training and skills needs of local residents in accessing job opportunities created through the construction phase of all new development and a contribution towards end use phase of commercial developments. In addition, the SPD states that in-house training programmes may be considered in lieu of the construction phase skills and training contribution; however this is assessed on a case by case basis. At the time of writing this report, the applicant is still communicating with colleagues in Enterprise & Employment in attempt to work out the requested contribution.
- 9.192 However, officers are aware that the viability toolkit indicates that the scheme is unviable. In recognising the need to mitigate against the impact of the development on local employment, the applicant proposes a number of in-house training and skills initiatives. However, officers have requested further clarification and justification on what the proposed in-house training programme will comprise of and how this has been valued.
- 9.193 The terms and conditions of this are currently being discussed with the Borough's Enterprise and Employment Team and that Members will be updated on this in the Supplementary Agenda on 16th Feb, as to what the requested financial contribution will be and also whether any of in kind employment provisions are considered acceptable.

Community Facilities

- 9.194 The SPD identifies Idea Store, Libraries, Archives, Leisure, Multi-Use Community Facilities within the Community priority.
- 9.195 With respect to the Idea Stores/Archives and Libraries and Leisure – a contribution of £84,565 & £288,759 is sought respectively based on the SPD. In terms of Multi Use Community Facilities, officers are not seeking any specific additional multi use community facilities for Phase 1 of this development. The

SPD advises that the Council may seek a contribution towards the upgrade of such facilities and in exceptional circumstances, an on-site provision.

9.196 The applicant's viability toolkit indicates that the scheme is unviable and the applicant proposes no contributions towards the mitigation of the proposed development on community facilities. However, it is worth noting that the applicant proposes to replace the existing community facility on site in later phases of this development (Aberfeldy Neighbourhood Centre which is operated and funded by Poplar Harca) and replace it with a new and better equipped specification. In addition, the proposal also seeks to relocate the existing faith centre on Aberfeldy Street (currently within one of the existing retail units) and build two new purpose built faith centres (totalling 322 sqm) next to the community centre in later phases of this development. Whilst this is not sufficient to mitigate against the impact of the proposed development, officers welcome these aspects of the proposal and recognise them as contributing to the overall regeneration benefits of the scheme.

9.197 As such officers accept the viability constraints demonstrated and since no contribution is being offered to the Borough to mitigate against the development impact on community facilities in Phase 1, officers recommend that suitably worded clause is proposed in the S106 to ensure the replacement community facility is provided and furthermore, if the replacement facility does not come forward by a specific date or by the completion of Phase 4, the applicant pay a commuted sum of £308k (the value of the replacement community centre).

Other Priorities –

Health

9.198 The SPD requires all major developments to contribute towards health facilities. Contributions will be calculated using HUDU model which calculates the cost of increased demand on local facilities based on the proposed increase in population. The SPD also considers the provision of an onsite health facility which can be handed over to the PCT and the floorspace provision offset against the HUDU contribution.

9.199 As noted in the Outline application, the PCT seeks a capital planning contribution of £535k for the entire application if the proposed on site health facility is not provided (Phase 4).

9.200 Considering the East India and Lansbury Ward is listed as the most deprived ward in London and Aberfeldy has the worst health statistic in the UK, officers welcome the proposed on site health facility in later phases of this development as this will bring significant benefits to the Aberfeldy and assist in improving the current poor health statistics.

9.201 Officers recommend that the S106 ensures that if arrangements with the PCT (or an alternative health provider) are not in place by a specific date or the commencement of Phase 4, Poplar Harca will be required to give the Council an agreed sum to the Borough (e.g 30% of the HUDU model calculation which = £160k) to mitigate against the impact of Phase 1. As such, it is proposed that the S106 captures this agreement.

Sustainable Transport

- 9.202 The SPD requires a contribution towards sustainable transport improvements. Based on the net increase in residents x the cost of smarter travel, a contribution of £9,951 is sought (towards Smarter Travel and to encourage walking and cycling within the borough).
- 9.203 The applicant proposes that officers consider off-setting this financial contribution, against the recent £740k payment made by Poplar Harca towards the introduction of a new Nutmeg Lane pedestrian crossing on the A13 adjacent to the site which will improve local resident's access to public transport.
- 9.204 It is understood that the introduction of the pedestrian crossing at Nutmeg Lane would not have happened without the wider regeneration proposals presented in the current application and in this respect it is an integral part of the scheme. It would appear that Poplar Harca took a significant risk in contributing towards the funding of this crossing before this application was submitted and without any certainty as to the outcome of this application.
- 9.205 On balance, officers consider the delivery of the A13 crossing to be a sufficient reason to off-set against any additional requests towards smarter travel.

Environmental Sustainability

- 9.206 As outlined in the report which assesses the Outline Planning Application, this includes the promotion of renewable, sustainable forms of energy and enhancements to wildlife biodiversity. The SPD requires all major developments to contribute towards energy initiatives and carbon offset funds, if officers feel all on site measures to reduce CO2 have been exhausted. However, as described in previous sections of this report, the application commits to a 25% reduction in CO2 and each phase of the development will require revised energy strategies. Officers are content with the overall energy strategy and no further contributions are requested.
- 9.207 With regards to biodiversity, the site is not considered to have any ecological or biodiversity value however in order to improve this, the applicant has proposed several measures within Phase 1 to improve the biodiversity of the site, eg, green roofs on all three blocks in Phase 1, which have been commended by the Borough's Biodiversity Officer.

Public Realm

Public Open Space

- 9.208 Through applying the SPD, a contribution of £522,693 is sought to mitigate against the lack of open space provided in the application.
- 9.209 The viability toolkit indicates that the scheme is unviable and the applicant proposes no further contributions towards open space other than the linear park proposed on site part of which will come forward in Phase 1. Officers do however have regard to the *quality* of the open space proposed despite the shortfall in quantitative terms.
- 9.210 Officers accept the demonstrated viability constraints on this site, and will seek to ensure through the S106 and appropriate conditions that a fully detailed landscape plan is submitted outlining a schedule of works and cost plan for the linear park area identified in the illustrative masterplan as East India Green. This

is considered to give the Borough the assurance that East India Green will be delivered to high quality.

Streetscene and Built Environment Improvements

- 9.211 Based on the SPD, an obligation of approximately £490k is sought towards Streetscene and Built Environment Improvements, based on extent of footways and carriageways around Phase 1. In response, the applicant proposes a contribution of £418k towards streetscene improvements in Aberfeldy Street, Abbott Road and Blair Street, however this will not solely be towards Phase 1. Considering the site constraints, viability assessment, the contribution of £418k towards the wider scheme is considered acceptable. It is recommended that the S106 agreement ensures that this money is spent specifically on streetscene and built environment improvements to Aberfeldy Street, Abbott Road and Blair Street which are the principle routes through the site.

Public Art/Artistic Intervention in the Public Realm

- 9.212 Within Public Realm obligations, the SPD also seeks an element of *Public Art*. Officers have requested that the applicant incorporate public art/ artistic intervention in the public realm as an integral part of the development proposal and in particular involve local residents and organisations such as the children of Culloden School. In response, the applicant has committed to a sum of £50,000 towards public art and this obligation will be captured in the S106 agreement. This is not necessarily tied to Phase 1, but to the wider scheme.

Travel Plan Monitoring

- 9.213 The Applicant supports the introduction of a travel plan as part of the development proposals and will agree to a one-off financial contribution to the Council of £3,000

TfL Transport and Wayfinding

- 9.214 TfL have noted that the development is likely to generate demand for additional bus capacity to improve residents' access to public transport, but the applicant is seeking to off-set the total amount requested against their financial contribution towards the A13 pedestrian crossing (the remaining £717,889 noted above) and works to improve the bus routes adjacent to the application site.
- 9.215 TfL is also seeking a contribution towards the introduction of Legible London boards within the scheme. The application scheme already incorporates improvements that will enhance the legibility of the estate. In addition, Poplar HARCA already provides wayfinding material within all of their estates and will incorporate such material as necessary within these proposals.
- 9.216 It is understood that negotiations with the GLA are on going at the time of writing this report.

Monitoring & Implementation

- 9.217 The SPD requires a contribution towards the monitoring and implementation of the S106 agreement. The Council normally applies a 2% fee to the total financial contribution sought. However in certain circumstances a higher contribution will be sought. The S106 for Aberfeldy will require a lengthy agreement with complex

clauses requiring future reviews of each phase of the development in order to ensure the level of affordable housing can be maximised in future phases. As such, officers consider it appropriate to request a higher than normal monitoring fee. 3% is considered appropriate.

Conclusion

9.218 Overall, it is officers' view that the proposed contribution package is considerably low especially considering the scale of the development proposed and the likely impacts on the social and community infrastructure, health, and education. However, in light of the viability constraints identified in the applicant's viability appraisal, alongside the proposed regenerative benefits proposed through the wider scheme, officers accept the level of contributions proposed by the applicant. Areas such as affordable housing, health and education will be prioritised.

9.219 The provision of 28% affordable housing within Phase 1 (including an appropriate review mechanisms to capture additional affordable housing) alongside the onsite provision of new health facility in later phases, education contributions, and streetscene improvements, the proposed contribution package is accepted. Furthermore, the proposed review mechanism at the onset of each of the future phases will ensure that the level of affordable housing can increase if economic circumstances permit. On balance, this is considered sufficient to mitigate against the impacts of the proposed development on local social and physical infrastructure in line with Regulation 122 of Community Infrastructure Levy 2010, Government Circular 05/05, saved policy DEV4 of the Council's Unitary Development Plan (1998), policies SP02 and SP13 of the Core Strategy Development Plan Document (2010).

10 Overall Conclusions and Regeneration Benefits

10.1 The proposed regeneration of Aberfeldy estate has been in negotiation with officers at LTGDC, GLA and LBTH since 2009. Previous designs and layouts were considered and concerns raised by officers regarding density, height of the taller towers along the A13 and the proximity of the site to the gasholders and in light of the HSE's advise against recommendation.

10.2 Following the withdrawal and redesign of the previous 2010 scheme, the current application seeks to regenerate the site against a number of site viability constraints. These include a £23million leaseholder buyout cost; the loss of £12million HCA grant funding; costly flood mitigation measures, and the constraints of the gasholders and the risk of intervention by the HSE through a potential Secretary of State call in. These viability constraints have now been reviewed and tested (by LTGDC). Phase 1 has been amended considerably with the main alterations being the reduction in height of the buildings, a reduction in density and redistribution across the site, away from the gas holders, a change in mix for phase 1 and the creation of a plaza and linear park to opening up on the blocks to provide more of a connection with open space.

10.3 Despite the viability constraints, the development proposed for Phase 1 would:

- Deliver 342 new homes;
- Achieve a balanced and sustainable tenure mix through 28% affordable, the majority of which will be for social rent.
- 33% of this will be for families;

- Provide a small element of retail to support early phases of the wider development;
- Achieve a distinctive, sustainable, high quality design;
- Provide quality civic plaza and public realm;
- Provide an accessible and pedestrian friendly environment;
- Achieve quality low carbon (Code Level 4) homes;
- Improve biodiversity through green roofs and a swale.

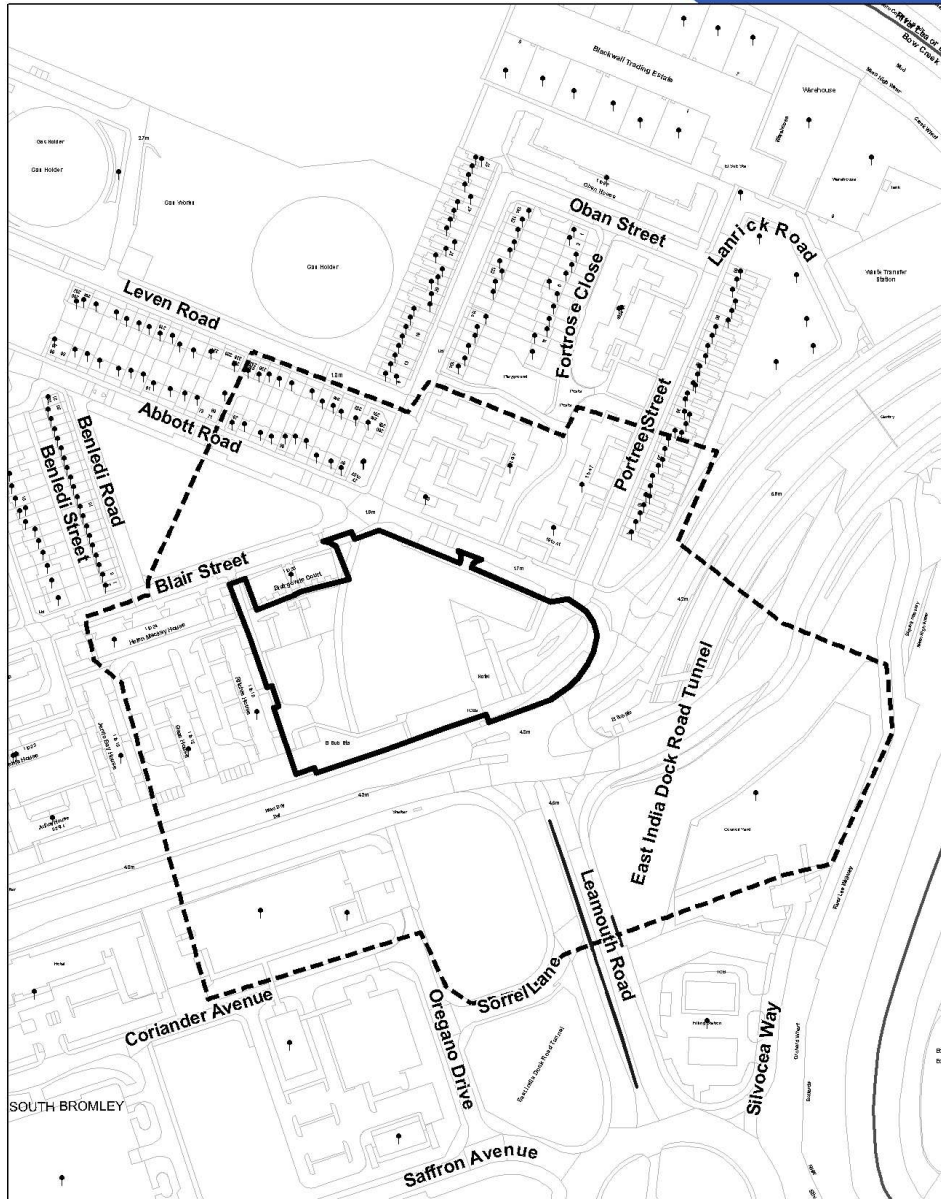
10.4 In line with the objectives of the draft National Planning Policy Framework and strategic and local policy objectives, this application is considered to contribute towards the wider regeneration of Aberfeldy Estate and achieve a more mixed and balanced community through a better balance in tenure and household income, particularly in an area such as Aberfeldy where social housing dominates and statistics relating to crime, poverty and overcrowding are high.

East India and Lansbury is listed as *the* most deprived ward in London. There is also evidence which indicates that Aberfeldy has the worst health statistic in the UK, with lower than average life expectancies, high numbers of children living in poverty and these statistic are closely related to problems of overcrowding. It is considered that the proposed application will improve the overall standard of accommodation in Aberfeldy by reducing the number of under occupied properties for small households (currently 16%) and increase the number of larger family homes for those houses which are currently overcrowded (currently 46%). These properties will be built to a higher standard, will have improved energy and heating demands, comply with Mayor of London space standards and Lifetime Homes standards. The additional functional and accessible open space, together with the new social, community and retail facilities in later phases are considered to greatly contribute to the quality of life for those living in Aberfeldy and will assist in the delivery of real regeneration in this area, in line with the Council's local vision to create a sustainable residential community Aberfeldy and Poplar Riverside (LAP8-9).

11 CONCLUSION

11.1 All other relevant policies and considerations have been taken into account. Planning permission should be supported for the reasons set out in RECOMMENDATION section of this report.

Planning Application Site Map



Planning Application Site Boundary	Locally Listed Buildings	Land Parcel Address	
Consultation Area	Statutory Listed Buildings	0 30 m	

1:2,500

This Site Map displays the Planning Application Site Boundary and the neighbouring Occupiers / Owners who were consulted as part of the Planning Application process.
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