

Meeting of the

STRATEGIC DEVELOPMENT COMMITTEE

Thursday, 15 March 2012 at 7.00 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: Alan Ingram, Democratic Services, Tel: 020 7364 0842, E-mail: alan.ingram@towerhamlets.gov.uk

LONDON BOROUGH OF TOWER HAMLETS
STRATEGIC DEVELOPMENT COMMITTEE

Thursday, 15 March 2012

7.00 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**

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 13th March 2012.

5.	DEFERRED ITEMS	5 - 8	All Wards
5 .1	Former Goodmans Fields, 74 Alie Street and Land North of Hooper Street and East of 99 Lemman Street, Hooper Street, London E1(PA/11/03587)	9 - 88	All Wards
6.	PLANNING APPLICATIONS FOR DECISION	89 - 92	
6 .1	The Robin Hood Gardens Estate together with land south of Poplar High Street and Naval Row, Woolmore School and land north of Woolmore Street bounded by Cotton Street, East India Dock Road and Bullivant Street (PA/12/00001 and PA/12/00002)	93 - 172	Blackwall & Cubitt Town
6 .2	Former Blessed John Roche Secondary School, Upper North Street, London E14 6ER (PA/11/3765)	173 - 212	Limehouse

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: 15 th March 2012	Classification: Unrestricted	Agenda Item No: 5
Report of: Corporate Director 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. The following information and advice applies to them.

2. DEFERRED ITEMS

- 2.1 The following items are in this category:

Date deferred	Reference number	Location	Development	Reason for deferral
6 th March 2012	PA/11/03 587	Former Goodmans Fields, 74 Alie Street and Land North of Hooper Street and East of 99 Leman Street, Hooper Street, London E1	Hybrid planning application for residential-led mixed-use redevelopment of the site comprising: 1) Outline Application - All matters reserved (except for access) § Development of North East (NE) and South East (SE) quadrants of the site to provide: § Podium blocks of between 7 - 10 storeys (max 46.075m AOD) with two towers on each podium block of between 19-23 storeys (max 85.425m AOD) and dwellings fronting Gower's Walk; § Up to 700 residential units (Use Class C3); § Up to 6,709 square metres (GIA) of flexible commercial and leisure floor space (Use Classes A1 - A5, B1a, D1 and D2) at ground floor level including a health centre (up to 1,581 square metres GIA); § Associated vehicular, pedestrian and cycle access; § At least 9,380 square metres of Public Open Space; and	The level of affordable housing provision · Lack of child play space and open space · Lack of living roofs (including brown and green roofs) and the impact this would have on biodiversity and sustainability

**LOCAL GOVERNMENT ACT 2000 (Section 97)
LIST OF BACKGROUND PAPERS USED IN THE DRAFTING OF THE REPORTS UNDER ITEM 6**

Brief Description of background papers:

Tick if copy supplied for register:

Name and telephone no. of holder:

Application, plans, adopted UDP, Interim Planning Guidance and London Plan

Eileen McGrath (020) 7364 5321

			<p>§ Related infrastructure and engineering works.</p> <p>2) Full details</p> <p>§ Development of the North West (NW) quadrant of the site to provide:</p> <p>§ Podium block between 6-10 storeys (max 46.075 AOD) and two towers up to 19 Storeys (max 76.17m AOD) and 21 storeys (max 85.4m AOD);</p> <p>§ 250 bedroom hotel (Use Class C1) including a restaurant (Use Class C3) at ground to sixth floor level;</p> <p>§ 164 residential units (Use Class C3);</p> <p>§ 841 square metre (GIA) ancillary gym and swimming pool at ground and first floor level for residents use;</p> <p>§ 1,713 square metre (GIA) flexible commercial / leisure floorspace (Use Class A1 - A5, B1a and D2) at ground floor level;</p> <p>§ 17, 778 square metre (GIA) basement level across the site to provide 253 car parking spaces, 35 motor cycle spaces, 50 electric car charge points, 1358 cycle parking spaces and ancillary facilities for storage, management facilities and plant;</p> <p>§ Public Open Space to form part of the wider outline public open space strategy; and</p> <p>§ Associated access, landscaping, surface car parking and cycle parking and related infrastructure and engineering works.</p>	
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3. CONSIDERATION OF DEFERRED ITEMS

3.1 The following deferred application is for consideration by the Committee. The original report along with any update reports are attached.

Former Goodmans Fields, 74 Alie Street and Land North of Hooper Street and East of 99 Leman Street, Hooper Street, London E1

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

4. PUBLIC SPEAKING

- 4.1 As public speaking has already occurred when the Committee first considered these deferred items, the Council's Constitution does not allow a further opportunity for public speaking. The only exception to this is where a fresh report has been prepared and presented in the "Planning Applications for Decision" part of the agenda. This is generally where substantial new material is being reported to Committee and the recommendation is significantly altered.

5. RECOMMENDATION

- 5.1 That the Committee note the position relating to deferred items and to take any decisions recommended in the attached reports.

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Agenda Item 5.1

Committee: Strategic	Date: 15 th March 2011	Classification: Unrestricted	Agenda Item No:
Report of: Director of Development and Renewal		Title: Planning Application for Decision	
Case Officer: Mary O'Shaughnessy		Ref No: PA/11/03587	
		Ward(s): Whitechapel	

1. APPLICATION DETAILS

Location: Former Goodmans Fields, 74 Alie Street and Land North of Hooper Street and East of 99 Lemman Street, Hooper Street, London E1

Existing Use:
Proposal:

Hybrid planning application for residential-led mixed-use redevelopment of the site comprising:

1) Outline Application - All matters reserved (except for access)

§ Development of North East (NE) and South East (SE) quadrants of the site to provide:

§ Podium blocks of between 7 - 10 storeys (max 46.075m AOD) with two towers on each podium block of between 19-23 storeys (max 85.425m AOD) and dwellings fronting Gower's Walk;

§ Up to 700 residential units (Use Class C3);

§ Up to 6,709 square metres (GIA) of flexible commercial and leisure floor space (Use Classes A1 - A5, B1a, D1 and D2) at ground floor level including a health centre (up to 1,581 square metres GIA);

§ Associated vehicular, pedestrian and cycle access;

§ At least 9,380 square metres of Public Open Space; and

§ Related infrastructure and engineering works.

2) Full details

§ Development of the North West (NW) quadrant of the site to provide:

§ Podium block between 6-10 storeys (max 46.075 AOD) and two towers up to 19 Storeys (max 76.17m AOD) and 21 storeys (max 85.4m AOD);

§ 250 bedroom hotel (Use Class C1) including a restaurant (Use Class C3) at ground to sixth floor level;

§ 164 residential units (Use Class C3);

§ 841 square metre (GIA) ancillary gym and swimming pool at ground and first floor level for residents use;

§ 1,713 square metre (GIA) flexible commercial / leisure floorspace (Use Class A1 - A5, B1a and

- D2) at ground floor level;
- § 17, 778 square metre (GIA) basement level across the site to provide 253 car parking spaces, 35 motor cycle spaces, 50 electric car charge points, 1358 cycle parking spaces and ancillary facilities for storage, management facilities and plant;
- § Public Open Space to form part of the wider outline public open space strategy; and
- § Associated access, landscaping, surface car parking and cycle parking and related infrastructure and engineering works.

Drawing Nos/Documents: Drawings:

A0100, A0101, A0102, A0103, A1002, A1026, A1030, A1060 Rev B, A1063 Rev B, A1065 Rev C, A1068 Rev C, A1104 Rev A, A1105, A1106 Rev A, A1107, A1108, A1109, A1110, A1111, A1112 Rev A, A1113 Rev A, A1114 Rev A, A1115 Rev A, A1116 Rev A, A1117 Rev A, A1118 Rev A, A1119 Rev A, A1120 Rev A, A1121 Rev A, A1122 Rev B, A1123 Rev B, A1124 Rev B, A1125 Rev B, A1126 Rev B, A1127 Rev B, A1128 Rev A, A1161 Rev B, A1162 Rev B, A1163 Rev A, A1164 Rev C, A1165, A1166, A1167 Rev C, A1168 Rev C, A2002, A2003, A2006, A2007, A2008, A2051, A2052, A2053, A3001 Rev A, A3002, A3003 Rev A, A3004, A3005, A3006, A3007, A3008, A3009, A3010, A3011, A3020 & SK0042.

Indicative Landscape Drawings:

TOWN478 (08) 1001 R07, TOWN478 (08) 1004 R03, TOWN478 (08) 5001 R05, TOWN478 (08) 5020 R02, TOWN478 (08) 5110 R02 & TOWN478 (08) 5010 R03.

Documents:

Design and Access Statement (November 2011)
 Planning Statement (November 2011)
 Planning Summary Statement (November 2011)
 Community Involvement Statement (November 2011)
 Community Involvement Statement Update (December 2011)
 Town Centre Uses Assessment (November 2011)
 Public Realm Strategy (November 2011)
 Servicing and Waste Strategy Management Plan (November 2011)
 Site Waste Management Plan (November 2011)
 Ventilation Statement (November 2011)
 Utilities Statement (November 2011)
 Energy Strategy (November 2011)
 Sustainability Statement (including BREEAM Assessment and Code for Sustainable Homes Pre-Assessment) (November 2011)
 Transport Assessment including Travel Plan Framework (November 2011)
 Flood Risk Assessment (November 2011)
 Housing and Regeneration Statement (November 2011)
 Housing and Regeneration Statement Addendum

(February 2012)
Environmental Statement (November 2011)
Environmental Statement Addendum (December 2011)
Environmental Statement Addendum (February 2012)
Addendum Note 2: Clarification on Energy Strategy/CHP implementation (February 2012)
Clarification and Further Information in respect of: 1. The principle of a part outline application and 2. The effect of the proposals on the OUV of the Tower of London World Heritage Site (February 2012)
Visual Impact Study – City Hall (February 2012)

Applicant: Berkeley Homes (Capital) PLC
Ownership: Berkeley Homes (Capital) PLC
Historic Building: N/A
Conservation Area: N/A

2. BACKGROUND

- 2.1 This application for planning permission was reported to Strategic Development Committee on 6 March 2012 with an officer recommendation for approval. A copy of the committee report containing the Summary of Material Planning Considerations, Site and Surroundings, Policy Framework, Planning History and Material Planning Considerations is attached at Appendix 1.
- 2.2 Members indicated that they were minded to refuse the planning application because of concerns over:
- The level of affordable housing provision
 - Lack of child play space and open space
 - Lack of living roofs (including brown and green roofs) and the impact this would have on biodiversity and sustainability
- 2.3 Members' resolved to defer making a decision to allow officer's to prepare a supplemental report setting out the reasons for refusal and the implications of the decision. The proposed reasons for refusal and implications are set out at Section 6 of this report.

3. CLARIFICATIONS AND AMENDMENTS TO THE PROPOSED SCHEME

- 3.1 Since the deferral of the decision, the applicants have sought to address members concerns by introducing changes to the scheme.

Reason One – Affordable Housing

- 3.2 Officers note that the offer of 28% affordable housing by habitable room was robustly tested by independent viability consultants appointed by the Council. Officers looked at options in respect of how the affordable housing could be provided and what the impact of having varying levels of social rent, affordable rent (pod levels) and intermediate rent would have on the overall level of affordable housing provision. The offer at 28% is the maximum the site can provide and remain viable.
- 3.3 Notwithstanding, the results of this review and the impacts on the viability of the scheme, the applicant has advised that they are willing to increase the affordable housing offer to 30% by habitable room. The tenure mix will remain as existing that is social rent (30%), affordable rent (38%) and intermediate (32%).

- 3.4 It is important to note that this offer exceeds the maximum reasonable affordable housing provision as determined by officers and independent viability consultants. The applicant's reason for increasing the offer is to allow the application to be determined by the 31st of March as the applicant would prefer to ensure that the s.106 package remains linked to spending within the borough.
- 3.5 In conclusion, officers consider that in respect of affordable housing provision that the proposed amendment to the scheme addresses concerns of members regarding the affordable housing provision on site.

Reason Two – Child Play Space and Open Space

- 3.6 In respect of the second reason for refusal officers consider that the concern about the level of child play space can be addressed via conditions and reserved matters.
- 3.7 Firstly, it is important to note that this application represents an increase of 1274.83 square metres of public open space over the extant permission. This has been achieved by increasing the size of the basement and moving all servicing to grade level. This has allowed the quality and quantity of public open space across the scheme to be increased. Officers propose to ensure the delivery of a high quality public open space for local and future residents by condition and through the s.106 agreement.
- 3.8 The minimum level of public open space provision proposed is 9,380 square metres which equates to .938 hectares and exceeds the City Fringes Area Action Plan requirement for the provision of .8 hectares. The public open space proposed comprises a new park – Park Square (3152 square metres) for the local area, a three new Squares including the Main Piazza (2317 square metres), Southern Garden (1705 square metres) and the Sensory Garden (225 square metres) as well as interconnecting green fingers totalling 2235 square metres.
- 3.9 The layout and siting of the public open spaces across the site with interconnecting green fingers would ensure that existing local residents will have access to these spaces which is a benefit of the scheme in light of the existing deficiency for open space across the borough. The applicant has also advised that they will continue to work with local residents in respect of developing the public open space to ensure that their concerns are addressed and inform the development of the scheme.
- 3.10 In respect of child play space provision, this is provided within areas of communal amenity space and within the public open space across the site. It is noted that within the detailed phase of the application the levels of private, communal and child play space accord with policy. In respect of the outline phase the overall provision accords with policy however, the breakdown currently results in an overprovision of communal amenity space and an under provision of child play space. It is considered that this can be adequately addressed through reserved matters and conditions as the detailed layout is developed.
- 3.11 Table 1 below sets out the minimum requirements for communal amenity space within the detailed and outline phases and illustrates that in respect of communal amenity space there is an over-provision of 1611 square metres. Within the Committee Report at Appendix 1 at paragraph 8.70 officers noted that they considered that through the use of conditions the level of child play space across the site could be increased and the level of communal amenity space provision could be reduced in order to ensure the level of child play space and communal amenity space accords with policy requirements. Furthermore, the quality of this space could be secured via condition.

Table 1: Communal Amenity Space Provision

	Policy Requirement	Level of Provision	Surplus Communal Amenity Space
Detailed Phase	204	1145	941
Outline Phase	3500	4170	670
Totals	3704	5315	1611

3.12 The requirement for child play space provision including the detailed and outline phase is 2900 square metres. The current level of provision is 1578 square metres and this could be increased to accord with policy if the level of communal amenity space is reduced.

3.13

In conclusion, officers consider that through the use of planning conditions that the level of child play space can be increased across the site to ensure sufficient provision for future and existing children. In this instance officers consider that the level of public open space and the way in which it is provided accords with policy and would result in an enhancement of public open space provision within the local area.

Reason Three – Living Roofs

3.14 It is noted that no significant vegetation or any protected species of fauna or flora exist on the site or is likely to use the Site, and for this reason, an assessment of impacts upon ecology was scoped out of the Environmental Statement. The proposed scheme includes a range of biodiversity enhancements and green infrastructure including, tree planting, soft landscaping, sedum roofs and green roofs which accords with London Plan and Council policy which seeks to ensure elements of green infrastructure are provided within all development.

3.15 Within the detailed phase of the development 1136 square metres of living roofs are proposed which is considered acceptable.

3.16 Within the outline phases, priority has been given to the provision of communal amenity space at roof level of the perimeter blocks as opposed to inaccessible living roofs. However, as illustrated within table 1 above there is capacity to increase the level of living roofs and decrease the communal amenity space provision. Taking account of the requirement for a further 1322 square metres of child play space; there is still a surplus of communal amenity space which could be provided as living roofs. It is considered that this can be controlled via condition.

3.17 Furthermore, officers consider that biodiversity enhancement can be incorporated into the detailed and outline element of the scheme through the use of conditions. The landscape strategy for the outline phase could seek to prioritise the delivery of biodiversity enhancements for the local area. This aim can also be included in the landscape strategy for the public open spaces across the site. It is noted that officers had already proposed a condition in respect of tree planting to maximise the provision across the site.

3.18 On balance, officers consider that through the use of appropriate conditions and reserved matters members concerns in respect of the provision of brown and green roofs to enhance biodiversity can be addressed.

Other Considerations

3.19 In respect of the creation of new employment opportunities, it was noted that members had raised some queries. In this respect it is noted that the heads of terms listed at paragraph 6.1 seek to ensure a commitment to target 20% local job procurement during both construction and end user phases of the development. A further commitment to provide a minimum of 80 local apprenticeships leading to recognised technical or vocational

qualifications during the construction phase has been included in order to further enhance the employment opportunities for local residents.

4. **ADDITIONAL RESPONSES**

Primary Care Trust (PCT)

- 4.1 The PCT have confirmed the delivery of a health centre on this site is a priority and the terms of the delivery of the on-site health facility are acceptable.

5. **RECOMMENDATION**

- 5.1 In light of the increased affordable housing offer and the clarifications around other matters the officer's recommendation to approve planning permission remains the same.

- 5.2 That the Committee resolve to **GRANT** planning permission subject to:

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

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

- a) A contribution of £431,811.14 towards employment, skills, training and enterprise.
- b) A contribution of £1,117,119.10 towards community facilities.
- c) A contribution of £2,815,691 towards education.
- d) A contribution of £80,802.76 towards health.
- e) A contribution of £26,280 towards sustainable transport.
- f) A contribution of £339,300 requested by Transport for London (TfL) towards highway improvements.
- g) A contribution of £938,319.84 toward public space.
- h) A contribution of £414,264 towards streetscene and the built environment.
- i) A contribution of £123,271.76 towards monitoring and implementation.
- j) 30% affordable housing.
- k) The provision of a health centre up to 1,581 square metres and peppercorn rent for three years from the date of occupation but otherwise usual market rents
- l) The provision of land for a Barclays Cycle Hire Docking Station for up to 25 bikes within the site.
- m) A commitment to 20% local procurement during construction phase and end user phase.
- n) A commitment to provide a minimum of 80 local apprenticeships leading to recognised technical or vocational qualifications during the construction phase.
- o) The provision of a Travel Plan framework and monitoring for commercial and residential users of the development.
- p) Secure a permit free agreement to prevent future residential occupiers from applying for on-street parking permits.
- q) TV reception mitigation measures.
- r) Air quality monitoring during construction to mitigate the impact of the construction works on the surrounding population.
- s) Car Club.
- t) Secure access to public open space within the site.
- u) Any other planning obligation(s) considered necessary by the Corporate Director Development & Renewal

- 5.3 That the Corporate Director Development & Renewal is delegated power to negotiate the legal agreement indicated above.

- 5.4 That the Corporate Director Development & Renewal is delegated power to impose conditions and informatives on the planning permission to secure the following matters:

5.5 Conditions

5.6 That the Corporate Director Development & Renewal is delegated authority to recommend the following conditions and informatives in relation to the following matters:

Site Wide

- Time limit (three years)
- Time limit for final submission of reserved matters
- Submission of detailed phasing programme
- 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.
- Archaeology
- Contamination – investigation and remediation
- Piling Impact Statement (Thames Water)
- Water Impact Studies (Thames Water)
- Surface water drainage
- Cycle parking strategy
- Car park management
- Estate management strategy – CCTV, Safety and Security and Management of public realm
- Public Art
- Permitted Development Rights

Full Planning Permission (NW Block)

'Compliance' Conditions

- Timing (3 yrs)
- In accordance with approved plans
- Maximum level of floor space for commercial uses
- Car Parking
- Lifetime Homes Standards
- Maximum building heights
- 10% Wheelchair units
- Code for Sustainable Homes Level 4
- BREEAM Excellent
- Secured by Design standards
- In accordance with approved FRA
- Hours of construction
- Compliance with site wide energy strategy
- Compliance with Refuse Storage

'Prior to Construction' Conditions:

- Construction Logistics Plan
- Environmental Management Plan
- Waste Management Strategy
- Air Quality Management Plan
- Fire and Emergency detail

Prior to above ground works conditions:

- Materials, Samples and Detailed Drawings for NW block

- Balcony Details
- Landscaping and Planting to maximise biodiversity enhancements
- Tree Planting Plan to maximise biodiversity enhancements
- Children's Play Space provision
- Communal Amenity Space Provision to maximise biodiversity enhancements
- Lighting Strategy for the public realm
- Public Realm Way Finding Signage, Street Furniture and Materials Strategy
- Living Roofs and biodiversity measures
- Shop front and signage detail
- Wind assessment and mitigation
- PV Plan

'Prior to First Occupation' Conditions:

- Delivery and Servicing Plan
- Hours of Operation for non residential uses
- Commercial ventilation
- Commercial street furniture details

Outline Planning Permission SE Block, NE Block and Gower's Walk:

- Submission of reserved matters (scale, appearance and landscaping for all development within the phase) prior to the commencement of any works for that phase

'Compliance' Conditions

- Timing – within 3yrs
- In accordance with approved parameter plans
- Maximum floor areas for commercial
- Minimum amount of floor space for health centre
- Maximum no. of units (700)
- Minimum playable space
- Minimum amount of private amenity space
- Minimum amount of communal amenity space per phase
- Minimum amount of public open space
- Car Parking
- Lifetime Homes Standards
- Maximum building heights
- 10% Wheelchair units
- Code for Sustainable Homes Level 4
- BREEAM Excellent
- Secured by Design standards
- In accordance with approved FRA
- Hours of construction
- Compliance with and provision of site wide energy strategy
- Compliance and provision of Refuse Storage

'Prior to Construction' Conditions:

- Construction Logistics Plan
- Environmental Management Plan
- Air Quality Management Plan
- Balcony Details
- Landscaping and Planting to maximise biodiversity enhancements

- Tree Planting Plan to maximise biodiversity enhancements
- Children's Play Space provision
- Communal Amenity Space Provision to maximise biodiversity enhancements
- Lighting Strategy for the public realm
- Public Realm Way Finding Signage, Street Furniture and Materials Strategy
- Living Roofs and biodiversity measures
- Shop front and signage detail
- Wind assessment and mitigation
- PV Plan

'Prior to First Occupation' Conditions:

- Delivery and Servicing Plan
- Hours of Operation for non residential uses
- Commercial ventilation
- Commercial street furniture details

5.7 Informatives

- Associated S106
- S278 required
- Consultation with Building Control
- Consultation with Environmental Health
- Thames Water Advice
- NATS advice

5.8 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.

5.9 In the event of any responses been received relating to the outstanding Environmental Statement Consultation prior to the decision being issued, the Corporate Director, Development and Renewal is delegated authority to assess if any such response raises issues which substantively exceed the nature of the Committee's decision, subject to this not being the case the Corporate Director, Development and Renewal is delegated authority to issue the decision.

6. CONCLUSIONS

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

6.2 However, if Members are minded to refuse the application, subject to any direction by the Mayor of London the suggested reasons for refusal are as follows:

1. The level of affordable housing provision at 28% by habitable room and the mix of affordable housing tenures which included a split of social rent (30%), affordable rent (38%) and intermediate (32%) are not acceptable. The proposal fails to accord with policies 3.9, 3.10, 3.11 and 3.12 of the London Plan (2011), strategic policy SP02 of the Core Strategy (2010) and policy DM3 of the Managing Development DPD (proposed submission version) (2012) which seek to require 35%-50% affordable housing on site subject to viability and a mix of tenures to ensure balanced and sustainable communities.

2. The level of child play space provision across the site is unacceptable and as a result the overall open space provision is not sufficient. This is contrary to policies 3.5 and 3.6 of the London Plan (2011), strategic policy SP02 and SP04 of the Core Strategy (2010) and policies DM2, DM4 and DM10 of the Managing Development DPD (proposed submission version) (2012) which seek to ensure adequate provision of child play space and public open space within the borough.
3. The level of green infrastructure and biodiversity enhancements across the site including urban greening of the public realm, tree planting, living roofs and walls, and soft landscaping is not sufficient. This is contrary to policies 5.10 and 5.11 of the London Plan (2011), policy SP04 of the Core Strategy (2010) and policy DM11 of the Managing Development DPD (proposed submission version) (2012) which seek to enhance biodiversity within the Borough.

Implications of the decision

- 6.3 Following the refusal of the application there would be a number of possibilities open to the Applicant.
- 6.4 Firstly, the applicant could resubmit an amended scheme to overcome the reasons for refusal.
- 6.5 Members are reminded that it is likely that the London Mayoral CIL will become operational from 1 April 2012 and any future applications would be subject to the Mayoral CIL. The likely CIL payment associated with this development would be in the region of £3 and £4 million depending on the amount of floor space set aside as affordable housing and this could impact upon the future viability of the scheme in respect of affordable housing provision and s.106 obligations.
- 6.6 Secondly, the application could appeal the decision and submit an award of costs application against the council.
- 6.7 There are two financial implications arising from appeals against the Council's decision. Firstly, whilst parties to a planning appeal are normally expected to bear their own costs, the Planning Inspectorate may award costs against either party on grounds of "unreasonable behaviour." Secondly, the Inspector will be entitled to consider whether proposed planning obligations meet the tests set out in the Secretary of State's Circular 05/2005 and are necessary to enable the development to proceed.
- 6.8 In respect of the reasons for refusal proposed by members, officers consider that in respect of the second and third reason that these can be addressed through planning conditions and reserved matters as discussed within section three this report. For this reason, officers, do not consider that the second and third reasons for refusal are justified and could be defended at appeal and therefore would only recommend that reason for refusal one should be agreed by members.
- 6.9 Notwithstanding, the above, the Council would vigorously defend any appeal.

7. APPENDICIES

- 7.1 Appendix One – Committee Report to Members on 6 March 2012.
- 7.2 Appendix Two – Addendum Report to Members on 6 March 2012.

APPENDIX ONE

Committee: Strategic	Date: 6 March 2012	Classification: Unrestricted	Agenda Item Number:
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Report of: Director of Development and Renewal	Title: Town Planning Application
Case Officer: Mary O'Shaughnessy	Ref No: PA/11/03587
	Ward: Whitechapel

1. APPLICATION DETAILS

Location: Former Goodmans Fields, 74 Alie Street and Land North of Hooper Street and East of 99 Lemman Street, Hooper Street, London E1

Existing Use:
Proposal:

Hybrid planning application for residential-led mixed-use redevelopment of the site comprising:

3) Outline Application - All matters reserved (except for access)

- § Development of North East (NE) and South East (SE) quadrants of the site to provide:
- § Podium blocks of between 7 - 10 storeys (max 46.075m AOD) with two towers on each podium block of between 19-23 storeys (max 85.425m AOD) and dwellings fronting Gower's Walk;
- § Up to 700 residential units (Use Class C3);
- § Up to 6,709 square metres (GIA) of flexible commercial and leisure floor space (Use Classes A1 - A5, B1a, D1 and D2) at ground floor level including a health centre (up to 1,581 square metres GIA);
- § Associated vehicular, pedestrian and cycle access;
- § At least 9,380 square metres of Public Open Space; and
- § Related infrastructure and engineering works.

4) Full details

- § Development of the North West (NW) quadrant of the site to provide:
- § Podium block between 6-10 storeys (max 46.075 AOD) and two towers up to 19 Storeys (max 76.17m AOD) and 21 storeys (max 85.4m AOD);
- § 250 bedroom hotel (Use Class C1) including a restaurant (Use Class C3) at ground to sixth floor level;
- § 164 residential units (Use Class C3);
- § 841 square metre (GIA) ancillary gym and

- swimming pool at ground and first floor level for residents use;
- § 1,713 square metre (GIA) flexible commercial / leisure floorspace (Use Class A1 - A5, B1a and D2) at ground floor level;
- § 17, 778 square metre (GIA) basement level across the site to provide 253 car parking spaces, 35 motor cycle spaces, 50 electric car charge points, 1358 cycle parking spaces and ancillary facilities for storage, management facilities and plant;
- § Public Open Space to form part of the wider outline public open space strategy; and
- § Associated access, landscaping, surface car parking and cycle parking and related infrastructure and engineering works.

Drawing Nos/Documents: Drawings:

A0100, A0101, A0102, A0103, A1002, A1026, A1030, A1060 Rev B, A1063 Rev B, A1065 Rev C, A1068 Rev C, A1104 Rev A, A1105, A1106 Rev A, A1107, A1108, A1109, A1110, A1111, A1112 Rev A, A1113 Rev A, A1114 Rev A, A1115 Rev A, A1116 Rev A, A1117 Rev A, A1118 Rev A, A1119 Rev A, A1120 Rev A, A1121 Rev A, A1122 Rev B, A1123 Rev B, A1124 Rev B, A1125 Rev B, A1126 Rev B, A1127 Rev B, A1128 Rev A, A1161 Rev B, A1162 Rev B, A1163 Rev A, A1164 Rev C, A1165, A1166, A1167 Rev C, A1168 Rev C, A2002, A2003, A2006, A2007, A2008, A2051, A2052, A2053, A3001 Rev A, A3002, A3003 Rev A, A3004, A3005, A3006, A3007, A3008, A3009, A3010, A3011, A3020 & SK0042.

Indicative Landscape Drawings:

TOWN478 (08) 1001 R07, TOWN478 (08) 1004 R03, TOWN478 (08) 5001 R05, TOWN478 (08) 5020 R02, TOWN478 (08) 5110 R02 & TOWN478 (08) 5010 R03.

Documents:

Design and Access Statement (November 2011)
 Planning Statement (November 2011)
 Planning Statement including draft planning conditions and s106 Heads of Terms (November 2011)
 Planning Summary Statement (November 2011)
 Community Involvement Statement (November 2011)
 Community Involvement Statement Update (December 2011)
 Town Centre Uses Assessment (November 2011)
 Public Realm Strategy (November 2011)
 Servicing and Waste Strategy Management Plan (November 2011)
 Site Waste Management Plan (November 2011)
 Ventilation Statement (November 2011)
 Utilities Statement (November 2011)
 Energy Strategy (November 2011)
 Sustainability Statement (including BREEAM Assessment and Code for Sustainable Homes Pre-Assessment) (November 2011)

Transport Assessment including Travel Plan Framework (November 2011)
Flood Risk Assessment (November 2011)
Housing and Regeneration Statement (November 2011)
Housing and Regeneration Statement Addendum (February 2012)
Environmental Statement (November 2011)
Environmental Statement Addendum (December 2011)
Environmental Statement Addendum (February 2012)
Addendum Note 2: Clarification on Energy Strategy/CHP implementation (February 2012)
Clarification and Further Information in respect of: 1. The principle of a part outline application and 2. The effect of the proposals on the OUV of the Tower of London World Heritage Site (February 2012)
Visual Impact Study – City Hall (February 2012)

Applicant: Berkeley Homes (Capital) PLC
Ownership: Berkeley Homes (Capital) PLC
Historic Building: N/A
Conservation Area: N/A

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 including a range of commercial uses at ground floor level across the site and a new health centre, the scheme will maximise the use of previously developed land and will significantly contribute towards creating a sustainable residential environment in the City Fringe and improve employment opportunities, in accordance with the objectives of policy 3.4 the London Plan (2011), policies SP02 and SP12 of the Core Strategy (2010), the City Fringe Area Action Plan (2007) and policy DM3 of the Managing Development DPD (proposed submission version) (2012).
- 2.3 In light of the tested viability constraints, the proposed affordable housing offer of 28% and the proposed tenure and unit mix is considered acceptable, as they will contribute towards the delivery of new affordable homes, in line with policies 3.8-3.12 of the London Plan (2011), policy SP02 of the Core Strategy (2010) and policy DM3 of the Managing Development DPD (proposed submission version) (2012) which seek to maximise the delivery of affordable homes in line with strategic targets whilst having regard to site constraints and viability.
- 2.4 On balance, the detailed element of the development will provide acceptable internal space standards and layouts. As such, the scheme is in line with policy 3.5 of the London Plan (2011), the Interim London Housing Design Guide (2010), policy SP02 of the Core Strategy (2010) and policy DM4 of the Managing Development DPD (proposed submission version) (2012). In respect of the later outline phases, these will be dealt with as future reserved

matters.

- 2.5 The quantity and quality of housing amenity space, communal space, child play space and open space across the site is considered acceptable subject to appropriate conditions to secure delivery and accords with policy SP02 of the Core Strategy (2010), saved policy HSG16 of the Council's Unitary Development Plan (1998) and policy DM4 of the Managing Development DPD (proposed submission version) (2012) which seek to improve amenity and liveability for residents.
- 2.6 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 Unitary Development Plan (1998), policies SP10 and SP12 of the Core Strategy (2010) and policies DM24, DM26, DM27 and DM28 of the Managing Development DPD (proposed submission version) (2012) which seek to ensure buildings and places are of a high quality of design and suitably located. In respect of the outline element, the principle of siting and maximum heights has been established and all other matters relating to design will be secured via reserved matters.
- 2.7 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 amenity and consideration has been given to 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 subject to appropriate conditions to secure this. As such, the proposal is considered to satisfy the relevant criteria of policy SP10 of the Core Strategy (2010), saved policy DEV2 of the Council's Unitary Development Plan (1998), and DM25 of the Managing Development DPD (proposed submission version) (2012), which seek to protect residential amenity.
- 2.8 On balance, transport matters, including parking, access and servicing, are considered acceptable and in line with policies SP08 and SP09 of the Core Strategy (2010), policies T16 and T19 of the Council's Unitary Development Plan (1998), and policies DM20 and DM22 of the Managing Development DPD (proposed submission version) (2012), which seek to ensure developments minimise parking and promote sustainable transport options.
- 2.9 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 (proposed submission version) (2012) which seek to promote energy efficient and sustainable development practices.
- 2.10 Contributions have been secured towards the provision of affordable housing; employment skills training and enterprise, community facilities, education, health, sustainable transport, and the public realm. This accords with Regulation 122 of Community Infrastructure Levy; Government Circular 05/05; strategic policies SP02 and SP12 of the Core Strategy (2010), saved policy DEV4 of the Council's Unitary Development Plan (1998), the Planning Obligations SPD (2012) and policy IMP1 of the Interim Planning Guidance 2007, which seek to secure contributions toward infrastructure and services required to facilitate proposed development.

3. RECOMMENDATION

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

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

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

- v) A contribution of £431,811.14 towards employment, skills, training and enterprise.
- w) A contribution of £1,117,119.10 towards community facilities.
- x) A contribution of £2,815,691 towards education.
- y) A contribution of £80,802.76 towards health.
- z) A contribution of £26,280 towards sustainable transport.
- aa) A contribution of £339,300 requested by Transport for London (TfL) towards highway improvements.
- bb) A contribution of £938,319.84 toward public space.
- cc) A contribution of £414,264 towards streetscene and the built environment.
- dd) A contribution of £123,271.76 towards monitoring and implementation.
- ee) 28% affordable housing.
- ff) The provision of a health centre up to 1,581 square metres and peppercorn rent for three years from the date of occupation but otherwise usual market rents
- gg) The provision of land for a Barclays Cycle Hire Docking Station for up to 25 bikes within the site.
- hh) A commitment to 20% local procurement during construction phase and end user phase.
- ii) The provision of a Travel Plan framework and monitoring for commercial and residential users of the development.
- jj) Secure a permit free agreement to prevent future residential occupiers from applying for on-street parking permits.
- kk) TV reception mitigation measures.
- ll) Air quality monitoring during construction to mitigate the impact of the construction works on the surrounding population.
- mm) Car Club.
- nn) Secure access to public open space within the site.
- oo) Any other planning obligation(s) considered necessary by the Corporate Director Development & Renewal

3.2 That the Corporate Director Development & Renewal is delegated power to negotiate the legal agreement indicated above.

3.3 That the Corporate Director Development & Renewal is delegated power to impose conditions and informatives on the planning permission to secure the following matters:

3.4 **Conditions**

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

- Time limit (three years)
- Time limit for final submission of reserved matters
- Submission of detailed phasing programme
- 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.
- Archaeology
- Contamination – investigation and remediation
- Piling Impact Statement (Thames Water)
- Water Impact Studies (Thames Water)
- Surface water drainage
- Cycle parking strategy
- Car park management

- Estate management strategy – CCTV, Safety and Security and Management of public realm
- Public Art
- Permitted Development Rights

Full Planning Permission (NW Block)

'Compliance' Conditions

- Timing (3 yrs)
- In accordance with approved plans
- Maximum level of floor space for commercial uses
- Car Parking
- Lifetime Homes Standards
- Maximum building heights
- 10% Wheelchair units
- Code for Sustainable Homes Level 4
- BREEAM Excellent
- Secured by Design standards
- In accordance with approved FRA
- Hours of construction
- Compliance with site wide energy strategy
- Compliance with Refuse Storage

'Prior to Construction' Conditions:

- Construction Logistics Plan
- Environmental Management Plan
- Waste Management Strategy
- Air Quality Management Plan
- Fire and Emergency detail

Prior to above ground works conditions:

- Materials, Samples and Detailed Drawings for NW block
- Balcony Details
- Landscaping and Planting
- Tree Planting Plan
- Children's Play Space
- Lighting Strategy for the public realm
- Public Realm Way Finding Signage, Street Furniture and Materials Strategy
- Living Roofs and biodiversity measures
- Shop front and signage detail
- Wind assessment and mitigation
- PV Plan

'Prior to First Occupation' Conditions:

- Delivery and Servicing Plan
- Hours of Operation for non residential uses
- Commercial ventilation
- Commercial street furniture details

Outline Planning Permission SE Block, NE Block and Gower's Walk:

- Submission of reserved matters (scale, appearance and landscaping for all development within the phase) prior to the commencement of any works for that phase

'Compliance' Conditions

- Timing – within 3yrs
- In accordance with approved parameter plans
- Maximum floor areas for commercial
- Minimum amount of floor space for health centre
- Maximum no. of units (700)
- Minimum playable space
- Minimum amount of private amenity space
- Minimum amount of communal amenity space per phase
- Minimum amount of public open space
- Car Parking
- Lifetime Homes Standards
- Maximum building heights
- 10% Wheelchair units
- Code for Sustainable Homes Level 4
- BREEAM Excellent
- Secured by Design standards
- In accordance with approved FRA
- Hours of construction
- Compliance with and provision of site wide energy strategy
- Compliance and provision of Refuse Storage

'Prior to Construction' Conditions:

- Construction Logistics Plan
- Environmental Management Plan
- Air Quality Management Plan
- Balcony Details
- Landscaping and Planting
- Tree Planting Plan
- Children's Play Space
- Lighting Strategy for the public realm
- Public Realm Way Finding Signage, Street Furniture and Materials Strategy
- Living Roofs and biodiversity measures
- Shop front and signage detail
- Wind assessment and mitigation
- PV Plan

'Prior to First Occupation' Conditions:

- Delivery and Servicing Plan
- Hours of Operation for non residential uses
- Commercial ventilation
- Commercial street furniture details

3.6 **Informatives**

- S106 required
- S278 required
- Consultation with Building Control

- Thames Water Advice

- 3.7 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.
- 3.8 In the event of any responses been received relating to the outstanding Environmental Statement Consultation prior to the decision being issued, the Corporate Director, Development and Renewal is delegated authority to assess if any such response raises issues which substantively exceed the nature of the Committee's decision, subject to this being the case the Corporate Director, Development and Renewal is delegated authority to issue the decision.

4. PROPOSAL AND LOCATION DETAILS

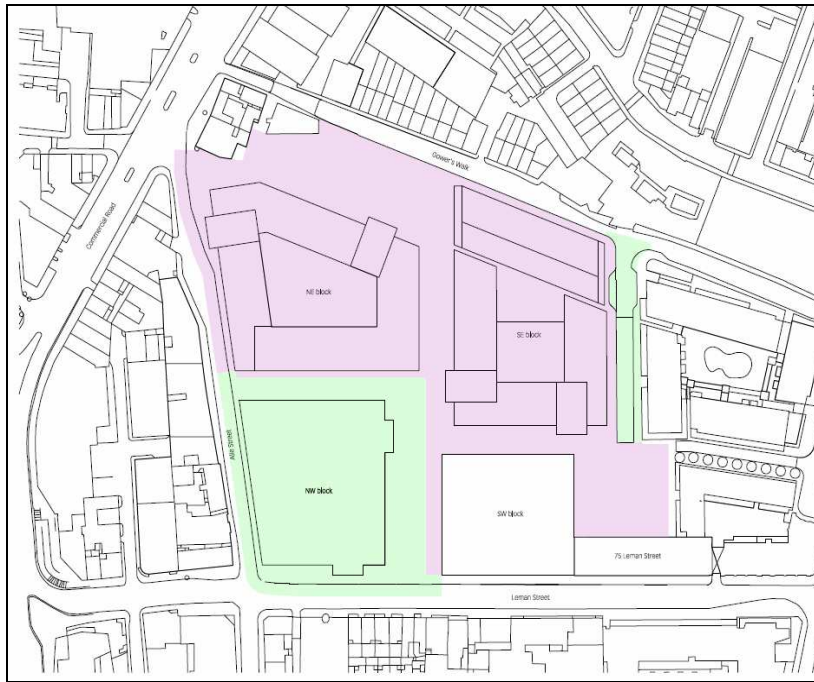
Background

- 4.1 The former Goodman's Fields site was approximately 2.9 hectares and has been the subject of several planning applications which are discussed within the planning history section of this report.
- 4.2 The most pertinent application is the extant permission (PA/09/00965) for which planning permission was granted on 17 February 2011 for a mixed use development comprising four courtyard buildings of 5 - 10 storeys incorporating six towers of 19 – 23 storeys and the erection of a four storey terrace along Gower's Walk and change of use to residential of 75 Lemman Street. The proposal included 754 residential units, 650 student accommodation rooms, 337 bed hotel, a primary care centre, and 9,100 square metres of commercial uses (Classes A1, A2, A3, A4, A5, B1 and D2).
- 4.3 This consent has been subject to non-material amendment applications under S96A (PA/11/01981 and PA/11/02235) and minor material amendment applications under S73 (PA/11/00590) relating to the conversion of 75 Lemman Street, which provides private residential accommodation and the South West Block which provides student housing. This consent has been implemented and works are under way. It is the applicant's intention to carry out the conversion of 75 Lemman Street and build out the South West Block under this previous detailed consent.
- 4.4 The February 2001 (PA/09/00965) permission, as amended by the June 2011 S73 application (PA/11/00590) and together with the non-material amendment applications (PA/11/01981 and PA/11/02235) is referred to in this statement as the 'extant permission'.
- 4.5 The current application is a hybrid application (part outline, part detailed) seeking to secure planning permission for the development across the former Goodman's Fields site, excluding 75 Lemman Street and the South West Block.

Proposal

- 4.6 An application is made for a 'hybrid' planning application (part in full, part in outline) for the redevelopment of the application site to provide a mixed use residential led scheme. Across the site, three perimeter blocks are proposed and a row of terraced houses along Gower's Walk. Figure 1 below shows the layout of the site. The green elements comprise the full element of the hybrid application and the purple elements comprise the outline elements of the application.

Figure 1 – Site Layout (Extract from architects drawings)



- 4.7 The detailed element of the scheme comprises one perimeter block, the North West (NW) block, which ranges in height between 6-10 storeys (max 46.075 AOD). In addition, two towers up to 19 Storeys (max 76.17m AOD) and 21 storeys (max 85.4m AOD) are located at the south-west and south-east corner of the NW block. The NW block has a central courtyard at first floor above commercial uses at ground floor level.
- 4.8 The detailed element would provide 164 residential dwellings located within the west and south wings of the perimeter block, including an ancillary gym and swimming pool for residents. It proposes a 250 bed hotel, including a restaurant within the north and east wings of the perimeter block. The scheme comprises three commercial units at ground floor level providing 1,713 square metres of flexible commercial and/or leisure floor space.
- 4.9 The detailed element includes 17,778 square metre basement level across the site to provide 253 car parking spaces, 35 motor cycle spaces, 50 electric car charge points, 1,358 cycle parking spaces and ancillary facilities for storage, management facilities and plant. It is the intention that this basement would eventually serve future phases of the development. Finally, the proposal includes associated access, landscaping, surface car parking and cycle parking and related infrastructure and engineering works.
- 4.10 Public open space surrounding this block will come forward as part of the detailed application; this will include the Main Piazza and the Northern Green Finger.
- 4.11 The outline element of the scheme comprises two courtyard blocks, the North East (NE) block and the South East (SE) block which range in height between 7-10 storeys (max 46.075m AOD). In addition, four towers project up from corners of the NE and SE blocks. The tower heights vary between 19-23 storeys (max 85.425m AOD). In addition up to 20 dwellings are proposed fronting Gower's Walk.
- 4.12 The outline element results in the provision of up to 700 residential dwellings. It includes up to 6,709 square metres of flexible commercial and leisure floor space (Use Classes A1 - A5, B1a, D1 and D2) at ground floor level including a health centre (up to 1,581 square metres).
- 4.13 The scheme also includes a series of public opens spaces (9,380 square metres) and pedestrian thoroughfares as well as associated works.

- 4.14 In relation to the outline element, the application seeks approval for access and layout with all matters relating to external appearance, scale and landscaping reserved. Section 2 of Circular 01/2006 - Guidance on Changes to the Development Control System provides advice on the treatment of Outline Planning Permission and Reserved Matters.
- 4.15 The application is considered to contain sufficient information in relation to the above. The application as first submitted proposed an off-site commuted sum to be directed towards the delivery of affordable housing, with the scheme providing a non-policy compliant mix of purely private for sale units. Following negotiations, the application has now been amended through the modification of the affordable housing delivery mechanism. The scheme now proposes on-site affordable housing (28% overall) with a mix of social rent, affordable rent (at POD rents) and intermediate units, with a broadly policy compliant mix within the affordable housing tenure. This issue is explored further within the housing section of this report.

Site and Surroundings

- 4.16 The application site has an area of 2.8 hectares and comprises the northern part of an urban block and is bounded by Alie Street to the north, Lemans Street to the west, City Quarter residential Development to the south and Gowers Walk to the east. The site is located in Aldgate to the south of Commercial Road.
- 4.17 The application site previously comprised of a complex of red-brick, purpose-built offices between 3 to 8 storeys in height which was occupied by the Royal Bank of Scotland (RBS). The site has now been cleared and these buildings have been demolished.
- 4.18 Directly to the south of the NW block, the SW block is currently under construction under the extant permission. The SW perimeter block, fronting Lemans Street will rise to a height of between 5 to 10 storeys. The ground floor comprises three commercial units. The upper floors are composed entirely of student accommodation (661 bedrooms) with a central courtyard at first floor level.
- 4.19 Directly, to the south of the SW block is 75 Lemans Street which is an existing building of 6 storeys (plus sub-ground level). The extant permission permitted the addition of a seventh storey which is currently being constructed along with the conversion of the building into 56 residential dwellings.
- 4.20 The Sugar House at 99 Lemans Street wraps around the corner of Lemans and Hooper Street and rises to seven storeys. This is a prominent corner building which is Grade II listed.
- 4.21 The remainder of the urban block is occupied by the City Quarter residential development which ranges in height between five and six storeys. It comprises one perimeter block with frontages on Gower's Walk and Hooper Street and one 'L' shaped block which fronts Hooper Street.
- 4.22 On the western side of Lemans Street, 100 Lemans Street is a large office building which ranges in height from six to seven storeys. Further along the buildings are of a smaller scale and make up a terrace. The building heights vary from three to five storeys
- 4.23 The section of Alie Street to the north of the application site has a varied character. There is a group of listed buildings at the corner of Alie Street and Lemans Street which are between one and three storeys. Directly to the east of this grouping is a site known as 61-65 Alie Street. Barratts are currently developing this site implementing planning permission which includes a 28 storey tower (PA/07/01201 – discussed at paragraph 4.37). The rear of 38-40 Commercial Road rises to eight storeys and at the corner the Castle Public House at

44 Commercial Road is a three storey building.

- 4.24 The Gunmakers Company Hall and Proof House at 46-50 Commercial Road ranges in height from one to three storeys and is located to the north east of the application site. To the east, at 52-58 Commercial Road are two towers known as East and West Tower which range in height from 13–17 storeys. To the rear of the Towers and the Proof House are two residential blocks either side of Gower's Walk which are five storeys in height.
- 4.25 The remainder of Gower's Walk is characterised by terraced houses along the eastern side which are two to three storeys in height. The listed warehouses with an address in Back Church Lane include rear frontages onto Gower's Walk. They are located opposite the City Quarter and range in height between four to six storeys.
- 4.26 In conclusion, the surrounding area is diverse in its architectural style, building scale and land use activities. It covers a spectrum, from small-scale commercial/residential uses, terraces, buildings of several stories to modern commercial office towers with substantial floorplates.
- 4.27 The site is not listed nor within a conservation area. However, there are conservation areas and listed buildings in close proximity. They are:
- The Tower and Wiltons Music Hall Conservation Areas, located to the south west;
 - Whitechapel High Street, Brick Lane/Fournier Street and Wentworth Street Conservation Areas, located to the north;
 - Myrdle Street, London Hospital and St. George in the East Conservation Areas, to the east;
 - St. George's Lutheran Church is Grade II* listed
 - 17A Leman Street and St. George's German and English Schools, 55-59 Alie Street are Grade II listed buildings;
 - Group of Grade II listed buildings to the west on the southern side of Alie Street (28-44) including a buildings at 2 St. Mark Street;
 - Group of three Grade II Listed buildings to the west on the northern side of Alie Street (17-21);
 - Group of four Grade II listed and one locally listed building located to the west of the site on the western side of Leman Street (62-70);
 - The Office for the Cooperative Wholesale Society is Grade II Listed and is located to the south of the site on the eastern side of Leman Street;
 - Wool Warehouse (1-5) and the Hugin G Brit Ltd & Lando Godfrey Ltd Warehouse, are located to the east of the site along Back Church Lane and are both Grade II Listed; and,
 - The Gunmakers Company Hall and Proof House 46-50 Commercial Road which is Grade II Listed.

Planning History

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

Application Site:

- 4.29 PA/02/00678 On 26 September 2005, outline planning permission was granted for consideration of siting and means of access for a change of use from offices to mixed development including residential (class C3); financial and professional (class A2), restaurant/public house (class A3), retail (class A1), offices (class B1), live/work (sui generis) and ancillary services.
- 4.30 PA/08/1634 On 05 March 2009, a similar scheme, albeit with taller towers was withdrawn

following extension discussions with the Council.

- 4.31 PA/09/00965 On 17 February 2011, detailed planning permission was granted for the *“Redevelopment to provide four courtyard buildings of 5-10 storeys incorporating 6 buildings of 19-23 storeys, erection of a 4 storey terrace along Gower’s Walk, change of use to residential, and construction of an additional storey to 75 Lemman Street. Overall scheme comprises 754 residential units, student accommodation, hotel, primary care centre, commercial uses, public open space, landscaping, car parking and associated works.”*
- 4.32 PA/11/00590 On 6 June 2011, minor material amendments (S73 application) were granted to the parent permission (PA/09/00965) for the *“Variation of conditions 2, 3 and 19 of planning permission PA/09/00965, dated 17/02/11, to allow minor amendments to the scheme involving, a change in the approved mix of units within 75 Lemman Street, changes to the elevational treatment of the building at 75 Lemman Street, changes to the building mass of the southwest/student accommodation block, changes to the appearance of the southwest/student accommodation block, reconfiguration of the student accommodation layout and removal of roof gardens to the southwest/student accommodation block, and a rewording of condition 3 to correct an error in the drafting.”*

The changes allowed by this consent allowed the applicant to bring forward the conversion of 75 Lemman Street for private residential use and the construction of the adjacent South West (SW) block for student accommodation.

- 4.33 PA/11/01981 On 2 September 2011, non-material amendments (S96A application) were granted to the S73 Application (PA/11/005900) for the *“Application for non-material amendment to revised planning permission granted on 6th June 2011, reference PA/11/590. Amendments seek to make changes to the south-west student block.”* This decision letter is read in conjunction with PA/11/00590 and PA/11/02235.
- 4.34 PA/11/02235 On 30 September 2011, non-material amendments (S96A application) were granted to the S73 Application (PA/11/005900) for the *“Application for non-material amendments to revised planning permission granted on 6th June 2011, reference PA/11/590.”* This decision letter is read in conjunction with PA/11/00590 and PA/11/01981.

Surrounding Sites:

99 Lemman Street

- 4.35 PA/04/01916 On 15 May 2008, planning permission was granted for amendments to Phase 1 of the Goodman’s Fields Masterplan, to form 252 residential units with associated works. Also, a reduction in the basement car park to 108 car parking spaces from 150 was agreed.
- 4.36 PA/05/01396 On 19 September 2006, a further application for 99 Lemman Street was granted for a change of use of offices to 40 residential units and 860 sq.m. of A1/A2/A3/A4/B1/D2 floorspace in the basement together with external alterations (Amendments to Phase 1 of the Goodman’s Fields Masterplan).

61-75 Alie Street, 17-19 Plough Street and 20 Buckle Street

- 4.37 PA/07/01201 On 14 March 2008, planning permission was granted for demolition of existing buildings and erection of two buildings of 7 and 28 storeys in height to provide 235 residential units, A1/A3 (retail/restaurant/cafe) and B1 (business) floorspace, formation of associated car and cycle parking and highway access, hard and soft landscaping and other works associated to the redevelopment of the site.

Aldgate Union 3 & 4, land bound by Whitechapel High Street, Colchester Street, Buckle Street and including car park of Braham Street

- 4.38 PA/07/1201 On 14 August 2007, outline planning permission was granted for the demolition of existing buildings and redevelopment of three buildings ranging from 4 to 22 storeys in height to provide 84,305sq.m. of offices (B1) and 2,805sq.m retail (A1) floorspace, new pedestrian route to Drum Street, closing off Braham Street for the purpose of a new park, new entrance to Aldgate East Underground Station, basement car park for 40 vehicles and associated plant accommodation.

Aldgate Union 1 & 2, Former Sedgwick centre, 27, 28 & 29 Whitechapel High Street and 2-4 Colchester Street

- 4.39 PA/04/01190 On 13 December 2004, planning permission was granted for the refurbishment and extension of the existing Marsh Centre Building, demolition of other remaining buildings and redevelopment of the site to provide new office accommodation.

52-58 Commercial Road

- 4.40 PA/03/00766 On 22 December 2005, planning permission was given for demolition of the existing buildings and redevelopment of the site to provide a mixed-use complex of four buildings comprising of a seventeen storey tower and a thirteen storey tower on the Commercial Road frontage, a six storey block and a five storey block either side of Gowers Walk, along with the provision of linear public open space. The scheme proposed a total of 136 x 1, 2 and 3 bedroom flats, including 38 affordable units; six live/work units; 25 parking spaces, storage and plant space in the basement; café (A3), retail (A1), health club (D2) and office space (B1) on the ground floor along with six reinstated car parking spaces from the social housing, west of Gowers Walk; offices, flats and live / work units on the second and third floors; offices, flats, live/work units and a health club on the third floor and flats on all of the floors above. The two blocks, either side of Gowers Walk, were to provide 22 of the affordable housing units only. The proposal included the redevelopment of the "triangle" site west of Gowers Walk and supersedes the previous application ref: PA/02/1111 received 29th July 2002. (Development affecting the setting of a Listed Building).
- 4.41 PA/07/1180 On 11 June 2007, condition 13 (elevation treatment for 5 storey block of flats to either side of Gower's Walk) of the abovementioned consent was discharged. Amongst other drawings submitted as part of the application, of note on the western elevation is a light-well servicing bedroom windows from ground to fifth floor.

5. POLICY FRAMEWORK

- 5.1 For details of the status of relevant policies see the front sheet for "Planning Applications for Determination" agenda items. The following policies are relevant to the application:

5.2 Government Planning Policy Guidance/Statements

Planning

Policy

PPS1 Delivering Sustainable Development

Statements:

Planning and Climate Change – Supplement to PPS1

PPS3 Housing

PPS4 Planning for Sustainable Economic Growth

PPS5 Planning for the Historic Environment

PPS9 Biodiversity and Geological Conservation

PPG13 Transport

PPG17 Planning for Open Space, Sport and Recreation

PPS22 Renewable Energy

PPG24 Planning and Noise

PPS25 Planning and Flood Risk

Draft National Policy Planning Framework

5.3 Spatial Development Strategy for Greater London (London Plan)

Proposals: Central Activities Zone (CAZ)

City Fringe Opportunity Area

Policies:

Policy No. Title

2.10 Central Activities Zone – strategic priorities

2.11 Central Activities Zone – strategic functions

2.12 Central Activities Zone – predominantly local activity

2.13 Opportunity areas and intensification areas

2.18 Green Infrastructure: the network of open and green spaces

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's 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

3.16 Protection and enhancement of social infrastructure

3.17 Health and social care facilities

4.1 Developing London's economy

4.2 Offices

4.7 Retail and town centre development

4.8 Supporting a successful and diverse retail sector

4.9 Small shops

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

5.8 Innovative energy technologies

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 waste infrastructure
5.15	Water use and supplies
5.21	Contaminated land
6.1	Strategic approach
6.3	Assessing effects of development on transport capacity
6.4	Enhancing London's transport connectivity
6.5	Funding Crossrail and other strategically important transport infrastructure
6.7	Better streets and surface transport
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
7.8	Heritage assets and archaeology
7.9	Heritage-led regeneration
7.10	World heritage sites
7.11	London view management framework
7.12	Implementing the London view management framework
7.13	Safety, security and resilience to emergency
7.14	Improving air quality
7.15	Reducing noise and enhancing soundscapes
7.18	Protecting local open space and addressing local deficiency
7.19	Biodiversity and access to nature
7.21	Trees and woodlands
8.2	Planning obligations

5.4 Core Strategy Development Plan Document 2025 (CS)

Spatial Policies:	Policy No.	Title
	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
	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 – Aldgate area
	SP13	Delivering and implementation

5.5 Unitary Development Plan 1998 (as saved September 2007)

Proposals Area of Archaeological Importance or Potential Central Activities Zone

Policies:	Policy No.	Title
	DEV1	Design Requirements

DEV2	Environmental Requirements
DEV3	Mixed Use Developments
DEV4	Planning Obligations
DEV7	Protection of Strategic Views
DEV12	Provision of Landscaping in Development
DEV15	Retention/Replacement of Mature Trees
DEV17	Siting and Design of Street Furniture
DEV43	Protection of Archaeological Heritage
DEV44	Preservation of Archaeological Remains
DEV45	Development in Areas of Archaeological Interest
DEV50	Noise
DEV51	Soil Tests
DEV55	Development and Waste Disposal
DEV56	Waste Recycling
CAZ1	Location of Central Activities Zone
CAZ4	Special Policy Areas
EMP1	Encouraging New Employment Uses
EMP3	Surplus Office Floorspace
EMP8	Encouraging Small Business Growth
HSG7	Dwelling Mix and Type
HSG13	Standard of Converted Dwellings
HSG16	Housing Amenity Space
T7	The Road Hierarchy
T10	Priorities for Strategic Management
T16	Traffic Priorities for New Development
T18	Pedestrians and the Road Network
T19	Priorities for Pedestrian Initiatives
T21	Pedestrian Needs in New Development
S7	Considerations for Development of Special Uses
S10	Requirements for New Shopfronts
S11	Use of Open Grills
OS9	Children's Play Space
U2	Development in Areas at Risk from Flooding

5.6 Managing Development Development Plan Document (proposed submission version) January 2012 (MD DPD)

Proposals: Central Activities Zone – Town Centre Hierarchy
Aldgate – Employment Area
City Fringe Activity Area
Clear Zone
Archaeological Priority Area

Development Management Policies:

Policy No.	Title
DM1	Development within the town centre hierarchy
DM2	Protecting local shops
DM3	Delivering homes
DM4	Housing standards and amenity space
DM6	Student accommodation
DM7	Short stay accommodation
DM8	Community infrastructure
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	Supporting a sustainable transport network
	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
Site	No.	Site Name
Allocations:	3	Goodman's Fields

5.7 Interim Planning Guidance for the purposes of Development Control 2007 (IPG)

Proposals	Archaeological Priority Area
	Central Activities Zone
	Goodman's Fields – LDF Development Site
	City Fringe Area Action Plan

Policies	Policy No.	Title
	IMP1	Planning Obligations
	DEV1	Amenity
	DEV2	Character and Design
	DEV3	Accessibility and Inclusive Design
	DEV4	Safety and Security
	DEV5	Sustainable Design
	DEV6	Energy Efficiency and Renewable Energy
	DEV8	Sustainable Drainage
	DEV9	Sustainable Construction Materials
	DEV10	Disturbance from Noise Pollution
	DEV11	Air Pollution and Air Quality
	DEV13	Landscaping and Tree Preservation
	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
	DEV24	Accessible Amenities and Services
	DEV27	Tall Building Assessment
	EE2	Redevelopment/Change of Use of Employment Sites
	RT5	Evening and Night-time Economy
	HSG1	Determining Residential Density
	HSG2	Housing Mix
	HSG3	Affordable Housing Provisions in Individual and Private Residential and Mixed-use Schemes
	HSG7	Housing Amenity Space
	HSG9	Accessible and Adaptable Homes
	HSG10	Calculating Provision of Affordable Housing

SCF1	Social and Community Facilities
OSN2	Open Space
CON1	Listed Buildings
CON2	Conservation Areas
CON3	Protection of World Heritage Sites, London Squares, Historic Parks and Gardens
CON4	Archaeology and Ancient Monuments
CON5	Protection and Management of Important Views
U1	Utilities

5.8 City Fringe Area Action Plan – Interim Planning Guidance for the purposes of Development Control 2007 (CF AAP)

Sub Area: Aldgate and Spitalfields Market

Site CR12a Goodmans Fields

Allocations:

Policies:

Policy No.	Title
CFR1	City Fringe spatial strategy
CFR2	Transport and movement
CFR3	Health Provision
CFR4	Education Provision
CFR5	Open space and flooding
CFR5	Infrastructure and Services
CRF7	InfrastructureCapacity
CFR8	Waste
CFR9	Employment uses in Aldgate and Spitalfields Market sub-area
CFR10	Residential uses in Aldgate and Spitalfields Market sub-area
CFR11	Retail and leisure in Aldgate and Spitalfields Market sub-area
CFR12	Design and built form in Aldgate and Spitalfields Market sub-area
CFR13	Local connectivity in Aldgate and Spitalfields Market sub-area
CFR14	Site allocations in Aldgate and Spitalfields Market sub-area

5.9 Supplementary Planning Guidance/ Other Relevant Documents

LBTH

Planning Obligations SPD 2012

The Tower Conservation Area Appraisal and Management Plan (2008)

London Plan

Draft Housing Supplementary Planning Guidance Housing (1 December 2011)

London Housing Design Guide Interim Edition (August 2010)

London View Management Framework (LVMF) Supplementary Planning Guidance (July 2011)

Draft Supplementary Planning Guidance: London World Heritage Sites – Guidance on Settings (GLA, October 2011)

Royal Historic Palaces

The Tower of London Management Plan (2007)

English Heritage

Seeing the History in the View (May 2011)

The Setting of Heritage Assets: English Heritage Guidance (May 2011)

Historic Royal Palaces (HRP)

HRP Tower of London World Heritage Site Management Plan (2007)

World Heritage Site (WHS)

WHS Tower of London World Heritage Site Local Setting Study (2010)
5.10 **Masterplans and Development Briefs**
Aldgate Masterplan 2007

5.11 **Community Plan**
The following Community Plan objectives relate to the application:
A great place to live
A Prosperous Community
A Safe and Supportive Community
A Healthy Community

6. **CONSULTATION RESPONSES**

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

6.2 The following were consulted regarding the application:

External Consultees

British Waterways (BW)

6.3 To date no comments have been received.

British Broadcasting Corporation – Reception Advice

6.4 To date no comments have been received.

British Telecom – Reception Advice

6.5 To date no comments have been received.

Design Council

6.6 The Design Council support the application for the following reasons:

- Simple diagram and strong design principles
- Function of the towers as makers entrance to site helps create a legible plan
- Mix of uses at ground floor level
- Public realm improvements
- Support approach to massing, expression of the courtyard blocks
- Long term adaptation potential of building design
- Support principle of tall buildings of the height and position proposed

6.7 However, they have do not support the change in respect of the proposed materials and external appearance of the tall buildings. On balance, because of this they do not support the scheme.

6.8 **Officer comment:** Please refer to the design section of this report for a full assessment of the design and appearance of the proposal.

EDF Energy Network

6.9 To date no comments have been received.

English Heritage Archaeology (EHA)

6.10 The site lies within a are area of archaeology importance and of particular relevance is the

eastern Roman cemetery, which covers a large swathe of land outside of the limits of the settlement of Londinium.

- 6.11 The development proposals include a basement level across the bulk of the site, which will have a severe negative affect on any archaeological deposits present.
- 6.12 The archaeological position should be reserved by attaching a condition and informative requiring the submission of an archaeological investigation report and recording of any remains.

English Heritage (EH)

- 6.13 English Heritage note that *'The current application does not make any changes to the general development footprint, massing or building heights that were approved in February 2011'* (paragraph 15.2, Planning Statement).

- 6.14 Their letter of 6 November 2009, with regard to that earlier application (ref PA/09/00965), stated that:

'The proposed development has been subject to much revision over the course of many months, following detailed discussion with key partners.

We welcome the cumulative revisions which have reduced the overall impact of the proposal on the setting of the World Heritage Site and therefore we do not object on the grounds of harm to the setting of the World Heritage Site.

We continue to object with regard to the local impacts of the proposed development on the settings of listed buildings and the character and appearance of nearby conservation areas.'

- 6.15 Their overall position remains as stated in that letter however they wish to make the following additional points with regard to the current application:

- Concern about outline element and require details of final form and external materials of the towers within the outline element
- Need to check the status of the current planning status of the various unbuilt developments included within the views contained within Volume 3 of the Heritage, Townscape & Visual Assessment.
- It is important that the Council carefully assesses the impact of the changed materials on views. This should include the assessment of large scale material samples at this stage.

- 6.16 Whilst their position with regard to the impact on the setting of the World Heritage Site is as set out above, they fully support the GLA, in their request for additional information to enable a 'full assessment of the impact of the development on the Tower of London World Heritage Site's authenticity, integrity, significance, and Outstanding Universal Value'. They request that this additional information is shared with English Heritage to enable them to complete our assessment in light of relevant strategic planning policy.

- 6.17 **Officer Comment:** Additional information as requested has been submitted and sent to English Heritage for review. Any comments received will be featured in an update report. A discussion of these comments is dealt with in the design section of this report.

Environment Agency (EA)

6.18 The proposed development will only be acceptable if the following planning conditions are imposed requiring the following details:

- Surface water drainage scheme for the site
- Contaminated land risk preliminary risk assessment, site investigation scheme and an options remediation strategy
- Suspected contamination during contamination
- Verification report
- Foundations, piling and ground water express consent

City of London Corporation

6.19 To date no comments have been received.

Government Office for London (GOL)

6.20 To date no comments have been received.

Greater London Authority (GLA)

6.21 In summary the GLA made the following comments:

- The proposed off-site affordable housing solution has not been justified and there are concerns relating to the viability appraisal.
- Further information is required in relation to children's playspace, access and inclusion, world heritage sites and views, sustainable development and transport.

Principle of the Development:

6.22 • The principle of a mixed use redevelopment of the site is established by the extant consent

Housing:

6.23 *Viability appraisal:*

- Concerns about the use of market value as a benchmark against which to determine the viability of this proposal and officers at the GLA have questioned the appropriateness of this approach.
- Given, ongoing negotiations, it is not possible to determine whether the proposal will comply with LP policy.

6.24 *Off-site affordable housing:*

- Strong preference would be for the provision of affordable housing on site.
- Any off-site proposals should be linked to site specific and deliverable solution as this generally gives the greatest certainty of actual provision as well as meeting LP policies on mixed and balanced communities.
- At present the applicant has not demonstrated that there are exceptional circumstances as required by policy to require an off-site solution and as such, some affordable housing provision will be required on site.
- A phasing plan and timescales should also be submitted to ascertain whether a review mechanism would also be appropriate.
- It is not considered that a commuted sum to be used as part of an affordable housing pot or gap funding would be policy compliant position in this instance without significant additional work on the part of the applicant and the Council.

6.25 *Tenure Split:*

- The overall tenure split for the proposal should reflect strategic and local policy and should be fixed within the parameters of the outline application to ensure compliance with LP policy.

6.26 *Mix of Units:*

- The proposal does not deliver 30% of family units, as a result of the proposed 100% private accommodation and in response to the nature of demand for properties in this location. Further consideration must be given to how the proposal will meet the requirements of LP policy.

6.27 *Density:*

- Overall density is likely to be within the range appropriate for a central site with excellent public transport accessibility.

6.28 *Children's Playspace:*

- The applicant proposes to deliver 240 square metres of child playspace, but little detail is provided as to the type of play provision that this will actually entail. Further information should be provided to address this point.
- Consideration must also be given to how playspace will be provided as part of the outline proposals.
- Provision for child playspace may need to be revised if on-site affordable housing is provided.

Urban Design:

6.29 *Site Layout:*

- The site layout is considered acceptable.

6.30 *Residential Layout:*

- The residential layout is considered acceptable on balance.

6.31 *Scale, height and massing:*

- The proposal responds well to its local context, although care should be taken to ensure that the small row of houses facing Gower's Walk is well integrated into the development as a whole.
- There is no in principle objection to the inclusion of tall buildings in this location as part of the proposals.
- Insufficient detail is provided though, in relation to the proposed towers in the SE block and NE block within the outline element of the application.
- In particular the final form of the towers and the proposed materials should be confirmed to allow a full assessment of the impact of this on the setting of the World Heritage Site and its outstanding universal value.
- With regards to the detailed aspect of the application however, despite the height of the taller elements of the proposals being significantly higher than surrounding developments, the small 13x20 metre footprint creates an elegant slenderness ratio, which combined with a well articulated building form mitigates visual impact issues on the surrounding streetscape and is not a concern.

World Heritage Sites:

- 6.32 A full assessment of the impact of the proposal on the World Heritage Site's authenticity, integrity, significance, and Outstanding Universal Value as required by strategic planning policy is required.

Views:

- 6.33
- The site falls within the background assessment area of protected vista 25A.1 and 25A.3.
 - From the verified images submitted it is not possible to determine whether the proposals will impact on the protected vista in the kinetic views. The images should therefore be resubmitted, with clearer wire lines and an indicator of where the proposals appear in the rendered views.

Access and inclusion:

- 6.34
- The applicant is required to confirm that all pedestrian links to the adjacent roads are level or gently ramped and that the lighting design creates safe, well and evenly lit routes through and into the site.

Residential units:

- 6.35
- The provision of wheelchair housing for the residential element of the scheme should be secured by condition.
 - Within the hotel 10% of the bedrooms should be accessible. Typical floor plans should be provided to ensure that the hotel rooms are accessible and that the accessible rooms are located close to lift cores.
 - In respect of car parking, it is not clear if sufficient space for the the blue badge requirements of the hotel, commercial and healthcare elements of the scheme has been provide. Further information is required.

Climate Change Mitigation:

6.36 *Energy efficiency standards:*

- A range of passive design features and demand reduction measures are proposed.

6.37 *District heating:*

- Citigen is the closest district heating network. Connection is not viable at this stage however a commitment to ensuring that the development is designed to allow future connection to the Citigen or other district heating network has been provided.
- Confirmation that all residential and non-domestic building uses (including the hotel bedrooms) will be connected to the site heat network is required.
- A drawing showing the route of the heat network linking all buildings on site is required.
- Confirmation of the actual floor area of the energy centre in the NW block is required.

6.38 *Combined Heat and Power:*

- A 2 x 250kWe gas-fired combined heat and power unit (CHP) is proposed. Confirmation that the CHP will also serve the hotel bedrooms is required.

6.39 *Renewable energy technologies:*

- Air source heat pumps (ASHP) and solar photovoltaic (PV) panels are proposed.
- The size of the CHP should be optimised to serve the whole of the development including the hotel bedrooms prior to considering renewables as CHP and ASHP are heat technologies and will compete for the same base load.
- Clarification of how these potentially competing technologies will operate alongside one another is required.
- 100 square metres of PV is proposed and a roof drawing showing the space allocated to PV should be provided.

6.40 *Overall carbon savings:*

- The overall carbon dioxide savings are 30% which exceed the targets set out within the LP policy.

Climate Change adaptation:

- 6.41 The proposal includes provision of a 1,136 square metre green roof on the NW block, but no green or brown roofs are proposed as part of the outline application. This should be reconsidered.

Transport:

6.42 *Highways and parking:*

- It is expected that junctions within the surrounding road network will be at capacity in the future.
- An increase in parking over the extant permission is proposed. It is recommended that the development should be car free save for disabled provision.
- 20% provision of spaces with electric vehicle charging points is welcomed and this will be secured via planning condition. However, passive provision should also be made for a further 20% of spaces.
- A S.106 agreement to prevent future occupiers securing on-street parking permits is welcome.
- A S.278 agreement with TfL will be required.

6.43 *Walking:*

A contribution of £150,000 required towards the provision of specific pedestrian phase to the crossing at the Leman Street / Alie Street junction.

6.44 *Cycling:*

- 1,428 cycle parking spaces are provided which is welcomed.
- Details of how the development will be linked to the local cycle network are required.
- Contributions are required to comply with LP policies.

Community Infrastructure Levy:

- 6.45 Noted the introduction of CIL charging from 1st April for any planning permission decided after this date.

Equalities:

- 6.46 The lack of proposed affordable housing provision on site raises potential equalities implications.

Officer Comment: The matters raised above are discussed within the relevant section of the report. Where clarification or further information has been requested this has been provided and sent to the GLA for review. Any further comments they may have will be presented in an update report. In respect of equalities, it is noted that this matter has now been addressed given the scheme has been amended to include on-site affordable housing provision.

Historic Royal Places

- 6.47 To date no comments have been received.

London Fire and Emergency Planning

- 6.48 They have requested further information.

6.49 **Officer Comment:** They have been advised of the location of the information requested and any further comment will be presented in an update report.

London Borough of Hackney

6.50 To date no comments have been received.

London Borough of Southwark

6.51 To date no comments have been received.

London Bus Services

6.52 To date no comments have been received.

London City Airport

6.53 If during construction a carnage or scaffolding is required at a higher elevation than 85.425m AOD a separation consultation to London City Airport is required.

6.54 All landscaping plans and all plantations should be considered in view of making them unattractive to birds so as not to have an adverse effect on safety of operations at the Airport.

6.55 All relevant insulation in building fabric including glasses, glazing and ventilation requirements elements will be supplied and fitted in compliance with current noise attenuation regulations and tested.

London Underground

6.56 No comment to make on this application.

National Air Traffic Services

6.57 The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria.

National Grid

6.58 To date no comments have been received.

Natural England

6.59 Natural England has no comments to make on this planning proposal.

Thames Water

6.60 In respect of surface water drainage it is the responsibility of the development to make proper provision for drainage to ground, water courses or a suitable sewer. Prior approval will be required from Thames Water if it is proposed to discharge to a public sewer.

6.61 Thames Water recommends that petrol / oil interceptors be fitted in all car parking/washing/repair facilities to ensure compliance with the relevant legislation.

6.62 Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. Compliance with Thames Water best practice is recommended.

- 6.63 The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. A condition is recommended requiring impact studies.
- 6.64 A condition to secure a piling impact statement is also required.

Transport for London (TfL)

- 6.65
- TfL consider that no on-site car parking should be provided save for disabled provision.
 - A condition to secure 20% of the parking spaces will be equipped with vehicle charging points are required.
 - Passive provision for an additional 20% is also required.
 - S.106 to prevent future occupiers from securing car parking permits.
 - £150,000 required towards a specific pedestrian phase to the crossing at Leman Street / Alie Street junction
 - Details of how the development will link into the local cycling network including the cycle super highway are required.
 - £189,300 required towards improving the capacity of the bus network within the vicinity of the site.
 - The Servicing and Waste Strategy Management Plan should be secured and monitored by the S.106.
 - Construction Logistics Plan (CLP) should be secured via condition.
 - Travel Plan should be revised and should contain significantly more detail at this stage.
 - TfL requests an area of public realm for a 36 point docking station and a financial contribution towards its implementation.
 - Crossrail contribution is not required.
 - TfL supports the proposal in principle subject to clarification and further information about the above issues.

The London Wildlife Trust

- 6.66 To date no comments have been received.

Tower Hamlets Primary Care Trust (PCT)

- 6.67 The PCT's clear preference would be for the provision of an onsite health facility (shell & core – specification agreed with the PCT), peppercorn rent for 3 years followed by a DV determined rent. This is an important site for the PCT to ensure that we have sufficient capacity to meet the expected population in this part of the Borough.
- 6.68 In the past the developer has engaged with us directly about the space and location of the facility and it would be desirable if this could be re-established so that we can be assured that the size and location of the facility would optimally meet our needs.
- 6.69 **Officer Comment:** Full discussion of the health centre is dealt with in the Land Use and Planning Contributions section of this report. It is noted that the negotiations in respect of the detailed delivery of the health centre are framed by the signed S106 for the extant permission which did not secure all of the matters requested above.

Tower of London

- 6.70 To date no comments have been received.

Internal Consultees

LBTH Parks and open Spaces

6.71 To date no comments have been received.

LBTH Tree Officer

6.72 I have concerns regarding the increased heat island effect of this development and feel that ideally tree planting should be increased in order to offset this problem. The developer funded tree planting should reflect the density of the residential development at a rate of one standard tree per residential unit. Due to the small size of the site, tree planting at this density would hinder development and ought to be facilitated through planting in nearby highways sites and also parks sites. This can be achieved through a funding agreement with the parks department.

6.73 **Officer Comment:** Given the constraints of the site it is considered that the level of tree planting is acceptable. A S.106 contribution is being sought for open space within the vicinity of the site and this could be used for tree planting. Furthermore, tree planting levels will be controlled via condition.

LBTH Landscape Officer

6.74 To date no comments have been received.

LBTH Environmental Health – Smell / Pollution

6.75 To date no comments have been received.

LBTH Environmental Health (Commercial) - Food Safety

6.76 To date no comments have been received.

LBTH Environmental Health - Hazardous Substances

6.77 To date no comments have been received.

LBTH Environmental Health - Noise and vibration

6.78 Our recommendation is that:

6.79 The buildings must be redesigned to ensure that no habitual rooms, bedrooms or living are overlooking the A13 in category “D” of PPG24. It would be better to reconsider the design, as many residential rooms are likely to be uninhabitable.

6.80 No habitable rooms should be exposed to noise levels falling within Category “D” of PPG24, as such this development is considered unsuitable for residential occupation.

6.81 The environmental health department therefore recommends refusal for this development in its present state. Other conflicts of use may occur with commercial and residential occupation C3 / A1 – A5, B1a, D1 & D2; these should be considered after reviewing the design.

6.82 **Officer Comment:** This matter is fully discussed in the Noise and Vibration section of this report.

LBTH Environmental Health - Air Quality

- 6.83 I require mitigation along all facades (for the residential blocks) that will be exceeding the Air Quality Objective for NO₂.
- 6.84 The applicant does not make clear how they will mitigate for emissions from construction plant and vehicle as the assessment shows these emissions will have a slight adverse impact as well.
- 6.85 The number of parking spaces being provided during the operational phase is shown to also have a slight adverse impact along the local road network. This works against the provisions of our air quality action plan and I will require further detail on how the applicant intends to mitigate for this. (Is there an opportunity for S106 for this aspect).
- 6.86 The energy centre will need to comply with the Clean Air Act 1993 (chimney Heights Memorandum). The emissions from the energy centre is also having a slight adverse impact on local air quality and I believe this warrants some consideration in terms of S106 contributions if they can mitigate no further.
- 6.87 I also need clarification on whether the primary health care centre has been modelled as a receptor point, as this is a sensitive receptor during the operational phase.
- 6.88 S106 funding for PM10 monitoring. Has this developed?
- 6.89 **Officer Comment:** Air quality is fully discussed within the main body of the report. The necessary mitigation will be controlled via condition. Air monitoring will be secured via condition and as a head of term within the S106.

LBTH Environmental Health (Commercial) - Health & Safety

- 6.90 It is necessary to comply with the relevant Environmental Health legislation.

LBTH Transportation & Highways

- 6.91 Through detailed discussion and meetings the majority of the concerns raised by the Highway's officer have been addressed. However, further information which has just been received will be reviewed and any further comments will be presented in an update report to Committee.
- 6.92 The main considerations are summarised as follows:
- Improvements in pedestrian permeability welcome
 - Links to area wide cycle network have been addressed by the provision of land for a 25 point docking station
 - Cycle parking provision acceptable condition required to secure details of stores and provision
 - The use of the ramp by cyclists should not be encouraged and no signage should be provided to indicate this is a route
 - Concern at high level of car parking
 - Issues raised in respect of disabled parking bay have been addressed by moving the bay
 - Overall layout and management of parking in basement should be conditioned
 - Permit free development to be secured by S106
 - Servicing – goods lift has been provided as requested addressing this concern
 - Further information in respect of refuse lorry location and swept path analysis have been provided as requested

- Visibility splays have been provided as requested
- Coach parking – further information has been provided as requested
- Servicing management plan to be secured via condition
- The proposal is considered acceptable in principle subject to the above outstanding issues being addressed.
- S106 contributions for highways works sought
- S278 agreement will be required.

6.93 **Officer Comment:** A full discussion of the highways and transportation matters is dealt within the main body of the report. No further information has been provided as to the level of S106 contribution required. It is noted that highways contributions have been secured for junction improvements by TfL and Streetscene and Built Environment Improvements have also been secured in line with the S106 SPD.

LBTH CLC Strategy

6.94 **Officer Comment:** The required financial amounts as calculated by the CLC officer are not reported here as the scheme has changed substantially from the 100% private scheme to an on-site affordable housing scheme.

6.95 The only difference in calculations by officers was the public open space calculation. Officers consider that the Green Fingers are part of the public open space within the site given their scale and layout which includes hard and soft landscaping and children's playspace.

LBTH Education

6.96 To date no comments have been received.

LBTH Waste Policy and Development

6.97 Officers have noted that currently refuse vehicles need to reverse onto Gower's Walk in light of the fact that access to Commercial Road from Gower's Walk is restricted because of construction works. A turning circle may be required to mitigate the impact during construction.

Officer Comment: On going discussions between officers and the applicant are seeking to resolve this matter and further advice will be provided within an update report.

7. LOCAL REPRESENTATION

7.1 A total of 2110 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 to date are as follows:

No of individual responses:	54	Objecting: 2	Supporting: 52
No of petitions received:	0		

7.2 The following local groups/societies made representations:

- 29 pro-forma letters of support were received from local residents which were stamped with the Children's Education Group logo who are based in Christian Street. The letters note that the application represents an improvement over the application previously approved by the Council. It also allows the S106 payments to be allocated to many local community initiatives that operate in the area including the Children's Education

Group.

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

- 23 pro-forma letters of support were received from local residents. The letters note that the application represents an improvement over the application previously approved by the Council. Will introduce open space into the area. Will result in significant amount of S106 improvements for the area.

7.4 2 letters of objection were received which raised the following issues:

- Noise and disturbance during long construction phase
- Design of tower ugly

7.5 **[Officer Comment:** Noise and vibration and design are discussed within the main body of the report where these concerns are addressed.]

8. MATERIAL PLANNING CONSIDERATIONS

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

- Land Use and Employment
- Density
- Housing
- Housing Layout and Amenity Space Provision
- Design
- Transportation and Highways
- Sustainability and Energy

Other Planning Issues:

- Air Quality
- Noise and Vibration
- Biodiversity
- Environmental Statement
- Planning Contributions

Land Use

8.2 The principle of a residential led mixed use development on the site has been established through the extant planning permission.

8.3 At national level, PPS1 and PPS3, promote 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.

8.4 The application site is located within the Central Activities Zone (CAZ) and forms part of the City Fringe Opportunity Area as designated by the London Plan (LP). Policies 2.10 – 2.14, provide guidance as to the Mayor's strategic priorities for the CAZ. The overall aim is to enhance and promote the international, national and Londonwide role of the CAZ.

8.5 SP01 of the Core Strategy (CS) advises that LBTH will apply London Plan policy in respect of the CAZ.

8.6 The Managing Development DPD (proposed submission version) January 2012, (MD

DPD), includes a number of site allocations and Goodman's Fields is one of 20 sites of strategic importance which has been allocated. The site allocation for Goodman's Fields states:

"A comprehensive mixed-use development required to provide a strategic housing development, a health facility and a district heating facility. The development will also include other compatible uses including publicly accessible open space and commercial floor space."

- 8.7 The proposal is for a residential led mixed use scheme including a hotel, a mix of commercial uses at ground floor level across the site, a health facility and publicly accessible open space. The principle of a mixed use scheme is acceptable in land use terms. It is in keeping with the mix of uses approved under the extant permission and it accords with current planning policy.
- 8.8 A 250 bedroom hotel is proposed within the NW block. The principle of a hotel in this location accords with policy SP06 (4) of the CS which seeks to concentrate hotel uses within the CAZ.
- 8.9 A mix of commercial and leisure uses are proposed comprising a mix of Use Class A1, A2, A3, A4, A5, B1a or D2. Within the NW block (detailed phase), 3 commercial units are proposed (1,713 square metres) and across the outline element up to 6,709 square metres of flexible commercial and leisure floor space are proposed. It is considered that the proposed commercial uses at ground floor level are acceptable in land use terms subject to the management of the amenity implications of A3, A4 and A5 uses through conditions.
- 8.10 It is considered that the proposed development will generate significant economic and regenerative benefits, including delivering up to 600 direct/indirect jobs and 330 construction FTE jobs, as well as a host of other benefits in terms of social, business and place based outcomes.
- 8.11 Policy 3.2 of the LP 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.
- 8.12 SP03 (3), seeks to provide a hierarchy of accessible, high-quality health facilities, services and premises to meet the needs of existing and future population. It has identified a need for up to three new facilities within the western part of the borough. Furthermore, the site allocation within the MD DPD identifies that this would be an appropriate site for a health facility.
- 8.13 In addition, the Tower Hamlets Primary Care Trust (PCT) has indicated that they are supportive of a facility on site. They consider it to be a strategically well-placed facility to meet the health needs of the local population, thereby redressing the health inequalities of this area.
- 8.14 In addition, the PCT have sought the health centre to be provided to their specification and with specific rent agreements through the S106. It is noted that in respect of the extant permission the S106 secured the health centre provision to shell and core with a peppercorn rent for three years after occupation but other wise usual market terms. It is considered that the S106 should be negotiated along the same terms. However, in order to assist with the fit out costs a contribution of £80,802.76 has also been secured. On balance this is considered acceptable and final delivery of this will be negotiated through the S106 wording in consultation with the PCT.
- 8.15 SP04 (1d) of the CS, seeks to maximise opportunities for publicly accessible open space of a range of sizes including in Aldgate. Previously, Council policy sought to secure a borough

wide-target of 1.2HA open space per 1000 population. The CS did not continue this approach and instead seeks to use the standard as a monitoring tool with the priority being to protect, create, enhance and connect open space.

- 8.16 The site allocation for Goodman's within the MD DPD identifies that this would be an appropriate site for the provision of new publicly accessible open space.
- 8.17 The City Fringe Area Action Plan (AAP) which forms part of the Interim Planning Guidance (IPG) and Aldgate Masterplan 2007, identify Goodman's Field as development site CF12a. The APP indicates that Goodman's Field development should provide 0.8Ha of open space. Furthermore, it seeks the delivery of the space will occur as part of the redevelopment of the site and should be as follows:
- Contiguous, large green public space;
 - A space that meets the needs of local residential communities including families and young people; and
 - The space should link to existing public spaces to the south and northeast as well as proposed spaces to the northwest.
- 8.18 In respect of the publicly accessible open space provision, the scheme provides a series of three principle spaces as well as several interconnecting streets in which it is considered that sufficient amenity is achieved for their consideration. The spaces are as follows:
- Park Square – 3152 square metres,
 - Main Piazza – 2317 square metres,
 - Southern Garden – 1705 square metres,
 - Sensory Garden – 225 square metres,
 - Eastern Green Finger – 775 square metres,
 - Northern Green Finger – 811 square metres, and;
 - Southern Green Finger – 620 square metres.
- 8.19 The total provision of public open space is at least 9,380 square metres across the site. This represents an increase from the 8105.17 square metres secured as part of the extant permission. This equates to 0.938 hectares, which exceeds the APP requirement for 0.8 hectares. The quantum is considered appropriate and acceptable given the need to strike a balance with development intensity and requirements including regional and local policy which seeks to maximise the efficient use of the site. It is considered to accord with the key priority for the City Fringe of addressing open space deficiency to meet the needs of the local community as well as the anticipated growth expected in residential development.
- 8.20 In addition, the high quality nature of the series of interconnected spaces and what it does for connectivity (another priority of the policy) is considered of more value than emphasising an alternative approach suggested in the AAP and Masterplan of providing a single open space. The proposed site layout is considered the most desirable.
- 8.21 In conclusion, the quantum of public open space is appropriate and acceptable and accords with policies listed above which seek sufficient provision of open space to address needs of the community.
- 8.22 The office block which previously occupied the site has now been demolished as part of the implementation of the extant permission. The principle of the loss of the employment floor space has been established by the extant permission.
- 8.23 In conclusion, the principle of a mixed use scheme is acceptable in land use terms. It is in keeping with the mix of uses approved under the extant permission and it accords with current planning policy.

Density

- 8.24 Policies 3.4 of the LP and SP02 of the CS seek to ensure new housing developments optimise the use of land by associating the distribution and density levels of housing to public transport accessibility levels and the wider accessibility of that location. Table 3.2 of policy 3.4 of the LP provides guidelines on density taking account of accessibility and setting.
- 8.25 The site is in an accessible location with a Public Transport Accessibility Level (PTAL) of 6a (in a range of 1 to 6 where 6 is Excellent). The site is considered to be in a 'Central Zone' defined as areas with predominantly dense development. For central sites with a PTAL range of 4 to 6, table 3.2 of the London Plan, suggests a density of between 650-1100 habitable rooms per hectare.
- 8.26 The site area for the NW block is approximately 0.74 hectares, resulting in a density of 577 habitable rooms per hectare. However, as the NW block includes a hotel use, it should be excluded from the site area to give amore accurate picture of residential density. In this instance, the site area would 0.59 hectares and the density would be 724 habitable rooms per hectare. This is an acceptable density range for sites in the 'Central Zone'.
- 8.27 In respect of the outline phases, an indicative density has been calculated based on Table 1 (p15 of the Planning Statement). The outline site area would be 2.8 hectares and the density would be 789 habitable rooms per hectare. This is in line with the density for the detailed phase and is within the lower levels of the range appropriate for a 'Central Zone'.
- 8.28 Finally, it is important to note that 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 LP and Policy SP02 of the CS which seek to ensure the use of land is appropriately optimised in order to create sustainable places.

Housing

- 8.29 Policy 3.3 of the LP seeks to increase London's supply of housing, requiring Boroughs to exceed housing targets, and for new developments to offer a range of housing choices, in terms of the mix of housing sizes and types and provide better quality accommodation for Londoners.
- 8.30 Policy SP02 of the CS 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.
- 8.31 The application proposes 864 new residential units. This includes the NW, NE, SW Blocks and Gower's Walk. For the purposes of the housing assessment, 75 Leman Street has been included. This means that including the site area for the hybrid application and 75 Leman Street (which is under construction) 920 new residential units would be provided overall across the site. 75 Leman Street is being developed out of the extant consent and does not include any affordable housing as this was to be provided in the other phases. In order to ensure that across the site (hybrid plus SW student housing block and 75 Leman Street) sufficient affordable housing is provided it is considered appropriate to taken into account housing delivery following on from the implementation of part of the extant planning permission.

Phasing

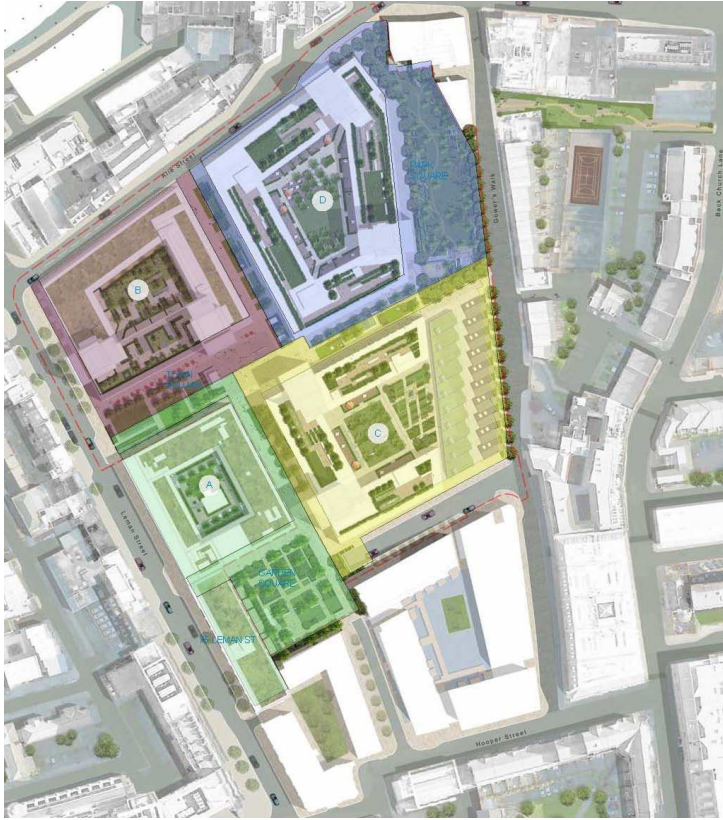
- 8.32 Works are currently under way on site. The applicant has implemented the extant permission and intends to deliver 75 Leman Street and the SW student housing block as

part of this consent. Table 1 sets out the detailed phasing programme for the site and Figure 3 illustrates this on plan.

Table 1: Phasing Programme

Phase	Commencement Date	Completion Date
Demolition	April 2011	December 2011
Phase 1: 75 Lemman Street	June 2011	July 2012
Phase 2: SW Block	September 2011	September 2013
Phase 3: Basement Box (whole site)	March 2012	October 2013
Phase 4: NW Block	August 2012	September 2014
Phase 5: SE Block and Gower's Walk	October 2013	March 2016
Phase 6: NE Block	April 2014	December 2017

Figure 3: Phasing Plan



Affordable Housing Policy:

- 8.33 Policies 3.10, 3.11 and 3.12 of the LP 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.
- 8.34 Policy SP02 of CS 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.
- 8.35 Under a new national planning policy statement, PPS3, issued in June 2011, the definition of affordable housing has changed and now includes Social Rented, Affordable Rented and Intermediate Housing.
- 8.36 The LP housing policy does not deal with the new rent product. However, this policy vacuum is being addressed and the GLA published a Draft Supplementary Planning Guidance Note Affordable Housing (November 2011). The consultation finished on the 2 February 2012. This document makes reference to the forthcoming Draft Housing SPD which was published in December 2011 and is currently out to consultation.
- 8.37 The approach advised is that boroughs are recommended to include affordable rent alongside social rent and this is the approach the London Mayor will be taking in his early alteration to the London Plan (which makes clear that for the purposes of the 60:40 social rent: intermediate split both social and affordable rent should be included within the 60%).
- 8.38 Policy DM3 of MD DPD policy provides further guidance in light of changes to PPS3 which has introduced the affordable rent product. It sets out that Council policy intends in the first instance to maintain the tenure split of the Core Strategy which is 70% social rent and 30% intermediate. The affordable rent product will only be accepted if it is demonstrated that the provision of 70% social rent is unviable. The provision of affordable rent homes alongside social rent homes ensures the delivery of between 35%-50% affordable housing.

8.39 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.

8.40 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.

8.41 To assist in the assessment of what constitutes an affordable rent level, Tower Hamlets has commissioned a housing consultancy called the Pod Partnership to research market rent levels in different areas of the borough and to carry out affordability analyses. This is discussed further within the housing tenure section of this report.

8.42 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.

Location and Percentage of Affordable Housing Provision:

8.43 The current affordable housing policy hierarchy set out in London Plan policies in Chapter 3 and MD DPD policy DM3 advises that in the first instance affordable housing should be provided on site. In exceptional circumstances off-site provision may be considered. Policy DM3 sets out 5 criteria for circumstances where off-site affordable housing may be considered by the Council.

- (i) *“It is not practical to provide affordable housing on-site;*
- (ii) *To ensure mixed and balanced communities it does not result in too much of any one type of housing in one local area;*
- (iii) *It can provide a minimum of 50% affordable housing overall;*
- (iv) *It can provide a better outcome for all of the sites including a higher level of Social Rent family homes; and*
- (v) *Future residents living on all sites use and benefit from the same level and quality of local services”*

8.44 Finally, only where it has been demonstrated that there are no suitable sites that can come forward which, together with the original site, meet the 5 criteria, will a commuted sum be considered.

8.45 The Planning application as initially submitted offered an off-site commuted sum of £50 million, to be directed towards off site delivery of affordable housing. The planning application was supported by a financial viability assessment, which sought to demonstrate that the proposed commuted sum would have represented the best outcome for the Borough in terms of affordable housing delivery. This assessment has been independently reviewed by viability consultants working on behalf of the Council.

8.46 Your officers were very concerned that the provision of an off-site affordable housing

commuted sum may not have complied with policies contained within the CS, LP and the MD DPD. The extant planning permission was expected to deliver on site affordable housing (through the signed S.106 Agreement) and officers were of the view that there were no exceptional circumstances to suggest that an off-site affordable housing delivery mechanism was preferable to on site delivery in this particular case.

- 8.47 Following negotiation and interrogation of the applicant’s financial modelling, the applicant agreed to modify the proposed affordable housing offer – by agreeing to the delivery of 28% on site affordable housing provision, with a mix of social (target) rented units, affordable rented units (at POD rents) and intermediate units. Further details of the mix are outlined below. The ability of the scheme to delivery 28% on-site affordable housing units (with a mixture of social rented, affordable rented and intermediate units) has been validated by the Council’s independent viability consultant.
- 8.48 In light of the current affordable housing policy hierarchy, officers consider that the provision of 28% affordable housing on-site over a commuted sum is the most appropriate policy compliant outcome in respect of the delivery of affordable housing in this instance.
- 8.49 The offer essentially equates to the delivery of 28% affordable housing by habitable room. In numerical terms, this is 252 affordable units. It is proposed that affordable units will be provided within the NE and SW blocks which form part of the outline element of the scheme. As such, an indicative mix has been provided to illustrate how this could be provided. (See Table 2 below.)

Housing Tenure:

- 8.50 With regard to the tenure of housing, the application proposes a mix of social rent 30%, affordable rent (pod levels) 38% and intermediate rent 32%. The split is broadly policy compliant.
- 8.51 In respect of Council policy DM3, it is considered that in this instance the provision of affordable rent product is justified in light of the viability issues discussed above. If all of the units had been provided at social rent levels the overall provision of affordable housing would have been less. Officers insisted that the larger family units were provided at social rent and the smaller units at affordable rent.
- 8.52 The POD research established what Affordable Rents would be for the E1 area which is set out in table 2 below. The affordability analyses for all areas of the boroughs led to the conclusion that rents would only be affordable to local people if they were kept at or below 65% of market rent for one beds, 55% for two beds and 50% for three beds and larger properties.

Table 2: POD research for E1 area comparing Market rent level against proposed rents

	Market Rent	Adjusted Affordable Rent levels (market rent %)	Proposed rents for this scheme (market rent %)
1 bed	£294	£191 (65%)	£191 (65%)
2 bed	£379	£208.(55%)	£208 (55%)
3 bed	£449	£224 (50%)	£111 (Social Target Rent)
4 bed	£537	£268 (50%)	£127 (Social Target Rent)

Housing Mix:

- 8.53 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.
- 8.54 Policy SP02 requires 30% of development to be 3 bedroom units or larger but within the social rent tenure 45% should be for families. In this case a total 209 family sized units are provided which equates to 23% across the scheme. Within the social rent and affordable rent (pod rent levels) tenure 44% (76 units) will be family sized units including three and four bed flats. It is noted that all of the family units are provided as social rent levels. The mix is set out at Table 3 below and is broadly policy compliant.

Table 3: Indicative Housing Mix and Tenure (including 75 Leman Street)

Unit Type	Social Rent	Affordable Rent	Intermediate	Market	Total
Studio	0	0	0	12	12
1 bed flat	0	52	20	290	362
2 bed flat	0	44	40	233	317
3 bed flat	51	0	20	113	184
4 bed flat	25	0	0	0	25
3 bed house	0	0	0	20	20
Total	76	96	80	668	920

- 8.55 In conclusion, officers consider that the level of affordable housing provision at 28% is the maximum that can be delivered on this site (in view of current viability constraints). The tenure split of social rent, affordable rent and intermediate is acceptable in this instance and maximises the provision of family units within the rented tenure. Finally, it is considered that the overall mix of housing is acceptable and this includes the provision of a suitable level of family housing specifically in the social rent tenure including four bedroom flats.

Housing Layout and Amenity Space Provision

Internal Space Standards:

- 8.56 Policy 3.5 of the LP seeks to ensure that the design and quality of housing developments are of the highest standard internally, externally and to the wider environment. 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.
- 8.57 Policy SP02 of the CS and Policy DM4 of the draft MD DPD 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.
- 8.58 In respect of the NW block, the applicant has advised that all of the units meet the minimum space standards required by Table 3.3 of the LP policy 3.5 and policy DM4 of the MD DPD.
- 8.59 The SE, NE and Gower's Walk element of the scheme are currently in outline form and therefore detailed spaces standards cannot be verified. However, the applicant has confirmed that the parameter plans and overall level of floorspace proposed has been developed with the number of units proposed and has been shaped by the Mayor of London's space standards. The precise space standards proposed will be assessed in detail at the reserved matters stage. Given that the NW block, which forms part of the detailed element, meets the minimum space standards there is some comfort that the later

phases will also be in a position to comply with the required standards. This is a reasonable indication of the applicant's commitment to the remaining phases and a condition will be imposed on the outline elements to this effect

- 8.60 Overall, the proposed application material gives officers reasonable comfort that the proposed development is acceptable and will accord with policy.

Private and Communal Amenity Space

- 8.61 Saved policy HSG16 of the UDP, policy DM4 of the MD DPD and policy HSG7 of the IPG 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.
- 8.62 Specific amenity space standards are guided by policy DM4 of the MD DPD which follows the Mayor of London's Interim 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.
- 8.63 In terms of communal amenity space, Policy DM4 requires 50sqm for the first 10 units, plus 1sqm for every additional unit thereafter.
- 8.64 In respect of the detailed element for the most part the majority of the units have sufficient private amenity space in the form of balconies, winter gardens and private terraces.
- 8.65 In respect of the outline element it is not possible to carry out a detailed assessment of private space provision and this will be determined at reserved matters stage. However, the submitted parameter plans and design and access statement do suggest the incorporation of projecting balconies, winter gardens and private terraces. Furthermore comfort can be had from the fact that the detailed element incorporates sufficient private amenity space for future residents.
- 8.66 Communal amenity space will be provided at podium level (see figure 2) within each block and at roof level. Within the NW block (detailed phase) it is proposed to provide a communal courtyard at courtyard level (709 square metres) and a roof terrace (436 square metres). There is also an area of inaccessible roof terrace (1,136 square metres) which will be designed to ensure biodiversity enhancement. DM4 of the MD DPD provides the standards for communal amenity space provision and in this instance, 204 square metres is required. This exceeds the policy requirement for communal amenity space provision within the NW block. The level of provision is considered acceptable subject to detailed design of a high quality communal amenity space and the detailed design of the child playspace. All these elements will be the subject of detailed conditions. In respect of the roof terrace, full details of the 2 metre glass screen and how it ensures an acceptable micro-climate at this level will be secured via condition.

Figure 2: Axonometric of Podium Level Communal Amenity Space



- 8.67 In respect to the outline phases of the development, a minimum of 3500 square metres of communal amenity space is required to accord with DM4. The Public Realm Strategy indicates the capability to provide 4,170 square metres which also exceeds policy requirements and allows sufficient space for the provision of child playspace within the outline phases of the development. Detailed design of the space will be controlled as a reserved matter.

Child Play Space:

- 8.68 Planning Policy Statement 3 sets out the importance of integrating play and informal recreation in planning for mixed communities. Policy 3.6 of the LP, saved Policy OS9 of the UDP, policy SP02 of the CS and policy DM4 of the draft MD DPD, seek 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 square metres of useable child play space per child).
- 8.69 Child playspace provision across the site exceeded the LP standards of 10 square metres of playable space per child when the housing tenure was solely private. However, in light of the provision of on-site affordable housing the child yield has increased and the actual requirement has risen from 1,322 square metres to 2900 square metres of child playspace. This equates to a need for an additional 1578 square metres of child playspace across the site.
- 8.70 Officers consider that there is potential to increase the level of child playspace provision given there is an overprovision of communal amenity space across the site. The detailed layout of the amenity spaces will be controlled via landscaping conditions for each phase and the condition will be worded so as to maximise the provision of child playspace across the site. In terms of the current provision, under 5's will be provided at podium level of each block and within the publicly accessible open space across the site with a dedicated play area within Park Square. It is considered that playspace for under 5's should be given priority and the detailed design of the playspace within Park Square will be controlled via

condition in order to maximise it's potential. Playspace for 5-11 year olds and 12-17 year olds will be provided within the publicly accessible open space across the site.

- 8.71 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 an assurance that a good level of child play space can be secured on site.
- 8.72 The detailed provision of the child playspace within the NW block and the outline phases will be controlled via condition. The intention of the overall public realm strategy is to provide 'playable space' where children's play and recreation is one legitimate use amongst a range of uses.

Landscape Strategy:

- 8.73 The application has been supported by a Public Realm Strategy prepared by Townshend Landscape. The purpose of the strategy is to provide a set of landscape principles in which the vision for the public realm will be developed.
- 8.74 The proposal includes a hierarchy of public open space, child play space, communal amenity space for residents and private amenity space for residents. The public realm strategy sets out the principles of how these spaces will work. The key objectives of the strategy include establishing a clear identify for the site, improving permeability through the site and connectivity with the surrounding area and ensuring activity at ground floor level to animate the commercial uses.
- 8.75 In respect of the detailed element, this will involve the delivery of part of the Main Square to the south of the NW block and part of the northern green finger between the NW and SW blocks. The remainder of the open space will be delivered as part of the outline phases of the scheme.
- 8.76 The quantum of open space delivery is acceptable and is discussed within the land use section of this report.

Wheelchair Housing and Lifetime Homes Standards

- 8.77 The applicants supporting statement confirms that all new homes will be built to Lifetime Homes standard. The detailed element includes 10% wheelchair accessible homes and future phases will also achieve the 10% provision. It is recommended that the application is conditioned to ensure this.
- 8.78 1 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).

Design

Bulk, scale, massing, principle of Tall Buildings:

- 8.79 Chapter 7 of the LP 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 and optimisation of the potential of the site.

- 8.80 Policy SP10 of the CS and DM23 and DM24 of the MD DPD, 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. 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.
- 8.81 Policy 7.7 of the LP deals with tall and large buildings, setting out criteria including appropriate locations such as the CAZ and opportunity areas with good access to public transport, that such buildings do not affect the character of the surrounding area in terms of its scale, mass or bulk; relates to the urban grain of the surrounding area; as a group of buildings improve the legibility of an 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.
- 8.82 Policy SP10 (5) of the Core Strategy seeks to manage the location of tall buildings and considers that Canary Wharf and Aldgate are appropriate locations. Policy DM26 of the MD DPD provides further guidance in respect of the management of building heights across the borough. Proposals for tall buildings will be required to satisfy the criteria listed below:
- Be of a height and scale that is proportionate to its location within the town centre hierarchy and sensitive to the context of its surroundings;
 - Achieve high quality architectural quality and innovation in design through demonstration of consideration of a range of criteria;
 - Provide a positive contribution to the skyline;
 - Not adversely affect heritage assets or views;
 - Present a human scale at street level;
 - For residential uses include a high quality hierarchy of private, communal and open space;
 - Not adversely affect microclimate;
 - Not adversely affect biodiversity;
 - Provide positive social and economic benefits;
 - Comply with aviation requirements; and
 - Demonstrate consideration of public safety.

Proposal:

- 8.83 The NW block comprises a single perimeter courtyard block with 'podium buildings' or 'wings' between 6 and 10 storeys and two towers between 19 and 23 storeys.
- 8.84 The residential uses are arranged around the south wing (facing Main Piazza) and west wing (facing Leman Street) of the block which range in height between six and ten storeys. The residential uses are also contained within the two towers located at the south-west and south-east corners of the courtyard block and range in height between 19 and 23 storeys.
- 8.85 The hotel use is arranged around the north wing (facing Alie Street) and east wing (facing Northern Green Finger) of the courtyard block and range in height between six and seven storeys.
- 8.86 The proportions of the towers would be slender and elegant and the proposed material palette includes a metal frame, glazing and pre-cast concrete.
- 8.87 The outline phases, relate to the NE block, SE block and the Gower's Walk houses.
- 8.88 The NE block is laid out similarly to the NW block and is a courtyard perimeter block with

four 'podium buildings' or 'wings' and two towers. The residential uses are arranged around all of the wings, the northern wing (facing Alie Street) rises to a maximum of 39.925 metres AOD (7 storeys), the eastern wing (facing proposed Park Square) rises to a maximum of 36.85 metres AOD (6 storeys), the southern wing (facing the proposed SW block) and the western wing (facing the proposed NW block) rise to a maximum of 43 metres AOD (8 storeys). The towers are located at the north-eastern and south-eastern corner of the NE courtyard perimeter block and rise to a maximum of 79.325 metres AOD (20 storeys) and 85.425 metres AOD (22 storeys) respectively.

- 8.89 The SE block is a 'U' shaped perimeter block located with three 'podium buildings' or wings' and two towers. The residential uses are arranged around all of the wings, the northern wing (facing proposed NE block) rises to a maximum of 43 metres AOD (8 storeys), the southern wing (facing City Quarter) rises to a maximum of 43 metres AOD (8 storeys), the western wing (facing SW block – extant permission) rises to a maximum of 46.075 metres AOD (9 storeys). The towers are located at the north-west and south-west corner of the SE courtyard perimeter block and rise to a maximum of 82.4 metres AOD (21 storeys) and 73.175 metres AOD (18 storeys) respectively.
- 8.90 The Gower's Walk houses are located to the east of the SE block and face onto Gower's Walk. They rise to a maximum of 24.75 metres AOD (3 storeys).

Assessment:

- 8.91 A tall building is described as one which is significantly taller than their surroundings and /or having a significant impact on the skyline. The proposed detailed and outline phases of development include six towers between 18 and 23 storeys and are considered to fall within the definition of tall buildings.
- 8.92 With regards to appropriateness of the development for tall buildings, this has been considered in the context of national policy, the London Plan and local plan policies and the extant permission.
- 8.93 The detailed element proposes two tall towers which form part of a courtyard block and the outline element proposes four tall towers which form part of a courtyard block and a 'U' Shaped block. The proposed heights, massing, bulk and scales are in keeping with the extant permission which has established the principle of tall buildings in this location. Figure 4 shows the massing of the extant permission and figure 5 shows the massing of the proposal.

Figure 4: Massing of extant permission

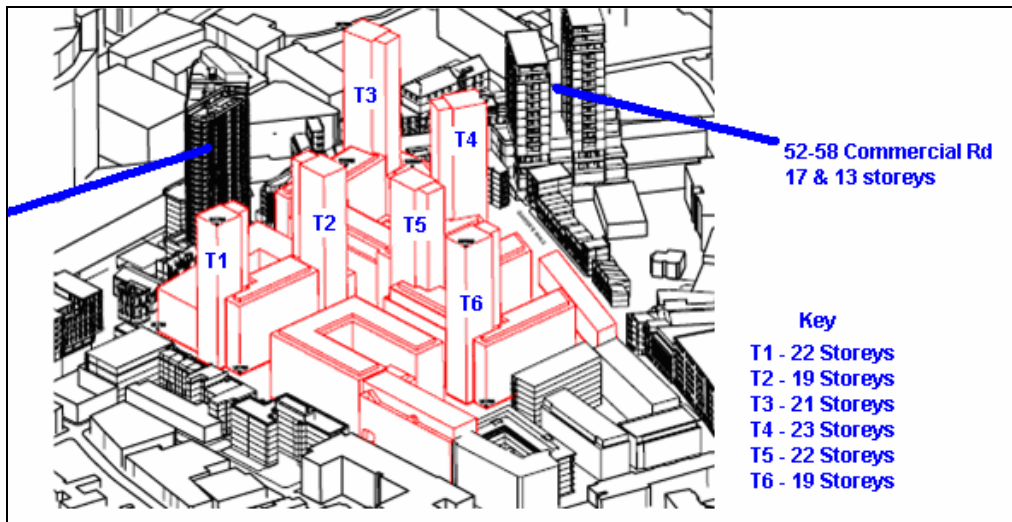
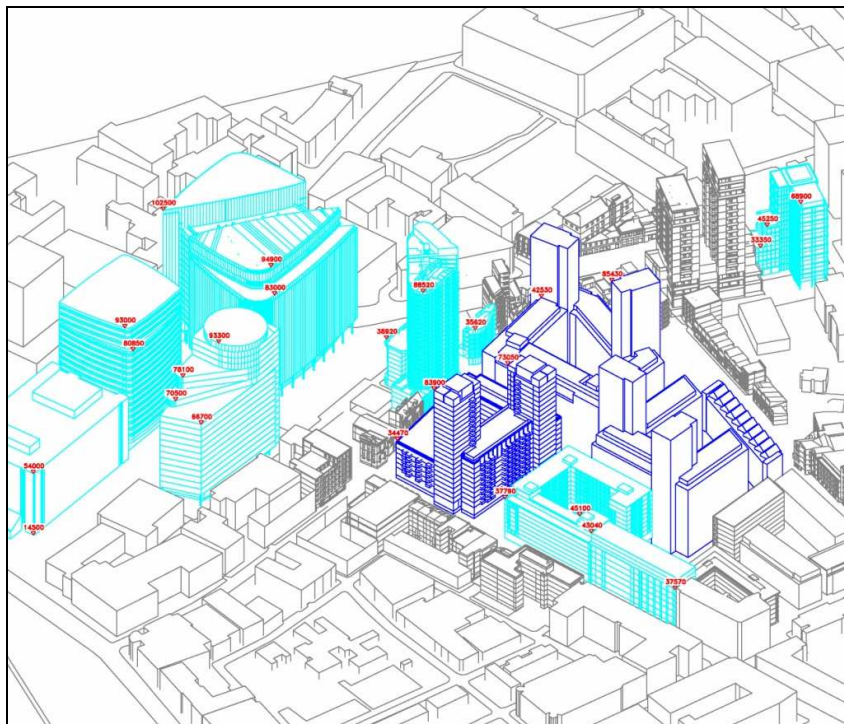


Figure 5: Massing of proposals



8.94 The application site is located within a CAZ opportunity area in Aldgate with excellent accessibility. As such, this is a location considered suitable for tall buildings and accords with LP policies and local policies.

8.95 In respect of the NW block (see artists impression figure 6) it is considered that the proposed towers and courtyard block meet the range of tall building criteria of LP policy and local policy in the following key ways:

- The height, bulk, scale is appropriate to the CAZ location and is sensitive to the context of the surrounding site;
- The scheme is considered to be of high architectural and design quality and has demonstrated full consideration of scale, form, massing, footprint, proportion, silhouette, facing materials, relationship to other buildings and structures, the street network, public and private open spaces, or other townscape elements;
- The site is identified within an emerging cluster of tall buildings and provides a positive contribution to the skyline;

- There is no adverse impact upon heritage assets including the Tower of London, listed buildings in the vicinity, surrounding conservation areas and strategic views;
- The scheme is considered to be of a human scale with active commercial uses at street level;
- The scheme includes high quality public realm strategy including adequate provision of open space, communal amenity space, child playspace and private amenity space;
- In terms of microclimate the detailed management will be controlled via condition;
- In terms of biodiversity, areas of living roofs have been incorporated into the design and the through the landscaping condition appropriate planting to enhance biodiversity will be secured;
- The proposal will contribute positively to vitality in the area with an active ground floor frontages;
- It is not considered to conflict with aviation requirements having been referred to the relevant authorities for consideration; and
- The scheme demonstrates consideration of public safety.

Figure 6: Artists Impression of NW Block



8.96 In respect of the NE and SE blocks which form part of the outline phases of the development, it is considered that the principle of tall towers including bulk, scale and massing are appropriate. The heights are in keeping with the extant permission and are considered acceptable in this location. It is noted that given, this element is in outline only the heights and siting have been established and as such whilst the proposal meets the majority of the criteria listed at paragraph 8.95 above, the actual appearance of the buildings would be a reserved matter and at this stage, the architectural and design quality of the scheme cannot be assessed. As such, the detailed design will be secured via reserved matters. However, it is noted that the high quality design of the NW block establish a design code for the site and any future phases would need to consider these earlier phases and comply with the requirements and specifications outlined in the Design Code

8.97 Overall, the scheme satisfies the criteria for consideration of tall buildings, is located within a location where tall buildings are considered acceptable and is in keeping with the extant consent which established the principle of tall buildings. As such the scheme is considered acceptable and accords with the abovementioned policies.

8.98 In respect of bulk, scale and massing the proposed NW block is in keeping with the extant permission and no increase in height is proposed. As such, it is considered that the principle of the NW block has been established by the extant permission. The proposal remains acceptable in respect of bulk, scale and massing in the context of the local area and the wider site and accords with policy.

Appearance:

8.99 The proposed material palette for the NW block towers includes glazing, dark metal infill panels, metal panelled cladding, light pre-cast concrete cladding and bronze coloured metal panels.

8.100 The material palette for the residential wings of the NW block (fronting Leman Street and the Main Piazza) includes blue-grey brick work whilst the hotel wing proposed white glazed brick work. In respect of window details the different uses have different details design and the residential wings include private amenity space in the form of balconies.

8.101 The majority of the accommodation at the ground floor level of the podium buildings is commercial. A standardised glazing detail ensures a consistent appearance along the base of the podium. The glazing incorporates a bronze-coloured metal surround that matches the surround, balcony edge and panel detailing throughout the NW block. A zone is provided above the glazing that accommodates bronze coloured louvers to serve the ventilation requirements. This zone also doubles up as a signage area.

8.102 The appearance of the NW block has altered from the extant consent in that the proposed material palette has changed. However, it is considered that in principle the proposed material palette is acceptable subject to the submission of samples which will be controlled via condition.

8.103 The Design Council do not support the amended appearance of the tall towers. However, the design evolution of the appearance of the building has developed to ensure the identity of the towers to be expressed through lightness and subtlety, rather than the material heaviness of the Cor-Ten proposed in the extant permission.

8.104 Furthermore, in respect of the Design Council's comments regarding verticality, the applicant's architect has noted that the gesture of 'splitting' the metal framing of the tower into two thinner, taller elements is intended to increase the verticality and slenderness of the overall tower form. The tower facade is not intended to be read as a single vertical division, but rather as two slender framing elements – a device which is accentuated by the infilling of the frames with the bronze coloured balcony fascias and the winter garden screens.

8.105 Finally, in respect of their comments regarding the flank walls, the applicants architect has noted that the towers are designed as principally forward-facing elements, with distinct fronts and backs. It is important that these specific elements are expressed individually and in materials that befit the accommodation. The massing of the core is intended to be expressed as the fixed, grounded element in the composition of the tower, while the front-facing accommodation is expressed with a covering of finely scaled metal panels. The honest expression of these elements will complement each other in the visual tonality of the materials (the white pre-cast concrete and the reflective metal cladding) as well as the material quality and precision of the panels themselves and the jointing details.

8.106 The Borough Urban Design Officer has not raised objections to the changed material palette subject to the submission of samples and detailed drawings. Furthermore, English Heritage has not objected to the changed material palette subject to the submission of samples. To conclude officers, feel that the amended appearance is in fact more in keeping

with the surrounding context than the Cor-Tem previously proposed.

- 8.107 It is noted that it is intended to use pre-cast concrete as part of the tower design and a sample has been submitted. The detailed design of the pre-cast concrete panels will be controlled via condition in order to ensure that their mass is broken up.
- 8.108 In order to ensure that the proposed shop fronts will enhance the streetscape, their detailing will be controlled via condition. This will include ensuring that shop fronts will be fitted out as part of the initial construction and that signage across the site is of a high quality.
- 8.109 In respect of the outline phases, the detailed design and appearance of the blocks and towers will be a reserved matter. The quality of materials secured as part of the detailed phase will act as a benchmark to ensure that the remaining phases will be in keeping with the appearance of the earlier phases in order to ensure a high quality exemplar scheme across the site. A design code has not been submitted for this application. However, this will be required as a reserved matter for the outline phases in order to ensure that the design ethos is carried through to the latter phases.

Layout:

- 8.110 The layout of the site is considered to be successful, incorporating courtyard blocks which successfully address the street frontages of Alie and Leman Street and the new internal frontages. Active frontages are provided overlooking the public realm across the site. Access to the residential uses is from the public realm. This creates a welcome mix and distribution of activity across the site. The detailed landscaping plan demonstrates that the proposal will provide an improved public realm compared with the extant permission. Also, the scheme will successfully integrate with the Berkeley Homes scheme to the south (City Quarter). Overall, this will positively contribute to the evolving residential character of the area, thereby contributing to a sense of place and identity. The layout is also in accordance with the Aldgate Masterplan in the way that it improves connectivity and permeability.

Views:

- 8.111 The site falls within Townscape View 25: The Queens Walk to Tower of London, as identified within the London Mayor's London View Management Framework (May 2009). The view is protected to ensure that new development respects the setting of the Tower of London and should not dominate this World Heritage Site, especially the White Tower. New buildings in the background of this view must be subordinate to the Tower of London and respect its historical significance.
- 8.112 The site falls within the background assessment area of protected vista 25A.1 and 25A.3. The submitted Heritage, Townscape and Visual Impact Assessment concludes that the small scale change arising from the proposed development is seen in the context of very substantial changes to London's skyline including towers in the City of London and the development of further tall buildings in the vicinity of the site which consents have already been granted. The GLA have advised that whilst it is noted that there is an extant consent for tall buildings proposed on the site, from the verified images submitted it is not possible to determine whether the proposals will impact on the protected vista in the kinetic views. The GLA have requested that the images should be submitted with clearer wire lines and an indicator of where the proposal appears in the rendered views.
- 8.113 This information has been submitted and has been sent to both the GLA and English Heritage for review. Further comments will be reported in the update report to committee. In light of the extant consent and the fact that the siting of the towers and their height has not changed it is considered the submission of this additional information will resolve these concerns. Essentially, from the current images it is not possible to identify the site given it is

barely visible and officers at the GLA and English Heritage have requested updated views which show the site in outline irrespective of the fact that the majority of the buildings would not be visible due to recent consents such as Royal Mint Street which are located nearer the Tower.

World Heritage Sites – Tower of London (TOL):

- 8.114 The proposed development site is located within the setting of the Tower of London World Heritage Site. Circular 07/2009 provides guidance on the protection of World Heritage Sites (WHS) and establishes the Government's objective to protect each heritage site through conservation and preservation of its outstanding universal value (OUV). It sets out that WHS and their setting, including any buffer zone should be protected from inappropriate development.
- 8.115 PPS5 includes WHS in the definition of designated heritage assets. Policy HE10 states that authorities should treat favourably applications that preserve those elements of the setting that make a positive contribution to or better reveal the significance of an asset.
- 8.116 The LP also has a number of new and enhanced policies in relation to WHS. Particularly, 7.10 which states that
- “Development should not cause adverse impacts on World Heritage Sites or their setting (including any buffer zone). In particular, it should not compromise a viewer’s ability to appreciate its Outstanding Universal Value, integrity, authenticity or significance. In considering planning applications, appropriate weight should be given to implementing the provisions of the World Heritage Site Management Plans.”*
- 8.117 Policy 7.11, also stresses the need to identify and protect aspects of views that contribute to a viewer’s ability to recognise and to appreciate a WHS’s authenticity, integrity, significance and OUV.
- 8.118 The GLA notes that the application has been supported by a Heritage, Townscape and Visual Impact Assessment and while this references the Tower of London and notes that there is a negligible effect on the monument as a result of the proposals, it does not carry out a full assessment of the impact of the WHS authenticity, integrity, significance and OUV as required by policy. The assessment of the OUV of the Tower is an emerging priority and the applicant has now carried out a further assessment making specific reference to the OUV of the Tower. This has been submitted to the GLA and English Heritage for review.
- 8.119 In light of the extant consent and the fact that the siting of the towers and their height has not changed it is considered the submission of this additional information will resolve these concerns, which will be the subject of an update report.

Impact to setting of other designated heritage assets:

- 8.120 The statutory requirement to consider proposals upon the impact to the setting of listed buildings and conservation areas is contained in central, regional and local policy and guidance. It includes PPS5, LP, the CS, the UDP, MD DPD, IPG and Aldgate Masterplan.
- 8.121 The ES is supported by a Heritage, Townscape and Visual Assessment which considers the historic features in the surrounding area. It is not considered that the proposed development will have an adverse impact on designated heritage assets including the setting of listed buildings along Alie Street and Leman Street. It is noted that English Heritage raised concerns about the setting of listed buildings in respect of the extant consent. However, officers at the time did not consider this to be the case. Given, the

massing is similar the impact is also similar and officers agree with the previous assessment in respect of impact on the local context and setting of listed buildings.. Furthermore, it is not considered that the proposed tall building would affect the setting of the surrounding conservation areas.

Design Conclusions:

- 8.122 In conclusion, the proposed scheme is broadly in keeping with the extant consent in respect of bulk, scale, massing, height, siting and layout. The main alteration has been in respect of materials and it is considered that the amended palette is acceptable in this location. Subject, to the additional information submitted to address the GLA's queries regarding the Tower of London, the design is acceptable, in accordance with policy. Further commentary on the World Heritage Site issues will be included in an update report. The detailed design of the outline phases will be secured by reserved matters.

Amenity

- 8.123 Part 4 a and b of policy SP10 of the CS, saved policy DEV2 of the UDP and policy DM25 of the MD DPD seek to protect the residential amenity of the residents of the borough. These policies seek to ensure that existing residents adjacent to the site are not detrimentally affected by loss of privacy or overlooking of adjoining habitable rooms or have a material deterioration of daylight and sunlight conditions.

Daylight, Sunlight and Overshadowing:

- 8.124 Guidance relating to daylight and sunlight is contained in the Building Research Establishment (BRE) handbook 'Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice - Second Edition' (2011).
- 8.125 In respect of daylight, there are three methods of calculating the level of daylight received known as Vertical Sky Component (VSC), No Sky Line (NSL) and Average Daylight Factor (ADF). BRE guidance sets out that the first test applied should be VSC and if this fails consideration of the NSL test may also be taken into account.
- 8.126 BRE guidance in relation to VSC requires an assessment of the amount of daylight striking the face of a window. The VSC should be at least 27%, or should not be reduced by more than 20% of the former value, to ensure sufficient light is still reaching windows. The NSL calculation takes into account the distribution of daylight within the room, and again, figures should not exhibit a reduction beyond 20% of the former value.
- 8.127 In respect of sunlight, BRE guidance states that a window facing within 90 degrees of due south receives adequate sunlight if it receives 25% of annual probable sunlight hours including at least 5% of annual probable hours during the winter months.
- 8.128 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"*.
- 8.129 Section 15 of Volume 6 of the Environmental Statement Addendum considers the impacts of the development with respect to daylight, sunlight and overshadowing.
- 8.130 Daylight, sunlight and overshadowing were fully assessed as part of the extant consent and it is considered appropriate to take the impact of that consented scheme as a benchmark and to assess the impact of the current application in comparison to that consented scheme.
- 8.131 In other words, whilst the existing baseline conditions (the impact of the demolished RBS

buildings) are relevant in measuring the level of impact, the acceptability of the current proposals should be measured against its performance in comparison to the consented scheme, as the extent of the impact of that consented scheme was deemed acceptable.

- 8.132 The submitted ES has identified those neighbouring properties where they believe that residential accommodation to exist. Essentially, those properties can be grouped into four categories. First, the properties on the opposite (west) side of the Gower's Walk including 63 Gower's Walk; second the recently completed Berkeley Homes City Quarter development to the south of the site including Hoopers Yard; third, three residential properties on the opposite (west) side of Leman Street comprising 52, 56 and 58 Leman Street, and third, the existing dwellings in 55-57 Alie Street to the north of the site.
- 8.133 The impact on these dwellings is comparable to the consented scheme and there are no material differences between the two schemes in respect of massing.
- 8.134 It is noted that significant impacts were identified for properties especially residential properties in Alie Street and Gower's Walk when assessing the consented scheme.
- 8.135 In considering the significance of this impact, the following matters were considered to offer a case to balance this impact:
- Some relief afforded the affected neighbours by virtue of them being dual aspect properties
 - The benefits of the scheme coming forward as identified throughout the report and as summarised in other sections of this report
 - An awareness of the viability issues in bringing the scheme forward which necessitate the development potential of the site to be maximised.
 - An appreciation that this brownfield site is a challenging and highly constrained site to entertain redevelopment, being in a built up area on the edge of the city fringe which has a range of landuse priorities, not just housing. Invariably then, realising development on this site will involve a compromise
- 8.136 On balance, it is considered that the benefits of the scheme coming forward are considered to outweigh the loss of light to neighbours. Furthermore, it is noted that the consented scheme has set a benchmark and this baseline has been used in assessing this scheme. Given, that the proposed scheme does not result in a greater impact and in fact has the same level of impact as the consented scheme, the impact in respect of daylight, sunlight and overshadowing is considered acceptable.

Sense of Enclosure, Outlook and Privacy:

- 8.137 In respect of siting, layout and massing the proposed scheme is similar to the consented scheme and the level of impact is therefore similar.
- 8.138 The separation distance between the blocks and the surrounding area are between 12 metres along Alie Street and a maximum of 21 metres along Leman Street and Gower's Walk. These separation distances are considered acceptable within this City Fringe location.
- 8.139 The massing of the courtyard blocks are in keeping with the surrounding context and in this dense urban location would not have an undue impact in respect of sense of enclosure when consideration is given to the separation distances between buildings and the location of the taller elements.
- 8.140 The massing of the proposed scheme is in keeping with the consented scheme and as such there would be no increase in impact over the consented scheme. Furthermore, the

massing is acceptable in this dense urban location at the City Fringe. As such, in respect of sense of enclosure, outlook and privacy it is considered that the level of impact is in keeping with the consented scheme and is acceptable.

Proposed Development:

- 8.141 In respect of daylight and sunlight, the level of amenity that will be enjoyed by the future occupants of the proposed scheme will be comparable to the conditions of the consented scheme.
- 8.142 In keeping with the consented scheme, the proposed blocks have incorporated dual aspect units where possible to improve the quality of living and outlook for occupiers.
- 8.143 The proposed buildings have been set around courtyards and open spaces which will provide an attractive outlook. The proposal also provides acceptable separation distances between buildings, thereby ensuring no adverse impacts on outlook from the proposed buildings. Minimum separation distances measure approximately 12-15m which is considered acceptable given the dense urban context and the consented scheme.
- 8.144 It is considered that the NW block affords acceptable levels of amenity for residential occupiers. Future phases should be assessed at reserved matters stage when the layout of residential units is known.

Transport and Highways

- 8.145 PPG 13 and policy 6.1 of the LP 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.
- 8.146 CS policies SP08 and SP09, saved UDP policies T16, T18, T19 and T21, and policy DM20 of the MD DPD, 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.
- 8.147 The hybrid application seeks approval for detailed access arrangements. In respect to this section sufficient detail has been provided to discuss highways impacts for detailed and outline elements of the scheme.
- 8.148 The proposed development has been designed with smaller urban blocks to increase the sites accessibility and permeability which is welcome. The introduction of internal green fingers and open spaces between the blocks will in fact increase permeability of the area considerably.
- 8.149 These green fingers have been structured taking account of 'Manual for Streets' 1, focusing on the concept of 'liveable streets'. The proposed network of pedestrian spaces connects well with the existing semi-pedestrian areas on the periphery of the site.
- 8.150 An improvement of this scheme over the extant consent is the enlargement of the basement level which has meant all servicing is now provided in the basement at basement level. This has meant that ground floor public realm is set aside for pedestrian and cycle access and open space only (aside from emergency vehicles and disabled access) and will not be dominated by servicing vehicles. This adaptation should be welcomed.
- 8.151 Approval is sought for three points of access from Gower's Walk, Alie Street and Leman Street. Vehicular access to the basement car park is via Gower's Walk and a ramp to the rear of 75 Leman Street.

8.152 At-grade access for emergency vehicles will be provided from Alie Street, through the green fingers to Gower's Walk and Hooper Street.

Car, Cycle and Coach Parking Arrangements:

8.153 Policies 6.13 of the LP, policy SP09 of the Core Strategy, saved policy T16 of the UDP and policy DM22 of the MD DPD seek to encourage sustainable non-car modes of transport and to limit car use by restricting car parking provision.

8.154 Vehicular access to and from the basement parking area will be located on the eastern side of the development, using the existing access ramp currently serving the City Quarter development from Gower's Walk.

8.155 A total of 253 car parking spaces will be provided in the basement, including 25 disabled spaces (10%). In addition, two disabled parking bays will be provided within the public realm adjacent to the Southern Garden.

8.156 The car parking spaces will be allocated as follows:

- 243 basement parking spaces for the residential units, including 24 disabled parking spaces,
- 10 basement parking spaces for the health centre unit, including one disabled parking space,
- One disabled parking space for the hotel at-grade, and;
- One disabled parking space for the commercial unit's at-grade.

8.157 Residents of 75 Leman Street will also have access to the basement car park. Any assessment of car parking standards, therefore, needs to take account of the 56 units in this block.

8.158 Across the site there will be 920 new residential units and this equates to 0.26 spaces per residential unit. Whilst, this is within the maximum parking standard of the IPG which is 0.5 car parking spaces per dwelling it is above the new standards within the MD DDP which sets the standard at 0.1 parking spaces per 3 bedroom dwelling and one for smaller dwellings given this is within the clear zone. It is noted that level of car parking is in compliance with LP maximum parking standards within chapter 6.

8.159 Both TfL and Highway's Officers have raised concern about the level of car parking proposed for this site given it's highly accessible location.

8.160 In this location, officers consider that a lower provision of on-site car parking would be acceptable. However, the MD DPD currently carries limited weight and the LP parking standards are adopted. As such, officers do not consider that the level of car parking merits refusal of the scheme in this instance.

8.161 In respect of commercial car parking, the level of provision is considered acceptable.

8.162 In respect of cycle parking, 1,398 spaces are proposed. This includes provision for private residential use, visitor cycle parking and commercial visitor car parking. The cycle parking is located within the basement and within the public realm. Initially the level of visitor cycle parking at-grade included 70 spaces which was an over provision. This has been reduced to 30 spaces at grade which still accords with policy.

8.163 The applicant has agreed to the provision of land for a 25 point docking station within Central Square which is welcome. This has meant the reduction in the number of visitor cycle parking stands. However, given that there is still an over provision of visitor cycle

parking the level of overall cycle parking provision accords with policy.

- 8.164 A coach parking and disembarkation point within the basement has been identified for hotel usage. Protected access is provided from this point to the lift core. It is noted that it is intended that the coach parking area may be overrun by other service vehicles manoeuvring into service bays Nos. 1 and 2 when a coach is not occupying the parking area.

Servicing and Deliveries:

- 8.165 Servicing and delivery requirements for all uses are provided within the basement. Access is from Gower's Walk. This application also makes provision for links into the existing basements under the SW block and 75 Leman Street.
- 8.166 This approach has significant benefits over the extant scheme in terms of facilitating the delivery of an enhanced area of public realm / open space at ground floor.
- 8.167 The Highway's Officer has reviewed the submitted plans and documents and is broadly satisfied with the servicing plan subject to clarifications which have now been provided and will be reviewed. An update will be provided in an update report to committee to confirm the additional information is satisfactory.
- 8.168 Notwithstanding the information submitted a Service Management Plan will be secured via condition.

Waste/Refuse:

- 8.169 The servicing and waste management plan provides detail of how commercial and residential waste will be stored and collected.
- 8.170 Residents will be responsible for disposing of their bagged waste into the basement via refuse chutes located at each floor. The applicant advised that sufficient bin capacity is provided in the refuse storage areas to accommodate the amount of waste that is likely to be generated in any one day from each block. The on-site facilities management team will transfer the bins from the refuse storage area to a centralised refuse store on a daily basis.
- 8.171 On waste collection days, residential waste bins will be transferred by the on-site facilities management team from the centralised storage area in the basement via a lift to a storage point at grade where it will be collected by LBTH. A 14 metre lay-by is proposed on the north side of the access road into the site from Gower's Walk (opposite the existing lay-by which serves City Quarter).
- 8.172 Commercial and hotel waste will be dealt with in a similar way aside from the fact it will be collected by a private contractor.
- 8.173 The Borough Waste officer has noted that currently refuse vehicles need to reverse onto Gower's Walk in light of the fact that access to Commercial Road from Gower's Walk is restricted because of construction works. A turning circle may be required to mitigate the impact during construction. There are ongoing discussion between officers and the application and the conclusions of this discussion will be reported in an update report.

Inclusive Environments and Pedestrian Access:

- 8.174 Policy 7.2 of the LP, policy SP10 of the Core Strategy and policy DEV1 of the UDP, 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.

- 8.175 The public realm proposed will provide a clear and inclusive environment suitable and safe for everyone, including people with disabilities, the elderly, and children in pushchairs. All areas of the site will be open and accessible to the general public. It is noted that both the Sensory Garden and the Southern Garden will be gated. However, they will be open to the public from dawn till dusk.
- 8.176 Gradients across the site will be less than 1:21 and have a landing for every 500mm rise where possible or following the existing site topography and where practicable slopes will be employed in lieu of steps. Where steps are necessary, it is intended to use them as a positive feature of the design and comply with part M of Building Regulations.
- 8.177 The principal pedestrian access points into the site through the Main Piazza from Leman Street, Alie Street and through the Park Square from Gower's Walk. Pedestrian access is also provided into Garden Square from Hooper Street. The public realm is designed to facilitate pedestrian access through the site and provide public amenity spaces within the site in the form of the Main Piazza, Park Square, Garden Square and the Green Fingers.
- 8.178 It is considered that the pedestrian environment created will improve permeability of the scheme and this is a major benefit of the scheme for the wider area. In order to ensure that the public realm is publicly accessible this will be controlled via the S106. Furthermore, full details of layout and landscaping of the public realm including aspects of inclusive design will be controlled via condition.

Conclusion:

- 8.179 In conclusion it is considered that in respect of highways impacts the proposed development is acceptable and accords with policy.

Energy and Sustainability

- 8.180 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 and Core Strategy (SO24 and SP11) collectively require developments to make the fullest contribution to the mitigation and adaptation to climate change and to minimise carbon dioxide emissions.
- 8.181 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).
- 8.182 The London Plan 2011 includes the target to achieve a minimum 25% reduction in CO2 emissions above the Building Regulations 2010 through the cumulative steps of the Energy Hierarchy (Policy 5.2).
- 8.183 Policy SO3 of the CS 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.
- 8.184 Policy DM29 of the draft MD DPD 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.

- 8.185 The proposed energy strategy has been developed following the Mayor's energy hierarchy and includes:
- A range of passive design and energy efficiency measures ('be lean'),
 - Energy efficient supply of services by providing a single energy centre with on-site Combined Heat and Power (CHP) plant and to allow for possible future connection to district heating networks ('be clean'), and;
 - On-site renewable energy technologies to provide energy by providing photovoltaics (PVs) and Air Source Heat Pumps (ASHP) ('be green').
- 8.186 The incorporation of the above measures would result in approximately a 30.1% savings in the CO2 emissions over the regulated baseline Part L 2010 compliant scheme.
- 8.187 The extant scheme had a site wide energy strategy which was considered acceptable. The hybrid application does not include the SW block (student housing). Through the discharge of conditions on the extant consent the applicant is proposing an amended energy strategy which results in the SW block having a stand-alone energy supply. This is partly because of the phasing of the development and the requirements of the operator for the Student Housing.
- 8.188 Through officer discussion, the proposed energy strategy has been amended to increase the load of the proposed Combined Heat and Power (CHP) located within the basement of the NW block to allow future connection to the student block. It is considered that this is a pragmatic solution as it allows for the whole site to have one energy centre in the future should this be feasible.
- 8.189 The anticipated 30.1% 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.
- 8.190 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.
- 8.191 The submitted Energy Statement details how the development will achieve a Code for Sustainable Homes Level 4 rating for the residential elements and BREEAM Excellent ratings for the non-residential uses. It is recommended that the strategy is secured by condition and delivered in accordance with the submitted Sustainability Statement dated November 2011.

Other Planning Considerations:

Air Quality

- 8.192 PPS23 and Policy 7.14 of the LP seek to ensure design solutions are incorporated into new developments to minimise exposure to poor air quality. Saved Policy DEV2 of the UDP, policy SP02 of the CS and Policy DM9 of the MD DPD 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.

- 8.193 The development is located within the Tower Hamlets Air Quality Management Area (AQMA). The main sources of pollution impacting air quality at the site are traffic emissions from the surrounding road network. The submitted Environmental Statement advises that the building envelope on-site has been designed with the aim of improving permeability and accessibility of the site and the surrounding area. Accordingly, the perimeter blocks have been placed on the boundaries of the site, creating internal communal courtyard space and internal pedestrian friendly street-scape. This will provide a more attractive environment for pedestrians accessing both on-site and off-site addresses, where air quality will be improved in contrast to the existing pavements on Alie Street and Leman Street.
- 8.194 Non-residential uses are directed towards ground floor accommodation where pollutant concentrations would be greatest. Residential uses start at first floor level aside from Gower's Walk. Balconies and winter gardens have been provided at part of the development in order to meet amenity space requirements, but have been mindful of the prevailing AQMA status.
- 8.195 In the longer term, the main air quality impacts are associated with increase in vehicle movements along the adjacent road network, in particular along Gower's Walk and Hooper Street and the on-site energy centre.
- 8.196 As a result it is predicted the development will result in an increase in nitrogen dioxide concentrations and therefore will have a slight adverse impact on local air quality within the vicinity of the site. Mitigation for the residential properties along Leman Street which will be worst affected has been proposed and will be secured via condition.
- 8.197 The submission of a Construction Environmental Management Plan to be conditioned prior to commencement to limit impact during construction. Furthermore, air quality mitigation for the properties along Leman Street will also be controlled via condition.

Noise and Vibration

- 8.198 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).
- 8.199 Policy 7.15 of the LP, saved policies DEV2 and DEV50 of the UDP, policies SP03 and SP10 of the CS and policy DM25 of the MD DPD 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.
- 8.200 The submitted Environmental Statement advises that the site falls within Category C. The Boroughs EHO has advised that they consider the site lies within Category D. Whilst the numerical figures put forward by both technical experts are broadly the same, the methods used do differ which result in the different conclusions. The authors of the Environmental Statement have rounded down and consider the site is within Category C whilst the EHO has rounded up and consider the site is within Category D.
- 8.201 Firstly, it is noted that the Environmental Statement is in keeping with the conclusions of the Environmental Statement which supported the extant consent. When planning permission was granted the site was deemed by both the applicant and the EHO to be in Category C. Furthermore, the extant consent establishes a baseline which was previously considered acceptable. This application is comparable to the extant consent in this respect.

- 8.202 Secondly, the level of mitigation required to ensure future residents will have acceptable standard of amenity is based on similar figures.
- 8.203 In conclusion, officers have taken a balanced view, taking consideration of the extant consent and the mitigation that can be secured via condition and are satisfied with the submitted Environmental Statement.
- 8.204 Environmental Health will 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.
- 8.205 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 and address concerns of local residents.

Biodiversity

- 8.206 The London Biodiversity Action Plan (2008), Policy 7.19 of the LP, policy SP04 of the CS and policy DM11 of the MD DPD 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 MD DPD also requires elements of living buildings.
- 8.207 It is proposed to include living roofs including sedum and green roofs across the site. The detailed provision within the NW block and the outline phase will be controlled via condition to ensure the enhancement of the biodiversity within and surrounding the site by linking the green spaces.

Environmental Impact Assessment

- 8.208 The proposed development falls within the category of developments referred to in paragraph 10(b) of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011.
- 8.209 As the proposal is likely to have significant effects on the environment, it is required to be subject to environmental impact assessment before planning permission is granted. Regulation 3 of the EIA Regulations precludes the grant of planning permission unless prior to doing so, the Council has taken the 'environmental information' into account. The environmental information comprises the applicant's Environmental Statement (ES), any further information submitted following request under Regulation 22 of the EIA Regulations, any other substantive information relating to the ES and provided by the applicant and any representations received from consultation bodies or duly made by any person about the environmental effects of the development.
- 8.210 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.
- 8.211 Furthermore, as a result of changes to the proposed delivery of affordable housing from off-site to on-site, an addendum to the ES was provided to address this change to the socio-economic chapter.
- 8.212 The applicant advertised the addendum to the ES in East End Life on 13 February 2012 allowing 21 days to comment. Officers following a further review of the EIA regulations consider that the local planning authority should also place an advert in the local press. This will be published on the 27 February 2012 allowing 21 days to comments.

- 8.213 This will mean that the consultation phase for the amended ES will conclude on 18 March 2012 which is after the date of the Strategic Development Committee. Officers consider that in the event of any responses being received relating to the outstanding Environmental Statement Consultation prior to the decision being issued, the Corporate Director, Development and Renewal is delegated authority to assess if any such response raises issues which substantively exceed the nature of the Committee's decision, subject to this being the case the Corporate Director, Development and Renewal is delegated authority to issue the decision.
- 8.214 Finally, it is noted that all statutory consultees were re-consulted on the 20 February and allowed 14 days to provide comments. Any comments received will be presented in an update report to Committee.
- 8.215 With the submission of further information 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.
- 8.216 As part of the application is in outline, 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 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, they may need to be reassessed and/or the submission of a new planning application.
- 8.217 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. The various environmental impacts are dealt with in relevant sections of this report with conclusions given, proposals for mitigation of impacts by way of conditions, and/or planning obligations as appropriate.
- 8.218 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.

9. Planning Contributions

- 9.1 As set out in Circular 05/2005, planning obligations should only be sought where they meet the 5 key tests. Obligations must be:
- Relevant to planning;
 - Necessary to make the proposed development acceptable in planning terms;
 - Directly related to the proposed development;
 - Fairly and reasonably related in scale and kind to the proposed development; and
 - Reasonable in all other respects.
- 9.2 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

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

9.3 This is further supported by policy SP13 of the CS, saved policy DEV4 of the UDP and policy IMP1 of the IPG which seek to negotiate planning obligations through their deliverance in kind or through financial contributions to mitigate the impacts of a development.

9.4 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

9.5 The general purpose of S106 contributions is to ensure that development is appropriately mitigated in terms of impacts on existing social infrastructure such as health, community facilities and open space and that appropriate infrastructure to facilitate the development i.e. public realm improvements, are secured.

9.6 To mitigate for the impact of this development on local infrastructure, education and community facilities the following contributions accord with the Regulations and have been agreed. The total financial contribution would be **£6,286,859.63**.

9.7 The proposed heads of terms are:

9.8 Financial contributions:

- A contribution of **£431,811.14** towards **employment, skills, training and enterprise** to create employment opportunities.
- A contribution of **£1,117,119.10** towards **community facilities** including Idea Stores Libraries and Leisure facilities, to mitigate the impact of the additional population upon existing leisure and community facilities within the immediate vicinity of the site.
- A contribution of **£2,815,691** towards **education** including primary and secondary school places, to mitigate the impact of the additional population upon existing education facilities within the immediate vicinity of the site.
- A contribution of **£80,802.76** towards **health**, to facilitate the fit out of the health centre proposed within the site.
- A contribution of **£26,280** towards sustainable transport improvements within the area to mitigate the impact of the additional population upon the highway network within the vicinity of the site.
- A contribution of **£339,300** requested by Transport for London (TfL) towards **highway improvements** and bus capacity improvements within the area to mitigate the impact of the additional population upon the highway network within the vicinity of the site.

- A contribution of **£938,319.84** toward the **public space** within the area to mitigate the impact of the additional population upon existing open space within the vicinity of the site.
- A contribution of **£414,264** towards **streetscene and the built environment** within the area to mitigate the impact of the additional population upon the existing streetscene and built environment.
- A contribution of **£123,271.76** towards monitoring and implementation.

9.9 Non-financial contributions:

- **28% affordable housing** across the site by habitable room with a review mechanism proposed to assess the capacity of the site to deliver a surplus level of affordable housing through the submission of a pre-assessment viability toolkit prior to the commencement of the SE block and Gower's Walk and the NE block.
- The provision of a **health centre** up to 1,581 square metres including shell and fit, peppercorn rent for the first three years after occupation but otherwise usual market terms to mitigate the impact of the increased population on healthcare facilities within the area.
- The provision of land for a **Barclays Cycle Hire Docking Station** for up to 25 bikes within the site to mitigate the impact of the increased population upon the existing provision of the cycle hire scheme within the area.
- A commitment to 20% **local procurement during construction phase** and end user phase to address the above average unemployment rate within the borough.
- The provision of a **Travel Plan** framework and monitoring for commercial and residential users of the development to encourage sustainable modes of transport and mitigate the impact of the additional population upon the existing highway network.
- Secure a **permit free agreement** to prevent future residential occupiers from applying for on-street parking permits to mitigate the impact of the additional population on the surrounding highway network.
- The provision of a car club on-site.
- TV reception mitigation measures.
- Air quality monitoring during construction to mitigate the impact of the construction works on the surrounding population.
- Secure access to public open space within the site.

9.10 The applicant has already implemented the extant scheme in respect of 75 Leman Street and the SW block and paid £1,668,160 in line with the triggers for the S106 agreement. In considering how to deal with the S106 for the extant scheme officers calculated the required financial contribution for the SW block and 75 Leman Street which is £1,221,501.37. It is noted that the applicant intends to implement only 75 Leman Street and the SW Block as part of the extant permission and implement the remaining phases under the new hybrid consent.

9.11 **When consideration is given to the hybrid site area the applicant has agreed to meet all the required financial contributions required by the SPD of £6,286,859.63 and when this is added to the required financial contribution for 75 Leman Street and the SW block of £1,221,501.37 it totals £7,508,361. This is essentially the same as the**

extant scheme.

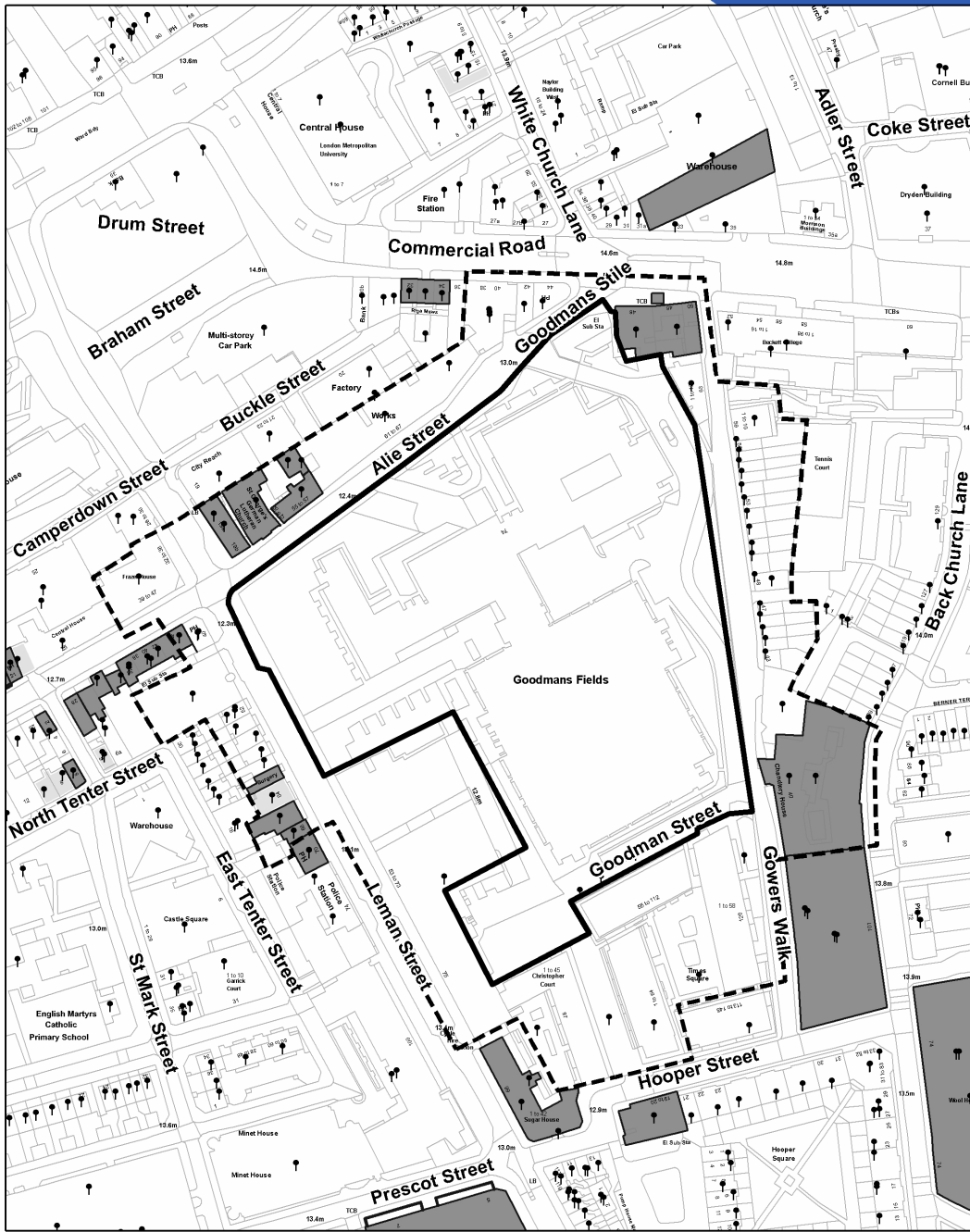
9.12 Officers note that whilst there has been an increase in the number of units there has not been an increase in the required financial contribution. However, as part of the negotiations for this S106, officers only secured the provision of a health centre on site and the previous sum of £1,060,786.00 towards health has been reduced to £80,802 and the rest of the monies attributed towards ensuring compliance with the S106 SPD.

9.13 The above contribution have been secured and negotiated in line with the S106 SPD and officers consider that for the reasons identified above that the package of contributions being secured is appropriate, relevant to the development being considered and in accordance with the tests of Circular 05/05 and the relevant statutory tests.

10. Conclusion

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

Planning Application Site Map



Planning Application Site Boundary	Locally Listed Buildings	Land Parcel Address	 1:2,000
Consultation Area	Statutory Listed Buildings	0 30 m 	

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 number:	6.4
Reference number:	PA/11/03587
Location:	Former Goodmans Fields, 74 Alie Street and Land North of Hooper Street and East of 99 Lemman Street, Hooper Street, London E1
Proposal:	Hybrid Planning application for residential led mixed use redevelopment of the site.

1.0 FURTHER CONSULTATION RESPONSES

English Heritage

- 1.1 English Heritage welcome the additional analysis with regard to the effect of the proposal on the OUV of the Tower of London and note the conclusion that *'The OUV of the Tower WHS is preserved, maintaining its Authenticity, Integrity and Significance'*. They do not wish to add any further comments to their letter.

Highways

- 1.2 A meeting was held with the Highway's Officer to discuss whether further information submitted adequately responded to the clarifications and requests for further information by the Highways Officer.
- 1.3 During, this meeting waste collection was also discussed. This relates to how waste will be collected once the development is occupied. The applicant has proposed a lay-by where the waste truck can park and refuse will be brought up to grade level via a lift. This is similar to how waste is collected from the City Quarter Development.
- 1.4 Concerns were raised, as recent access to Commercial Road from Gower's Walk has been closed. This related to works to an EDF substation which have now been completed and the route is now operating as normal.
- 1.5 The trucks would reverse into the development, park in the lay-by and then exit in forward gear onto Gower's Walk to continue collections along this route. Cleansing officers note that this is the same as the collection arrangements for City Quarter which is broadly acceptable. However, with increasing traffic along Gower's Walk they have reservations about how this would work in the future. Through discussion it was established that by ensuring the lay-by is kept clear for refuse vehicles this would assist. It is proposed to secure this matter via condition.
- 1.6 **Officer Comment:** On balance it is considered that the proposed servicing arrangements for refuse are acceptable and in keeping with the arrangements agreed for City Quarter. Servicing will be controlled via condition and a further condition to ensure the lay-by is kept clear will be added.

2.0 LOCAL REPRESENTATION

- 2.1 One additional representation has been received in objection to the development.

This is from a resident writing on behalf of Mitali Tenents and Residents Association. The following issues were raised in this representation that is material to the determination of the application.

§ Noise and disturbance during the construction phase.

- 2.2 **Officer Comment:** This is a concern raised by another resident and was discussed in the main committee report at paragraph 8.205. Conditions restricting the hours of

construction and piling as well as conditions requiring the submission of a Construction Management Plan will seek to reduce the impact on local residents during the construction phase.

2.3 The following procedural matter was raised:

§ Lack of consultation

2.4 **Officer Comment:** Paragraph 7.1 of the main report states that a total of 2110 neighbouring properties were sent consultation letters and invited to comment. Letters were sent on 17 December 2011 and a re-consultation letter was sent on 20 February 2012. It is also noted that the application was advertised in East End Life and site notices were placed around the site.

2.5 Along Gower's Walk, residents who directly face the application site, were sent letters this includes 40 – 63 Gower's Walk. Residents of Backchurch Lane and Mitali Passage were not sent letters given their properties do not directly overlook the property. It is noted that the residents of Mitali Passage can view the site given there is a gap in the building line at that point along Gower's Walk. Officers consider that the level of consultation carried out is acceptable given that it exceeds statutory requirements and accords with the Statement of Community Involvement.

2.6 Furthermore, it is noted that the developer has carried out its own public consultation. This has included two public exhibitions (25-26 March 2011 and 9-10 December 2011). It is also noted that within the Marketing Suite on Lemman Street which has been open since 27 June 2011 there are display boards and models with information about the development. This Consultation Centre is manned Tuesday to Thursday from 12pm – 6pm.

3.0 CLARIFICATIONS

Planning Contributions

3.1 It is noted that the applicant has already paid £1,668,160 towards open space, education and sustainable transport in respect of 75 Lemman Street and the South West Block which are being built out under the extant permission. By virtue of the current SPD calculations, the applicants have paid additional monies of £446,658.63 for this element of the scheme. Therefore, the additional contributions paid will mean that the current s.106 package for the outline will be adjusted and reflect this.

3.2 Paragraph 9.9 incorrectly states that there will be a review mechanism in respect of the affordable housing offer.

3.3 The submitted toolkit uses a growth model approach. As such, the toolkit is not based on the current economic situation but has built in growth assumptions into the toolkit. This approach has been taken due to the length of the build programme. It is noted that if the viability of the scheme had been assessed at today's values, without the growth model, the level of affordable housing would have been around 8%. Officers consider that establishing 28% on-site affordable housing using a growth model is the best approach for this site with the majority of risk being assumed by the developer if the predicted growth does not occur.

3.4 The applicant has issued a letter dated 29 February 2012 to officers and Members of the Strategic Development Committee which sets out their desire to ensure early s.106 payments to be directed towards specific local groups in the area and that these groups are identified within the legal agreement.

- 3.5 Officers do not agree with this approach. Firstly, it is the local planning authority which decides how to discharge its obligation to use monies secured for planning obligations. The Council needs to undertake its own assessment of how to properly mitigate the impacts of new development at the point the monies are received and this process needs to be rigorous in terms of monitoring spend.
- 3.6 Secondly, it is noted that issues may arise with specifying local groups given that often once planning contributions are actually received by the Council, the local situation can be quite different. A local group may cease to exist for example at the time when the money is available. The Council needs to be able to be in a position to make the appropriate assessment at the correct time in terms of the impact of the development and the local need.
- 3.7 This is not to say that such local groups cannot receive such monies, but to identify such specific local groups at such an early stage does not allow the Council to discharge its obligations in a proper and controlled manner. It is crucial that the process of allocating funds is suitably robust and auditable.

Other Clarifications

- 3.8 Paragraph 3.8 contains a typographical error and the word not has been omitted. The paragraph should read:
- “In the event of any responses been received relating to the outstanding Environmental Statement Consultation prior to the decision being issued, the Corporate Director, Development and Renewal is delegated authority to assess if any such responses rises issues which substantively exceed the nature of the Committee’s decision, subject to this not being the case, the Corporate Direction, Development and Renewal is delegated authority to issue the decision.”
- 3.9 Paragraph 8.54 contains a typographical error in respect of the spelling of Proof House and the last sentence should read:
- “To the rear of the Towers and the Proof House are two residential blocks either side of Gower’s Walk which are five storeys in height.”
- 3.10 Paragraph 6.53 contains a typographical error in respect of the spelling of cranage House and the last sentence should read:
- “If during construction a cranage or scaffolding is required at a higher elevation than 85.425m AOD a separation consultation to London City Airport is required.”
- 3.11 Paragraph 8.49 contains a typographical error and incorrectly refers to the SW block and gives the incorrect table number. It should read:
- “The offer essentially equates to the delivery of 28% affordable housing by habitable room. In numerical terms, this is 252 affordable units. It is proposed that affordable units will be provided within the NE and SE blocks which form part of the outline element of the scheme. As such, an indicative mix has been provided to illustrate how this could be provided. (See Table 3 below.)”
- 3.12 Paragraph 8.50 contains a typographical error and incorrectly calls the intermediate product intermediate rent and should read:
- “With regard to the tenure of housing, the application proposes a mix of social rent 30%, affordable rent (pod levels) 38% and intermediate 32%. The split is broadly policy compliant.”

- 3.13 Paragraph 8.54 contains a typographical error in the second sentence in respect of the total number of family units and should read:

“In this case a total 229 family sized units are provided which equates to 23% across the scheme.”

4.0 Localism Act (amendment to S70(2) of the TCPA 1990)

- 4.1 Section 70(1) of the Town and Country Planning Act 1990 (as amended) entitles the local planning authority (and on appeal by the Secretary of State) to grant planning permission on application to it. From 15th January 2012, Parliament has enacted an amended section 70(2) as follows:

- 4.2 In dealing with such an application the authority shall have regard to:

- a) The provisions of the development plan, so far as material to the application;
- b) Any local finance considerations, so far as material to the application; and
- c) Any other material consideration.

- 4.3 Section 70(4) defines “*local finance consideration*” as:

- a) A grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown; or
- b) Sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy.

- 4.4 In this context “grants” might include:

- a) Great Britain Building Fund: the £400m “Get Britain Building” Fund and government-backed mortgage indemnity guarantee scheme to allow housebuyers to secure 95% mortgages;
- b) Regional Growth Funds;
- c) New Homes Bonus;
- d) Affordable Homes Programme Funding.

- 4.5 These issues now need to be treated as material planning considerations when determining planning applications or planning appeals.

Officer Comment:

- 4.6 Officers are satisfied that the current report to Committee has had regard to the provision of the development plan. As regards local finance considerations, the proposed S.106 package has been detailed in full which complies with the relevant statutory tests, adequately mitigates the impact of the development and provides necessary infrastructure improvements.

- 4.7 Regarding Community Infrastructure Levy considerations, following the publication of the Inspector’s Report into the Examination in Public in respect of the London Mayor’s Community Infrastructure Levy, Members are reminded that it is likely that the London Mayoral CIL is intended to become operational from 1 April 2012 and will not be payable on this scheme, as long as the planning permission is issued by 31 March 2012. The likely CIL payment associated with this development would be in the between £3,000,000 and £4,000,000 depending on the amount of floorspace set aside as affordable housing and could impact upon the future s.106 obligations.

- 4.8 With relation to grants, the Great Britain Building Fund is part of the Government's housing strategy published on the 21 November 2011 designed to tackle the housing shortage, boost the economy, create jobs and give first time buyers the opportunity to get on the housing ladder. Officers are satisfied that the development provides the types of units in the form of single occupancy flats within the private and intermediate tenure, and range of unit sizes to accommodate the differing financial constraints of future potential occupiers and therefore the proposal supports this initiative .
- 4.9 The Regional Growth Fund (RGF) is now a £2.4bn fund operating across England from 2011 to 2015. It supports projects and programmes that lever private sector investment to create economic growth and sustainable employment. It aims particularly to help those areas and communities which were dependent upon the public sector to make the transition to sustainable private sector-led growth and prosperity. Whilst there is no evidence to suggest that this development is directly linked into this initiative, officers are satisfied that through the £431,811.14 financial contribution toward Enterprise and Employment, and agreement to 20% local procurement during construction and 20% local labor in construction (referred to in paragraph 3.1 of the Officers report), there is likely to be a range of job opportunities, both skilled and un-skilled that would support the aim of the initiative to create economic growth and sustainable employment.
- 4.10 The New Homes Bonus was introduced by the Coalition Government during 2010 as an incentive to local authorities to encourage housing development. The initiative provides unring-fenced finance to support local infrastructure development. The New Homes Bonus is based on actual council tax data which is ratified by the CLG, with additional information from empty homes and additional social housing included as part of the final calculation. It is calculated as a proportion of the Council tax that each unit would generate over a rolling six year period.
- 4.11 Using the DCLG's New Homes Bonus Calculator, and assuming that the scheme is implemented/occupied without any variations or amendments, this development is likely to generate approximately £1,8 m within the first year and a total of £10.8m over a rolling six year period. There is no policy or legislative requirement to discount the new homes bonus against the s.106 contributions, and therefore this initiative does not affect the financial viability of the scheme.
- 4.12 The Affordable Homes Programme 2011-15 (AHP) aims to increase the supply of new affordable homes in England. Throughout 2011-15, Homes and Communities Agency (HCA) aims to invest £4.5bn in affordable housing through the Affordable Homes Programme and existing commitments from the previous National Affordable Housing Programme. The majority of the new programme will be made available as Affordable Rent with some for affordable home ownership, supported housing and in some circumstances, social rent.
- 4.13 However developments that secure affordable housing through s.106 agreements (as is the case for this proposal) are highly unlikely to receive grant from the HCA as they seek to reserve funding for Registered Social Landlords who specialise in providing affordable housing.

5.0 RECOMMENDATION

- 5.1 Officer's recommendation remains approval.

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Agenda Item 6

Committee: Strategic Development	Date: 15 th March 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.

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:

Tick if copy supplied for register:

Name and telephone no. of holder:

Application, plans, adopted UDP, Interim
Planning Guidance and London Plan

Eileen McGrath (020) 7364 5321

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 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: 15 th March 2012	Classification: Unrestricted	Agenda Item No: 6.1
Report of: Corporate Director Development & Renewal		Title: Planning Application for Decision	
Case Officer: Simon Ryan		Ref No: PA/12/00001 and PA/12/00002	
		Ward(s): Blackwall and Cubitt Town	

1. APPLICATION DETAILS

Location: The Robin Hood Gardens Estate together with land south of Poplar High Street and Naval Row, Woolmore School and land north of Woolmore Street bounded by Cotton Street, East India Dock Road and Bullivant Street

Existing Use: Residential properties (Use Class C3), public house (Use Class A4), office, storage and light industrial units (Use Classes B1, B2 and B8), a faith building (Use Class D1) together with commercial car parking and a car washing facility (sui generis)

Proposal: PA/12/00001 (Outline Planning Permission)

Outline application for alterations to and demolition of existing buildings, site clearance and ground works and redevelopment to provide:

- Up to 1,575 residential units (up to 191,510 sq.m GEA - Use Class C3);
- Up to 1,710 sq.m (GEA) of retail floorspace (Use Class A1-A5);
- Up to 900 sq.m of office floorspace (Use Class B1);
- Up to 500 sq. m community floorspace (Use Class D1);
- Replacement school (up to 4,500 sq.m GEA - Use Class D1);
- Replacement faith building (up to 1,200 sq.m - Use Class D1)

The application also proposes an energy centre (up to 750 sq.m GEA); associated plant and servicing; provision of open space, landscaping works and ancillary drainage; car parking (up to 340 spaces in designated surface, podium, semi-basement and basement areas plus on-street); and alterations to and creation of new vehicular and pedestrian access routes.

All matters associated with details of appearance, landscaping, layout and scale and (save for the matters of detail submitted in respect of certain highway routes, works and/or improvements for the use by vehicles, cyclists and pedestrians as set out in the Development Specification and Details of Access Report) access are reserved for future determination and within the parameters set out in the Parameter Plans and Parameter Statements.

PA/12/00002 (Conservation Area Consent)

Demolition of building adjacent to and on east side of Steamship Public House, Naval Row

- Drawing Nos:**
- 512/0001 Revision A; 512/0002 Revision A; 512/0003 Revision A; 512/7001 Revision A; 512/7002 Revision A; 512/7003 Revision A; 512/7004 Revision A; 512/7005 Revision A; 512/7006 Revision A; 512/7007 Revision A; 512/7008 Revision A; 512/7101 Revision A; 512/7102 Revision A; 512/7103 Revision A; 512/7104 Revision A; 512/7105 Revision A; 512/7201 Revision A; 512/7202 Revision A; 512/7203 Revision A; 512/7204 Revision A; 512/7301 Revision A; 512/7302 Revision A; 512/7304 Revision A; 512/7305 Revision A; 512/7306 Revision A; 512/7307 Revision A; 512/7308 Revision A; 512/7401 Revision A; 512/7402 Revision A; 512/7403 Revision A;
 - Design and Access Statement: January 2012
 - Flood Risk Assessment: January 2012
 - Transport Assessment: January 2012
 - Planning Statement: January 2012
 - Heritage Appraisal Volume 1: January 2012
 - Environmental Statement Volume 1, Main Report: January 2012
 - Environmental Statement Volume 2, Appendices: January 2012
 - Environmental Statement Supplementary Information: February 2012
 - Crime Risk Assessment: January 2012
 - Design Code Revision A: March 2012
 - Development Specification: January 2012
 - Energy Strategy: January 2012
 - Public Realm Strategy: January 2012
 - Statement of Community Involvement: January 2012
 - Sustainability Strategy: January 2012
 - Television Reception Survey
 - Development Impact Assessment: January 2012

Applicant: London Borough of Tower Hamlets and the Homes and Communities Agency (HCA)

Owner: Various

Historic Building: N/A

Conservation Area: The Naval Row Conservation Area partly falls within the application site. The All Saints Conservation Area is within close proximity of the application site

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:

With regard to the Outline Planning Application (PA/12/00001):

- The scheme will provide for the regeneration of the Robin Hood Gardens estate and the Blackwall Reach area 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), LAP 7 & 8 of the Core Strategy and Policies SP02 of Core Strategy (2010); DEV3 of the Unitary Development Plan 1998; and policy DM3 of Draft Managing Development DPD (2012). The proposal also accords with site allocation 14 (Blackwall Reach) of the draft Managing Development DPD.

- The extension of the existing retail provision on Poplar High Street and the provision of retail adjacent to Blackwall DLR station is considered to be 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.
- 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.
- 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.
- 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 policies DM23, DM24 and DM26 of the Managing Development DPD (2012) which seek to ensure buildings and places are of a high quality of design and suitably located.
- The proposed affordable housing offer is considered to be acceptable and 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.
- On balance the proposals indicate that the scheme 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).
- On balance, the quantity and quality of housing amenity space, communal space, child play space and open space which is considered acceptable and in line with the London Housing Design Guide (Interim Edition, 2010), 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.
- 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 draft Managing Development DPD (2012) which seek to promote sustainable development practices.
- The height, materials, scale, bulk and design of the building is acceptable and is considered to respect, preserve and enhance the character and setting of the Naval Row Conservation Area and surrounding conservation areas and the adjacent listed buildings and structures. As such, the proposal is in accordance with Planning Policy Statement 5, policies 7.3, 7.4, 7.8, 7.9 and 7.10 of the London Plan (2011) and the draft London World Heritage Sites – Guidance on Settings SPG (2011), as saved policies DEV1 and DEV34 of the LBTH UDP (1998), policies DEV2, CON1, CON2 and L36 of the Interim Planning Guidance (2007), policies SP10 and SP12 of the Core Strategy Development Plan Document (2010) and policies DM24, DM26 and DM27 of the draft Managing Development DPD (Proposed Submission Version January 2012), which seek to protect the character, appearance and setting of heritage assets and the historic environment.
- The proposal does not detrimentally impact upon protected views as detailed within the London Plan London Views Management Framework Revised Supplementary Planning Guidance (July 2010) and the Draft Revised London View Management Framework and maintains local or long distance views in accordance policies 7.11 and 7.12 of the London Plan (2011), policy SP10 of the Core Strategy Development Plan Document (2010) and policies DM26 and DM28 of the draft Managing Development DPD (Proposed Submission Version January 2012) which seek to ensure large scale buildings are appropriately located and of a high standard of design whilst also seeking to protect and enhance regional and locally important views.
- The Section 106 package is acceptable in light of the viability constraints identified in the proposal. The provision of 51.6% (gross) affordable housing across the site, alongside the agreed financial and non-financial obligations, is considered to be acceptable. Furthermore, and in consideration of the wider benefits that this application will deliver in terms of creating a much improved community for Blackwall Reach, 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.

With regard to the Conservation Area Consent application (PA/12/00002):

- The demolition of the building adjacent is considered acceptable because the building is not considered to contribute positively to the character and appearance of the Naval Row Conservation Area. As such, their demolition is considered to meet the objectives of saved policy DEV28 of the Unitary Development Plan (1998) as well as policy CON2 of the Council's Interim Policy Guidance (2007) and policy SP10 of the Core Strategy (2010) plus the advice set out in Planning Policy Statement 5: Planning for the Historic Environment, which seek to ensure appropriate demolition of buildings in Conservation Areas.

3. RECOMMENDATION

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

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

B The decision of **London Thames Gateway Development Corporation** to grant planning permission

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

Financial Obligations

a) Employment Skills and Training	£292,656
o <i>Employment and training during the construction phase</i>	
o <i>End use phase training</i>	
b) Education	£6,411,619
o <i>primary school places in the borough</i>	
o <i>secondary school places in the borough</i>	
c) Public Open Space	£1,000,000
o Upgrade and provision of opens space in the borough	
d) Highways, Connectivity and Public Realm improvements	£2,000,000
o <i>Preston's Road Roundabout capacity enhancement</i>	
o <i>Poplar High Street/Cotton Street Junction improvements</i>	
o <i>East India Dock Road crossing & public realm improvements</i>	
e) Sustainable Transport – Smart Travel	£44,333
f) Sports and Leisure facilities	£1,064,432
o <i>Upgrade and provision of the borough's sports and leisure facilities</i>	
g) Health	£900,000
o <i>Contribution to NHS Primary Care Trust</i>	
h) Dockland Light Railway station improvements	£2,000,000
o <i>Contribution towards upgrade of Blackwall DLR station</i>	
i) London Buses	£450,000
o <i>Increased capacity of a local bus service</i>	
j) Crossrail	£27,360
o <i>Contribution in accordance with Crossrail SPG</i>	
k) S106 monitoring at 2% of sub total	£289,600
Total Financial Contribution (In accordance with phasing requirements)	<u>£14,480,000</u>

Non-Financial Obligations

- l) Affordable housing – 51.6% gross
- m) Ensuring the delivery of 51.6% affordable through phases
- n) Car free agreement
- o) Travel Plan

- p) Access to Employment - To promote employment of local people during and post construction, including an employment and training strategy;
- q) Television reception survey
- r) Any other planning obligation(s) considered necessary by the Corporate Director Development & Renewal

D. With specific regard to PA/12/00002 (the Conservation Area Consent application), that the Committee resolve to refer the application to the Secretary of State with the recommendation that the Council would be minded to grant Conservation Area Consent subject to the conditions below

- 3.2 That the Corporate Director Development & Renewal is delegated power to negotiate the legal agreement indicated above acting within normal delegated authority.
- 3.3 That the Corporate Director Development & Renewal is delegated power to impose conditions and informatives on the planning permission to secure the following matters:

CONDITIONS & INFORMATIVES

PA/12/00001 (Outline Planning Application)

Site Wide 'Compliance' Conditions –

- Timing – within 3yrs
- In accordance with approved plans
- Compliance with Design Code requirements
- In accordance Scale Parameter Table
- In accordance with the Environmental Statement
- Phasing plan
- Maximum floor areas per non residential land use
- Maximum no. of units (1575)
- Minimum playable space site wide
- Min amount of private amenity space
- Min amount of communal amenity space per phase
- Minimum floor areas for Community Centre
- Min floor area for faith centres
- Lifetime Homes Standards
- Maximum building heights for parcels A1, C and F
- 10% Wheelchair units
- Code for Sustain Homes Level 4
- BREEAM Excellent for non residential floorspace
- Secured by Design standards
- Compliance with Mayor's internal space standards
- Car Parking Strategy
- Maximum parking no. of car spaces (340)
- Min no. of car club spaces
- Min. No of disabled (10% site wide)
- Min no. electric charging spaces (20% site wide)
- Min no. of cycle space provision
- In accordance with approved Flood Risk Assessment
- Hours of construction
- Bird nesting (City Airport)
- Future land interests are bound by s106 provisions
- Flight path, crainage height, lighting (City Airport)
- Tree replacement

- Compliance with site wide energy strategy
- Compliance with plan submitted to London Fire and Emergency Planning Authority.
- Highway works and new highways design layout
- Biodiversity surveys to be undertaken and submitted prior to demolition

Site Wide 'Prior to Construction' Conditions:

- Drainage Strategy
- Contamination – investigation and remediation
- Archaeology – surveys, foundation design and records
- Green and Brown Roof plan
- Communal roof top balconies and gardens
- Access strategy including details of all public access ramps, wayfinding
- Landscape and public realm masterplan
- Child Play Strategy including size, detail design of play areas and equipment
- Demolition and Construction Environment Management Plan (DCEMP) including consideration of nesting season
- Construction Logistics Plan
- Waste Management Strategy
- Air Quality Management Plan
- Site Flood Emergency Plan
- Fire and Emergency detail (travel distance)
- Fire Access and Water Supplies
- National Grid investigation survey
- Thames Water infrastructure assessment
- Thames water foundation and piling details (Thames Tunnel)
- Thames water (minimum pressure head and flow rates)
- Thames water (drainage plans for all phases)
- Car Parking Management Plan
- Tree survey and protection plan
- PV plan
- Ground surface materials and boundary treatment details
- Security by Design Management Plan – CCTV, lighting, car park security
- Wind assessment and mitigation strategy
- Submission of Biodiversity Strategy
- Submission of details of Sustainable Urban Drainage strategy
- Submission of Noise and Vibration Mitigation Plan
- Estate Management Strategy
- Ventilation/extraction of any relevant non-residential uses
- Details of renewable energy per phase
- School to be built in accordance with Department of Education Guidance
- Installation of new MUGA pitch and floodlighting in accordance with Sport England guidance
- Planting Plan site wide
- Details of new bus shelters
- Remediation and reinstallation of Cycle Superhighway on Poplar High Street and Naval Row
- Reinstallation of Cycle Hire Station on Naval Row
- Decentralisation Energy Implementation and Business Strategy
- Single Energy CCHP capacity of 1000kWe

Site Wide 'Prior to Occupation' Conditions::

- Delivery and Servicing Plan

- Hours of Operation for non residential uses.
- CCTV strategy
- Wayfinding strategy in accordance with Legible London principles

Individual Phase Conditions:

Phase 1A:

Compliance

- Maximum height restriction on parcel A1 of 15 residential storeys (50 metres AOD)
- In accordance with Scale Parameters Table and all outline approved documents
- Restriction on hours of use of mosque
- No amplified call to prayer
- Restriction on hours of use for retail
- Restriction on hours of use for office
- Restriction on hours of use for community centre

Prior to Commencement

- Details of reserved matters (scale, layout, access, appearance, landscaping) per parcel
- Landscape Plan – full detail of hard/soft landscape and open spaces, public access areas, lighting, security, walking, cycles routes, play equipment, planting, finishes, fences, walls, gates, railings, screens/canopies, entrances, seating, signage, litter bins, bollards, furniture, CCTV.
- Public Access Areas (PAAs) Plan – public realm and routes access arrangements including interim construction period arrangements, management responsibilities, programme of delivery.
- Highway Plan – full detail of highway design layout including local authority roads/footways land and private estate roads and footways
- Details of Affordable Housing mix and tenure in accordance with outline scheme and impact upon future phases of development across the site.
- Demolition and Construction Environmental Management Plan
- Estate Management Plan – servicing, deliveries, safety, security, car parking, landscape, maintenance, utilities of PAAs, repairs, arts, events programmes.
- Environmental Statement Update Report
- Daylight and Sunlight Report
- Security by Design Management Plan – CCTV, lighting, car park security
- Waste and Refuse Management Plan
- Air Quality Management Plan – construction, sub basement parking emissions
- Access Statement – Levels, way finding measures, materials, colour/contrast of fittings.
- Contamination Plan – remediation and verification report
- Details of bicycle parking within public accessible areas.
- Basement parking plan
- Green and Brown Roof Plan.
- Car Parking Management Plan
- Surface and foul water drainage plan
- Sustainability and Energy Strategy
- Biodiversity Plan
- Emergency access routes
- Details of shop front designs, retail size and louvres

Prior to Occupation of Residential Units

- Completion of community centre

- Completion of retail units
- Completion of office unit
- Completion of all landscape, open space and public realm works as detailed in approved Landscape Plan.

Phase 1B

Compliance

- In accordance with Scale Parameters Table and all outline approved documents
- Restriction on hours of use for retail
- Restriction on hours of use for office

Prior to Commencement

- Details of reserved matters (scale, layout, access, appearance, landscaping) per parcel
- Landscape Plan – full detail of hard/soft landscape and open spaces, public access areas, lighting, security, walking, cycles routes, play equipment, planting, finishes, fences, walls, gates, railings, screens/canopies, entrances, seating, signage, litter bins, bollards, furniture, CCTV.
- Public Access Areas (PAAs) Plan – public realm and routes access arrangements including interim construction period arrangements, management responsibilities, programme of delivery.
- Highway Plan – full detail of highway design layout including local authority roads/footways land and private estate roads and footways
- Details of Affordable Housing mix and tenure in accordance with outline scheme and impact upon future phases of development across the site.
- Updated Phasing Plan across remaining development zones
- Demolition and Construction Environmental Management Plan
- Estate Management Plan – servicing, deliveries, safety, security, car parking, landscape, maintenance, utilities of PAAs, repairs, arts, events programmes.
- Environmental Statement Update Report
- Daylight and Sunlight Report
- Security by Design Management Plan – CCTV, lighting, car park security
- Waste and Refuse Management Plan
- Air Quality Management Plan – construction, sub basement parking emissions
- Contamination Plan – remediation and verification report
- Access Statement – Levels, way finding measures, materials, colour/contrast of fittings.
- Details of bicycle parking within public accessible areas.
- Basement parking plan
- Green and Brown Roof Plan.
- Car Parking Management Plan
- Surface and foul water drainage plan
- Sustainability and Energy Strategy
- Biodiversity Plan
- Emergency access routes
- Details of shop front designs, retail size and louvers
- Details of public realm, lighting and street furniture proposed around subway entrance

Prior to Occupation of Residential Units

- Completion of retail units
- Completion of office units
- Completion of all landscape, open space and public realm works as detailed in

approved Landscape Plan.

Phase 2

Compliance

- Maximum height restriction of 8 residential storeys (30 metres AOD) on parcel C1, C2, C3
- In accordance with Scale Parameters Table and all outline approved documents

Prior to Commencement

- Details of reserved matters (scale, layout, access, appearance, landscaping) per parcel
- Landscape Plan – full detail of hard/soft landscape and open spaces, public access areas, lighting, security, walking, cycles routes, play equipment, planting, finishes, fences, walls, gates, railings, screens/canopies, entrances, seating, signage, litter bins, bollards, furniture, CCTV.
- Public Access Areas (PAAs) Plan – public realm and routes access arrangements including interim construction period arrangements, management responsibilities, programme of delivery.
- Highway Plan – full detail of highway design layout including local authority roads/footways land and private estate roads and footways.
- Details of Affordable Housing mix and tenure in accordance with outline scheme and impact upon future phases of development across the site.
- Updated Phasing Plan across remaining development zones
- Demolition and Construction Environmental Management Plan
- Estate Management Plan – servicing, deliveries, safety, security, car parking, landscape, maintenance, utilities of PAAs, repairs, arts, events programmes.
- Environmental Statement Update Report
- Daylight and Sunlight Report
- Security by Design Management Plan – CCTV, lighting, car park security
- Waste and Refuse Management Plan
- Air Quality Management Plan – construction, sub basement parking emissions
- Contamination Plan – remediation and verification report
- Access Statement – Levels, way finding measures, materials, colour/contrast of fittings.
- Details of bicycle parking within public accessible areas.
- Basement parking plan
- Green and Brown Roof Plan.
- Car Parking Management Plan
- Surface and foul water drainage plan
- Sustainability and Energy Strategy
- Biodiversity Plan
- Emergency access routes

Prior to Occupation of Residential Units

- Completion of all landscape, open space and public realm works as detailed in the approved Landscape Plan.
- Completion of Community space

Phase 3

Compliance

- Maximum height restriction of 9 residential storeys (33 metres AOD) on parcel F1 and

F2

- In accordance with Scale Parameters Table and all outline approved documents

Prior to Commencement

- Details of reserved matters (scale, layout, access, appearance, landscaping) per parcel
- Landscape Plan – full detail of hard/soft landscape and open spaces, public access areas, lighting, security, walking, cycles routes, play equipment, planting, finishes, fences, walls, gates, railings, screens/canopies, entrances, seating, signage, litter bins, bollards, furniture, CCTV.
- Public Access Areas (PAAs) Plan – public realm and routes access arrangements including interim construction period arrangements, management responsibilities, programme of delivery.
- Highway Plan – full detail of highway design layout including local authority roads/footways land and private estate roads and footways.
- Details of Affordable Housing mix and tenure in accordance with outline scheme and impact upon future phases of development across the site.
- Updated Phasing Plan across remaining development zones
- Demolition and Construction Environmental Management Plan
- Estate Management Plan – servicing, deliveries, safety, security, car parking, landscape, maintenance, utilities of PAAs, repairs, arts, events programmes.
- Environmental Statement Update Report
- Daylight and Sunlight Report
- Security by Design Management Plan – CCTV, lighting, car park security
- Waste and Refuse Management Plan
- Contamination Plan – remediation and verification report
- Air Quality Management Plan – construction, sub basement parking emissions
- Access Statement – Levels, way finding measures, materials, colour/contrast of fittings.
- Details of bicycle parking within public accessible areas.
- Basement parking plan
- Green and Brown Roof Plan.
- Car Parking Management Plan
- Surface and foul water drainage plan
- Sustainability and Energy Strategy
- Biodiversity Plan
- Emergency access routes

Prior to Occupation of Residential Units

- Completion of all landscape, open space and public realm works as detailed in the approved Landscape Plan.
- Completion of Community space

Phase 4:

Compliance

- In accordance with Scale Parameters Table and all outline approved documents

Prior to Commencement

- Details of reserved matters (scale, layout, access, appearance, landscaping) per parcel
- Landscape Plan – full detail of hard/soft landscape and open spaces, public access areas, lighting, security, walking, cycles routes, play equipment, planting, finishes,

fences, walls, gates, railings, screens/canopies, entrances, seating, signage, litter bins, bollards, furniture, CCTV.

- Public Access Areas (PAAs) Plan – public realm and routes access arrangements including interim construction period arrangements, management responsibilities, programme of delivery.
- Highway Plan – full detail of highway design layout including local authority roads/footways land and private estate roads and footways, London Bus waiting stands (in consultation with TfL)
- Details of Affordable Housing mix and tenure in accordance with outline scheme and impact upon future phases of development across the site.
- Demolition and Construction Environmental Management Plan
- Estate Management Plan – servicing, deliveries, safety, security, car parking, landscape, maintenance, utilities of PAAs, repairs, arts, events programmes.
- Environmental Statement Update Report
- Daylight and Sunlight Report
- Security by Design Management Plan – CCTV, lighting, car park security
- Townscape and Heritage Impact Assessment
- Waste and Refuse Management Plan
- Contamination Plan – remediation and verification report
- Air Quality Management Plan – construction, sub basement parking emissions
- Access Statement – Levels, way finding measures, materials, colour/contrast of fittings.
- Details of bicycle parking within public accessible areas.
- Basement parking plan
- Green and Brown Roof Plan.
- Car Parking Management Plan
- Surface and foul water drainage plan
- Sustainability and Energy Strategy
- Biodiversity Plan
- Emergency access routes
- Cycle Super Highway Diversion Strategy in consultation with TfL
- Bus stop locations and detail designs

Prior to Occupation of Residential Units

- Completion of all landscape, open space and public realm works as detailed in approved Landscape Plan.

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.

3.4 Any other conditions(s) considered necessary by the Corporate Director Development & Renewal

3.5 Informatives:

- S106 required
- S278 required
- Consultation with Building Control
- Thames Water Advice
- London City Airport Advice
- Contact DLR regarding exclusion zone

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

Renewal

3.7 PA/12/00002 (Conservation Area Consent application)

Conditions

1. Demolition work within 3 years;
2. Grampian condition preventing demolition works until submission of construction contract relating to associated planning permission;
3. Details of the means of enclosure prior to construction;
4. Demolition Environmental Management Plan.

Informatives

1. Building Control Department with regard to the submission of a Demolition Notice;
2. Submission of a Demolition Notice to Building Control;

- 3.8 Any other conditions or informative(s) considered necessary by the Corporate Director Development & Renewal
- 3.9 That the Corporate Director Development & Renewal is delegated power to engage with LTGDC and the applicant to negotiate the legal agreement indicated above.
- 3.10 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.

4. PROPOSAL AND LOCATION DETAILS

Site and Surroundings

The application site

- 4.1 Blackwall Reach comprises an area of 7.7 hectares and comprises of the Robin Hood Gardens, together with land parcels to the north and south. The application site is bounded by East India Dock Road (A13) to the north, Blackwall Tunnel Approach Road (A12) to the east, Cotton Street (A1260) to the west and Preston's Road roundabout/Aspen Way (A1261) to the south. The southern boundary is also marked by the elevated DLR tracks and the Blackwall DLR station. The application site can be seen overleaf in Figure 1.
- 4.2 The site is located within the London Borough of Tower Hamlets, although a small section of the site in the south east corner also falls within the administrative boundary of the London Thames Gateway Development Corporation.
- 4.3 The Robin Hood Gardens Estate is the largest land parcel within the development area and comprises an existing social housing estate containing 214 residential units set around a landscaped area known as the Millennium Green. The estate was built in 1972 and constructed in concrete, however has decayed over recent years. The buildings are not listed and have been exempt from listing for 5 years from May 2009 by the Secretary of State.
- 4.4 The northernmost part of site contains a further 22 maisonettes located in Anderson House and 16 terraced house and flats between Robin Hood Gardens and Woolmore Street. Poplar Mosque & Community Centre, Woolmore School and the All Saints NHS health centre building are located to the north of Woolmore Street, whilst the north-west are of the application site contains a small number of poor quality buildings.
- 4.5 The southern part of the site between Poplar High Street and Blackwall DLR station contains

a number of light industrial units and temporary buildings, together with commercial car parking facilities. Some of the former industrial buildings are presently in use for community and non-residential institution purposes. Immediately adjacent to the DLR station is a TfL bus stand and turnaround.

- 4.6 The south-eastern area of the site also includes part of the Naval Row Conservation Area. This L-shaped conservation area wraps around the former East India Docks, whose perimeter dock walls, railings and steps are Grade II listed and immediately adjacent to the application site boundary. The bridge parapet above the entrance to the Blackwall Tunnel, together with the East India Dock pumping station are also Grade II listed.

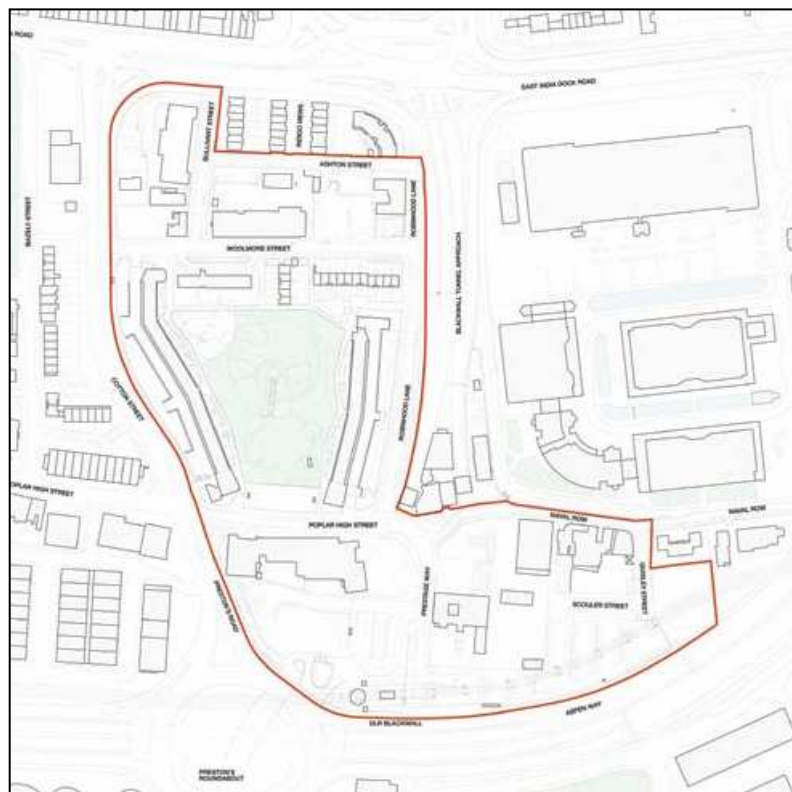


Figure 1: The application site (as existing)

- 4.7 The scale of the buildings within the site varies from 3-storey town houses immediately to the north, whilst Robin Hood Gardens rise to 7 and 10 storeys. In the south it is generally single or 2 storey industrial units rising to 3 storeys for the Steamship public house and 4 storeys for the residential block adjacent to the site boundary.

Surroundings

- 4.8 The scale of buildings beyond the site boundary contrast with those within. Within East India Dock immediately to the east of the application site are 10 storey commercial buildings, whilst to the south residential buildings of 25-35 storeys in height exist at New Providence Wharf and Wharfside Point South. On the opposite side of Prestons Road roundabout, there is an extant planning permission at 2 Trafalgar Way for two residential-led mixed use buildings of 29 and 35 storeys in height.
- 4.9 There are a number of conservation areas within close proximity of the application site. As mentioned above, the Naval Row Conservation Area is partially located within the site boundary. All Saints Conservation Area is located opposite the site to the west, on the opposite side of Cotton Street, the focus of which is the Grade II* listed All Saints Church, its churchyard and Grade II listed rectory on the opposite side of Newby Place. The St Mathias Church Poplar and Lansbury Conservation Areas are located further to the west. To the north of the application site to the north of East India Dock Road lie St Frideswide's and the

Balfroon Tower Conservation Areas.

Transport infrastructure and connectivity

4.10 The site has a good public transport accessibility level (PTAL) ranging from 3 to 5 with an average across the site of 4 (1 being poor and 6 being excellent). The A12, A13 and A1261 highways that surround the site area all part of the Transport for London Road Network (TLRN). Blackwall DLR station within the southern part of the application site provides services on the Beckton and Woolwich Arsenal branches. Furthermore, All Saints DLR is within reasonable walking distance of the site and provides services on the Stratford to Lewisham branch. Seven bus routes are within walking distance from the site; D6, D7, D8, 15, 108, 115 and 277. The bus stand and turnaround presently located in Ditchburn Street adjacent to the DLR station acts as the terminus for the route 15 bus. Cycle superhighway route 3 (CS3) runs through the site along Poplar High Street to Naval Row. However, pedestrian connectivity is generally poor given that the site is surrounded by heavy traffic routes and poor permeability through the site.

Proposal

4.11 Outline planning permission is sought for alterations to and demolition of existing buildings, site clearance and ground works and redevelopment to provide the following uses:

- Up to 1,575 residential units (up to 191,510 sq.m GEA - Use Class C3);
- Up to 1,710 sq.m (GEA) of retail floorspace (Use Class A1-A5);
- Up to 900 sq.m of office floorspace (Use Class B1);
- Up to 500 sq. m community floorspace (Use Class D1);
- Replacement school (up to 4,500 sq.m GEA - Use Class D1);
- Replacement faith building (up to 1,200 sq.m - Use Class D1);
- An energy centre (up to 750 sq.m GEA); and
- Car parking (up to 340 spaces in designated surface, podium, semi-basement and basement areas and on-street)

4.12 All matters associated with details of appearance, landscaping, layout and scale and access are reserved for future determination, however, matters of detail have been submitted in respect of certain highway routes, works and/or improvements for the use by vehicles, cyclists and pedestrians.

4.13 An application for Conservation Area Consent has also been submitted to the Council which proposes the demolition of a warehouse building adjacent to and on the east side of the Steamship Public House, Naval Row. The building is located within the Naval Row Conservation Area.

Application Documents

4.14 With regard to the outline planning application, the applicant has submitted three 'control' documents, together with a number of supporting documents containing information, analysis and evidence to support the regeneration proposal.

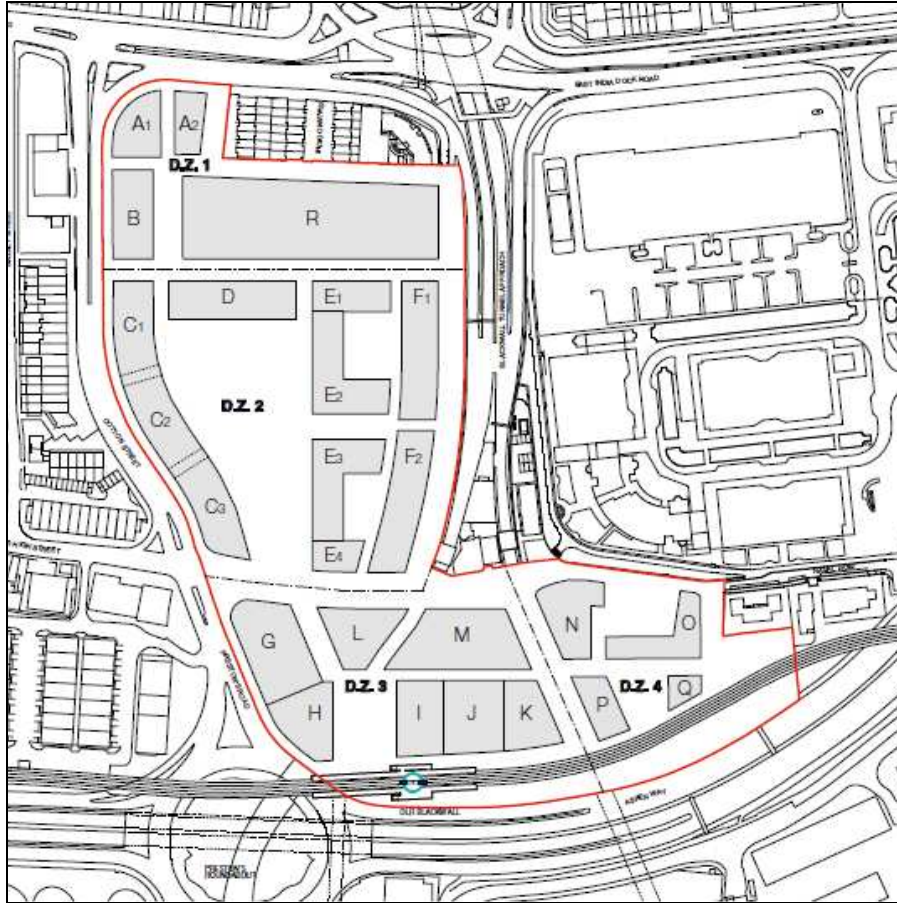


Figure 2: The Development Zones and blocks as presented in the parameter plans

- 4.15 The proposal will be controlled through the use of the three control documents, as follows:
- Parameter Plans – these define the extent of the streets, spaces and buildings across the site against a series of minimum and maximum dimensions. **Figure 2** above shows one of the submitted parameter plans, which identifies each of the development blocks (A1 to R) within the development zones (D.Z 1-4). The parameter plans also control the broad arrangement of blocks, land uses, open spaces, transport routes and building heights and the respective limits of deviation.
 - The Development Specification – this document sets out a written account of the parameter plans and details the description of the proposed development and the quantity of development that could arrive within each development parcel
 - The Design Code – this document provides a further level of detail beyond the parameter plans such as architectural detail and key design objectives and standards. Any future reserved matters applications for the development of any of the parcels defined in the parameter plans will need to comply with the design code if they are to be considered acceptable.

Relevant Planning History

4.16 There are no historic planning applications relevant to the planning application site and proposal.

5. POLICY FRAMEWORK

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

Unitary Development Plan 1998 (as saved September 2007)

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
	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
	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
	S10	Shopfronts
	OSN3	Blue Ribbon Network
	OS9	Children's Playspace
	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:	LS25	Blackwall Reach development site – preferred uses: residential (C3), employment (B1), retail (A1, A3, A4), social and community (D1)
	LS26	St Mathias Church development site – preferred uses: residential (C3) Area of Archaeological Importance or Potential Site of importance for nature conservation (Robin Hood Gardens)

		Open Space (Robin Hood Gardens)
		Flood Risk Area - Combined Flood Zones 2 and 3
		Leaside Area Action 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
	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	Determining Housing Density
	HSG2	Housing Mix
	HSG3	Affordable Housing
	HSG5	Estate Regeneration Schemes
	HSG7	Housing Amenity Space
	HSG9	Accessible and Adaptable Homes
	HSG10	Calculating Provision of Affordable Housing
	SCF1	Social and Community Facilities
	OSN2	Open Space
	CON1	Listed Building
	CON3	Protection of WHS's, London Squares, Historic Parks and Gardens
	CON4	Archaeology and Ancient Monuments
	CON5	Protection and Management of Important Views

Interim Planning Guidance - Leaside Area Action Plan 2007 (LAAP)

Development	LS25	Blackwall Reach
Sites:	LS26	St Mathias Centre
Policies:	L1	Leaside spatial strategy
	L2	Transport
	L3	Connectivity
	L5	Open Space
	L6	Flooding
	L7	Education provision
	L8	Health provision
	L9	Infrastructure and services

L10	Waste
L34	Employment uses in East India North sub-area
L35	Residential and retail uses in East India North sub-area
L36	Design and built form in East India North sub-area
L37	Site allocations in East India North sub-area

Interim Planning Guidance - Other

Blackwall Reach Project Development Framework 2008

Core Strategy Development Plan Document (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
	SP13	Planning Obligations
Annexe 9:		Blackwall Vision, Priorities and Principles

Managing Development Plan Document - Proposed Submission Version January 2012

Allocations:	14	Blackwall Reach Regeneration Project
Proposals:		Zone 2 (water space)
		Site of importance for nature conservation
		Publicly accessible open spaces
		CAZ frontage
		Poplar High Street neighbourhood centre
		Archaeological priority area
		Green Grid
		Cycle Superhighway
Policies:	DM2	Protecting 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
	DM18	Delivering Schools and Early Learning
	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	World Heritage Sites	
DM29	Zero-Carbon & Climate Change	

Supplementary Planning Guidance/Documents
Planning Obligations SPD 2012

Spatial Development Strategy for Greater London (London Plan 2011)

- 3.1 Ensuring Equal Life Chances 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

London Plan Supplementary Planning Guidance/Documents

Lower Lea Valley Opportunity Area Planning Framework 2007
London Housing Design Guide 2010
Interim Housing SPG
London View Management Framework 2010
Housing
Land for Transport Functions 2007
East London Green Grid Framework 2008
Sustainable Design & Construction 2006
Accessible London: Achieving an Inclusive Environment 2004
Providing for Children and Young People's Play and Informal Recreation 2008
Draft All London Green Grid 2011
Draft Housing 2011
Draft London World Heritage Sites – Guidance on Settings 2011
Draft London View Management Framework 2011
Draft Shaping Neighbourhoods: Children and Young People's Play and Informal Recreation 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

The Draft National Planning Framework 2011

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

A better place for living safely
A better place for living well
A better place for creating and sharing prosperity
A better place for learning, achievement and leisure
A better place for excellent public services

6. CONSULTATION RESPONSE

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

LBTH Biodiversity

- 6.3 Robin Hood Gardens is designated as a Site of Local Importance for Nature Conservation and consequently, the potential adverse impact of the development, particularly in terms of access to nature in the local area, is somewhat greater than the submitted Environmental Statement suggests.

Nevertheless, there are certainly no irreplaceable habitats within the application site and

there is plenty of scope, within the parameters set out in the application, to compensate for the loss of existing habitat and end up with an overall gain for biodiversity. The achievement of this will depend on the detailed design of the open spaces and buildings. Key issues, which could be conditioned, are:

- the landscaping of the new park – it is important to ensure that the new park includes equally good or better habitats than that on site at present;
- Sustainable Urban Drainage Systems (SUDS) – water features which function effectively as SUDS should be incorporated;
- living roofs – The number of living roofs should be maximised;
- the provision of bird and bat boxes

Further conditions should be imposed requiring a biodiversity strategy to show how the development would mitigate the loss of the existing Robin Hood Gardens and how the new park would meet the criteria for a Site of Local Importance for Nature Conservation. Also, vegetation clearance should be undertaken during September to February inclusive (the nesting season) and similarly, buildings are to be demolished during the black redstart nesting season (April to July inclusive), a black redstart survey should be undertaken immediately before demolition.

(OFFICER COMMENT: Conditions have been attached as requested, as detailed at paragraph 3.3)

LBTH Building Control

6.4 No comments received.

LBTH Communities, Localities & Culture

6.5 Communities, Localities and Culture note that the increase in population as a result of the proposed development will increase demand on the borough's open spaces, sports and leisure facilities and on the borough's Idea stores, libraries and archive facilities. The increase in population will also have an impact on sustainable travel within the borough. The proposed development of 1,575 units is calculated to result in 2,956 residents and an employee yield of 154. Accordingly, following review by the Council's Planning Contributions Overview Panel [in light of the viability constraints of the proposal], the following financial contributions are requested:

- Sports facilities: £1,064,432
- Open space: £1,000,000
- Smarter travel: £44,333

(OFFICER COMMENT: The requested contributions have been agreed with the applicant, as detailed above in section 3 of this report)

LBTH Corporate Access Officer

6.6 Comments to follow.

LBTH Children, Schools & Families

6.7 Children, Schools & Families is developing a proposal to expand Woolmore School to provide additional school places in view of the increased number of homes in Blackwall Reach and to respond to the overall need for more school places in Tower Hamlets. It will contribute to creating a sustainable local community. It is proposed to expand the school from 1Form Entry (210 places plus nursery class) to 3 Form Entry (630 places plus nursery classes). The s106 contribution sought from this application will contribute towards the

overall funding of this project as well as other schemes in the programme to provide more school places. The proposal for Woolmore School assumes that the additional land now occupied by the health centre will be incorporated into the expanded school site.

The following financial obligations are sought:

- £5,169,204 towards primary school places in the borough
- £2,499,030 towards secondary school places in the borough

Total contribution request: £7,668,234.

(OFFICER COMMENT: In light of the viability constraints of the proposal, a total financial contribution of £6,411,619 is sought. This takes into account the £1,000,000 cost of acquiring the site adjacent to the existing Woolmore School in order to accommodate its expansion)

LBTH Enterprise & Employment

6.8 No objection, subject to the following obligations:

Construction Phase

- The developer should exercise best endeavours to ensure that 20% of the construction phase workforce will be local residents of Tower Hamlets. The Council 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 supplied by businesses in Tower Hamlets. We will support the developer in achieving this target through inter-alia identifying suitable companies through East London Business Place;
- A financial contribution of £505,683 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. This contribution will be used by the Council to provide and procure the support necessary for local people who have been out of employment and/or do not have the skills set required for the jobs created. In exceptional circumstances and with the prior agreement of the Council, the developer may deliver their own in-house training programme where appropriate. The appropriateness of the in-house training will be assessed by the Council on a case by case basis.

End Phase

- The Council seeks a monetary contribution of £23,701 towards the training and development of unemployed residents in Tower Hamlets to access either:
 - i) jobs within the A1-A5, and B1-B8 uses in the end-phase
 - ii) jobs or training within employment sectors in the final development
- Monitoring for all obligations will be discussed and agreed with the developer prior to commencement of works.

(OFFICER COMMENT: The requested contributions have been revised following viability considerations and have been agreed with the applicant. The sum agreed is detailed within section 3 of this report, above)

LBTH Environmental Health

6.9 Contamination

No objections, subject to a condition to secure a site investigation and remediation.

(OFFICER COMMENT: A contamination and remediation condition has been included within section 3 of this report)

Noise and Vibration

The western end of Woolmore Street is located within noise exposure category D of PPG24 during the daytime, where planning permission should normally be refused. Accordingly, it is recommended that the buildings are redesigned to ensure that no habitable rooms are exposed to noise levels falling within Category D. The Environmental Health department therefore recommends refusal at this stage. It is also noted that other conflicts of use may occur between the commercial and residential occupation of the proposal.

(OFFICER COMMENT: It is considered that sufficient noise mitigation measures can be incorporated into the proposed to minimise adverse noise impacts. Conditions have been attached to ensure this. Conditions are also attached to restrict the hours of operation of the commercial units and their associated delivery and servicing times)

Health & Housing

No objections subject to the proposed units satisfying the GLA's London Housing Design Guide.

(OFFICER COMMENT: The Design Code will ensure that the standards of the GLA's Housing Design are adhered to)

LBTH Housing

6.10 The proposal exceeds the Council's minimum target by providing 52% affordable housing (by habitable room). It should be noted that the habitable room calculation assumes that all properties of 3 bed and larger are provided with a kitchen diner large enough to count as a habitable room. The generic unit types shown in the Design & Access statement meet this design and it will be expected that the detailed design stages will confirm this.

- Taking into account the 207 existing social rent units to be demolished, the net additional housing provides 43.8% affordable (by hab room) with a split 79 / 21% (net) between social rent and intermediate tenures. The provision of intermediate housing is below our target of 30% of all affordable, but this shortfall is not a major concern;
- The social rent housing is supported by grant and is due to be provided at target rent levels, which is an important element of the council's regeneration plans for the estate. We would like to see confirmation of the rent level promise in the planning approval;
- In the social rented tenure, the provision of 303 new family units is very welcome and equates to 53.5% of the rented units. The number of family units across all tenures is now 26%, still some way short of our target of 30%, but this shortfall can be balanced against the generous provision of family homes in the rented tenure;
- Across all tenures there is an under-provision of one-bedroom units and an over provision of two-bedroom units;
- Details of internal layout, amenity space and tenure distribution is to be confirmed at reserved matters stage;
- The planning statement confirms that all homes will meet Lifetime Homes standards and that 10% will be wheelchair accessible or easily adaptable. We would like confirmation that these units will be spread across all tenures and that at least 10% will be provided within the rented tenure units, where the council's most pressing need is for wheelchair accessible family units; and
- It is essential that all wheelchair accessible units at any upper floor level are able to access a second lift, to ensure access during periods of lift maintenance.

(OFFICER COMMENT: Matters relating to the proposed housing are discussed in detail within the Material Considerations section of this report, below)

LBTH Parking Services

- 6.11 The proposed redevelopment scheme has the potential to generate significant additional permit-based (residential and business) and casual (school, retail, and the mosque) parking demand. Some off-street parking is proposed against which there is likely to be a reduction in the availability of on-street parking.

There is an established pattern of low car ownership and consequent low car dependency in the borough. Based on 2007/08 to 2009/10 data, the 2011 TfL London Travel Demand Survey reports that only 39% of Tower Hamlets households own a car and looking at trips made by Tower Hamlets residents in 2008/09 to 2010/11, 41.5% are made by walking, 34.7% by public transport and only 20% by car (or motorcycle). It is likely that this existing pattern of low car ownership will be reflected within the new development. Accordingly, a s106 car-free agreement should be entered into. The following is also encouraged:

- On-site parking provision for larger families;
- A system of pool cars or the use of a car club;
- The school and mosque should submit travel plans; and
- Disabled parking should be personalised and provided on site

(OFFICER COMMENT: Parking is discussed within section 9 of this report below)

LBTH Parks & Open Spaces

- 6.12 No objections.

LBTH Sustainability & Renewable Energy

6.13 Energy

The information provided in the energy strategy is principally in accordance with adopted climate change policies and follows the revised “Energy Hierarchy”. However, the energy strategy will need to respond to the emerging Managing Development DPD Policy DM29. The applicant will need to detail how the new targets can be delivered for the relevant phases and subsequent planning applications. An appropriately worded Condition should be applied to ensure a detailed energy strategy and sustainability strategy are submitted to demonstrate the design is in accordance with the policies at the time of any subsequent application

Sustainability

The sustainability strategy should include the appropriate Code for Sustainable Homes and BREEAM pre-assessments to demonstrate how the development achieves the highest levels of sustainable design and construction and appropriate rating in accordance with the policies at the time of the subsequent submission.

(OFFICER COMMENT: Conditions have been attached as requested)

LBTH Transportation & Highways

- 6.14 JMP Consultancy was commissioned to review the transport and highways aspects of this outline planning application. Utilising the technical notes and reports produced by JMP, LBTH Highways have raised concerns regarding the impacts of the development proposal upon the surrounding highway network as follows:

Transport Assessment

LBTH Highways have concerns over the impact of the development proposals on the surrounding highway network. The Transport Assessment that has been produced in support of the planning application demonstrates that the development proposals have a significant impact on the operation of the highway junctions in the immediate vicinity of the site. The re-opening of Woolmore Street should not be used as mitigation for the level of vehicle trips generated by the development proposals and the associated highway impacts (reopening Woolmore St will only serve to relieve the eastern arm of Poplar High St - it will not affect total numbers exiting the Cotton St / Poplar High St junction to the south and could have a negative impact on capacity of the A13/ Cotton St junction).

Parking and Highway Capacity

The lowering of the proposed on-site parking provision [up to 340 spaces] would be a logical response to the highway capacity issues which have been demonstrated within the TA that would be welcomed by LBTH Highways. Where a junction is at, or approaching, capacity any additional traffic will further worsen the situation (as demonstrated in the TA) and measures should be introduced to lower the level of vehicle trips generated by the development (however lowering car parking on site would only be effective if there were no additional spaces on-street for parking overflow, particularly after CPZ control hours).

Notwithstanding the above, if planning permission is granted for this outline application, there are a number of issues which will need to be dealt with by future detailed/reserved matter applications. These include:

- Detailed design of all parking areas (notwithstanding the comments regarding reducing the on-site parking provision), including ramp gradients, head height clearances, etc;
- Detailed design of all site accesses (basement car parks, etc, including general arrangement and visibility splay drawings);
- Detailed design of all cycle parking areas;
- Detailed design of refuse and recycling collection (URS currently proposed);
- Detailed design of all servicing areas (including Delivery & Servicing Management Plans);
- Travel Plans;
- Detailed design of highway layout within the site boundary (including retention of existing cycle hire docking station location – to be agreed with LBTH and TfL respectively)
- Detailed design of on-street parking layouts and assessment of maximum capacity for permit parking.

S106 Obligations

Following review at the Planning Contribution Overview Panel, financial contributions of £2,000,000 should be secured towards the following local improvements:

1. Contributions towards the design and works associated with the Preston's Road Roundabout capacity enhancement to accommodate increased local movements by all modes and improvements in pedestrian facilities (subway and crossings)
2. Poplar High Street/Cotton Street Junction and Neighbourhood Centre improvements to Poplar High Street (East)
3. East India Dock Road crossing and public realm improvements

The following non-financial obligations should also be secured:

4. Permit free agreement
5. All highways works to be undertaken by the Council at the applicant's cost

Conditions & Informatives

The following conditions should be imposed upon any planning permission:

- Details of drainage
- No occupation of the development until highway improvements have been completed at Poplar High St/Cotton St junction
- Section 278 Highways Agreement
- No blocking of footway and carriageway

A number of developments impacting on Preston's Road Roundabout will contribute to funding the design and delivery of capacity enhancements. The strategy for dealing with the accumulation of S106 contributions for the roundabout will require whichever development comes first to complete the design and then the rest contribute to building the agreed design. There are already options on the table, but the traffic capacity enhancement may not yet be sufficient to meet the needs identified. Because of uncertainties over individual development programming, it would compromise the development unreasonably to restrict occupation to the delivery of all the highway improvements. The obligation restricting occupation is only necessary for the Poplar High St/Cotton Street junction.

(OFFICER COMMENT: Highways and transportation matters are discussed below within the Material Planning Considerations section of the report. The requested s106 obligations and conditions/informatives have also been recommended, as detailed above within section 3 of this report).

LBTH Waste Management

- 6.15 The parameter plans present an overview and we will await full details to be presented at reserved matters stage to give constructive comments. The Underground Refuse and Recycling Storage System (URS) systems should be used for both refuse and recycling.

(OFFICER COMMENT: A condition has been attached requiring the submission of details of the URS system)

English Heritage (Statutory Consultee)

- 6.16 Outline Planning Application (PA/12/00001)

English Heritage has raised concern with regard to the lack of information submitted with regard to aspects of this application. In particular, EH consider that there is insufficient information contained within the submitted material to allow a thorough assessment of the impact of the proposed development on aspects of the surrounding historic environment. In particular the submitted views, illustrating the proposal in context, are inadequate. English Heritage raise the following particular concerns:

The impact of the proposed Blocks A1, B and C1

All Saints Poplar Conservation Area was designated in 1986. It is centred on the Church of All Saints with St Frideswide which is listed at Grade II. The church was erected in 1817 to designs by J Hollis. It is an elegant, classical stone building with a fine slender spire rising above a dignified portico. The church within its rectilinear churchyard surrounded by fine railings and substantial rusticated stone gate piers (listed at Grade II) forms the centrepiece of a formalized urban layout. Tower Hamlets has few urban squares and this area comprises a particularly distinctive part of the Borough.

All Saints Church was designed to be seen 'in the round', viewed between trees against a background of low rise, late Georgian residential development situated on the elegant streets surrounding it. On the west, east and south sides of the church are Newby Place, Montague

Place and Bazeley Street, all of which contain designated assets; surviving elements of the valuable late Georgian townscape. Parts of Montague Place and Bazeley Street are occupied by surviving groups of early nineteenth century townhouses; nos. 5, 6, 7, 8, 9, 10, 11 and 12 Montague Place are each separately listed at Grade II and nos. 45 to 51 (odd) Bazeley Street are listed at Grade II as a group. Newby Place is lined on its west side by railings and gates (listed at Grade II) which mirror those of the graveyard on the opposite side of the street to form a dignified approach to the main entrance of the church; an important part of a grand, wider setting to the church. The fine Vicarage (listed at Grade II) is situated directly opposite the church; part of the overall formal layout, referred to earlier.

The northern side of the square (outside the All Saints Poplar Conservation Area boundary) forms part of East India Dock. The part of the road which is directly opposite the Conservation Area is lined by a mix of two and three storey, nineteenth and twentieth century development. The existing residential tower, located at the junction of East India Dock Road and Chrisp Street is out of scale with its surrounding context.

Despite rebuilding, following losses due to war damage, and later demolitions, a relatively consistent scale survives on Newby Place, Montague Place and Bazeley Street within the Conservation Area. By virtue of its large scale and open setting, the visual primacy of the church remains unchallenged in key Conservation Area views. The relevant Conservation Area appraisal (page 8) notes that *'There are many long views to the spire of All Saints from outside the Conservation Area. Within the area, the views to the church across the churchyard are important from all directions, including diagonal views across the gardens.'*

The Conservation Area Appraisals document (page 14) recommends a sensitive approach to development around the church noting that *'There is potential for redevelopment on the east side of Basely St, where very high quality new buildings could restore a sense of definition to the square. Development would not need to be in a neo-Georgian style, but the materials, scale, proportions and rhythm should be consistent in character with the existing historic frontage to Montague Street.'* The proposed tower of up to 23 storeys (Block A1) by virtue of its scale and form would be severely detrimental to the setting of the Conservation Area and in particular the listed church, appearing as a dominating element in several views and largely negating the potential benefits of any future sympathetically scaled development of the east side of Bazely Street. Similarly blocks B and C1, whilst much lower than the proposed tower would impose themselves on views east across the Conservation Area.

The impact of the proposed Blocks O and N

The Naval Row Conservation Area was designated in 1987 by the London Docklands Development Corporation. It is a linear conservation area, running alongside a key surviving section of the former boundary wall of the former East India Dock which is listed at Grade II. A raised, tree lined, walkway runs parallel with the wall alongside Naval Row; the embankment wall, railings and steps to the walkway are listed at Grade II.

The relevant Conservation Area Appraisal notes that *'The southern edge of the street [Naval Row] is lined with historic buildings of interest including the listed hydraulic pumping station ... [and the Steamship Public House and Naval House], and it is their group value which is safeguarded by the Conservation Area designation'*.

This is a small Conservation Area, situated within a part of the Borough which has undergone profound change since the 1960's. The wider setting of the Conservation Area is likely to undergo further substantial change and to this extent the Conservation Area is vulnerable. Whilst views out of the area include elements of many large scale developments, the part of Naval Row within the Conservation Area boundaries retains 'an intimate feel', as noted within the relevant Conservation Area Appraisal. This intimate feel is strengthened by the very different and widely varying spatial characteristics of surrounding, large scale developments, outside the Conservation Area boundaries.

It is particularly important that the Council ensures that any new development within and directly abutting the Conservation Area boundaries, is appropriate in terms of scale and form, if important elements of its existing character are to be preserved. The proposed Block N (immediately outside the Conservation Area boundary) would be up to eight storeys tall and Block O (part within the Conservation Area boundary) would be up to five stories tall and would be situated amongst lower buildings on the south side of the street. The impact of the development cannot be fully assessed, given the outline nature of the application, but we consider that, by virtue of their form and scale, these blocks would form a disquieting visual intrusion in Conservation Area views along Naval Row. Together, Blocks N and O have the potential to alter the existing character of the Conservation Area; substantially intruding on its intimate feel.

Conclusion

We recommend that the Council seek amendments with regard to the scale and form of Blocks A1, B, C1, O and N and that additional detail is obtained at this stage, particularly with regard to these aspects of the development. We would be happy to advise further.

Conservation Area Consent (PA/12/00002)

English Heritage has not raised any objections to the Conservation Area Consent application.

Archaeology

The proposed regeneration site is situated in an area where archaeological remains may be anticipated, and lies in part within a designated Archaeological Priority Area. Accordingly, the following conditions are recommended:

- Programme of archaeological investigation and recording of remains to be agreed, implemented and completed
- Implementation of a programme of archaeological recording of the standing historic buildings prior to demolition

(OFFICER COMMENT: The Heritage impacts of the proposal are discussed in greater detail below, within the material planning considerations section of this report. Conditions relating to archaeological investigation and recording have been attached as requested).

Environment Agency (Statutory Consultee)

6.17 No objections subject to the following conditions being imposed:

- No commencement of development until such time as a scheme to ensure finished floor levels are set no lower than 300mm above the predicted flood levels has been approved
- Submission of a surface water drainage scheme based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development

(OFFICER COMMENT: The requested conditions have been attached as detailed above in section 3 of this report)

Greater London Authority (GLA - Statutory Consultee)

6.18 In summary, the GLA have advised that proposal does not presently comply with the London Plan, but that there are possible remedies. In particular, the GLA have made the following comments:

Principle of development

The principle of development at this density is not justified in terms of creating a sustainable community. A reduction in density in Development Zone 1 and 2 is required. The applicant should consider a reduction in unit numbers of between 120 and 130 units.

Urban design, heritage impacts and access

The report identifies a number of heritage impacts which have not been justified in the context of PPS5 and the London Plan. The design code is broadly supported subject to minor amendments. Phasing strategy for play space delivery is required. A reduction in density as described above will help to minimise the impact on heritage assets in the setting of the All Saints Conservation Area. Further work is needed on the design code regarding inclusive access and regarding delivery of play space on a phased basis.

Housing

The approach to estate renewal is broadly consistent with the London Plan, the bedroom size mix needs to be confirmed and targets secured as part of the s106.

Climate change mitigation

Commitment is needed and appropriate conditions required regarding site wide technologies and potential links to a future heat and power network and delivery of a single energy centre on completion of the masterplan. Suitable conditions are required regarding the proposed technologies.

Climate change adaptation

Broadly acceptable subject to the imposition of conditions.

Noise and air quality

Requires further consideration as part of ongoing discussions.

Biodiversity

No significant species identified on site however there is opportunity to improve conditions through the use of rooftops – green and brown roofs.

Transport

Further work is required regarding matters set out in the report including trip generation, highways and various transport contributions which will need to be discussed and agreed.

(OFFICER COMMENT: Following these comments from the GLA, the applicant has reduced the proposal by 125 units from 1700 to 1575. The applicant has also provided additional information with regard to the issues identified above. Each issue is discussed within the Material Planning Considerations section of this report, below)

London Borough of Greenwich (Statutory Consultee)

6.19 No objections.

London City Airport (Statutory Consultee)

No safeguarding objection, subject to the following conditions:

- 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 with London City Airport;
- All landscaping plans and all plantations 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 by presenting a bird strike threat to aircraft operating at the

- airport; and
- Given the proximity of the development to the airport, all relevant insulation in building fabric including glazing and ventilation elements will be supplied and fitted in compliance with current noise attenuation regulations and tested

(OFFICER COMMENT: Conditions are attached relating to crane construction, biodiversity strategy and noise attenuation as requested)

London Thames Gateway Development Corporation (Statutory Consultee)

- 6.20 At the time of writing, LTGDC have prepared an update report to their Members for information ahead of their planning committee meeting on 8th of March and requests that a further meeting is scheduled for which a report will be prepared. The report raises various concerns with regard to height, scale, mass, density and heritage impacts of the proposal.

(OFFICER COMMENT: It is understood that LTGDC intend to produce a full report for their planning committee, details of its content will be provided within an update report)

National Air Traffic Services Ltd (Statutory Consultee)

- 6.21 No safeguarding objections.

Natural England (Statutory Consultee)

- 6.23 No detailed comments to make on the application, however Natural England request the Council to take the following matters into consideration:

- The proposed site is presently designated as a Millennium Green. As such the Robin Hood Millennium Green Trust should be consulted;
- Local wildlife sites – The application site comprises a Site of Nature Conservation Importance (SNCI). As such, the London Wildlife Trust should be contacted;
- Protected species – the Council should request survey information if they are aware of any protected or Biodiversity Action Plan species are on the site;
- Biodiversity enhancements – The Council should consider securing measures to enhance the biodiversity of the site in accordance with PPS9.

(OFFICER COMMENT: Both the Robin Hood Millennium Green Trust and the London Wildlife Trust have been consulted and their comments are detailed within this report. Conditions are attached with regard to protected species and a biodiversity strategy)

NHS Tower Hamlets PCT (Statutory Consultee)

- 6.24 The Tower Hamlets PCT offered the following general comments upon the proposal:

- Requests that all of the health and wellbeing criteria within the Code for Sustainable Homes assessment are met, and that every non-ground floor dwelling should be accessible by a lift which can accommodate an ambulance trolley;
- The proposed A5 uses (hot food takeaway) will lead to an over concentration of these uses;
- The proposal should include some segregated cycle routes; and
- the proposal should ensure that it integrates fully with the Tower Hamlets Green Grid Strategy as a way to address the deficiency of green open space

(OFFICER COMMENT: With regard to the first two points, such details can be addressed at the reserved matters stage. Also, a condition has been attached restricting the proposed A5 floorspace. The Transport Assessment accompanying the application sets out that the design of the development includes improvements to the local cycle networks, and that the

Cycle Superhighway route CS3 will be retained within the site, with improved highway width through the realigned Poplar High Street/Naval Row. With regard to the final point, the proposed open spaces are intended to form a part of the Green Grid, as discussed further within section 9 of this report, below)

Tower Hamlets PCT also requested the following contributions based on the previously proposed 1700 units:

- Total capital planning contribution: £2,109,811
- Total revenue planning contribution: £10,889,704

(OFFICER COMMENT: Only the capital contribution is sought in line with standard practice. In light of the viability constraints of the proposed development, the s106 package has been reviewed by the Council's Planning Contribution and Overview Panel and a contribution of £900,000 has been apportioned. This is further discussed in section 9 of this report, below)

Olympic Delivery Authority (Statutory Consultee)

6.25 No comments received.

Transport for London (Statutory Consultee)

6.26 Parking

The development will provide 320 spaces and 72 on street spaces. Overall, the level of resident parking is expected to achieve 0.2 spaces per dwelling, with the remainder being mixed bays. This level is supported as it is within the London Plan maximum. The car park management strategy should be underpinned by the principle that spaces are leased rather than sold and the allocation for new residents should be informed by the specific PTAL of the site and the proposed housing mix. Furthermore the development should include spaces for car club vehicles and electric vehicle charging infrastructure.

The 2,246 cycle parking spaces comply with TfL's minimum cycle parking standards as set out in the London Plan. Furthermore the provision of visitor stands is welcomed. The provision of CCTV is recommended for additional security. It is noted and welcomed that the development may provide improvements to the cycle network east of Cotton Street.

(OFFICER COMMENT: Conditions have been attached with regard to the submission of a parking strategy, electric vehicle charging and CCTV)

Trip Generation

It is suggested that a comparison with local census data is undertaken to ensure that the presented modal splits are appropriate.

(OFFICER COMMENT: Further information has been provided by the applicant as detailed within section 9 of this report)

Highways

The application indicates that Preston's Road roundabout is currently operating at capacity and will be over capacity in future years as a result of this and other developments in the area. The report also suggests that Poplar High Street east will be very close to capacity. The impact of the proposal upon the Cotton Street/A13 junction should also be provided and mitigation identified. It is also considered that the re-opening of Woolmore Street should be implemented in order to relieve Poplar High Street (east). The potential for being able to provide pedestrian and public realm improvements at this junction is also therefore increased in Woolmore St is reopened.

(OFFICER COMMENT: Contributions towards highway improvements have been agreed,

and the reopening of Woolmore Street is sought as part of the wider highway improvements condition. Further discussion of this matter can be found at section 9 of this report)

Walking and the public realm

TfL considers as a matter of priority, this scheme should provide improvements in and around transport nodes and facilitate walking trips to nearby town centres. The Cotton Street/A13 junction also requires significant improvements to the pedestrian environment to accommodate additional demand from this development. TfL supports Tower Hamlets Council's ambitions to improve the wider public realm as detailed in their 'Poplar and Blackwall Connection and Public Realm Study' July 2011. Contributions should therefore be secured from this development and pooled with those from nearby schemes to enable improvements identified in the study to be delivered. 'Legible London' signage should also be implemented to improve wayfinding.

(OFFICER COMMENT: As detailed above, financial contributions towards a number of public realm and connectivity improvements within the local are sought)

Docklands Light Railway

TfL considers that it is likely that most trips on the DLR will be made from Blackwall Station. When taken with other nearby developments, this is likely to lead to capacity constraints at Blackwall station, generating the need for additional staircases. Improvements would therefore be required including the extension of existing canopies to cover the boarding area at the top of these stairs so as to spread demand along the platform and assist in efficient boarding. The total cost of these works is estimated at £3 million. TfL expects that a substantial portion of this cost would be borne by this development as the largest generator of new trips to the station, with the remaining to come from nearby schemes. TfL also request that the land for the stair towers is safeguarded.

TfL welcomes the inclusive use of the DLR viaduct protection and maintenance zones. It should be noted that the DLR restrictions in the protection zone may mean that they should not be regarded as play spaces or other activity space.

(OFFICER COMMENT: As detailed above, a contribution of £2 million towards improvements to Blackwall DLR station has been agreed)

Buses

TfL expects that additional capacity will be required on one of the bus services in the vicinity of the site. The introduction of an additional return journey (£90,000) would mitigate the impact of the development on the bus network. TfL therefore requests a contribution of £450,000 over a five year period.

The proposed relocation of stands and stops to serve route 15 are considered acceptable, subject to further details. A capped contribution of £15,000 towards the improvement of the bus stands in Poplar High Street should be secured through the s278 agreement.

(OFFICER COMMENT: The requested bus contribution has been agreed, as detailed in section 3 of this report)

Cycling

TfL welcomes the proposal to improve Naval Row and further discussion should be held with TfL to ensure the changes are acceptable in terms of Cycle Superhighway 3. Given the uplift in proposed development at the site, TfL considers that this will generate demand for further Cycle Hire docking points in the area. A contribution of £118,000 is therefore required to extend the existing Naval Row docking station, or if that is not feasible, £189,000 for a new docking station in the northwest corner of the site.

(OFFICER COMMENT: Due to viability constraints and the presence of a docking station on

site at present, a contribution has not been sought towards the Cycle Hire Scheme. However a condition has been attached to safeguard the land for the docking station)

Travel Demand Management

A travel plan should be secured through the s106 agreement and a construction travel plan.

(OFFICER COMMENT: Conditions have been attached to this effect)

Crossrail

A contribution of £27,360 is requested in accordance with the GLA's Crossrail SPG 2010, in light of the development's uplift in retail floorspace of 1,710 sq.m GIA.

(OFFICER COMMENT: The requested contribution has been secured as detailed in section 3 above)

British Broadcasting Corporation – Reception Advice

6.27 No comments received.

Commission for Architecture and the Built Environment (CABE – part of the Design Council)

6.28 CABE consider that in principle, the proposal has the potential to create a good place to live, but consider that some changes to the masterplan are required.

- CABE consider that the masterplan lacks a clear logic in terms of defining building blocks, spaces and routes, with the spaces appearing fractured and overshadowed by the tall residential blocks;
- Whilst the north-south route across the site parallel to Cotton Street could become a successful pedestrian route, it could have a detrimental impact on Cotton Street which has greater potential to become the principal urban road where activities should be concentrated. CABE urge the developer, local authority and TfL to work together to slow down traffic and to civilise Cotton Street;
- For a development of such scale, a more ambitious environmental strategy that addresses energy, water management and waste as well as transport and socio-economic issues is expected;
- Single aspect flats that overlook the Blackwall Tunnel must be avoided;
- The proposed arrangement of the green space (a large central area and two garden courts) takes away potential generosity and usability of the left-over spaces is limited. Further thought is required regarding how the spaces will work and to avoid overshadowing issues;
- In principle, CABE consider that a case can be made for tall buildings adjacent to Blackwall DLR station, however do not consider that the collection of buildings lined up behind Aspen Way works well together. The tall building at the northern end of the site does not relate well to the spire of the All Saints Church and has a detrimental impact on East India Dock Road. CABE consider that a convincing case needs to be made for the amount of development and the heights of the buildings; and
- Whilst an outline application helps to set out the general parameters of the scheme, CABE believes that it is not strong enough to ensure that a scheme of such complexity can be illustrated in sufficient quality

(OFFICER COMMENT: Matters relating to design are discussed in detail below within section 9 of this report)

EDF Energy Networks

6.29 No comments received.

London Borough of Newham

6.30 No comments received.

London Fire and Emergency Planning Authority

6.31 Request that details of brigade access and water supplies are considered at the earliest opportunity.

(OFFICER COMMENT – a pre-commencement condition has been attached accordingly)

London Wildlife Trust

6.32 No comments received.

National Grid

6.33 The works proposed are likely, unless controlled, to adversely impact the safety and integrity of National Grid apparatus. If you decide to proceed with these works, please contact us again so that we may arrange for technical advice and guidance to be provided.

(OFFICER COMMENT: An informative has been attached accordingly, as detailed above at section 3)

Thames Water

6.34 The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Thames Water therefore recommend the following conditions be imposed:

- The development should not be commenced until impact studies of the existing water supply infrastructure have been approved; and
- No impact piling shall take place until a piling method statement has been approved

Thames Water also state that the surface water strategy is revised to increase usage of SUD's in accordance with the methodology set out within policy 4A.14 of the London Plan.

(OFFICER COMMENT: The requested conditions have been attached as well as a condition relating to the drainage strategy)

Twentieth Century Society

6.35 Robin Hood Gardens

The Twentieth Century Society consider that the existing Robin Hood Gardens Estate have very high heritage significance and therefore strongly object to the proposed demolition. In particular, they consider that Robin Hood Gardens is a highly significant example of post war housing and represents the progressive state of architecture, design and public expectation at a time of change and social advance when it was completed in 1972 by architects Alison and Peter Smithson, who were among the main instigators of the New Brutalism.

In architectural terms, the Twentieth Century Society state that *“the highly modelled exposed concrete facades create large scale geometric patterns by juxtaposing protruding linear window frames and columns with recessed balconies. Changing views are provided from the walkways (or streets-in-the air) positioned on the exterior elevations of the two cranked linear blocks which enclose the open ended landscaped public space. In an echo of the urban city square the architects designed an impressive landscape between the two blocks*

from the rubble of the buildings demolished to make way for development. These elements combine to make Robin Hood Gardens an exceptional ensemble”.

The Twentieth Century Society also considers that the refurbishment and upgrading of Robin Hood Gardens provides a sustainable opportunity for the estate to continue to provide good quality homes, rather than demolition.

Woolmore School

The Twentieth Century Society object to the demolition the school building, which was designed by the Schools Division in the London County Council Architect's Department and opened in 1916. In particular, the Twentieth Century Society consider the building to be a non-designated heritage asset in terms of PPS5 and state that *“This neo-Georgian building is constructed of yellow London stock brick with pitched and hipped roofs and is characteristic of this design between 1912 and 1918. A distinguishing feature of this building is the upper stage vent stacks on the Woolmore Street elevation. Disguised as chimney stacks, these stacks provided continuous removal of stale air from classrooms and cloakrooms in the building. Despite the replacement fenestration, we consider main neo-Georgian part of this building makes a positive contribution to the townscape, and urge Tower Hamlets Planning Authority to reject plans incorporating its demolition”.*

(OFFICER COMMENT: Design and heritage issues are discussed below within section 9 of this report).

7. LOCAL REPRESENTATION

7.1 A total of 4,848 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, the Evening Standard 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:	15	Objecting:	9	Supporting:	2	Neither:	4
No of petitions received:	none						

7.2 The following local groups/societies made representations:

- All Saints Church
- Poplar Mosque & Community Centre
- Robin Hood Millennium Green Trust
- Tenants and Residents Association of Robin Hood Gardens and Beazly Street

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

In objection

Design & Heritage

- The existing Woolmore Primary School building is a very good example of a neo-Georgian London County Council elementary school and is one of only six surviving neo-Georgian schools in Tower Hamlets. The writer therefore objects to its demolition and urge that the main neo-Georgian part of the existing building is retained, refurbished and extended, in line with English Heritage advice on historic school buildings;
- The height of the buildings adjacent to the Blackwall DLR are unwarranted;
- The proposal would be a blot on the landscape due to the proposed heights;
- Development should be capped at 10 storeys which is in keeping with the existing area;
- The impact on the [local] conservation areas has not been fully considered. The application states that a tall building will not diminish the visual prominence of All Saints

Church, however it is possible to see an existing modern tall building has had a diminishing impact upon the church; and

- The proposed tower block on the north-west corner of the site is higher than that consulted upon

Amenity

- The height of the proposed buildings adjacent to Blackwall DLR would result in a loss of privacy given their close proximity and extreme height;
- The proposal would cause significant disruption, traffic congestion and noise pollution during construction;
- The proposal would block light and in particular, sunlight to the adjacent Wharfside development; and
- The proposal is too much construction in too small an area;

Housing

- The proposal would result in existing freeholders of individual residential properties being uprooted and forced out. The writer requests that the proposals be modified to include freehold units so that existing freeholders can remain on a like-for-like basis; and
- The proposal does not take into account the additional infrastructure required for the increase in housing, such as school provision, recreation and transport provision

Highways & Transportation

- The proposal would create traffic congestion during construction; and
- Construction works in the area are impacting upon the state of local roads

Other

- More community halls are required;
- Green spaces should not be built on; and
- The proposal results in a net loss of open space, play space, community floorspace and school floorspace per person

In Support

- The proposal will generate jobs and homes;
- The existing Robin Hood Gardens estate is in a state of disrepair and should be demolished and replaced;
- The scheme seems overall to be a welcome development for the local area; and
- A canopy in the central green area is welcomed

General Observations

- The Polar Mosque & Community Centre state that the submitted plans have not been agreed with the Mosque and the illustrative proposals should be seen as a guide to possible use, rather than a final design;
- A writer seeks assurance that highway access to Naval Row would not be significantly disrupted during construction and that loud construction would not take place during anti-social hours;
- A further writer queries the duration of the demolition phase and how surrounding buildings will be protected;
- The proposal should provide a zebra crossing at the end of Poplar High Street as the Preston's Road roundabout subway is uninviting;
- The proposal should provide an additional primary school or a nursery;
- A job training centre should be provided;
- A community centre should be provided;
- Car parking and green spaces are essential;
- More bus routes are required;

- More shops are required for residents and also the creation of jobs;
- The mosque and community centre should be housed in separate buildings; and
- Education funding should be ring-fenced solely for Woolmore School

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

- The proposal would block views from the adjacent Wharfside development (OFFICER COMMENT: The loss of a view is not considered to be a material planning consideration)

7.5 The following other issues were raised in representations:

- The legal position of the Millennium Green Trust has not been taken seriously and there has been inadequate consultation on this subject (OFFICER COMMENT: The Council has consulted the Millennium Green Trust upon the application. The applicant will be required to continue dialogue with the Millennium Green Trust in order to facilitate development)

8. MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by this application that the committee are requested to consider are:

- Principle of Development and Land Uses
- Density
- Transport, Connectivity & Accessibility
- Design
- Heritage & Conservation
- Housing
- Amenity
- Energy & Sustainability
- Contamination
- Flood Risk
- Environmental Impact Assessment
- Health
- Biodiversity
- Section 106 Planning Obligations
- Human Rights Considerations
- Equalities Act Considerations

Principle of Development and Land Uses

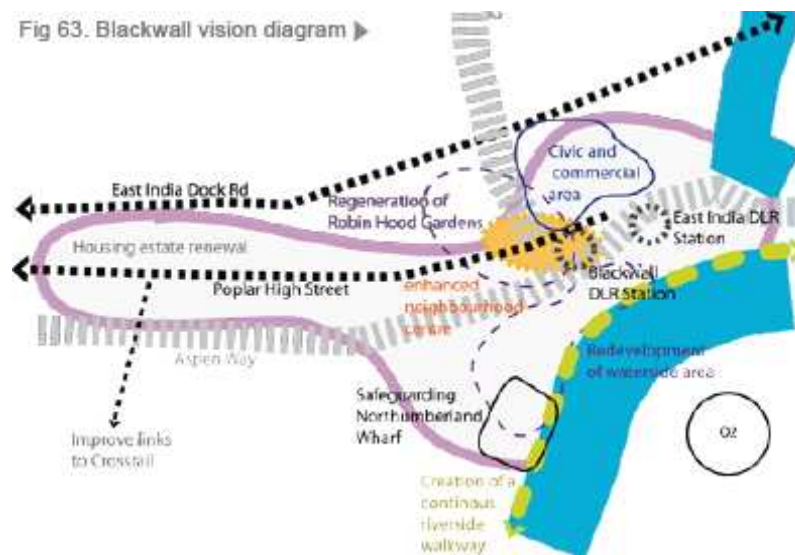
8.2 At national level, planning policy promotes the efficient use of land with high density, mixed-use development and encourages the use of previously developed, vacant and underutilised sites to achieve national housing targets.

8.3 At the local level, the site is located within Blackwall as part of the Local Area Partnership 8. The redevelopment of Robin Hood Gardens as part of the Blackwall Reach Regeneration Projects is listed as one of the priorities. Part of the site is also allocated within the Interim Planning Guidance as part of the Leaside Area Action Plan (2007). The draft Development Management DPD (2011) allocates the site for a comprehensive mixed-use redevelopment to provide housing, a school, commercial floorspace, open space and other compatible uses.

8.4 The regeneration of sites such as this within east London is also a strategic target of the London Plan (2011). Policy 1.1 states “the development of east London will be a particular priority to address existing need for development, regeneration and promotion of social and

economic convergence with other parts of London and as the location of the largest opportunities for new homes and jobs”.

- 8.5 The comprehensive regeneration of the Robin Hood Gardens Estate will re-provide the existing affordable housing units and further increase the supply of high quality affordable and private housing. The principle of increased private and affordable housing supply at the site is supported by London Plan Policy 3.3, which states that boroughs should increase housing supply in particular “through the potential to realise brownfield housing capacity through the spatial structure it provides” including “sensitive renewal of existing residential areas”. The current target for Tower Hamlets is set at 2,885 units per annum.
- 8.6 At a local level, the vision for the housing-led regeneration of Blackwall is set out in the LBTH Core Strategy (September 2010). Blackwall is identified within the Core Strategy as an area that “will go undergo transformation through housing growth and investment, and will emerge as an attractive and desirable place to live and work” (LAP7&8). Core Strategy policy SP02(1a) identifies Blackwall Reach Regeneration as a key project in the delivery of these housing targets within the borough. Core Strategy Annex 9 “Delivering Placemaking” sets out the vision for Blackwall, as depicted by figure 63 below.



Blackwall Vision diagram (Source: LBTH Core Strategy 2010, figure 63)

- 8.7 The Vision includes the regeneration of Robin Hood Gardens in accordance with the Blackwall Reach Development Framework (Interim Planning Guidance 2008) and provides guiding principles including:
- The improvement of the neighbourhood centre by extending Poplar High Street in and around Blackwall DLR;
 - Creating and improving east west connections to the Town Hall;
 - Delivering a new active public square around Blackwall DLR station; and
 - Addressing barriers to the A12 and Aspen Way.
- 8.8 The site allocation for Blackwall Reach as detailed within the draft Managing Development DPD (January 2012) supports the Core Strategy’s Vision of a comprehensive mixed-use development. In particular, the site allocation requires:
- A strategic housing development;
 - An expanded Woolmore Primary School;
 - A district heating facility;
 - New publicly accessible open space; and
 - Commercial floorspace and other compatible uses
- 8.9 The principle of estate renewal is therefore supported at strategic and local level. With regard to the Core Strategy’s vision for Blackwall, The proposed outline planning application

provides for the regeneration of Robin Hood Gardens by providing for up to 1,575 residential units as well as retail, business and community floorspace, together with an expansion of the Woolmore Primary Schools. The new retail space will be located along the eastern section of Poplar High Street and around a new public square outside Blackwall DLR station, and the proposal includes new routes through the site on both north south and east west axis.

- 8.10 With particular regard to the proposed provision of up to 1,710sq.m of retail floor space (Use Classes A1-A5), the applicant has submitted a Retail Statement in support of the planning application. This states that the retail provision accords with the principles of national planning policy set out within PPS4. The Retail Statement concludes that the retail provision is in conformity with the key development management policies of PPS4, on the basis that there is a site-specific need for adequate local shopping facilities to serve both existing and future residents at the site and given that the proposals are of an appropriate scale and will have a negligible impact on existing centres in the surrounding area.
- 8.11 The proposals include up to 900 sq m of B1 floorspace in addition to the 1,710sq.m of retail floorspace. The existing 'B' use floorspace for the site is circa 2,670 sq.m. While this results in a reduction in 'B' use employment floorspace, the proposals would allow for a range of new employment opportunities on the site through retail and residential uses and therefore, on balance, given the regenerative benefits of the proposal it is considered that the proposal is acceptable.
- 8.12 Policy SP03 of the Core Strategy seeks the creation of "healthy and liveable" neighbourhoods. The proposal includes new community facilities including a new community centre and a re-provided and expanded faith building. The proposed community uses are therefore considered to accord with policy SP03, which encourages provision of "high quality social and community facilities".
- 8.13 The planning application also allows for the expansion of Woolmore Primary School from a two-form entry to a three-form entry school. This accords with Core Strategy policy SP07, which encourages the "continued improvement and expansion of existing primary and secondary schools".
- 8.14 Accordingly, it is considered that the broad principles of the proposal are in accordance with the London Plan, Core Strategy and draft Managing Development DPD.

Density

- 8.15 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.
- 8.16 As detailed earlier in this report, the site has a good public transport accessibility level (PTAL) ranging from 3 to 5 with an average across the site of 4 (1 being poor and 6 being excellent).
- 8.17 In terms of density characteristics the GLA's stage 1 refers to the site as having a largely urban character. Table 3.2 of the London Plan sets out that where accessibility to public transport is highest, densities in urban settings can reach up to 700 habitable rooms per hectare. The applicant has provided an indicative accommodation schedule which states that the density within the area to the north of Poplar High Street/Naval Row would be approximately 591 hr/ha whilst the density to the south is approximately 1242 hr/ha, with an overall average density of approximately 847hr/ha.
- 8.18 With regard to the distribution of the density, this is higher to the south of the site in the areas adjacent to the Blackwall DLR station where the public transport accessibility level is highest

(PTAL level 5). The surrounding built form also increases in scale and mass towards the Canary Wharf tall building cluster to the south, where numerous high density schemes can be found. Accordingly, this is considered to be an appropriate approach to density distribution.

- 8.19 It should also be noted that the scheme incorporates new pedestrian routes through the application site, as well as s106 obligations towards public realm and connectivity improvements towards the Preston's Road roundabout, Poplar High Street/Cotton Street and East India Dock Road, all of which would support a high density development in this location.
- 8.20 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 amenity. 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

- 8.23 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.
- 8.24 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.
- 8.25 As detailed earlier in this report, the site has a good public transport accessibility level (PTAL) ranging from 3 to 5 with an average across the site of 4 (1 being poor and 6 being excellent). The site is bounded by the A12, A13 and A1261 highways. Blackwall DLR station is located within the southern part of the application site and All Saints DLR is within reasonable walking distance of the site. Seven bus routes are within walking distance from the site and the bus stand and turnaround presently located in Ditchburn Street adjacent to the DLR station acts as the terminus for the route 15 bus. Cycle superhighway route 3 (CS3) runs through the site along Poplar High Street to Naval Row. However, pedestrian connectivity is generally poor given that the site is surrounded by heavy traffic routes and poor permeability through the site.

Highways

- 8.26 The application proposes a series of interventions into the existing highways network in and around the application site. The applicant's summary of the highways strategy is set out below, all of which are considered to be appropriate:-
- Woolmore Street is reopened as a left-in/left-out operation. This enables vehicular circulation through the site, reduces the number of internal vehicular two-way movements and provides a secondary point of access. The significant intensification of residential development on the site necessitates the creation of a secondary access point, reducing the pressure on the Poplar High Street/Cotton Street junction;
 - Cotton Street and Preston's Road will provide the main links to the wider highway network. No alterations are proposed to the alignment of these roads, however the active building edge will be improved. A planting strip will be introduced along Cotton

Street to create a more attractive building frontage and enhanced pedestrian environment;

- Poplar High Street will adopt a 'High Street' typology as it forms the main access to the site and will form the axis of the neighbourhood centre;
- The internal routes providing vehicular access and circulation will have a 'residential street' typology. These have been designed to allow safe two-way operation for service vehicles, whilst reducing the dominance of the highway;
- Naval Row would be converted to one-way operation for vehicular traffic, except for cycles, along its eastern section to allow buses to access the new stand facility safely;
- The existing Prestage Way/Ditchburn Street and bus turnaround will be stopped up. A realigned Prestage Way will be created to the east which will form part of the new one-way bus loop;
- Two sections of adopted shared surface are proposed - a realigned Bullivant Street and Scouler Street. These will provide an enhanced pedestrian environment in these areas whilst maintaining servicing and waste collection access; and
- A series of internal private routes will be provided within the development to allow restricted access to all buildings for servicing, waste collection and emergency access.

- 8.27 The developer has modelled local junctions, with the results indicating that Preston's Road roundabout is currently operating at capacity and will be over capacity in future years as a result of this and other developments in the area. In addition, the results suggest that Poplar High Street east will be very close to capacity.
- 8.28 The application proposes the re-opening of Woolmore Street, with the modelling work indicating that this would relieve Poplar High Street east. TfL identify that this would therefore result in the ability to provide pedestrian and public realm improvement works at this junction and therefore support the reopening of Woolmore Street.
- 8.29 Accordingly, and as also supported by LBTH Highways, the applicant has agreed to a £2 million obligation towards highways, connectivity and public realm improvements, in particular the design and works associated with the Preston's Road Roundabout capacity enhancement to accommodate increased local movements by all modes and improvements in pedestrian facilities (subway and crossings). The financial obligation would also deliver improvements to the Poplar High Street/Cotton Street junction, together with Neighbourhood Centre improvements to Poplar High Street (East).
- 8.30 In order to assess the capacity of existing road networks to accommodate the proposed development, the application is supported by a Transport Assessment to examine the existing and proposed trip generation for the development. As detailed in the table below, the findings indicate that the net change in vehicle trips forecasts a decrease of 46 inbound trips during the morning peak and an increase of 127 outbound trips during the morning peak. The application states that due to the changes in floorspace, the peak flows have altered from the majority inbound to the majority outbound during the morning peak hour. During the evening peak, an additional 65 inbound trips are forecast with a reduction in forecast outbound trips of 56. Whilst this results in an overall increase in peak hour traffic movements, given the public transport improvements and public realm enhancements within the area, it is considered that on balance the proposed impact is acceptable.

Development	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Existing Uses	166	56	69	141
Proposed Uses	120	183	134	85
Net Change	-46	+127	+65	-56

Above: Forecast net vehicle trips

8.31 Construction traffic is expected to occur during the 8.75 year build program from 2012 onwards. The maximum predicted vehicle movements are 15-25 construction vehicle movements per day, with a maximum peak of 80 construction vehicles per day. It is assumed that 90% of construction vehicles will access the Blackwall Reach site via Aspen Way and 10% via Aspen Way West. Given these are maximum figures, it is not considered that this would result in undue amenity impacts that could not be controlled by a condition. The specific controls over construction vehicles will be secured by a condition requiring a Construction Method Statement.

Servicing and Deliveries

8.32 London Plan Policy 6.13 states that developments need to take into account business delivery and servicing. This is also reiterated in IPG CS Policy DEV17, which states that developments need to provide adequate servicing and appropriate circulation routes.

8.33 The commercial units will be accessible for deliveries, and will have designated loading bays for goods delivery. The retail units in the Southern Quarter will be served by an internal service which will have restricted access. The table below extracted from the submitted Transport Assessment identifies the number of servicing vehicle trips as a result of the development.

Land Use	AM Peak		PM Peak		Daily	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Office	0	0	0	0	1	1
Retail	1	1	0	0	9	9
Residential	3	3	10	10	121	121
TOTAL	4	4	10	10	131	131

Above: Forecast total servicing vehicle trips

8.34 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 & Recycling

8.35 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.

8.36 Notwithstanding the above, the application indicates the provision of servicing routes across the site ensuring that all blocks can be accessed by delivery and refuse vehicles. It is

proposed that the majority of the residential developments will be provided with an underground refuse system (URS) with collection points located around site. The applicant has provided an indicative swept path analysis showing a refuse a successfully operable internal service route through the Central Quarter. These internal routes are indicative at this stage with the potential to alter the route alignments within the reserved matters applications. The parameters of the internal routes are set within the Design Code, such as the following:

R3-3: The public realm design must give priority to the pedestrian dominated areas and non-adoptable areas over the vehicle route that crosses it

R4-24: URS collection points must be located with sufficient area to enable the collection vehicle to park, stabilise and lift the URS container. The minimum dimensions of such a collection area are: 10 metres by 6 metres parking area; with maximum 10 metres reach for the crane collection

R4-25: Where URS is not appropriate, sufficient bin stores and refuse vehicle access will be required

Car Parking

- 8.37 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.
- 8.38 The existing on-street car parking capacity on all roads within the site is 240 vehicles. The site falls within a controlled parking zone, of which the operational hours are Monday to Friday 0830 – 1730 hours. In addition there are off-street parking facilities at Robin Hood Gardens and off Prestage Way. Robin Hood Gardens currently has 143 garages (of which the applicant advises 17 are in use). There is also an 80-space public car park adjacent to Blackwall DLR station.
- 8.39 The scheme proposes a maximum of 340 off-street car parking spaces (surface, basement, semi-basement and podium). This reflects a ratio of 0.22 spaces per residential unit (not including the on-street spaces). This is in accordance with LBTH IPG Core Strategy Planning Standard 2, which sets a policy maximum car parking ratio of 0.5 spaces per residential unit, where it can be shown that the proposed level would not result in a detrimental impact on the safe and free flow of traffic on the surrounding highway network. The application therefore results in an increase of 29 on and off-street parking spaces (if all of the 143 existing garages are considered).
- 8.40 The applicant has detailed that the 72 on-street spaces will be primarily residential permit spaces, with further mixed bays where possible. This provision would include 10% disabled car parking spaces and a minimum of three car club spaces. The applicant has advised that there is a commitment to provide existing residents of Robin Hood Gardens who currently have a parking space or on-street parking permit to re-provide this facility in the completed development (there are a maximum of 149 residents who would be in this position through a combination of resident permits, blue badge holders and garages). Furthermore, the applicant advises that over and above this commitment, under the LBTH Permit Transf3er Scheme tenants moving to three-bedroom or larger social rented car free homes are permitted one residential parking permit per household.
- 8.41 The Borough's Highways Department are not in support of any additional parking provision given the development proposals would impact upon the operation of the highway junctions in the immediate vicinity of the site, a number of which are nearing capacity.
- 8.42 The applicant has been asked to rationalise/reduce the existing on-site parking. Accordingly, the applicant has advised that a detailed Car Parking Management Strategy will be developed as the scheme comes forward to ensure that demand and supply are matched. In

accordance with LBTH Parking Services and TfL advice, the applicant has set out the following measures:

- The provision for existing residents will come forward through a combination of on- and off-street parking. This will reduce any immediate pressures on the on-street parking;
- The creation of a Blackwall Reach specific CPZ zone would help to restrict access to parking on site;
- All on-street spaces will be restricted to residents, with the removal of business permit spaces;
- A proportion of off-street parking spaces may be made available on a lease basis rather than purchase to enable residents more flexibility with regards to their parking requirements over time; and
- Regular parking monitoring surveys will be carried out to ensure that both on-street and off-street parking provision is appropriate;

8.43 In addition to the above, further measures to discourage car use in this development proposal include a car-free permit agreement within the s106, together with proposed cycling parking, car club spaces, and improved pedestrian access and permeability within the site, together with financial obligations towards bus and DLR services and public realm improvements and crossings beyond the site boundary.

8.44 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 a significant decrease in the ratio of total parking spaces to number of dwellings and it complies with the maximum parking ratio, the additional 29 car parking spaces is considered acceptable.

8.45 The Borough's Highways Officer and Parking Services Department have confirmed a permit free agreement will be required through the S106 restricting new residents from securing parking permits (other than those qualifying for the Permit Transfer Scheme), which has been agreed with the applicant. Conditions have also been attached requiring the submission of a Car Parking Management Strategy and Travel Plan for the commercial and community elements of the proposal.

Provision for Cyclists

8.46 The proposal includes improvements to the local cycle network through the inclusion of cycle routes through the development. In addition, a total of 2,246 cycle parking spaces are proposed within the development for all land uses, which complies with London Plan policy 6.13. Provision is proposed to be within a mixture of basement, courtyard and secure communal areas. Furthermore, the provision of Sheffield stand visitor spaces adjacent to the southern square is welcomed. Full details of the cycle parking are secured via condition for each phase.

8.47 Cycle Superhighway route CS3 presently runs through the application site along Poplar High Street and Naval Row, and will be retained. The application indicates that improvements will be made to highway width along this route, which is welcomed.

8.48 The application site presently contains a recently installed 21-point Cycle Hire docking station on the northern footway at the junction of Naval Row and Prestage Way. Given the uplift in proposed development at the site, TfL considers that this will generate demand for the additional capacity of 30 docking stations in the area and has requested a financial contribution accordingly. Given the viability constraints associated with the application, it has been considered that other financial obligations should be prioritised and accordingly, a contribution towards the Cycle Hire scheme is not sought in this instance. However, the land necessary to extend to docking station will be secured by condition.

Public Transport Improvements

- 8.49 The Core Strategy (Policy SP08) seeks to promote the good design of public transport interchanges to ensure they are integrated with the surrounding urban fabric, offer inclusive access for all members of the community, and provide a high-quality, safe and comfortable pedestrian environment.

Buses

- 8.50 As part of the proposal, a new bus stand facility (with four bus capacity) is provided to the south east of the site to accommodate the terminus of Route 15. New bus stops are proposed to be provided along Poplar High Street, which would improve access to bus routes and improve connectivity. TfL have confirmed that they consider the proposed relocation of the bus stops and stands to be acceptable, subject to full details being submitted and agreed.
- 8.51 In addition, TfL have requested a contribution of £450,000 towards increasing the capacity of one of the bus services in the vicinity of the site. This sum has been agreed with the applicant and would fund an additional return journey for a five-year period.

Docklands Light Railway

- 8.52 TfL considers that it is likely that most trips on the DLR will be made from Blackwall station, which is likely to lead to capacity constraints, generating the need for additional staircases, at a cost of £2 million. In addition, improvements to the station to extend the platform canopies to cover the boarding areas and spread passengers along the platform are also sought (at a cost of £1 million). TfL have requested that a substantial contribution towards the cost of these works is borne by the application, with the remaining to come from nearby schemes. Accordingly, a contribution of £2 million towards improvements to the Blackwall DLR station has been agreed with the applicant.

Pedestrian Environment

- 8.53 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 and the existing public transport infrastructure. The proposal incorporates a new north-south route through the central park linking Woolmore Street (containing the proposed mosque, expanded school and community centre as well as routes beyond to the north) and the southern square and Blackwall DLR station. Pedestrian access to the site is proposed to be improved through alterations to Poplar High Street / Cotton Street junction, whilst the Preston's Road roundabout subway will be retained with an improved step-free connection between the subway and the southern square and DLR station. The design code seeks to ensure that all areas of public space must achieve a high level of passive surveillance from the residential buildings through orientation and layout (Requirement R2-15).
- 8.54 In accordance with the Council's ambitions to improve the wider public realm as detailed in the 'Poplar and Blackwall Connection and Public Realm Study' (July 2011), as detailed above, the applicant has agreed to a £2 million obligation towards the following:
- The design and works associated with the Preston's Road Roundabout capacity enhancement to accommodate increased local movements by all modes and improvements in pedestrian facilities (subway and crossings)
 - Poplar High Street/Cotton Street Junction and Neighbourhood Centre improvements to Poplar High Street (East)
 - East India Dock Road crossing and public realm improvements

- 8.55 Measures such as 'Legible London' directional signage are also proposed to assist the pedestrian environment and general wayfinding. TfL support the Council's ambition to improve the wider public realm and advise that contributions are secured from this development and pooled with those from nearby schemes to enable improvements identified in the study to be delivered. Conditions are recommended seeking full details of the improvement works to be delivered as a result of the above agreed financial obligations towards public realm improvements.

Inclusive Access

- 8.56 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.
- 8.57 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.
- 8.58 The site has a number of identified constraints to accessibility, primarily caused by the significant highway and DLR infrastructure that bound the application site. The submitted 'details of access' document details that all areas of the site will have step-free access. The improved subway access is proposed to incorporate stairs and step-free access via ramps, lifts or a combination of the two. The layout for this area will be developed further as detailed phase applications are brought forwards. Step-free access is maintained on all areas of shared surface with the use of tactile pavements, raised tables and level crossovers. The application also detailed that routes through the central park area would enable step-free movement between Poplar High Street and Woolmore Street. Lift access is also maintained to Blackwall DLR station.
- 8.59 Inclusive access measures would be secured via the Design Code document, which picks up on comments made by the Council's Access Officer and the GLA. The Design Code now enshrines the principle of inclusive design and will ensure that the development adheres to inclusive access design policy.

Other

- 8.60 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.
- 8.61 A contribution of £27,360 towards Crossrail has been agreed with the applicant, as required by the GLA's 'Use of planning obligations in the funding of Crossrail' SPG 2010.

Design

- 8.62 PPS1 promotes high quality and inclusive design in the creation of well mixed and integrated developments which avoid segregation, and which have well planned public spaces. PPS1 recognises that good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development.
- 8.63 CABE's guidance, By Design (Urban Design in the Planning System: Towards Better Practice) (2000) lists seven criteria by which to assess urban design principles, as follows: character, continuity and enclosure, quality of the public realm, ease of movement, legibility, adaptability and diversity.

- 8.64 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.
- 8.65 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.
- 8.66 The planning application is in outline with all matters reserved. Details of layout and external appearance are therefore reserved at this stage. However, the planning application includes parameter plans, which set a framework within which the layout of buildings and spaces will arrive. A Design Code has also been submitted, which sets out mandatory requirements that reserved matters applications must accord with, as well as promoting further design aspirations. The application is supported by a Design and Access Statement, which includes an indicative masterplan, illustrating how the scheme parameters may be interpreted. The indicative layout is shown below.



Above: the indicative masterplan

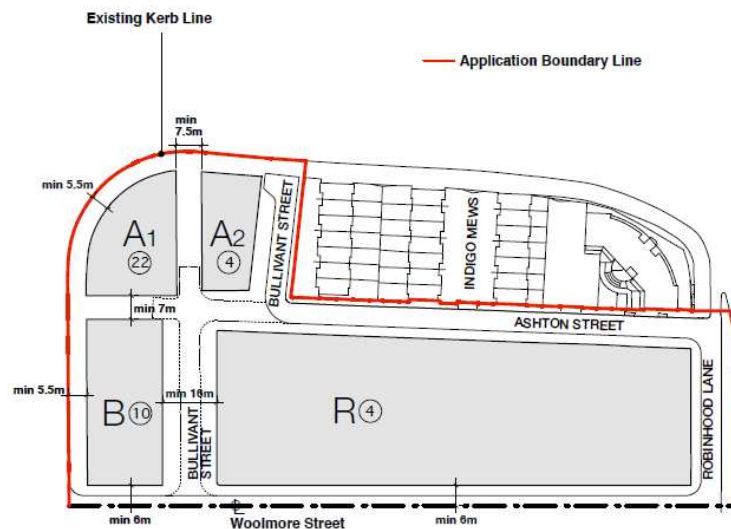
- 8.67 As detailed on the above proposed indicative masterplan, the proposal incorporates four urban quarters, as follows::
- Zone 1: The northern quarter and mosque site including residential development, the community centre, re-provided and expanded faith building and the expanded Woolmore School;
 - Zone 2: A central, predominantly residential quarter incorporating an extensive area of open space and a variety of other areas of open space;
 - Zone 3: A southern quarter including higher density residential accommodation, retail and leisure uses centred around a new urban plaza adjacent to Blackwall DLR; and
 - Zone 4: An eastern quarter, with a lower scale of development around the Naval Row

Conservation Area.

- 8.68 The proposal covers an area of 7.7 hectares and in order to give the new development a sense of character and individuality – each of the development zones is intended to have an individual character as identified by the applicant, each of which respond to each other and the adjoining context. This also assists in explaining the proposed layout of the masterplan:

Development Zone 1 (Northern Character Area)

- 8.69 The Northern Quarter is located adjacent to the Cotton Street and East India Road junction and contains the existing Woolmore Primary School and is shown in the parameter plan extract overleaf. A new square is the focus for community and civic activities as it is surrounded and defined by a school (building R), mosque (building A2), community facilities and a proposed housing office (building A1 ground level). New residential buildings define the urban spaces and create new routes into the site from the north and west. The enlarged school and relocated mosque would generate a high level of pedestrian activity at intermittent intervals on the new square.
- 8.70 This Character Area includes a taller building of up to 22 storeys defining the northern point of entry and signifying the Blackwall Reach area within the East India Road context. The applicant states that this is situated to way-mark the entry to site when viewed in either direction along the A13. It should also be visible from the DLR station as a way finder to the north when entering the southern area of the site.

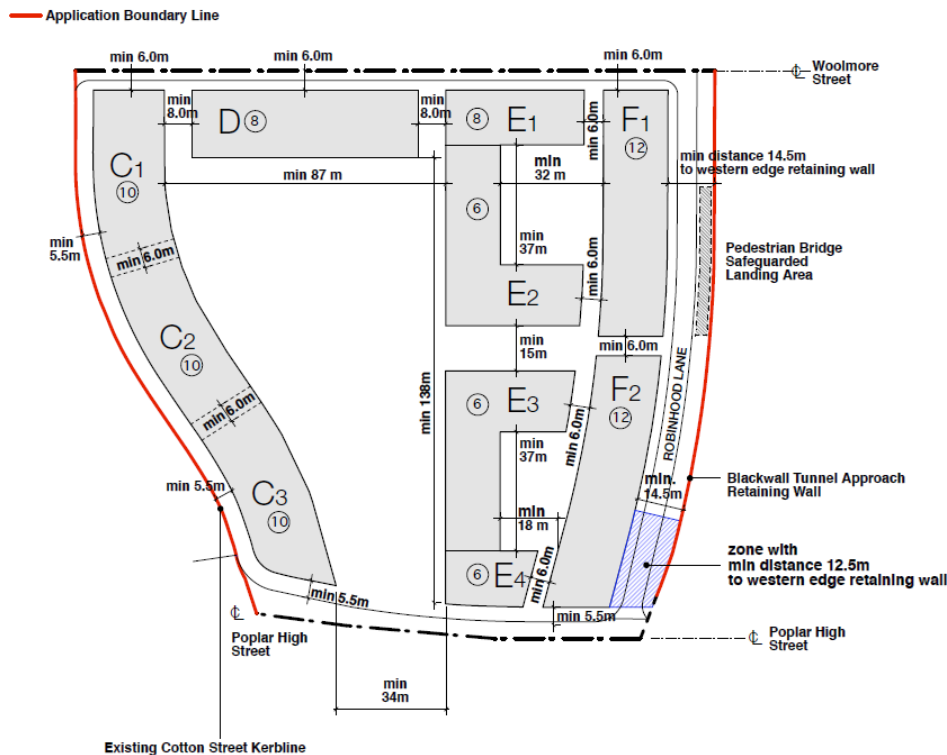


Above: Parameter plan for the Northern Character Area with maximum heights encircled

- 8.71 The perimeter building in the northern west block (building B) is one of a series of perimeter buildings along Cotton Street. On its east side the building defines the west side of the community square which is located between itself and the school. At the ground level of building B, community facilities relate directly to the new square and lift the residential up to the first floor at this busy junction. Entrances to the building are equally important from both the square and Cotton Street and would be secured via the Design Code.

Development Zone 2 (Central Character Area)

- 8.72 This character area is located between Cotton Street, Ashton Street, the Blackwall Approach Road and Poplar High Street and is defined by medium- rise residential buildings surrounding a large public open space, landscaped as a park. Further lower buildings on the east side define both the edge of the park and semi-private courtyards which contain additional play areas.

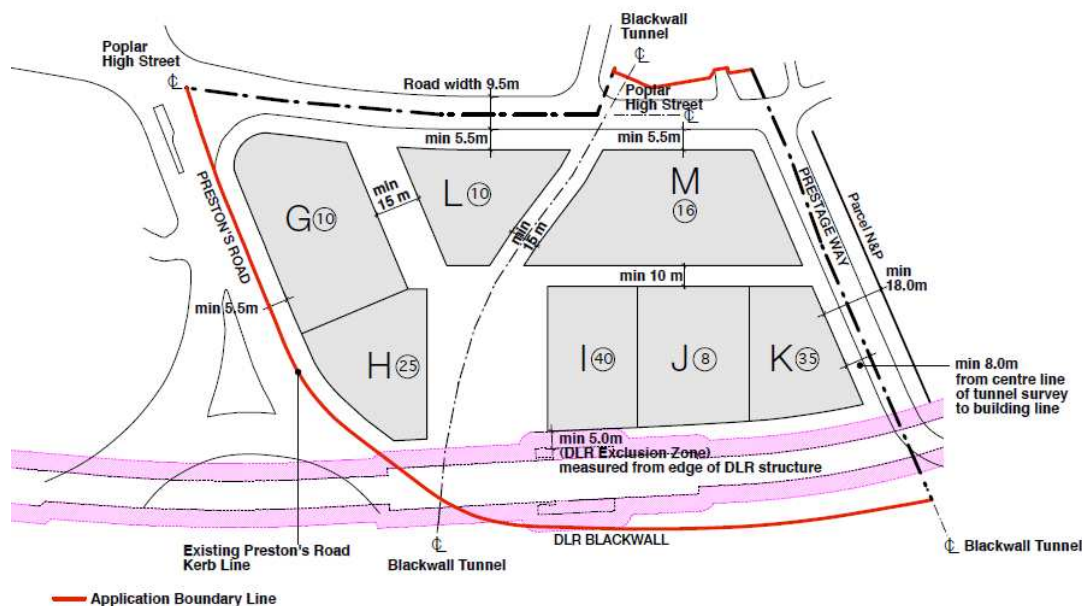


Above: Parameter plan for the Central Character Area with maximum heights encircled

- 8.73 Courtyards on the east side of the park are defined by perimeter buildings to Robin Hood Lane and lower buildings facing the park. The design & access statement details that public access through these spaces would be ensured so that the courts are used and enjoyed by the wider community. Direct accessibility to and from the park would integrate these courts with the larger central open space.
- 8.74 The perimeter buildings are linear apartment blocks of 8-12 storeys in height. The plots that accommodate this building type lie to the east and west of the park. More than one building can within the constraints of the parameter plans be accommodated within each plot. Courtyard buildings are defined as those lower buildings that enclose a public court against the perimeter block. This provides opportunities for multiple public entrances into the open space, and apartments overlooking shared public or semi-public spaces. These are typically of a mid-rise height, but of similar architectural expression as the taller perimeter blocks. The design code would secure such characteristics.

Development Zone 3 (Southern Character Area)

- 8.75 The Southern Character Area is located between Poplar High Street, Preston’s Road, Cotton Street, Aspen Way, a realigned Prestage Way and Naval Row. This Character Area is defined by a public square (plaza) surrounded by a cluster of tall residential towers. At ground level there will be and community facilities and commercial activities, specifically retail and restaurant uses. The public square will provide direct access to the Blackwall DLR station.
- 8.76 Located adjacent to the DLR Blackwall Station, the Public Square forms an important piece of public space which would be both a destination in itself and a pedestrian connection and arrival point for the Blackwall DLR Station. The Design Code details that this space would be significantly hardscaped in character, with high quality contemporary surfaces and furnishings. There would also be of public art, seating and high quality lighting.

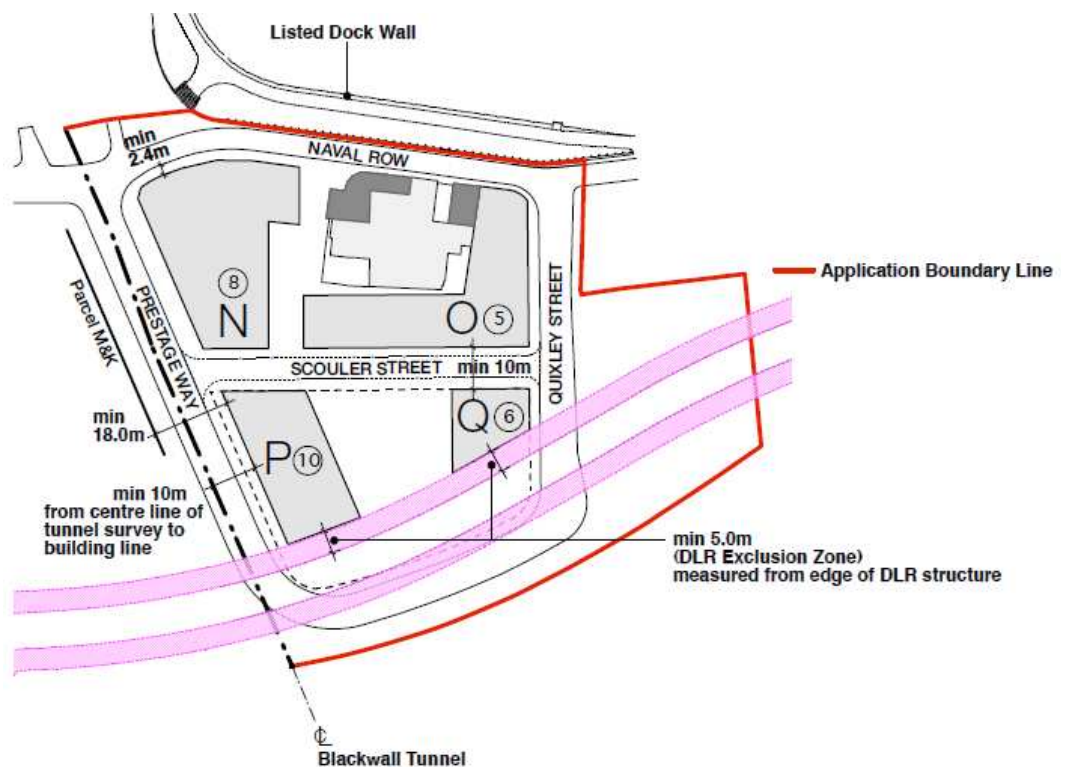


Above: Parameter plan for Southern Character Area with maximum heights encircled

- 8.77 The design & access statement details that the spaces under the DLR could provide opportunities for new youth facilities, wheeled play and ball games as well as becoming a destination where people can meet and gather, incorporating a range of seating types. The design of these spaces should take into account specific guidance from the DLR when developing spaces within the curtilage of the DLR structure. The exploration of the use of the DLR undercrofts will be secured by conditions requiring the submission of a public realm strategy.
- 8.78 A pair of tall buildings with a maximum height of 35 and 40 storeys respectively, are located at the very southern end of the site, which the applicant details would sit at the centre of an emerging cluster of towers around Blackwall DLR station.
- 8.79 The perimeter buildings to Cotton Street and Poplar High Street create street enclosures and are punctuated by pedestrian routes into the new public square. The parameter plan ensures that legible routes lead through the site from the DLR and arrival square to the various destinations beyond, such as Woolmore School, the central park and the pedestrian linkages to areas south of Aspen Way.

Development Zone 4 (Eastern Character Area)

- 8.80 The Eastern Character Area is located between Naval, Quixley Street and the realigned Prestage Way. This eastern Character Area is defined by the Naval Row Conservation Area, the retention of some historic buildings, a new community activity play space and a residential garden court. The area is also divided by pedestrian and shared surface courts creating a series of interlinking routes through alleyways and small courtyards.
- 8.81 The proposed buildings range in height from a maximum of 5 storeys adjacent to retained buildings such as the Steamship public house and rising to 10 storeys adjacent to the DLR and Southern Character Area. The Design Code would ensure that each building has active residential ground floor presence that engages with the small scale street, courts and open spaces.



Above: Parameter Plan for Eastern Character Area with maximum storey heights encircled

- 8.82 The brownfield land at the very southeastern corner of the site is bisected by the DLR viaduct. In light of the height of the DLR tracks the space has good sunlight and has been designed as a whole area flowing under the DLR. The application proposes this area to be utilized as an older children playing area, which the design and access statement details as being a combination of sports, climbing, skate boarding and other spaces for relaxation. The area would natural surveillance from adjacent residential properties, whilst protection from the Aspen Way slip road would be ensured through landscape screening in the form of an ecological zone and fencing. Full details of this play area would be secured via conditions requiring the submission of a public realm strategy.
- 8.83 This area also connects the DLR station with the proposed community play space at the eastern end of the site. It is important, therefore, that this space does not dissect these adjacent spaces, yet is designed to link the two areas despite its other functions. The street in this area also accommodates 4 bus stands for the no.15 bus and provides some off street parking for the residents. The Naval Row, Quixley Street and Prestage Road will also form a one-way turnaround route for the no.15 bus, which will stand underneath the DLR track.

Assessment

- 8.84 Whilst the application is in outline form, it is considered that the overall design strategy (secured via requirements in the Design Code) and proposed layout parameters and development specification carefully balances all of the site constraints and opportunities and provides an acceptable option for the redevelopment of Blackwall Reach.
- 8.85 It should be noted that in order to address the density concerns of the GLA, together with the design and heritage concerns raised by English Heritage and LTGDC, the applicant reduced the number of proposed units from 1,700 to 1,575 – a reduction of 125. The applicant has detailed that these reductions would be targeted at parcels A1 (tall building at NW corner of application site in northern character area), C and F (the perimeter blocks on Cotton Street and Robin Hood Lane). Additional design information and images illustrating the impact of these reductions will be presented to Members at the Strategic Development Committee meeting and, should permission be granted, heights of these buildings shall be limited to the

lower parameter limit and secured via condition as suggested in section 3 of this report.

- 8.86 The general bulk, scale and mass of the building blocks proposed are considered acceptable as they respect the scale and mass of existing building within the vicinity and are not considered to be unduly overbearing or inappropriate in townscape terms. The distribution of heights is considered to be appropriate and conducive to successful placemaking. In particular, the lower buildings adjacent to the central open space allow the space to receive daylight and sunlight and present it with a human scale boundary, whilst the taller buildings to the south of the site within closer proximity of the Canary Wharf tall building cluster and adjacent to the public transport hub is considered to be acceptable. Furthermore, the tall building at the north western corner of the application site is considered to be appropriate as it assists in wayfinding through the site and in the local area.
- 8.87 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 East India Dock, Poplar High Street West, to the areas to the south of Preston's Road roundabout and to the north of East India Dock Road. The location of pedestrian routes, open spaces and play space is considered to be acceptable, as the building layout ensures that they will be well surveillanced and legible.
- 8.88 It is considered that the location of retail and commercial frontages around the Blackwall DLR station to create a hub is appropriate and in accordance with the Core Strategy and emerging Managing Development DPD, as it provides an extension to Poplar High Street. With regard to CABE's view that Cotton Street should be the principle urban road where activities should be concentrated, given the level of vehicular traffic on Cotton Street it is considered that the provision of the commercial activity is better focussed where proposed, thus creating an active and inviting public square and pedestrian friendly routes within the site.
- 8.89 Whilst the application is in outline, the visual appearance of the buildings and 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 existing fabric of the Naval Row Conservation Area and the nearby All Saints Conservation Area (Heritage and Conservation aspects are discussed in greater depth below). The proposed mix of materials are considered to be appropriate to the context of the buildings on which they are proposed, and also 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.
- 8.90 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 the Blackwall Reach area. 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.
- 8.91 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, DM24 and DM26 of the draft Managing Development DPD (2012) which seek to ensure buildings and places are of a high quality of design and suitably located.

Building Heights and Tall Buildings

- 8.92 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.

- 8.93 The tall buildings guidance paper prepared by CABI and English Heritage (EH), 'Guidance on Tall Buildings' (2007) recognises that in the right place, tall buildings can make a positive contribution to city life. Tall buildings can be included as part of outline planning applications however the CABI / EH guidance notes that "outline planning applications for tall buildings will need to include a comprehensive assessment of the site context and a visual impact assessment based on maximum and minimum scale parameters as part of the EIA".
- 8.94 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. Policy DM26 of the draft MD DPD reinforces the Core Strategy and states that buildings outside of the areas identified for tall buildings, building heights will be considered in accordance with the town centre hierarchy and will be of a height and scale that is proportionate to its location within it, whilst also being sensitive to the context of its surroundings. The policy also states that development will need to provide a transition between taller buildings in Canary Wharf and the lower heights of the surrounding areas.
- 8.95 There is an existing cluster of tall buildings that surround Blackwall DLR station and a number of extant consents for further tall structures, predominantly to the south of Aspen Way. The scale of proposed development in the southern part of the site is considered to be defined within the context of these buildings and also in the townscape context of the tall building cluster at Canary Wharf. Subject to localised impacts concerning amenity and heritage as discussed below, the principle of tall buildings to the south of the site is considered to be acceptable in principle.
- 8.96 The 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 central park. Family homes and affordable housing will generally be located away from the edges of the development and at ground floor levels and will benefit from being closer to open space.
- 8.97 As detailed above, the application proposes a tall building at the northwest corner of the site within Development Zone 1. Both the GLA and English Heritage have raised concerns regarding the principle of a tall building of up to 22 storeys in height in this location, particularly with regard to its proximity to and impact upon nearby heritage assets. This impact is discussed below.
- 8.98 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. With particular regard to the impact of building A1 in the NW corner of the site, as detailed above, the applicant has provided additional illustrative material which reduces this in height to 15 storeys, which is secured via condition. This is further discussed below in the heritage and conservation section of this report.

The Design Code

- 8.99 To ensure the principles identified above are imposed into the detailed design of each phase of the 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 development zone/character area and the various individual blocks within.

- 8.100 The Design Code sets principles and standards regarding scale, mass and building height; aspect and orientation; open space and public realm; street widths, footways, shared surfaces, planting and landscaped areas; relationship of building block frontages with public realm; details of amenity and play space, balconies and back gardens; commitment to London Housing Design Guide standards and inclusive access standards; sustainability, materials, public art, parking location and access.
- 8.101 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 Blackwall Reach.

Heritage & Conservation

- 8.102 PPS 5 sets out the Government's objectives in respect of the historic built environment. These are defined as: delivering sustainable development; conserving England's heritage assets in an appropriate manner; and contributing to knowledge and understanding of the past by capturing evidence from the historic environment and making this publically available.
- 8.103 Policies 7.3, 7.4, 7.8, 7.9 and 7.10 of the London Plan (2011) and the draft London World Heritage Sites – Guidance on Settings SPG (2011), saved policies DEV1 and DEV34 of the LBTH UDP (1998), policies DEV2, CON1 and CON2 of the Interim Planning Guidance (2007), policies SP10 and SP12 of the Core Strategy Development Plan Document (2010) and policies DM24, DM26, DM27 and DM28 of the draft Managing Development DPD (Proposed Submission Version January 2012) seek to protect the character, appearance and setting of heritage assets and the historic environment, including World Heritage Sites.
- 8.104 London Plan policies 7.11 and 7.12 of the London Plan (2011), policy SP10 of the Core Strategy Development Plan Document (2010) and policies DM26 and DM28 of the draft Managing Development DPD (Proposed Submission Version January 2012) seek to ensure large scale buildings are appropriately located and of a high standard of design whilst also seeking to protect and enhance regional and locally important views.

Strategic Views

- 8.105 Assessment point 5A.1 of the Draft Revised London View Management Framework is relevant to the application (relating to the General Wolfe Statue in Greenwich Park overlooking Maritime Greenwich World Heritage Site). The townscape conclusions suggest that the proposed development would be visible but there would be no significant impact on the setting of the view or the Outstanding Universal Value of the World Heritage Site. Neither the GLA nor English Heritage raise any objections in this respect.

Local Views and Impacts

All Saints

- 8.106 As detailed above within section 4 of this report, there are a number of conservation areas within close proximity of the application site. As mentioned above, the Naval Row Conservation Area is partially located within the site boundary, which contains listed features. All Saints Conservation Area is located opposite the site to the west, on the opposite side of Cotton Street, the focus of which is the Grade II* listed All Saints Church, its churchyard and Grade II listed rectory on the opposite side of Newby Place. The St Mathias Church Poplar and Lansbury Conservation Areas are located further to the west. To the north of the application site to the north of East India Dock Road lie St Frideswide's and the

Balfron Tower Conservation Areas.

- 8.107 Both the GLA and English Heritage have raised concerns with regard to the proposed impact of building A1 (min 50m high, max 79m) in the northwest corner and perimeter blocks B and C (min 30m high, max 39m high) along Cotton Street upon the All Saints Conservation Area and the setting of the Grade II* listed All Saints Church.
- 8.108 Following receipt of these comments, the applicant has revised the proposal, reducing the number of units from 1,700 to 1,575. The applicant has detailed that these reductions would be targeted at parcels A1, C and F. Additional design information and images illustrating the impact of these reductions will be presented to Members at the Strategic Development Committee meeting. It is considered that a condition restricting the height of building A1 to a maximum height of 50 metres within the approved parameter plans, and the restriction of building C to a maximum of 30 metres in height would ameliorate their impact upon the aforementioned heritage assets.

Naval Row

- 8.109 The southern character area is identified as the main location of large scale and tall buildings. It sits in the context of the listed dock wall and a row of low scale heritage assets along Naval Row. Whilst the submitted views assessment details that the setting of the conservation area would undoubtedly alter as a result of the proposal and the backdrop of the proposed tall buildings, the more intimate elements of the conservation area will be retained – i.e. the pedestrian experience and narrow nature of Naval Row, the raised tree lined walkway, and the experience of these buildings viewed from the street.
- 8.110 Both English Heritage and LTGDC have raised concerns with regard to the impact of the proposal upon the Naval Row Conservation Area and the listed buildings in and around it. Whilst there would be new impacts upon the setting of the conservation area, it is considered that the applicant's response as detailed within the Design Code and parameter plans is appropriate. In particular, the broad approach of stepping down in scale and the appropriate use of materials which seek to complement the form and materials of existing buildings and the preservation of the existing line of mature trees, which would maintain the intimacy of the conservation area. Accordingly, both GLA and LBTH officers are content that the group value of the listed buildings and the conservation area would be preserved, whilst the control documents would ensure that their setting would not be harmed.

Balfron and surrounds

- 8.111 It is not considered that the proposal would have a detrimental impact upon the setting of the nearby listed Balfron Tower or the character and appearance of the conservation area.

Robin Hood Gardens and Woolmore Primary School

- 8.112 The submitted Heritage Statement states that most of the existing buildings on the site are not of sufficient heritage significance as to warrant their retention. With particular regard to the Robin Hood Gardens buildings, it should be noted that the Department for Culture, Media and Sport granted a Certificate of Immunity from listing for a period of five years on 13th of May 2009.
- 8.113 With regard to the existing buildings, the applicant has stated the following:

“Dating from 1972, the homes in Robin Hood Gardens require substantial repairs. The built fabric quality is poor and the buildings are deteriorating. There are significant defects to the external envelope, roof coverings, bathrooms, kitchens, electrical wiring and other service infrastructures. It was estimated when the Council's Cabinet adopted the development framework in 2008 that at least £20 million would be required to

remedy these defects and bring the dwellings up to a satisfactory standard to deliver sustainable improvements. Whilst some attributes of the original urban design approach remain sound, Robin Hood Gardens is generally accepted as a flawed design approach”

- 8.114 It is considered that the Robin Hood Gardens buildings are not of special architectural or historic interest and so can only be allocated a low level of heritage significance. It is therefore considered that the overall range of benefits of the proposal to regenerate Blackwall Reach is considered to outweigh their loss.
- 8.115 With particular regard to Woolmore Primary School and the objections raised by local residents and the 20th Century Society, the applicant has provided a detailed heritage appraisal of the school building and do not consider it to be a heritage asset as defined within Annex 2 of PPS5. In particular, the applicant notes that the building has been heavily altered and is one of many such LCC schools in London. The applicant has also stated the following:

“Woolmore Primary School is included in the project area. There is a need to plan for an expansion of this from one form entry school to three form entry, to provide sufficient school places for the local community, including families living in new homes in the area. This is within the context of the Council needing to increase primary school places in the Borough overall, particularly in the south eastern area of the borough, to meet the needs of the rising population. Proposals for Woolmore School will take into account the need to keep the existing school open during construction of new facilities and as well as the need to plan for additional community services which may be provided from the school”

Accordingly, it is considered that the overall benefits arising from the proposal outweighs the loss of the building.

Archaeology

- 8.116 In accordance with English Heritage’s advice, archaeology conditions have been attached.

Conservation Area Consent Application (ref. PA/12/00002)

- 8.117 As detailed above, the application also seeks Conservation Area Consent for the demolition of two buildings adjacent to and on east side of Steamship Public House, Naval Row. The buildings are located within the Naval Row Conservation Area and are an unlisted, blank sided brick warehouse structure. They are not considered to make a positive contribution to the character and appearance of the Conservation Area. Neither the Council’s Conservation Officer nor English Heritage have objected to their demolition.
- 8.118 In light of the above, it is recommended that Conservation Area Consent is granted subject to the conditions suggested earlier in this report and also subject to any decision that the Department for Communities and Local Government may take, given the application is referable to them.

Housing

- 8.119 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.
- 8.120 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.

- 8.121 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 Blackwall is identified as one of such places.
- 8.122 The application proposal will deliver up to 1,575 residential units, following the demolition of 252 existing homes. This represents a net increase of 1,323 new homes.

Decant Strategy

- 8.123 With regard to the housing decant strategy, the submitted Development Specification states that all secure tenants will be re-provided a new home to meet their housing need. Whatever the final phasing strategy agreed, there will be sufficient new units, of the required sizes, to accommodate those current residents who do not wish to move away before existing homes are demolished. There will also be rehousing offers in the Intermediate tenure unit to resident leaseholders who wish to return to new homes in the development.

Affordable Housing

- 8.124 As detailed in the table below, the proposal includes 51.6% gross affordable housing provision by habitable room, or 698 units. Taking into account the 207 existing social rent units on site that are proposed to be demolished, this equates to a net provision of 43.8% affordable housing.

	Units	% of units	Habitable rooms	% Hab rooms
Affordable Social Rent	566	33.0%	2337	43.7%
Affordable Intermediate	132	10.2%	417	7.8%
Total Affordable	698	43.2%	2754	51.6%
Market Sale	877	56.8%	2588	48.4%
Total	1575	100%	5342	100%

Above: The proposed tenure mix

Housing Type and Tenure Mix

- 8.125 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.
- 8.126 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.
- 8.127 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 rented homes to be for families.
- 8.128 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).
- 8.129 The proposed ratio of social rent to intermediate units is 85% - 15% based on the gross provision, and 79% - 21% net when taking into account the existing social housing to be

demolished.

8.130 The table below shows the applicant's indicative unit and tenure mix:

	Social Rent units	Intermediate units	Market Sale units
1 Bed	99	6	227
2 Bed	164	114	558
3 Bed	189	9	92
4 Bed	96	3	
5 Bed	18		
Totals	566	132	877

Above: Summary of indicative tenure unit mix

8.131 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's preferred dwelling mix:

		Affordable Housing						Private Housing		
		Social Rent			Intermediate			Market Sale		
Unit size	Tot Unit	Unit	%	LBTH target %	Unit	%	LBTH target %	Unit	%	LBTH target %
1bed	332	99	17%	30%	6	5%	25%	227	26%	50%
2bed	836	164	29%	25%	114	86%	50%	558	64%	30%
3bed	290	189	33%	30%	9	7%	25%	92	10%	20%
4bed	99	96	17%	15%	3	2%		0		
5bed	18	18	3%		0			0		
Total	1575	566	100	100	132	100	100	877	100	100

Above: Indicative unit and tenure mix

8.132 The application proposes Social rented housing. This is defined as:

“Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency as a condition of grant”

8.133 The Council's Housing team are supportive to the provision of social rent housing and have stated that that the provision of this is an important element of the regeneration plans for the estate. These units will be let at target rent levels which are controlled by the government's National Rent Regime and will be confirmed at reserved matters stage.

8.134 The Council's Housing team have noted that there is a noticeable under-provision of one bed units. A total of 17% of the social rent units (30% required by policy), 5% intermediate units (25% policy) and 26% sale units (50% policy) are proposed. There is a consequential over-provision of 2 bed units which in both intermediate and the social rent tenures is significantly larger than the SHMA researched demand-led policy indicates. It is also noted that there is an overprovision of 2 bedroom units within the private housing provision.

8.135 In terms of family accommodation, the overall percentage of family units across the scheme is 26% which falls short of the Borough's target of 30%. In particular, there is an under-

provision of family housing within the intermediate and private units. However, the provision of family units in the rented tenure equates to 53.5% which exceeds the target of 45%. Considering the overall uplift in affordable housing provision, this is considered to be acceptable on balance.

- 8.136 The applicant has acknowledged that elements of the proposed housing mix fail to meet policy targets at this stage and states that the unit mix could be revisited at reserved matters stage. The provision of 51.6% gross affordable housing will be secured via the S106 agreement at outline stage. Proposed revisions to the indicative mix will be agreed at reserved matters stage, but will ensure that overall affordable provision and proportions of family housing do not fall below the levels reported here.
- 8.137 On balance, it is considered that the proposal would provide an acceptable mix of housing 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 it is considered that 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.

Internal Space Standards

- 8.138 The BRRP planning application is in outline and the internal arrangements are yet to be designed in detail. However, the applicant is committed to meeting the internal space standards set out within both the Housing Design Guide and London Plan. The accompanying Design Code, requires that detailed reserved matters applications accord with the internal space standards in accordance with the Housing Design Guide and London Plan.

Private and Communal Amenity Space

- 8.139 Policy HSG7 of the LBTH IPG (2007) states that all new housing amenity spaces should be designed to be fully integrated into a development and should be located so that they are safe, maximise accessibility and usability, and do not detract from the appearance of a building. Policy HSG7 also sets out minimum thresholds for private amenity space in relation to unit sizes. Table DC2 of LBTH IPG (2007) sets out minimum standards for private amenity space.
- 8.140 The Mayor's Housing Design Guide (2010) recommends that a minimum of 5 sq. m of private outdoor space is provided for 1-2 person dwellings and an extra 1 sq. m is provided for each additional occupant. The Council's draft Managing Development DPD adopts the same standard.
- 8.141 The BRRP planning application is in outline only and so has not carried out a detailed assessment of proposed private and communal amenity space against the above standards. Private and communal amenity space will be designed at reserved matters stage. However, the submitted Design Code requires that the reserved matters applications accord with the private amenity space standards as set out by the Mayor's Housing Design Guide (2010) and therefore the draft Managing Development DPD, i.e. a minimum of 5 sq. m for 1-2 person dwellings and an extra 1 sq. m for each additional occupant. The Design Code details that this will largely be provided by a mixture of balconies and roof terraces.

Child Play Space

- 8.142 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 sq.m of useable child play space per child).

- 8.143 Using LBTH child yield calculations and based on the submitted indicative unit mix, the proposed development is anticipated to deliver 879 children and accordingly the development should provide a minimum of 8790 sq.m of play space in accordance with the London Plan and the emerging MD DPD's standard of 10sq.m per child. The submitted public realm strategy details that the development proposes to deliver 8,315 sq.m of play space.
- 8.144 Whilst there is an apparent shortfall of 475sq.m of child play space, it should be noted that the unit mix is presently indicative and is therefore subject to deviation at reserved matters stage. Furthermore, it should be noted that the play space is proposed to be provided on site,
- 8.145 A condition has been attached requiring the submission of details of the play space strategy for each phase. At this stage, the child yield of the finalised unit mix can be reviews and the provision of the appropriate amount and typology of play space provided accordingly.
- 8.146 The submitted public realm strategy sets out basic principles and typologies for the proposed play space in terms of the location, distance, level of boundary treatment, character, age group and likely form of equipment. In particular, the strategy details that the following will be provided on site:
- Adventure playgrounds;
 - Sport recreation space such as a multi use games area;
 - Skate park and bike park; and
 - Fitness trails or other age appropriate equipped areas
- 8.147 Importantly, the Design Code at requirement R2-17 states that the play provision will accord with the GLA's Providing for Children and Young People's Play and Informal Recreation SPG (2008).
- 8.148 Accordingly, the Design Code officers an assurance that a policy compliant level of child play space which accords with age group requirements and design standards would be secured on site. Accordingly, the proposal is considered to accord with the aforementioned policies.

Wheelchair Housing and Lifetime Homes Standards

- 8.149 Policy 3.8 of the London Plan and Policy SP02 of the LBTH Core Strategy require that all new housing is built to Lifetime Homes Standards and that 10% is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users.
- 8.150 The accompanying Design Code ensures that the detailed design of units will accord with the above London Plan and LBTH requirements in terms of wheelchair accessibility and Lifetime Homes Standards.

Open Space

- 8.151 Policy 7.18 of the London Plan supports the creation of new open space in London to ensure satisfactory levels of local provision to address areas of deficiency. London Plan Policy 7.5 seeks to ensure that London's public spaces are secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces and the development proposals

will accord with the objectives of this policy.

- 8.152 Policies DEV12 and HSG16 of the LBTH UDP, Policy DEV13 of LBTH IPG, and policies SP02, SP04 and SP12 of the LBTH Core Strategy promote the good design of public spaces and the provision of green spaces.
- 8.153 The applicant has calculated that the existing amount of useable public open space across the site is 10,707 sq. m. This includes 7,350 sq. m for the Millennium Green within Robin Hood Gardens Estate. As set out within the submitted Development Specification, the outline planning application requires the provision of a minimum of 18,000 sq. m public open space across the site. There will therefore be a significant uplift in the quantum of open space provided. The parameter plans require that a central area of open space is provided of at least 8,800 sq. m, which is larger than the existing Millennium Green. In total, the additional 7,293sq.m of public open space as proposed equates to an uplift of 68% uplift.
- 8.154 The proposed amount of open space provided within the development falls below LBTH's standard of 12 sq. m per one person (in order to achieve 1.2 ha per 1,000 residents as set out in the LBTH 2006 Open Space Strategy), and would provide approximately 6sq.m per person. Accordingly, the Council's CLC department have requested a financial contribution of £1,000,000 to mitigate this impact, which would be used to provide and improve public open spaces in the borough.
- 8.155 On balance, it is considered that the scheme benefits outweigh the net loss of open space per capita as a result of the proposal. The submitted public realm strategy and Design Code have provided officers with sufficient comfort that the quality of open space that would be provided within the development would be of a high standard. Accordingly, it is considered that the proposal is acceptable in this regard.

Amenity

Daylight, Sunlight and Overshadowing

- 8.156 Guidance relating to daylight and sunlight is contained in the Building Research Establishment (BRE) handbook 'Site Layout Planning for Daylight and Sunlight' (2011).
- 8.157 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.
- 8.158 Section 9 of the Environmental Statement considers the impacts of the development with respect to daylight and sunlight.

Daylight

- 8.159 For calculating daylight to neighbouring properties, affected by a proposed development, the primary assessment is the vertical sky component (VSC) method of assessment together with the no sky contour (NSC) assessment where internal room layouts are known or can reasonably be assumed. The 2011 BRE guide emphasises the VSC assessment as the primary method of assessment. The independent assessor of the daylight and sunlight impacts of the proposal also recommends that the Average Daylight Factor (ADF) results are considered and where these are higher than the recommended minimum standard set out in Appendix C of the BRE report, then consideration should be given to accepting those buildings as having suitable internal illuminance, particularly where the VSC result is still relatively good for an urban location.

- 8.160 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.

- 8.161 The daylight assessment for the new blocks to be constructed has been carried out by testing regular points on the elevations of the buildings, given the outline nature of the application. The independent assessor states:

“I agree that this is an appropriate method of assessment where detailed design has yet to be undertaken. I also agree with the comment in paragraph 9.5.36 that for most of the development scheme it is expected that suitable levels of interior daylighting can be achieved through appropriately sized windows and rooms and by detailed design generally. Blocks can be designed to place secondary rooms in locations of poorer daylight and sunlight and any external balconies will need to be sited in locations that do not materially reduce the access of daylight and sunlight to those elevations where access of light is already likely to be poor”

- 8.162 In terms of daylight impacts upon surrounding buildings, the results indicate that there the results for Wharfside South are poor and the building would be left with low levels of VSC and ADF with 44 rooms failing both standards. The applicant has responded to this matter by stating that the impact on Wharfside South is considered minor by virtue of the building having deep balconies on the east façade, such that minimum recommended levels of daylight are not achieved and therefore argue that the dwellings do not currently enjoy substantial daylight amenity.
- 8.163 Given the outline nature of the application and the urban character of the site, it is considered that the proposed impact of the proposal is acceptable on balance. Full assessment of daylight and sunlight impacts will be undertaken at reserved matters stage.
- 8.164 With regard to the daylight impacts of the development upon itself, blocks E2, E3, E4, J, M, N and P are identified as having potentially low levels of daylight as proposed. However, it is noted that the blocks are potentially capable of being designed to meet the required standard by detailed design of actual room layout at reserved matters stage, through appropriate layout and design. Therefore on balance, the applicant has shown that there is scope for designing proposed flats to have adequate daylight.

Sunlight

- 8.165 The independent assessor of the daylight and sunlight impacts of the proposal concludes that the proposed development does not generally have an adverse impact on sunlight to neighbouring properties. For sunlight to elevations within the development, there are some areas where sunlight will be substandard, particularly to Block F2, the south elevation of Block M and the west elevation of Block N, however this could be addressed at reserved matters stage when considering residential unit layouts as well as block dimensions and scale.

Overshadowing

- 8.166 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”*.
- 8.167 The results for the proposed development show that the proposed amenity spaces within the development, including the central park and the southern square adjacent to the DLR station

would meet the 2011 BRE guidelines for shadowing and that the impact should therefore be considered to be acceptable.

Air Quality

- 8.168 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 and SP10 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.
- 8.169 The Air Quality assessment (chapter 16 of the Environmental Statement) suggests there are two key distinct elements regarding changes to air quality – during construction and the development itself. During construction it is intended that the construction process will be managed in accordance with the Council's Code of Construction Practice, which clarifies a number of obligations to mitigate against potential air quality deterioration. Regarding the air quality in the completed development, it is highlighted that the design of appropriate mitigation methods will be determined at reserved matters stage, once the layout and design of buildings is fixed.
- 8.170 On balance and subject to the imposition of appropriate conditions, 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. The Borough's EHO has not commented however, it is recommended that the submission of a Construction Environmental Management Plan be conditioned prior to commencement.
- 8.171 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

- 8.172 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).
- 8.173 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.
- 8.174 Due to the site's proximity to significant highways and the location of many of the proposed residential blocks backing on to those carriageways, areas of the development fall within *Category D* of PPG24 and the Borough's EHO has objected to the application, noting the site's unsuitability for residential occupation.
- 8.175 The surround key transport routes are major constraints to the development in terms of noise and vibration. 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 future occupiers of Blackwall Reach. The submitted noise assessment states that the extent to which mitigation is required will be determined by the final orientation and dimensions of the buildings, which will be set at the reserved matters stage. The noise assessment states that all buildings would comply with required internal

noise levels. Amenity areas within the development site have also been designed to that they are sheltered from the noise by the perimeter blocks in order to provide relatively quiet residential environments.

- 8.176 As such, a balanced view has had to be taken with regard to the EHO's objection on grounds of noise. It is 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.
- 8.177 The Borough's EHO has also advised that if the application is to be approved, conditions should be attached with regard to the attenuation measures. 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 for future and existing neighbouring occupiers.
- 8.178 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).

Sense of Enclosure and Outlook

- 8.179 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.
- 8.180 Much of the site is an island, cut off from surrounding areas by the existing road infrastructure. Thus there are few buildings that are directly adjacent to the site and the impact of the proposal is largely internal, upon itself.
- 8.181 The development scheme is closely linked to improvements in open space and public realm improvements, with buildings set around open spaces or new 'squares'. This provides good separation distance between buildings in excess of privacy distance requirements and ensures no adverse impacts on their outlook. The parameter plans also instil minimum separation distances between blocks to ensure that no occupiers would encounter an undue sense of enclosure.
- 8.182 It is considered that based on the parameter plans and design code, the development affords acceptable levels of outlook for residential occupiers. Each phase should be assessed at reserved matters stage when the layout of residential units and open spaces is known.
- 8.183 The proposals are therefore generally in keeping with the abovementioned policies.

Energy & Sustainability

- 8.184 At a national level, PPS22 and PPS1 encourage developments to incorporate renewable energy and to promote energy efficiency.
- 8.185 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).

- 8.186 The information provided in the submitted energy strategy is principally in accordance with adopted the climate change policies. 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. The Council's Sustainability & Renewable Energy Team have commented that the proposed development will need to ensure it complies with draft Policy DM29 of the draft Managing Development DPD (2012) which requires:

2011-2013 = 35% CO2 emissions reduction;
2013-2016 = 50% CO2 emissions reduction; and
2016-2031 = Zero Carbon

- 8.187 The applicant will need to detail how the new targets can be delivered for the relevant phases and subsequent planning applications prior to the reserved matters stage. These subsequent energy strategies should demonstrate how the applicant will seek to minimise CO2 emissions through the steps of the energy hierarchy and in accordance with the outline Energy Strategy dated January 2012. Any subsequent application energy strategy will need to detail a feasibility study into the maximisation of renewable energy technologies on-site. As the proposals are for an outline application a condition has been attached to ensure a detailed energy strategy and sustainability strategy per phase are submitted to demonstrate the design is in accordance with the policies at the time of reserved matters applications.
- 8.188 The submitted energy strategy has emerged from a process of evaluation the technical and economic feasibility of a series of potential alternative energy options including photo-voltaic cells, solar hot water, ground source heat pumps, air source heat pumps, micro wind power and biomass. The energy statement states photovoltaic (PV) cells technology can potentially provide a source of on site renewable energy (Be Green) with a potential to achieve approximately 1,525kW of PV panels across the potential roof capacity of the development (5,640sqm). It is recommended that a minimum amount of PV cells are secured through a condition.
- 8.189 In addition to the technologies the development proposes a central energy plant with 3 x conventional centralised gas boilers (temporary). These technologies and the CHP option have been endorsed by the GLA and Tower Hamlets energy officers subject to one single energy centre being in place by the completion of Phase 3 and 4. To date the GLA have not had confirmation from the applicant that they will commit to a single energy plant and decommission the 3 temporary CHP plants in Phase 1A, 1B, 2. It is therefore recommended that the feasibility of this is sought by condition accordingly with a further commitment to explore the feasibility of establishing a pipe network infrastructure across the site to serve the development zones. This can be sought within the energy strategy condition.
- 8.190 In terms of district heating network and the development's ability to connect to the wider area beyond the site boundary, the applicant has undertaken an investigation that concludes that the site is too far from the wider heat network in this area of East London. High cost is also identified as preventing connection to district heat network. The GLA and energy officers recommend that, in order to substantiate this, a condition requiring a full feasibility study investigating future connection to the district heat network is required upon completion of Phase 3.
- 8.192 Finally, the overall sustainability rating of all new residential development is required to

achieve a minimum of Code for Sustainable Homes Level 4 and all commercial development to achieve a BREEAM 'Excellent' rating on non-residential land uses. The submitted Energy Statement sets out the commitment to achieving these rating and targets which is supported by officers. As per above a condition requiring each phase at reserved matters submission will be required to ensure the development meets the highest levels of sustainability and energy efficiency in accordance with the current day policy standards at the time of any subsequent planning application.

Contamination

- 8.193 In accordance with the requirements of PPS23, saved UDP policy DEV51 and policy DM30 of the Managing Development DPD (proposed submission version 2012), the application has been accompanied by an Environmental Statement which suggests that there is potential of shallow soil/groundwater contamination, soil gas generation and a remediation strategy is provided. The Council's Environmental Health department does not object to these findings and recommends conditions to secure this strategy accordingly.
- 8.194 A condition to secure further exploratory works and remediation has been attached as requested.

Flood Risk

- 8.195 Planning Policy Statement 25 (PPS25), Policy 5.12 of the London Plan (2011) and Policy SP04 of Tower Hamlets CS (2010) relate to the need to consider flood risk at all stages in the planning process.
- 8.196 The development falls within Flood Risk Zone 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 potential flood mitigation options.
- 8.197 These options include setting all habitable (sleeping accommodation) finished floor levels above the 1 in 1000 year plus climate change breach level; all finished ground floor levels raised 300mm above predicted breach levels, or the ground floor designed to incorporate flood resilient construction measures and predicted flood levels to be considered at detailed design stage for basement access and in the ground floor design to ensure flood waters will not impact infrastructure and properties located within the basement and ground floors of the proposed development.
- 8.198 The FRA acknowledges that the ground level within the development site will change significantly during the detailed design and recommends the model is rerun with the proposed ground levels. This information will further inform the necessary mitigation in terms of finished floor levels of the residential component, and whether safe access is achievable.
- 8.199 Accordingly, the EA have suggested a condition to secure details of finished floor levels, set no lower than 300mm above the predicted flood levels.
- 8.200 The application also proposes a surface water management strategy that aims to reduce the off-site discharges to rates where practical. The EA has reviewed this, and recommended a condition to secure the submission of a surface water drainage scheme.
- 8.201 Subject to the inclusion of conditions as per the recommendation of the EA, it is considered that the proposed development by virtue of the proposed flood mitigation strategy complies with PPS25, Policy 5.12 of the London Plan (2011) and Policy SP04 of the Core Strategy (2010).

Environmental Impact Assessment

- 8.202 The proposed development falls within the category of developments referred to in paragraph 10(b) of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) regulations 2011.
- 8.203 As the proposal is likely to have significant effects on the environment, it is required to be subject to environmental impact assessment before planning permission is granted. Regulation 3 of the EIA Regulations precludes the grant of planning permission unless prior to doing so, the Council has taken the 'environmental information' into account. The environmental information comprises the applicant's Environmental Statement (ES), any further information submitted following request under Regulation 22 of the EIA Regulations, any other substantive information relating to the ES and provided by the applicant and any representations received from consultation bodies or duly made by any person about the environmental effects of the development.
- 8.204 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
- 8.205 As the application is in outline, 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 parcels'. Should the scheme be approved, the parameters will be fixed in order to keep the development within those assessed in the Environmental Statement 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 Environmental Statement and further information on which this current application has been determined they may need to be reassessed and/or a new application submitted.
- 8.206 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. These issues have been satisfactorily addressed by the applicant and further review concluded that the ES have adequately addressed all the requirements of the EIA regulations.
- 8.207 The applicant has however submitted supplementary information to the original ES which addresses the impact of the scheme at a reduced scale of 1,575 units. This supplementary information ('Environmental Statement: Supplementary Information', February 2012) has also been reviewed by the LUC, who concluded that the proposed scheme changes do not lead to any changes within the ES in terms of adverse impacts as the reductions in scale all lie within the initially assessed parameters. The supplementary information,

therefore, when considered alongside the original ES, also satisfies the requirements of the EIA regulations.

- 8.208 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.
- 8.209 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.

Health Considerations

- 8.210 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.
- 8.211 Policy SP03 of the Core Strategy (2010) seeks to deliver healthy and liveable neighbourhoods that promote active and healthy lifestyles, and enhance people's wider health and well-being.
- 8.212 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.
- 8.213 This development is within Blackwall and Cubitt Town Ward. The nearest current practice that has the development in its catchment area is All Saints Practice. To accommodate the expected population growth from this and other developments in the locality, a new network service hub is being developed at the Newby Place. Therefore, financial contribution of £900,000 from this development towards the lease or fit out costs for this health centre would help to improve health and active lifestyles.
- 8.214 The application will also propose public open spaces within the site which is to be delivered in each of the four phases. This will also contribute to facilitating healthy and active lifestyles for the future occupiers of the development and existing residents nearby. This new open space is approximately 18,000 sq.m and will complement the surrounding area by introducing open green spaces within this part of Poplar, including an expanded 8,800sq.m Millennium Green. Cycle routes are also included within the proposal.
- 8.215 The proposal also includes retail spaces (Use Class A1 –A5) which can include take-aways and restaurants. As the application is currently in outline and no details of the retail floorspace is provided, the details and allocation of the retail floor space will be secured through a planning condition to ensure that there is no over-concentration of any particular use types which could detract from the healthy and attractive life styles in line with policy SP03 of the Core Strategy.
- 8.216 It is therefore considered that the financial contribution towards 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.

Biodiversity

- 8.217 The London Biodiversity Action Plan (2008), Policy 7.19 of the London Plan (2011), Policy SP04 Core Strategy (2010) and Policy DM11 of the Managing Development DPD (proposed submission version 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 Managing Development DPD (proposed submission version 2012) also requires elements of living buildings.
- 8.218 Robin Hood Gardens is designated as a Site of Local Importance for Nature Conservation and therefore, the potential impact of the development on the existing habitat and ecology is likely to be significant. However, there are plenty of scope within the parameters of the proposal to significantly enhance the existing value of biodiversity and ecology through detailed design of the open spaces and buildings. This can include living roofs and walls where available, and landscaping details to encourage habitat through provision of bat and bird boxes. Such details are proposed to be secured by planning condition. In addition, a requirement of a biodiversity strategy will also be secured through a condition to show how the new park would meet the criteria for a Site of Local Importance of Nature Conservation. The proposal is considered is to provide significant opportunities to improve the biodiversity and ecology value within the area and therefore is supported.
- 8.219 The Borough's Biodiversity Officer has also confirmed that through planning conditions any impact to the existing biodiversity and ecology value can be minimised and that there are greater scope of enhancing the nature conservation on site. The proposed development is not considered to have 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.

Section 106 Agreement

- 8.220 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.
- 8.221 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.
- 8.222 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.

- 8.223 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:

- Public Realm
- Health
- Sustainable Transport

8.224 LBTH and LTGDC are the determining authorities on the development site . 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 to support the developments that are coming forward within its area.

8.225 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. In these circumstances, however, LBTH administers the majority of the site area and in light of the pending dissolution of LTGDC in 2012, it has been agreed the Borough lead on the S106 negotiations and apply the Borough's adopted SPD on Planning Obligations accordingly.

8.226 As such, based on the SPD, LBTH Officers have identified a contribution request of approximately **£14.48million**.

This can be summarised as follows:

- Education: £6,411,619
- Enterprise & Employment: £292,656
- Community Facilities: £1,004,442 and on site in-kind facility
- Public Realm: £3,000,000
- Health: £900,000
- Sustainable Transport: £44,333
- Transport for London: £2,477,360
- Monitoring & Implementation 2% of total.

8.227 The applicant has demonstrated through the submission of a viability assessment that there is no additional provision for S106 contributions beyond £14.48 million. The Council has independently reviewed this assessment and concludes that this figure is agreeable given the relative high affordable housing offer of 51.6% gross based on habitable room.

8.228 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.

Affordable Housing

8.229 As described in previous sections of this report, a minimum of 51.6% (hab room) 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 a net addition of 43.8% uplift (hab room) of new affordable homes and it is recommended that this is tied into the S106.

- 8.230 Based on the supporting viability report and the site constraints, officers accept the site circumstances and it is recommended that the proposed quantum of affordable housing is supported.
- 8.231 It is important to note that the amount of affordable housing permitted will be monitored, controlled and apportioned through phasing conditions to ensure these obligations are fulfilled throughout the lifetime of the developments implementation.

Education

- 8.232 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.
- 8.233 As such, based on the adopted Planning Obligations SPD, the increase in units results in the need for 349 additional primary school places. This amounts to a requested contribution of £4,141,880. As part of the comprehensive redevelopment of Blackwall Reach it is proposed that this sum is targeted towards the expansion of Woolmore Primary School to a 3 form entry school which forms part of this outline planning application. Should the redevelopment of the school not be forthcoming, then it is recommended that a commuted sum be secured within the S106 for Primary school places in the Borough.
- 8.234 Regarding secondary school provision the SPD calculates that the development will result in a need for 110 additional net spaces which equates to a requested £2,269,739 contribution.
- 8.235 The applicant has offered to meet both these financial contribution requests totalling £6,411,619 for education and this is welcomed by officers.

Enterprise and Employment

- 8.236 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.
- 8.237 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.
- 8.238 A financial contribution of £279,873 has been agreed with applicant towards skills and training at construction phase. In addition, a further £12,783 is sought towards jobs within the end-phase of the development.
- 8.239 The applicant has agreed to participate in the Skillsmatch programme and meet the financial contribution requests for skills and training. This is welcomed by officers.

Community Facilities

- 8.240 The SPD identifies Idea Store, Libraries, Archives, Leisure, Multi-Use Community Facilities within the Community priority.
- 8.241 With respect to community facilities a contribution of £1,064,432 is sought to contribute

towards leisure facilities in the Borough based on the SPD.

- 8.242 With regard to Idea Store and Libraries the Councils Directorate of Communities, Localities and Culture have indicated that there is sufficient capacity at Crisp Street Market Idea Store to accommodate the population uplift resulting from the development.
- 8.243 In addition to the financial contribution, the application will be delivering 500sqm of community space on site in the early phases of development. At this stage officers do not know the detailed nature of community use, access and management arrangements of the proposed facility but this will be explored at reserved matter stage in order to secure benefits for all Borough residents and is subject to on going negotiations with the applicant
- 8.244 It is worth noting that the applicant also proposes to replace and relocate the existing faith centre on Woolmore Street and a provide a new purpose built faith centre up (up to 1200 sq.m) next to the proposed residential block (A1) on Bullivant Street. 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.
- 8.245 Overall officers consider the applicants commitment to meeting the financial contribution towards leisure facilities in the borough and on site community provision as sufficient in mitigating the development impact on Council services.

Public Realm

- 8.246 Public Realm in the SPD includes Public Open Space, Streetscene and Built Environment, Highways and Public Art.

Public Open Space

- 8.247 The development is proposing 18,000sqm of new and refurbished Public Open Space, with an uplift of 7,893sqm (68%) spaces across 5 new open spaces across the site area. By applying the SPD against population uplift the development remains deficient in providing on site open space and therefore a contribution of £1,000,000 is sought to mitigate against lack of site provision.
- 8.248 The viability toolkit indicates that the scheme cannot provide any further financial contributions towards open space. Officers do however have regard to the *quality* of the open space proposed despite the shortfall in quantitative terms. At present, the existing residents of the surrounding area are served only relatively small parkland open spaces at Millennium Green and All Saints church yard which lack modern inclusive amenity and facilities.
- 8.249 It is considered that the refurbishment of existing Millennium Green and creation of 4 new open spaces together with investment in surrounding landscaping and biodiversity across the site will greatly improve open space quality and proviso. As a result the quality of life for existing and future residents will be enhanced and therefore it is considered that to some extent the quality of the open space proposed should be considered in the context of the overall shortfall.
- 8.250 Officers also recognise the significant benefit of refurbished and new open spaces across the site and will seek to ensure through the S106 and conditions that a fully detailed landscape masterplan plan is produced for the site and also per phase.
- 8.251 In light of the above, officers accept the viability constraints of this site and welcome the applicant agreement to the £1,000,000 contribution requested. Overall, officers consider the proposal mitigates its impact upon open space within the locality of the development.

Streetscene, Built Environment Improvements, Highways

- 8.252 Based on the SPD, an obligation of £2,000,000 is sought towards Street scene and Built Environment Improvements, identifying 3 public realm improvement projects abutting the site and supported by findings of the Council's recently commissioned 'Blackwall and Poplar Connectivity and Public Realm Strategy 2011'.
- 8.253 These three key project are supported by Transport for London include public realm improvements to:
- Preston Road roundabout crossings, subway refurbishment, and highway capacity;
 - Poplar High Street neighbourhood centre and pedestrian crossing over Cotton Street
 - East India Dock Road/ Cotton Street pedestrian crossings.
- 8.254 It is a long standing Council commitment to upgrade pedestrian crossing points and public realm at ground level on Preston's Road Roundabout in order to improve pedestrian links between the major centre of Canary Wharf, the River Thames and communities of Poplar and Blackwall. Currently the pedestrian crossing conditions are dangerous and unsafe with no formal or signalled crossing points at ground level. The contributions will also be pooled from this development and surrounding sites to improve the vehicular capacity of Preston Road roundabout.
- 8.255 Regarding improvements to Poplar High Street and crossing conditions at Cotton Street junction this project intends to improve the usability and quality of the existing neighbourhood centre while seeking to improve safety of the pedestrian crossings over the busy Cotton Street highway. This public realm / highways project will also seek to link with the new extension to Poplar High Street neighbourhood centre and public piazza space around Blackwall DLR station as proposed by this outline application.
- 8.256 The third public project identifies improving similar unpleasant and unsafe pedestrian crossing condition between the site and East India Dock Road shopping parade on the junction of Cotton Street.
- 8.257 In summary officers welcome the applicant's commitment to meeting the requested SPD amount of £2,000,000 towards improving public realm and highways in the immediate surrounding areas to benefit of local residents in the borough. It is therefore considered that the development adequately mitigates its impact in this respect.

Sustainable Transport

- 8.258 Officers welcome the applicant agreement to meet the requested SPD amount of £44,333 towards SMART travel initiatives that seek to promote sustainable transport in the borough.

Health

- 8.259 The SPD requests that the borough also prioritise health facilities to mitigate the increasing future population of the borough.
- 8.260 In consultation with Tower Hamlets NHS, a sum of £12,999,515 is sought towards capital costs of delivering new health facilities and revenue costs within the borough as result of the developments impact. In accordance with Circular 05/05 and CIL regulations officers consider that revenue costs should not be secured by new development. However the capital costs for new facilities is considered reasonable to secure from new development and regarding this contribution type the NHS requests a total of £2,109,899.

- 8.261 In response to this request, the applicant submitted a viability assessment that states the scheme can only afford a total £14.48 million for all S106 contribution of which only £900,000 has been secured for health facilities.
- 8.263 It should be noted that the NHS has confirmed that provision of an expanded new health centre at Newby Place (close to the site) scheduled to open in 2012/13 will seek to accommodate the displaced All Saints Surgery practice within the site boundary on Robin Hood Lane. Therefore no mitigation is necessary to offset this displacement.
- 8.264 Notwithstanding the NHS updated response, officers can verify that the applicant viability assessment as being sound in that the scheme can only afford a maximum sum of £900,000 towards health facilities. This sum together with significant improvements to open spaces, environment and accommodation at the site and within the wider area are considered to not only improve the health of residents but mitigate impact on health facilities resulting from the development. Therefore the applicants proposed financial contribution is considered acceptable.

TfL Transport

- 8.267 TfL have noted that the development is likely to generate demand for additional bus capacity and request a sum of £450,000 towards a new service to improve residents' access to public transport. The applicant has agreed to this request which is welcomed by officers
- 8.268 TfL is also seeking a contribution of £3,000,000 towards improvements towards improving Blackwall DLR station by installing a new stairway and canopy to cover the platforms. The applicant has agreed to contribute £2,000,000 and TfL have agreed this sum in principle. Officers will seek to update Members on this matter should further comments be received prior to this application being considered by the Strategic Development Committee on 15th March 2012.
- 8.269 TfL have also requested £189,000 towards a new Cycle Hire Docking Station. Officers consider that the applicant's commitment to on site cycle spaces and the recent implementation of the new Cycle Hire Docking Station on Naval Row will adequately mitigate the development's impact. However, officers have requested that a safeguarded area of land to accommodate a Cycle Hire Docking Station be secured by condition at the site to ensure future provision can be accommodated.
- 8.270 Finally a contribution of £27,360 towards Crossrail is requested by TfL which is sum measured against the non-residential floorspace uplift.

Monitoring & Implementation

- 8.271 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 Blackwall 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. 2% is considered appropriate.
- 8.272 It is recognised that the Council is both landowner (along with the HCA) and local planning authority in respect of the majority of the application. Legal advice has been sought from counsel with regards to the requirements of the section 106 agreement and the Council as local planning authority is satisfied that the provisions of s106 of the Town and Country Planning Act 1990 do not prevent a Council as landowner from entering into a s106 Agreement where such obligations fulfil all the tests (CIL Regulations and Circular 05/2005).

A condition will be sought to ensure that when land interests are acquired by future developer partners that a supplemental s106 agreement will be entered into to bind such interests.

- 8.273 However developments that secure affordable housing through s.106 agreements (as is the case for this proposal) are highly unlikely to receive grant from the HCA as they seek to reserve funding for Registered Social Landlords who specialise in providing affordable housing.

Human Rights Considerations

- 8.274 The application potentially raises some Human Rights Act 1998 implications. These are summarised in this section. In terms of relevant provisions of the Human Rights Act 1998, the following are particularly highlighted to Members:-

- 8.275 Section 6 of the Human Rights Act 1998 prohibits authorities (including the Council as local planning authority) from acting in a way which is incompatible with the European Convention on Human Rights. "Convention" here means the European Convention on Human Rights, certain parts of which were incorporated into English law under the Human Rights Act 1998. Various Convention rights are likely to be relevant, including:-

- Entitlement to a fair and public hearing within a reasonable time by an independent and impartial tribunal established by law in the determination of a person's civil and political rights (Convention Article 6). This includes property rights and can include opportunities to be heard in the consultation process;
- Rights to respect for private and family life and home. Such rights may be restricted if the infringement is legitimate and fair and proportionate in the public interest (Convention Article 8); and
- Peaceful enjoyment of possessions (including property). This does not impair the right to enforce such laws as the State deems necessary to control the use of property in accordance with the general interest (First Protocol, Article 1). The European Court has recognised that *"regard must be had to the fair balance that has to be struck between the competing interests of the individual and of the community as a whole"*.

- 8.276 This report has outlined the consultation that has been undertaken on the planning application and the opportunities for people to make representations to the Council as local planning authority.

- 8.277 Members need to satisfy themselves that the measures which are proposed to be taken to minimise, inter alia, the adverse effects of noise, construction and general disturbance are acceptable and that any potential interference with Article 8 rights will be legitimate and justified.

- 8.278 Both public and private interests are to be taken into account in the exercise of the Council's planning authority's powers and duties. Any interference with a Convention right must be necessary and proportionate.

- 8.279 Members must, therefore, carefully consider the balance to be struck between individual rights and the wider public interest.

- 8.280 As set out above, it is necessary, having regard to the Human Rights Act 1998, to take into account any interference with private property rights protected by the European Convention on Human Rights and ensure that the interference is proportionate and in the public interest.

- 8.281 In this context, the balance to be struck between individual rights and the wider public interest has been carefully considered. Officers consider that any interference with

Convention rights is justified. Officers have also taken into account the mitigation measures governed by planning conditions and the associated section 106 agreement to be entered into.

Equalities Act Considerations

8.282 The Equality Act 2010 provides protection from discrimination in respect of certain protected characteristics, namely: age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs and sex and sexual orientation. It places the Council under a legal duty to have due regard to the advancement of equality in the exercise of its powers including planning powers. Officers have taken this into account in the assessment of the application and the Committee must be mindful of this duty *inter alia* when determining all planning applications. In particular the Committee must pay due regard to the need to:

1. eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
2. advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
3. foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.283 The contributions towards various community assets/improvements and infrastructure improvements (such as access to open space and contributions to transport improvements and education) addresses, in the short-medium term, the potential perceived and real impacts of the construction workforce on the local communities, and in the longer term support community wellbeing and social cohesion.

8.284 Furthermore, the requirement to use local labour and services during construction enables local people to take advantage of employment opportunities.

8.285 The recreation and leisure related uses and contributions (which will be accessible by all), such as the improved public open spaces and play areas, help mitigate the impact of real or perceived inequalities, and will be used to promote social cohesion by ensuring that sports and leisure facilities provide opportunities for the wider community.

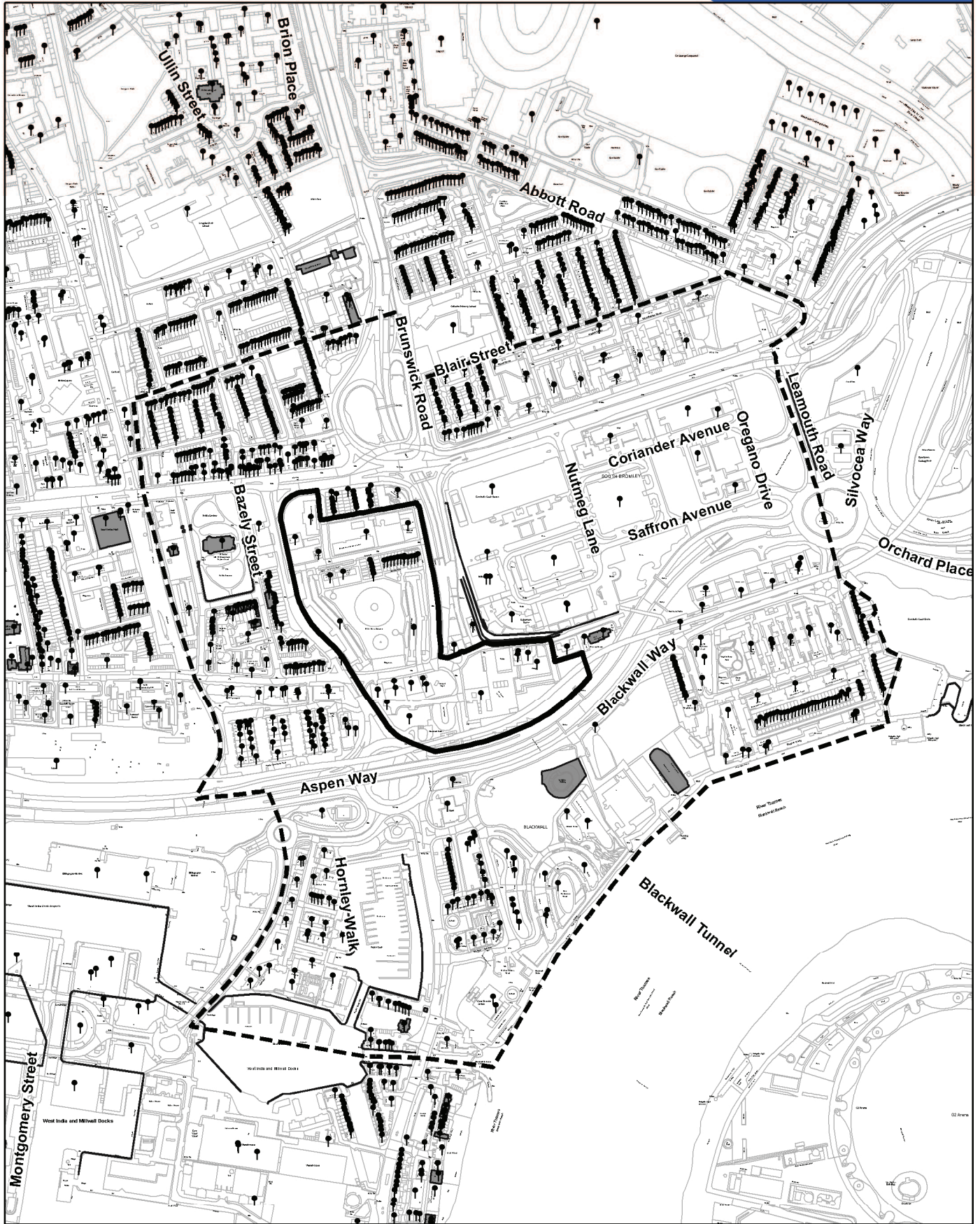
8.286 The contributions to affordable housing along with commitments to re-house existing residents support community wellbeing and social cohesion.


Conclusions

9.0 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.

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Planning Application Site Map



 Planning Application Site Boundary

 Locally Listed Buildings

 Land Parcel Address

 Consultation Area

 Statutory Listed Buildings

0 30 m




1:7,500

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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Agenda Item 6.2

Committee: Strategic Development	Date: 15 th March 2012	Classification: Unrestricted	Agenda Item No: 6.2
Report of: Corporate Director of Development and Renewal		Title: Planning Application for Decision	
Case Officer: Nasser Farooq		Ref No: PA/11/3765	
		Ward(s): Limehouse	

1. APPLICATION DETAILS

Location: Former Blessed John Roche Secondary School, Upper North Street, London E14 6ER

Existing Use: Formally a vacant school – currently a building site relating to a planning permission reference PA/10/00161

Proposal: Construction of 239 dwellings within two buildings extending to between five and ten storeys with landscaping and 92 car parking spaces.

(This application is a revision of Blocks C and D as approved within planning permission dated 21st September 2010, reference PA/10/161, and comprises an additional 12 residential units upon the 227 previously approved within these blocks)

Drawing Nos: PL(B)005 A, PL(4)009, PL(4)010, PL(4)011, PL(4)012, PL(4)013, PL(4)014, PL(4)015, PL(4)016, PL(4)017, PL(4)018, PL(4)019, PL(4)020, PL(4)021, PL(4)021, PL(4)022, PL(4)023, PL(4)026, PL(4)059, PL(4)060, PL(4)061, PL(4)062, PL(4)063, PL(4)064, PL(4)069, PL(4)070, PL(4)071, PL(4)072, PL(4)073, PL(4)074, PL(4)075, PL(4)076, PL(4)077, PL(4)078, PL(4)101, PL(4)102, PL(4)103, PL(4)104, PL(4)105, PL(4)110, PL(4)112, PL(4)113, PL(4)115 and PL(4)117.

Documents:

- Energy & Sustainability Statement dated December 2011
- Addendum Design and Access statement, dated December 2011
- Environmental Statement dated December 2011
- Environmental Statement: Non Technical Summary dated December 2011.
- Planning Statement dated December 2011.
- Highways & Transport Technical Note December 2011

Applicant: Bellway Homes Ltd and Family Mosaic Developments Ltd

Owner: Bellway Homes Ltd and EDF Energy Networks Ltd

Historic Building: N/A

Conservation Area: Lansbury Conservation Area

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. Adopted Core Strategy, IPG, London Plan, MD DPD.		Nasser Farooq 020 7364 1098

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 (Proposed Submission Version 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:

- Following the closure of the former Blessed John Roche Secondary School in 2005, the school has been deemed surplus to education requirements. As such, the principle of a residentially-led mixed use scheme is considered to be appropriate and in accordance with policy 3.3 of the London Plan (2011) saved policy DEV3 of the Unitary Development Plan (1998), policy SP02 of the Core Strategy (2010) and policy DM3 of the Managing Development DPD (proposed submission version 2012) which seek to deliver new housing and the creation of sustainable places.
- The proposal is in line with the Mayor of London and Council's policy, as well as Government guidance which seek to maximise the development potential of sites. As such, the development complies with policy 3.4 of the London Plan (2011), policy SP02 of the Core Strategy (2010) and policy DM3 of the Managing Development DPD (proposed submission version 2012) which seeks to ensure the use of land is appropriately optimised.
- The building height, scale, bulk and design is acceptable and in line with the Council's design policies and regional and local criteria for tall buildings. As such, the scheme is in line with policies 7.1, 7.6, 7.7 and 7.9 of the London Plan 2011, Policy SP10 of the adopted Core Strategy (2010), policies DM24 and DM26 of the Managing Development DPD (proposed submission version 2012), and saved policies DEV1 and DEV2 of the Council's Unitary Development Plan 1998, which seek to ensure buildings are of a high quality design and suitably located.
- Subject to conditions requiring the submission of full details and samples materials and elevation treatments, the scheme is considered to enhance the street scene and local context, posing no significant adverse impact on the character, appearance and setting of the nearby Grade II listed building nor the character and appearance of the Lansbury Conservation Area, in accordance with PPS5, Policies 7.8 and 7.9 of the Mayor's London Plan (2011) as well as Policy SP10 of the adopted Core Strategy (2010), saved policy DEV1 of the LBTH UDP (1998) and policies DM23, DM24 and DM27 of the Managing Development DPD (proposed submission version 2012), and policy which seek to protect the appearance and setting of listed buildings and conservation areas.
- On balance the proposal provides an acceptable amount of affordable housing and mix of units. As such, the proposal is in line with policies 3.9, 3.10, 3.11, 3.13 of the London Plan (2011), policy SP02 of the adopted Core Strategy (2010), saved policy HSG7 of the Council's Unitary Development Plan 1998 and policy DM3 of the Managing Development DPD (proposed submission version 2012), which seek to ensure that new developments offer a range of housing choices.
- The scheme provides acceptable space standards and layout. As such, the scheme is in line with policy 3.5 of the London Plan (2011), policy SP02 of the Core Strategy (2010), saved policies DEV1 and DEV2 of the Council's Unitary Development Plan 1998 and policy DM4 of the Managing Development DPD proposed submission version (2012), which seek to provide an acceptable standard of accommodation.

- The public amenity space within the scheme is considered to be fully accessible and also improves the permeability of the immediate area. As such, it complies with policy SP10 of the adopted Core Strategy (2010), saved policy DEV1 of the Unitary Development Plan (1998) and DM23 and DM24 of the Managing Development (DPD proposed submission version 2012) which seek to maximise safety and security for those using the development and ensure public open spaces incorporate inclusive design principles.
- It is not considered that the proposal would give rise to any undue impacts in terms of privacy, overlooking, sunlight and daylight, and noise upon the surrounding residents. As such, the proposal is considered to satisfy the relevant criteria of policy SP10 of the adopted Core Strategy, saved policy DEV2 of the Council's Unitary Development Plan (1998) and policy DM25 of the Managing Development DPD proposed submission version (2012), which seek to protect residential amenity.
- Transport matters, including parking, access and servicing, are acceptable and in line with London Plan policies 6.1, 6.3, 6.9 and 6.13 of the London Plan (2011), policy SP09 of the adopted Core Strategy (2010), policies T16 and T19 of the Council's Unitary Development Plan 1998 and policies DM20 and DM22 of the Managing Development DPD (proposed submission version 2012), which seek to ensure developments minimise parking and promote sustainable transport options.
- Sustainability matters, including energy, are acceptable and in line with policies 5.1, - 5.7 (inclusive), 5.10, 5.11 of the London Plan, policy SP11 of the adopted Core Strategy (2010) and policy DM29 of the Managing Development DPD (proposed Submission version (2012), which seek to promote sustainable development practices.
- Financial contributions have been secured towards the provision of open space, sports and recreation, leisure, highways and transportation, tree replacements, education, health and cycle route improvements, in line with Community Infrastructure Levy Regulations (2010), Government Circular 05/05, policy 8.2 of the London Plan (2011), policy SP13 of the adopted Core Strategy and saved policy DEV4 of the Council's Unitary Development Plan 1998, which seek to secure contributions toward infrastructure and services required to facilitate proposed development.

3. BACKGROUND

- 3.1 The subject site, which measures 1.77 hectares, originally comprised of the former Blessed John Roche Catholic Secondary School.
- 3.2 This was gradually closed from 2001 until the summer of 2005, following the redevelopment of the Bishop Challoner Boys School in Whitechapel. The site has since been declared surplus to educational requirements.
- 3.3 On 21st September 2011 planning permission was granted for the demolition of existing buildings and redevelopment of the site to provide: 490 residential units (Use Class C3) in six separate blocks ranging from 3-storey mews to buildings with maximum heights of 5, 6, 7, 9 and 14 storeys; a community centre (Use Class D1) retail floorspace (Use Class A1), restaurant and cafe floorspace (Use Class A3), crèche (Use Class D1) and leisure facilities (Use Class D2). The application proposed 169 car parking spaces at a partially subterranean lower ground floor level, the formation of vehicular crossovers and entrances into the site together with associated hard and soft landscaping (Planning reference PA/10/00161).
- 3.4 Given the size of the scheme, its implementation was set in phases and the site divided into four parts labelled A, B, C and D.
- 3.5 Following the grant of this planning permission all the former school buildings have now been demolished and work is currently being undertaken to implement the above planning

consent with the buildings located at A and B almost completed.

- 3.6 The provision of 12 additional units proposed in this scheme was not considered as a minor material amendment. As such, the applicant is re-applying for planning permission on Blocks C and D with the additional 12 units. The total number of units applied for in this scheme is 239. Of these, 227 have been approved under planning application PA/10/00161.

4. RECOMMENDATION

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

- 4.2 . **A** The prior completion of a **legal agreement**, to the satisfaction of the Chief Legal Officer, to secure the additional planning contributions to mitigate against the spatial impacts of the proposed 12 units. The following is a breakdown of the contributions sought.

Financial Contributions

- a) Open Space: Provide £18,456 towards open space improvements
- b) Sports and Recreation: Provide £9,381 towards the provision of and upgrade of sports and recreation facilities.
- c) Health: Provide £16,484 towards improving health within the Borough
- d) Sustainable Transport: Provide £347 towards cycle route and infrastructure provision.
- e) Construction Phase Skills and Training: £2,073
- f) Idea Stores: Provide £2,918 to Idea Stores, Libraries and Archives.

Total: **£49,659**

Non-Financial Contributions:

- g) Affordable housing contribution – of an additional 2 shared ownership units consisting of 1 x one bedroom unit and 1 x two bedroom unit.
- h) Car-free agreement
- i) Code of Construction Practice - To mitigate against environmental impacts of construction
- j) Access to employment - To promote employment of local people during and post construction, including an employment and training strategy
- k) Any other planning obligation(s) considered necessary by the Corporate Director Development & Renewal.

- 4.3 **B.** That the Committee note that the section 106 agreement which the Applicant has indicated includes additional contributions and obligations as detailed in paragraphs 9.133 - 9.138 of this report (“the Additional Contributions and Obligations”). The Additional Contributions and Obligations are as follows:

- a) Education: Provide £18,739 towards the provision of additional school places in the Borough
- b) Construction Phase Skills and Training: £2,367
- c) Open Space: Provide £1,645 towards the Bartlett Park Master Plan.
- d) Any other planning obligation(s) considered necessary by the Corporate Director Development & Renewal

Total financial contribution: up to **£22,751**

- 4.4 It is considered that the proposed planning obligations identified at **(A)** above are:

(a) necessary to make the development acceptable in planning terms;

- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

And that they constitute reasons to grant planning permission and should be taken into account when determining the planning application.

4.5 As explained at paragraph 9.133 – 9.138 of this Committee Report it is considered that the proposed Additional Contributions and Obligations identified at **(B)** above are not:

- (a) necessary to make the development acceptable in planning terms; and
- (b) that they do not constitute reasons to grant planning permission and should not be taken into account when determining the planning application.

4.6 That the Corporate Director Development & Renewal is delegated power to negotiate the legal agreement indicated above.

4.7 **N.B.** These contributions are in addition to the following contributions already secured under PA/10/00161, for the 490 units.

4.8 Financial Contributions secured under PA/10/00161

- e) Open Space: Provide £665,691 towards improvements to Bartlett Park
- f) Sports and Recreation: Provide £467,245 towards the provision of and upgrade of sports and recreation facilities within Barlett Park
- g) Highways and Transportation: Provide £255,000 towards local traffic calming measures, street lighting and footway improvement works
- h) Tree Replacements: Provide a sum of £43,500 to re-provide felled matures trees within the vicinity of the application site
- i) Education: Provide £765,204 towards the provision of additional primary school places in the Borough
- j) Health: Provide £707,115 towards improving health within the Borough
- k) Travel Plan monitoring: Provide £3,000 towards the monitoring of a sustainable travel plan
- l) Cycle Route improvements: Provide £50,000 towards cycle route and infrastructure provision as identified within Tower Hamlets' Cycle Route Implementation and Stakeholder Plan
- m) Any other planning obligation(s) considered necessary by the Corporate Director Development & Renewal

Total - £2,956,755

Non-financial contributions secured under PA/10/00161.

- n) Affordable housing contribution – 35%
- o) Car-free agreement
- p) Delivery of Church Green landscaped area as approved under planning permission reference PA/09/01354
- q) Unrestricted access to open space and through routes within application site, including Church Green
- r) Code of Construction Practice - To mitigate against environmental impacts of construction
- s) Access to employment - To promote employment of local people during and post construction, including an employment and training strategy
- t) TV reception monitoring
- u) Any other planning obligation(s) considered necessary by the Corporate Director Development & Renewal

4.9 That the Head of Development Decisions is delegated power to impose conditions and

informatives on the planning permission to secure the following:

Conditions

- 1) Permission valid for 3 years
- 2) Hours of Construction (8.00am to 6.00pm Monday to Friday 9.00am to 5.00pm on Saturdays and not at all on Sunday or Bank holidays)
- 3) Power/hammer driven piling/breaking (10am – 4pm Monday – Friday)
- 4) Submission of samples / details / full particulars of materials, glazing, landscaping & external lighting
- 5) Compliance with a Delivery and Service Plan (DSP)/Service Management Plan
- 6) Submission of a Construction Management and Logistics Plan
- 7) Compliance of full Travel Plan
- 8) Development to be carried out in accordance with Flood Risk Assessment
- 9) Compliance of a contamination risk assessment
- 10) Submission of a contamination verification report
- 11) Submission of remediation strategy if contamination not previously identified is found
- 12) Car park access ramps and car park layouts to be constructed in accordance with approved plan MBSK100603-1
- 13) Cycle parking provision to be provided and retained as detailed on submitted plans
- 14) No infiltration of surface water drainage into the ground is permitted
- 15) Piling or any other foundation designs using penetrative methods not permitted unless consent obtained from LPA
- 16) Compliance with a drainage strategy
- 17) Compliance with impact studies of the existing water supply infrastructure
- 18) Compliance with ecological enhancement measures as detailed in Environmental Statement
- 19) Lifetimes Homes standards and 10% should be wheelchair accessible across entire site
- 20) Energy efficiency and renewable energy – heat network installed in accordance with submitted Energy Strategy
- 21) Sustainable design and construction measures shall be implemented in accordance with the submitted Sustainability Statement
- 22) Nineteen disabled parking spaces to be provided across entire site.
- 23) Compliance with Way finding signage strategy to be submitted
- 24) Compliance with child play space
- 25) Compliance with plans showing 20% of vehicle parking spaces to incorporate electric car charging points
- 26) Code for sustainable homes –minimum of 12 units meeting Code level 4.
- 27) Any other planning condition(s) considered necessary by the Corporate Director Development & Renewal

Informatives

- 1) Section 106 agreement required
- 2) Section 278 highways agreement required
- 3) Contact Thames Water regarding installation of a non-return valve, petrol/oil-interceptors, water efficiency measures and storm flows
- 4) Changes to the current licensing exemption on dewatering
- 5) Contact LBTH Building Control
- 6) Contact LBTH Environmental Health
- 7) Contact Environment Agency
- 8) Contact TfL regarding requirements of Traffic Management Act 2004
- 9) Section 61 Agreement (Control of Pollution Act 1974) required
- 10) Contact London Fire & Emergency Planning Authority
- 11) Advert consent required for all signage
- 12) Contact Natural England regarding specifications for ecological enhancements
- 13) Notify HSE of any work on asbestos

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

4.10 That, if within 3 months of the date of this committee meeting the legal agreement has not been completed to the satisfaction of the Chief Legal Officer, the Head of Development Decisions is delegated power to refuse planning permission.

5. PROPOSAL AND LOCATION DETAILS

Proposal

5.1 The application proposes the construction of 239 dwellings within two buildings extending to between five and ten storeys, with associated landscaping and 92 car parking spaces. The proposed buildings are arranged around a network of public open spaces, with routes through the site linking Canton Street to the south to Lindfield Street and Bartlett Park to the north, and Hind Grove to the west with Upper North Street to the east.

5.2 The approved development PA/10/00161 known as New Festival Quarter, comprises 490 residential units, together with 684sq.m of flexible floorspace comprising of a mix of retail (Use Class A1), restaurant and café (Use Class A3), crèche (Use Class D1) and leisure facilities (Use Class D2) and a 214sq.m community centre (Use Class D1). The community centre is located on the west of the application site and is accessed via Hind Grove, whilst the commercial units are located around the approved 'Church Green' landscaped area in the south eastern corner of the site.

5.3 As a result of this application the total number of residential units across the entire site rises to 502, with 239 dwellings located at blocks C and D within this application.

5.4 The approved development including Blocks A and B propose a total of 169 vehicular parking spaces, 17 of which are for disabled purposes and 2 are allocated for an on site car club. 92 of these parking spaces are proposed in Blocks C and D within this application.

5.5 Also proposed are 711 cycle parking spaces and 36 motorcycle spaces.

5.6 The following illustrations show the building heights as approved in 2010 and as proposed within this application.

5.7



Illustration 1: Scheme as approved in 2010 (PA/10/00161)

5.8

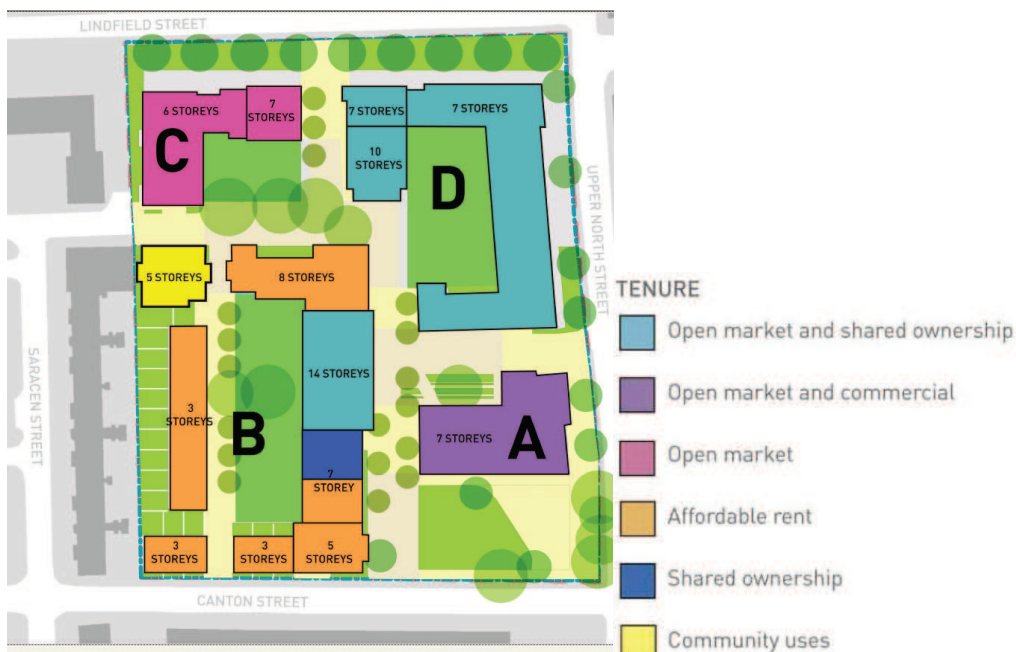


Illustration 2: Scheme as proposed under current application.

Site and Surroundings

- 5.9 The entire site is bound to the north by Lindfield Street and Bartlett Park beyond; to the east by Upper North Street; and to the south by Canton Street. The western boundary is formed by three storey housing, which fronts onto Saracen Street. The neighbouring buildings to the south and west typically range from 2-3 storey terraces, with 4 storey residential blocks to the east on Upper North Street.
- 5.10 The site is located within the Lansbury Conservation Area. The Grade II listed St Mary and St Joseph Roman Catholic Church is located directly opposite the application site to the south.
- 5.11 The site is relatively well served by public transport, with the southern half of the site having a Public Transport Accessibility Level (PTAL) of '4' and northern half that of '3'. Langdon Park and All Saints DLR stations are located approximately 675m from the site to the north east and south east respectively. The nearest Underground Station is Canary Wharf, which lies approximately 1.2km to the south. A major bus route runs along East India Dock Road (A13) to the south and additional services are available from Cordelia Street to the east of the site and from Burdett Road to the west.

Relevant Planning History

- 5.12 The following planning decisions are relevant to the application:
- PA/09/01351 Application for full planning permission, proposing the demolition of the existing school buildings and redevelopment of the site to provide: 535 residential units (Use Class C3) in six separate blocks ranging from 3-storey mews to buildings with maximum heights of 5, 6, 7, 12 and 16 storeys respectively; retail floorspace (Use Classes A1), restaurant and cafe floorspace (Use Class A3), community centre (Use Class D1) and leisure facilities (Use Class D2). The application also proposes 174 car parking spaces at a partially subterranean lower ground floor level, the formation of vehicular crossovers and entrances into the site together with associated hard and soft landscaping. This application was withdrawn on 20th October 2009.
- PA/09/01352 Application for Conservation Area Consent for the demolition of existing

school buildings to enable to enable redevelopment of site by erection of buildings from 3 to 16 storeys in height to provide 535 residential units with retail, restaurant/cafe, community centre and leisure floorspace. This application was withdrawn by the applicant on 22nd September 2009.

- PA/09/01353 This application was for Tree Works within a Conservation Area and proposed the removal of 37 trees across the school site including the removal of one Swedish Whitebeam, two Cherry 'Kanzan', one Laburnum, one Wild Cherry, two Rowans, one Apple, ten London Planes, one Cockspur Thorn, six Birches, one Elder Sycamore, one Fig, two Japanese Cherries, four Black Locusts, two Hybrid Black Poplars and two Hollies and the pruning of five London Planes. The applicant withdrew this application on 3rd September 2009.
- PA/09/01354 The application sought planning permission for soft and hard landscaping works to the "existing Church Green" area at the junction of Upper North Street and Canton Street. This application was approved on 22nd September 2009.
- PA/09/02612 Conservation Area Consent for the demolition of the existing former school buildings was granted on 27th January 2010 subject to conditions.
- PA/10/00261 This application was for tree works within a Conservation Area including removal of 37 trees, comprising one Swedish Whitebeam, two Cherry 'Kanzan', one Laburnum, one Wild Cherry, two Rowans, one Apple, ten London Planes, one Cockspur Thorn, six Birches, one Elder Sycamore, one Fig, two Japanese Cherries, four Black Locusts, two Hybrid Black Poplars and two Hollies and pruning of five London Planes (in association with planning application ref. PA/10/00261). The applicant withdrew this application on 18th March 2010.
- PA/10/00161 Demolition of existing buildings and redevelopment of the site to provide: 490 residential units (Use Class C3) in six separate blocks ranging from 3-storey mews to buildings with maximum heights of 5, 6, 7, 9 and 14 storeys; a community centre (Use Class D1) retail floorspace (Use Class A1), restaurant and cafe floorspace (Use Class A3), crèche (Use Class D1) and leisure facilities (Use Class D2). The application also proposes 174 car parking spaces at a partially subterranean lower ground floor level, the formation of vehicular crossovers and entrances into the site together with associated hard and soft landscaping. Approved on 21/09/2010.

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:

Spatial Development Strategy for Greater London (London Plan 2011)

- | | |
|------|--|
| 3.2 | Improving health and addressing health qualities |
| 3.3 | Increasing housing supply |
| 3.4 | Optimising housing potential |
| 3.5 | Quality and design of housing |
| 3.6 | Children and young people's play and informal facilities |
| 3.7 | Large residential developments |
| 3.8 | Housing choice |
| 3.9 | Mixed and balance communities |
| 3.10 | Definition of affordable housing |

3.11	Affordable housing targets
3.12	Negotiating affordable housing on individual private and residential and mixed use schemes
3.13	Affordable housing thresholds
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 proposal
5.7	Renewable energy
5.9	Overheating and cooling
5.10	Urban greening
5.11	Green roofs and development
5.12	Flood risk management
5.13	Sustainable drainage
5.21	Contaminated land
6.1	Strategic approach to transport
6.3	Assessing effects of development on transport capacity
6.9	Cycling
6.10	Walking
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	Tall buildings
7.8	Heritage assets and archaeology
7.9	Heritage-led regeneration
7.19	Biodiversity and access to nature
8.2	Planning obligations

Core Strategy Development Plan Document (adopted 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 – Poplar Vision, Priorities and Principles

Unitary Development Plan 1998 (as saved, 2007)

Proposals: Flood Protection Area
Within 200m of East West Crossrail

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
DEV43	Protection of archaeological heritage
DEV44	Preservation of archaeological remains
DEV50	Noise
DEV51	Contaminated soil
DEV55	Development and waste disposal
DEV56	Waste recycling
DEV69	Efficient use of water
EMP6	Employing local people
HSG7	Dwelling mix and type
HSG13	Internal space standards
HSG15	Development affecting residential amenity
HSG16	Housing amenity space
T10	Priorities for strategic management
T16	Traffic priorities for new development
T18	Pedestrians and the road network
T21	Pedestrians needs in new development
OS9	Children's Playspace
U2	Development in Areas at Risk from Flooding
U3	Flood Protection Measures

Managing Development DPD (proposed submission version 2012)

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
DM20	Supporting a Sustainable Transport Network
DM22	Parking
DM23	Streets and the public realm
DM24	Place sensitive design
DM25	Amenity
DM27	Heritage and the historic environment
DM29	Achieving a zero carbon borough and addressing climate change
DM30	Contaminated Land

Interim Planning Guidance for the purposes of Development Control (October 2007)

Proposals:		Flood Risk Zone 2 and 3
Policies:	DEV1	Amenity
	DEV2	Character and Design
	DEV3	Accessibility and Inclusive Design
	DEV4	Safety and Security
	DEV5	Sustainable Design
	DEV6	Energy Efficiency
	DEV7	Water Quality and Conservation
	DEV8	Sustainable Drainage
	DEV9	Sustainable Construction Materials
	DEV10	Disturbance from Noise Pollution
	DEV11	Air Pollution and Air Quality
	DEV12	Management of Demolition and Construction

DEV13	Landscaping and Tree Preservation
DEV15	Waste and Recyclables Storage
DEV16	Walking and Cycling Routes and Facilities
DEV17	Transport Assessments
DEV18	Travel Plans
DEV19	Parking for Motor Vehicles
DEV20	Capacity of Utility Infrastructure
DEV21	Flood Risk Management
DEV22	Contaminated Land
DEV25	Social Impact Assessment
DEV27	Tall Buildings Assessment
HSG1	Determining Housing Density
HSG2	Housing Mix
HSG3	Affordable Housing
HSG7	Housing Amenity Space
HSG9	Accessible and Adaptable Homes
HSG10	Calculating Provision of Affordable Housing

Supplementary Planning Guidance/Documents

Residential Space Standards
Designing out Crime

Government Planning Policy Guidance/Statements

PPS1	Delivering Sustainable Development
PPS3	Housing
PPS5	Planning and the Historic Environment
PPG9	Biodiversity and Nature Conservation
PPS22	Renewable Energy
PPS23	Planning and Pollution Control
PPS25	Flood Risk

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

LBTH Access to Employment

7.2 The developer should exercise best endeavours to ensure that 20% of the construction phase workforce will be local residents of Tower Hamlets.

7.3 20% goods/services procured during the construction phase should be achieved by businesses in Tower Hamlets.

7.4 Sought a financial contribution of **£2,073** 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. This contribution will be used by the Council to provide and procure the support necessary for local people who have been out of employment and/or do not have the skills set required for the jobs created.

7.5 *Officer comment: The final s106 package includes the £2,073 contribution, and an access to employment agreement.*

LBTH Biodiversity

7.6 The revised plans do not significantly alter impacts on or benefits to biodiversity compared with the permitted scheme. The proposed green roofs should be secured by condition

7.7 *Officer comment: this will be secured via condition as per PA/10/00161.*

LBTH Crime Prevention Officer

7.8 The Crime prevention officer has made some minor suggestions with regards to the security of the scheme, however consider the proposal acceptable.

LBTH Communities, Localities and Culture (CLC)

7.9 CLC have requested the following contributions are sought based on the Planning Obligations SPD:

- 7.10
- An additional contribution of £2,918 is required towards Idea Stores, Libraries and Archives.
 - A contribution of £9,381 is required towards Leisure Facilities.
 - An additional contribution of £18,456 is required towards Public Open Space.
 - Smarter Travel Contribution An additional contribution of £347 is required towards Smarter Travel.

7.11 *Officer comment: these have been incorporated into the s106.*

LBTH Education Development

7.12 No comments received.

7.13 *Officer comment: Please refer to paragraphs 9.133 – 9.138.*

LBTH Environmental Health

Contaminated Land

7.14 No Comment

7.15 *Officer Comment: As detailed above, a condition requiring a site investigation has been added.*

Health and Safety

7.16 No comments received

7.17 *Officer Comment: Informatives will be attached accordingly, as detailed above.*

Noise and Vibration

7.18 No comments received.

7.19 *Officer comment: The conditions attached to PA/10/00161 controlling construction, servicing and plant equipment will be reproduced for this application.*

LBTH Highways

- 7.20 No objections on Highway grounds to the additional 12 units. If planning permission is granted then please retain/reproduce the conditions and informatives attached to PA/10/00161
- 7.21 *Officer comment: This is noted and the conditions/ informatives are proposed to be reproduced.*

LBTH Landscape Section

- 7.22 No comments received
- 7.23 *Officer comment: the final landscaping will be controlled via the imposition of a condition.*

LBTH Parks & Open Spaces (Arboricultural Officer)

- 7.24 Due to the increase in residential units, a corresponding increase in tree planting is requested at a rate of one extra tree per extra unit. Trees may be planted at Parks locations, funded by developer.
- 7.25 *Officer comment: Significant landscape works were approved under PA/09/01354 and a contribution to replace 10 existing trees were secured under planning application PA/10/00161. Furthermore, a significant contribution has been secured towards public open space, which can be used for tree planting. Accordingly, it is not considered necessary to secure the planting of further trees.*

LBTH Waste Policy and Development

- 7.26 The impact on waste storage and collection is considered minimal. Bin capacity for both recycling and domestic refuse acceptable.

Tower Hamlets Primary Care Trust (PCT)

- 7.27 A total Capital Planning Contribution of £16,484 is sought for the development.
- 7.28 *Officer comment: Given the scale of the development, the total capital planning contribution of £16,484, is considered to meet the tests required under Regulation 122 of CIL Regulations 2010.*

English Heritage (Statutory Consultee)

- 7.29 No objections raised.

Environment Agency (Statutory Consultee)

- 7.30 No objections subject to conditions.
- 7.31 *Officer comments: these conditions are the same as those previously requested and will be reproduced onto this scheme.*

Greater London Authority (GLA - Statutory Consultee)

- 7.32 The GLA have advised that this application has no strategic issues and the Mayor of London does not need to be consulted further on this application. London Borough of Tower Hamlets can proceed to determine the application without further reference to the Greater

London Authority.

London Development Agency (Statutory Consultee)

7.33 No comments received

London City Airport (Statutory Consultee)

7.34 No comments received.

7.35 *Officer comment: Given the maximum height of the buildings is 10 storeys, it is lower than the 14 storeys agreed in the original application and as a result is not envisaged to disrupt flight paths to London City Airport.*

London Fire and Emergency Planning Authority (LFEPA - Statutory Consultee)

7.36 No comments received

National Air Traffic Services (NATS - Statutory Consultee)

7.37 No comments received

Natural England (Statutory Consultee)

7.38 This proposal does not appear to affect any statutorily protected sites or landscapes, or have significant impacts on the conservation of soils.

Protected species

7.39 Natural England are broadly satisfied with the survey and assessment, though note the length of time that has elapsed since the surveys were undertaken. They support the Mitigation Measures and Enhancements in Chapter 9. Ecology, found in the Environmental Statement Volume 1: Main Report dated January 2010.

Biodiversity enhancements

7.40 Recommended securing measures to enhance the biodiversity of the site.

7.41 *Officer comment: The application is proposing a number of biodiversity measures across the site including green roofs and bat bricks, the details of which will be conditioned as per PA/10/00161.*

Olympic Delivery Authority (Statutory Consultee)

7.42 No comments received

Transport for London (Statutory Consultee)

7.43 TfL have no objections to the application.

Commission for Architecture and the Built Environment (CABE) received

7.44 No comments received.

EDF Energy Networks Ltd

7.45 No comments received.

London Wildlife Trust

7.46 No comments received.

National Grid

7.47 No comments received.

Thames Water

7.48 No comments received.

7.49 *Officer Comment: Whilst no comments have been received from Thames Water, conditions have been attached requiring the submission of an impact study, and a drainage strategy, to be submitted and approved prior to the commencement of any development.*

8. LOCAL REPRESENTATION

8.1 A total of 377 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:	2	Objecting:	2	Supporting:	0
No of petitions received:	0				

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

Land Use

- The proposal would overcrowd the area
(Officer comment: As discussed within section 9 of this report, the proposed density is considered acceptable)
- The proposal would put pressure on local schools and medical facilities
(Officer comment: Appropriate contributions have been secured for the scheme as a whole toward health and education facilities within the borough)

Amenity

8.3

- The implementation of the existing consent creates noise, dust and air pollution during demolition and construction
(Officer comment: Disturbance throughout the course of construction is addressed via a Construction Management Plan. This will be required for the phase of development being considered, which would be addressed via condition)

9. MATERIAL PLANNING CONSIDERATIONS

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

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

Land Use

- 9.2 National, regional and local policy promotes a mixed use development approach on this site, subject to the following considerations.
- 9.3 In respect of national policy, PPS 1 'Creating Sustainable Development', it promotes the more efficient use of land with higher density, mixed-use schemes. It suggests using previously developed, vacant and underutilised sites to achieve national targets. The effective use of land and the range of incentives/interventions to facilitate this are also encouraged in PPS3 'Housing'.
- 9.4 Core Strategy 2010 (Core Strategy) policy SP02 sets Tower Hamlets a target to deliver 43,275 new homes (2,885 a year) from 2010 to 2025. An important mechanism for the achievement of this target is reflected in London Plan 2011 (London Plan) policies 3.3 and 3.4 which seek to maximise the development of sites and thereby the provision of family housing to ensure targets are achieved.
- 9.5 Policy SP12 of the Core Strategy details the vision for Poplar. With specific regard to Bartlett Park, Principle 2 seeks to provide for low to medium density family housing around the park, whilst Priority 2 seeks to expand and improve the size, usability and quality of Bartlett Park to reinforce its role as a large neighbourhood park, alongside providing new green spaces to support housing growth.
- 9.6 There are no specific land use designations in the adopted Unitary Development Plan 1998 (UDP) or Interim Planning Guidance October 2007 (IPG). The application proposes housing, the principle of which has been considered acceptable under PA/10/00161. The provision of an additional 12 units does not change this position and is in accordance with the above mentioned policies.
- 9.7 The proposal, which would deliver 239 homes within a residentially-led mixed use development and would result in a total of 502 new homes across the entire site, is therefore considered to be appropriate and in accordance with the aims of the abovementioned London Plan policies and policies SP02 and SP12 of the Core Strategy. As such the proposed development is considered acceptable in principle.

Density

- 9.8 The London Plan density matrix within policy 3.4 suggests that densities within urban sites with good transport links should be within the range of 450-700 habitable rooms per hectare. This is reinforced by policy HSG1 of the Interim Planning Guidance and policy SP02 (2) of the Core Strategy (2010) which seek to correspond housing density to public transport accessibility and proximity town centres.
- 9.9 Policy HSG1 of the IPG specifies that the highest development densities, consistent with other Plan policies, will be sought throughout the Borough. The supporting text states that, when considering density, the Council deems it necessary to assess each proposal according to the nature and location of the site, the character of the area, the quality of the environment and type of housing proposed. Consideration is also given to standard of accommodation for prospective occupiers, microclimate, impact on neighbours and associated amenity standards.
- 9.10 The approved density of the site (under PA/10/00161) is 794 habitable rooms per hectare, however this falls to 728 habitable rooms per hectare when taking into account the adjoining 'Church Green' landscaped area (as approved under planning permission reference PA/09/01354) which is to be delivered alongside that scheme.
- 9.11 The addition of 12 units takes the density up to 745 habitable rooms per hectares. Whilst this

is marginally over the density range for an urban site, density only serves an indication of the likely impact of development. Typically high density schemes may have an unacceptable impact on the following areas:

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

9.12 As discussed further below, it is not considered that the proposed scheme gives rise to any of the abovementioned symptoms of overdevelopment. As such, the density is considered acceptable given that the proposal poses no significant adverse impacts and is appropriate to the area context.

Design and Conservation

9.13 Good design is central to all objective of the London Plan and is specifically promoted by the policies contained in Chapter 7. Saved policy DEV1 in the UDP and Policy DEV2 of the Interim Planning Guidance (October 2007) states that developments are required to be of the highest quality design, incorporating the principles of good design.

9.14 These principles are further supported by policy SP10 in the Core Strategy (2010) and policy DM24 of the Managing Development DPD (proposed submission version 2012).

9.15 London Plan policies 7.6 and 7.7 seek to ensure tall buildings are of an appropriate design and located to help create an attractive landmarks and a catalyst for regeneration. These aims are further supported by policy SP10 of the adopted Core Strategy, policy DM26 of the Managing Development DPD (proposed submission version 2012), and DEV27 in Interim Planning Guidance (October 2007)

9.16 Planning Policy Statement 5, London Plan policy 7.9 and policies CON1 and CON2 in the Interim Planning Guidance (October 2007) seek to preserve the character and appearance of conservation areas and the setting of heritage assets. These policies are reinforced by the aims of policy SP10 in the Core Strategy (adopted 2010).

The Proposed Scheme

9.17 The application proposes the erection of two buildings, of up to 10 and 7 storeys in height respectively. This is an increase in height from the consented scheme as outlined in the following diagrams/ plans

9.18

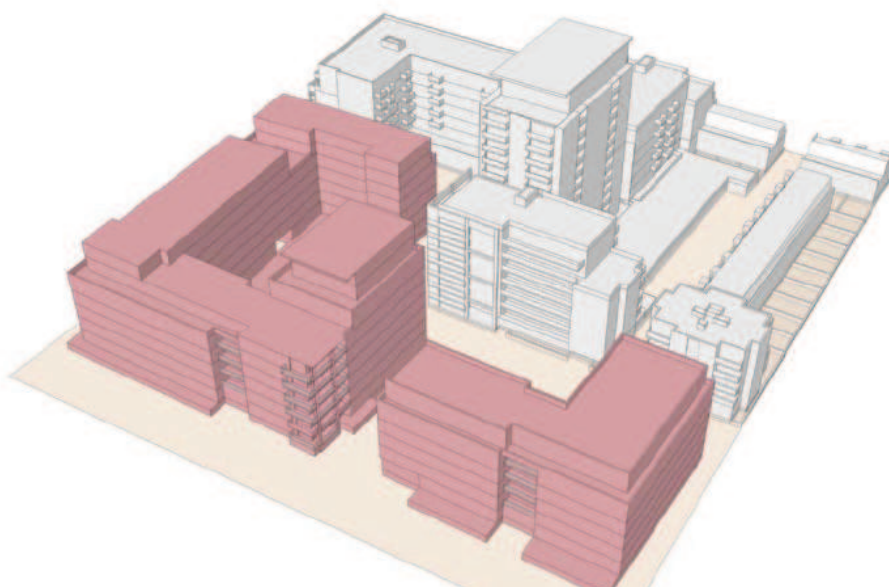
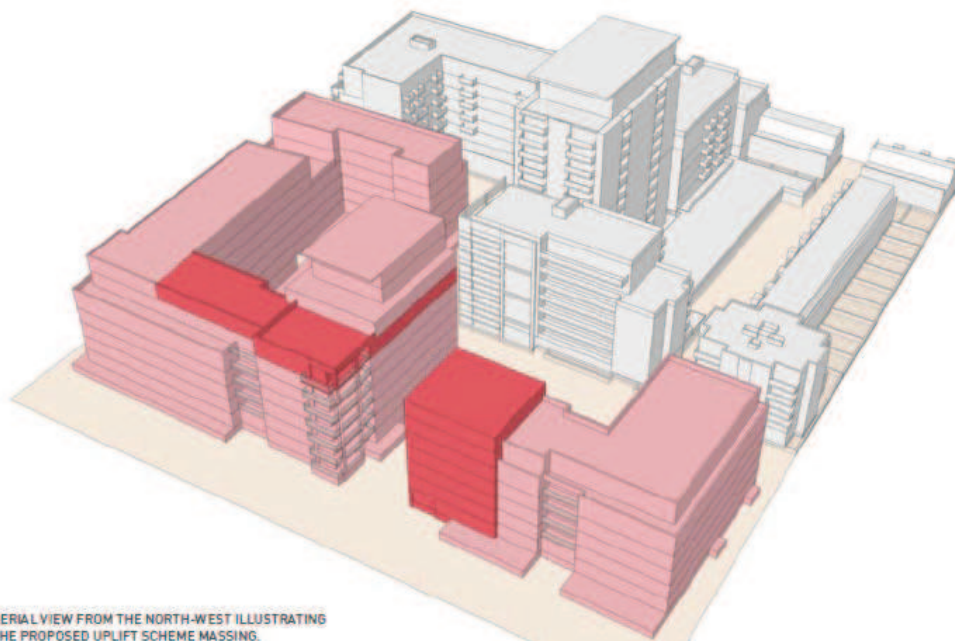


Diagram 1: Showing the massing of the consented scheme.

9.19



AERIAL VIEW FROM THE NORTH-WEST ILLUSTRATING
THE PROPOSED UPLIFT SCHEME MASSING.

Diagram 2: Showing the additional massing of the proposed scheme.



Elevation 1: Showing the Bartlett Park (Lindfield Street elevation) as proposed. The red line outlines the height of the consented scheme.

- 9.20 The proposed scheme has been designed to respect the context of the surrounding area, which comprises a wide variety of housing typologies, such as the three-storey terraced housing on Saracen Street, 2-3 storeys terraced housing on Canton Street, the 14-storey Anglesea House residential block on Lindfield Street, and 4 storey residential blocks to the east on Upper North Street. The site's relationship with the adjacent Bartlett Park is an important consideration. The setting of the park is characterised by low to mid-rise housing immediately adjacent to it, with a number of taller buildings further a field.
- 9.21 The proposed scheme follows the consented site layout which was considered to contribute generously to the existing public open space in the area, and establishes routes through the site to improve permeability in all directions. The proposed areas described as Festival Avenue and Central Square would be publicly accessible open spaces, well overlooked by new residential accommodation. In addition, there will be series of semi private open spaces contributing to residential amenity. The building entrances are well positioned and the proposed ground floor units have adequate defensible space. The level of amenity space provision is discussed in greater detail within the Amenity section of this report.
- 9.22 Block D has been moved forward by approximately 0.7m to align it with the rest of the site. Similarly Block C has been brought forward by approximately 1.6 metres to provide more space for the existing London Plane trees.
- 9.23 In terms of built form, the siting, mass and bulk of the development is considered to be an appropriate response to the park setting, and the scale of the adjoining development. With regard to the setting of Bartlett Park, the building line has also been set back by between 12 and 17 metres from the site's boundary with Lindfield Street. This provides a green buffer zone between the site and the park whilst also continuing the building line created by the adjacent residential blocks to the east.
- 9.24 The perimeter buildings within blocks C and D are proposed to be of a red brick construction with a uniform parapet line and consistent frontage, in keeping with adjacent block in Hind Grove. The upper storey is proposed to be set back, whilst the parapet line on the corner of block D rises by one storey to provide architectural detailing and assist in marking this corner as the location of the main thoroughfare through the site. The proposed park frontage can be seen in diagrams 3 and 4 below and is considered to be in keeping with the setting of Bartlett Park.

9.25



Diagram 3: CGI view of consented scheme from Bartlett Park.

9.26



Diagram 4: CGI view of proposed scheme from Bartlett Park.

Conservation

9.27

The application site is located within the Lansbury Conservation Area. In 1948, Lansbury was chosen as the site of the 'Live Architecture' Exhibition of the 1951 Festival of Britain. The idea was to create a 'live' exhibition that used real building projects as exhibits of the latest ideas in architecture, town planning and building science. Lansbury was the first comprehensive post-war housing redevelopment in the east-end of London. The plan was to redevelop an initial 30 acres of war damaged and derelict property in order to regenerate the area and to create opportunities for new public housing "fit for heroes". Lansbury was very much a planning-led project. The plan included a cross section of different types of

development, comprising of housing, a shopping centre, a market place, schools, churches, church hall and a small amenity park.

- 9.28 The Lansbury Estate remains a notable showcase of the ideas of early post-war development which resulted in the orderly arrangement of community buildings and dwellings. It demonstrates a different trend in post-war council house design and lay out, from that which existed pre-war. The Lansbury Conservation Area Character Appraisal and Management Guidelines document (LBTH, 2007), notes the character of the conservation area as *“The houses and flats are grouped into closes and squares of different sizes in Lansbury and are linked with open and landscaped land. This adds to the visual interest and distinct uniform character of Lansbury”*.
- 9.29 With regard to height and massing, the Character Appraisal and Management Guidelines document states: *“The residential buildings are predominantly low-rise in scale and range between 2 to 4 storeys throughout the Lansbury Conservation Area. The occasional higher flats exist to the west of the Conservation Area, but generally do not rise above 6 storeys, as restricted by the LCC at the initial stages of planning Lansbury. Yet, the first post-Festival developments at Lansbury, built in the mid-late 1950s are high-rise mixed developments, with a prevalence of 11 storey blocks and 4 storey maisonettes”*.
- 9.30 With particular regard to the former Blessed John Roche School site, the Character Appraisal and Management Guidelines document states: *“There is potential for redevelopment to the north-western part of the Lansbury Conservation Area, namely The Blessed John Roche Catholic School site and its immediate surrounds. A high quality, sensitive new building could restore a sense of pride to the junction at Canton Street, Upper North Street and Grundy Street, opposite to the St Mary and St Joseph Roman Catholic Church. The site’s current unkempt condition is unsatisfactory. An appropriate development which is consistent and respectful to the historic character of the area is desirable”*.
- 9.31 As discussed above, the proposed additional mass is considered to be an appropriate response to the park setting and the scale of the adjoining development. The scheme adds to the variety of building typologies and massing found in the conservation area, whilst respecting the immediate context. The scheme also continues the use of open and landscaped areas, by providing significant public realm improvements, such as Church Green, set-back building lines and extensive landscaping and tree planting in and around the site.
- 9.32 It is therefore considered that the proposal preserves the character of the Lansbury Conservation Area and provides an appropriate high-quality, sensitive new development as required within the Council’s Lansbury Conservation Area Character Appraisal and Management Guidelines document (LBTH, 2007). Conditions have been attached requiring full details of all external materials, landscaping treatments and elevation details of each building to ensure the highest possible and the most appropriate level of design quality.

Setting of adjacent listed building

- 9.33 The application site is also located directly to the north of the Grade II listed Church of St Mary and St Joseph. The consented scheme was considered in relation to the setting of the Grade II listed Church and was considered to preserve the setting of this building. Given the additional height and massing is located furthest from the Church, it is considered that this remains the case.
- 9.34 It is therefore considered that the proposal preserves the setting of the Grade II listed Church of St Mary and Joseph.

Design Conclusion

- 9.35 Overall, the proposal is acceptable in design terms. The proposal provides a high quality development that would contribute to housing need. The design approach is considered to be an appropriate response to the park setting and the character of the surrounding area and the quality of the area and the proposed open space and access routes through the development are considered to be a positive feature. The varied built form within the proposal, together with the extensive communal open spaces and landscaping would preserve the character and appearance of the surrounding Lansbury Conservation Area, whilst the retained Church Green and sensitive design of the perimeter buildings would preserve the setting of the adjacent Grade II listed church.

Housing

- 9.36 Under planning permission PA/10/00161, planning permission has been granted for 490 dwellings on the entire site, divided into four blocks A, B, C and D.
- 9.37 A total of 263 dwellings are approved in Blocks A and B, and a total of 227 dwellings have been approved on Blocks C and D.
- 9.38 The proposed scheme seeks to increase the number of units on Blocks C and D by 12.
- 9.39 Given that building works on Blocks C and D have not commenced, the applicant is reapplying for the 227 dwellings already approved, as well as the proposed uplift of 12 dwellings. This takes the total number of units proposed on Blocks C and D to 239 and takes the total number of dwellings on the entire site to 502.
- 9.40 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.
- 9.41 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.

Affordable Housing

- 9.42 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.
- 9.43 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.
- 9.44 The scheme as consented (PA/10/00161) provided a total of 148 affordable units, which equated to 35% by habitable room.
- 9.45 When taking to account the additional uplift of twelve units and the provision of two additional shared ownership units, the overall provision of affordable housing falls to 34.5%. Given the high number of affordable units which are to be delivered upfront (in Blocks A and B), and the submitted viability assessment which demonstrates that additional affordable housing is unviable, it is considered that this provision is acceptable.

Housing Mix

- 9.46 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.
- 9.47 Saved Policy HSG7 of LBTH's Unitary Development Plan (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.
- 9.48 Policy DM3 (part 7) of the 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 Council's most up to date Strategic Housing Market Assessment (2009).
- 9.49 The following table outlines the total number of units and their breakdown within the Affordable and Private Housing sections. Given, the majority of affordable housing is to be delivered up front in Blocks A and B, the table outlines all the units across the site.

		Affordable Housing						Private Housing		
		Social Rent			Intermediate			Market Sale		
Unit size	Total units	units	%	LBTH target %	units	%	LBTH target %	Units	%	LBTH Target %
Studio	22	0			0			22		
1 bed	162	19	20%	30%	26	46%	25%	117	34% *	50%
2 bed	220	33	35%	25%	20	36%	50%	167	47%	30%
3 bed	83	27	28%	30%	10	18%	25%	46	13%	20%
4+ bed	15	15	15%	15%	0			0		
TOTAL	502	94	100	100	56	100		352	100	100

Table 1: Unit Mix

* The figure Includes the 22 market sale studios.

9.51 The fundamental nature of the scheme is as approved in 2010, with the introduction of the additional uplift units. The mix for the uplift is as follows:

- 9.52
- 2 x studios;
 - 3 x 1 Bedroom units;
 - 4 x 2 Bedroom units; and
 - 3 x 3 Bedroom units.

9.53 Pursuant to Policy HSG7 of the LBTH UDP (1998), new housing developments 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.

9.54 According to policy HSG2 of the IPG, the family housing provision in the social rented, intermediate and private sale components should be 45%, 25% and 25% respectively. As detailed above within Table 1, the scheme is proposing 44%, 18% and 13% family housing in the social rented, intermediate and private sale units respectively.

9.55 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.

9.56 The scheme proposes 44% family housing within the social rent tenure. However the amount of family housing for private and intermediate does not meet the IPG target of 25% (proposed 12%). Nevertheless, the level of social rented family units meets policy, and the majority of the housing remains as approved in the 2010 consent. The proposal makes a significant contribution towards the provision of family housing within the Borough and on balance, is therefore considered acceptable.

Social Rented/ Intermediate Shared Ownership and Housing Mix

9.57 The following table summarises the affordable housing social rented/intermediate split proposed against the London Plan, Core Strategy and Managing Development DPD.

Tenure	The Proposal	London Plan	CS 2010	MD DPD 2012
Social Rent	69%	70%	70%	70%
Intermediate	31%	30%	30%	30%
Total	100%	100%	100%	100%

Table 2: Social Rent/Intermediate Split

9.58 The proposed tenure split is therefore broadly compliant with the London Plan, Managing Development DPD and the Core Strategy, and is considered to be acceptable.

Wheelchair Housing and Lifetime Homes

9.59 Policy HSG9 'Accessible and Adaptable Homes' of the Interim Planning Guidance requires housing to be designed to Lifetime Homes Standards including 10% of all housing to be designed to a wheelchair accessible or "easily adaptable" standard. A total of 10% will be provided in the proposed scheme, in compliance with this policy.

Floorspace Standards

9.60 Policy HSG13 in the Unitary Development Plan 1998 requires all new development to provide adequate internal space. This is further supported by policy SP02 in the Core Strategy (2010). Policy 3.5 of the London Plan (2011) sets the minimum standards that should be applied to new residential dwellings. This is reinforced by policy DM4 of the Managing Development DPD (proposed submission version 2012).

9.61 Whilst some minor changes are proposed to the existing units (to facilitate access to the additional units), they are broadly as per the standards approved in 2010 and are considered acceptable.

9.62 Table 3 below sets out the floorspace for the proposed additional 12 units

Unit	Unit Type	Proposed Unit Size (sqm)	Mayor's Minimum Standards (sqm)	Conform
C2-17:	Studio	38	37	Yes
C2-18	1 bed 2 people	49	50	No – 1sqm short
C2-14:	Studio	38	37	Yes
C2-15	1 bed 2 people	49	50	No – 1sqm short
D1-46	3 bed 5 people	88	86	Yes
D1-52	3 bed 5 people	86	86	Yes
D1-47	2 bed 4 people	81	70	Yes
D2-29	2 bed 4 people	74	70	Yes
D2-32	3 bed 5 people	94	86	Yes
D2-31	1 bed 2 people	47	50	No – 3sqm short
D1-53	2 bed 4 people	79	70	Yes
D1-56	2 bed 4 people	73	70	Yes

Table 3: uplift space standards

9.63 The majority of units meet and in some cases exceed the Mayor's Minimum standards, and although three units exhibit minor shortfalls.

9.64 Given the overall benefits of the scheme, and that the units proposed are similar in size to

those approved under the 2010 application, on balance it is considered that they are acceptable.

Amenity Space

- 9.65 Policy HSG7 in the Interim Planning Guidance (2007), SP02 (6) in the Core Strategy (2010) and DM4 of the Managing Development DPD (proposed submission version 2012) seek adequate external amenity space for new dwellings.
- 9.66 Table 4, below, indicates the amenity space required is in accordance with policy DM4 of the Managing Development DPD (proposed submission version 2012). This is based on the amenity space proposed in Blocks C and D.

Units	Total	Minimum Standard (sqm)	Required Provision (sqm)
Studio	15	5	75
1 Bed	67	5	335
2 Bed 3 people	29	6	174
2 Bed 4 people	83	7	581
3 Bed 5/6 people	49	8	360
TOTAL	239		1525
Communal amenity		50sqm for the first 10 units, plus a further 1sqm for every additional 1 units	279 sqm.
Total Housing Amenity Space Requirement			1804

Table 4: Managing Development DPD (proposed submission version 2012), Blocks C and D

- 9.67 The proposed development provides private amenity space for all but one unit, a one-bedroom unit in Block D. This equates to 99.5% of units having adequate private amenity space in the form of balconies and decks. Private communal amenity space is provided in the form of landscaped podiums and roof gardens. As detailed below in table 5, the private and communal amenity space provision exceeds policy requirements.

	LBTH Policy Requirement	London Plan Policy Req't	Proposed within scheme
Private Amenity Space	1525 sq.m	N/A	1712s q.m of private communal podiums and roof terraces
Communal Open Space	279 sq.m	N/A	and 411sq.m of designated child play space. The proposal also includes 1618sq.m of landscaped public realm
Child Play Space	328sq.m	328sq.m	

Table 5: Proposed Amenity Space

- 9.68 Policy DM4 of the Managing Development also requires 328sq.m of child play space for this development. This is in accordance with the requirements set out in policy 3.6 of the London Plan (2011) As detailed above in table 5, the application proposes 411sq.m of designated child play space in this phase which exceeds this requirement. A condition on the design and specification of the play space/equipment is recommended.
- 9.69 It should also be noted that the earlier scheme (PA/10/00161) also included 6,470sq.m of

landscaped public realm, being the central square, the large green buffer zone to the north between the building edge and Lindfield Street, and pedestrianised spaces between buildings. Furthermore, as detailed above within the relevant planning history, planning permission has been granted for the landscaping of 'Church Green' in the south-east corner of the site which was previously located within the school grounds and inaccessible to the public. The delivery of this area alongside the proposed development will be secured within the s106 agreement and will provide a further 1,603sq.m of public amenity space. It is therefore considered that the proposal satisfies the requirements of both the London Plan and the Managing Development DPD.

Transport

- 9.70 Pursuant to regional policy, The London Plan (2011), 6.1 'Strategic Approach to Transport', and 6.3 'Assessing effects of development on transport capacity', seek to ensure developments are located in areas of high public transport accessibility. In addition also seeks to promote patterns and forms of development that reduce the need for travel by car.
- 9.71 Policy 6.9 of the London Plan (2011) seeks to significantly increase cycling in London, whilst policy 6.10 encourages walking, and policy 6.11 seeks to tackle congestion. Policy 6.13 seeks to ensure an appropriate balance is struck between promoting new development and preventing excessive parking provision that can undermine cycling, walking and public use.
- 9.72 Both the Unitary Development Plan and the Interim Planning Guidance contain a number of policies which encourage the creation of a sustainable transport network which minimises the need for car travel, and supports movements by walking, cycling and public transport.. Policies SP08 and SP09 of the adopted Core Strategy (2011) broadly seek to deliver an accessible, efficient and sustainable transport network.
- 9.73 The site is relatively well served by public transport, with the southern half of the site having a Public Transport Accessibility Level (PTAL) of '4' and northern half that of '3' (1 being the lowest and 6 being the highest). Langdon Park and All Saints DLR stations are located approximately 675m from the site to the north east and south east respectively. The nearest Underground Station is Canary Wharf, which lies approximately 1.2km to the south. A major bus route runs along East India Dock Road (A13) to the south and additional services are available from Cordelia Street to the east of the site and from Burdett Road to the west.

Vehicular Parking

- 9.74 The proposal includes a total of 92 car parking spaces in these phases, with a total of 169 across the entire site, 2 of which are allocated for car club usage (located in Block A) and 19 allocated for disabled vehicle users. No additional parking is proposed as a result of the uplift of 12 units. Also proposed are 36 motorcycle spaces across the site. The car parking is located within basement and surface level car parks underneath the proposed buildings. Access to the car parks will be gained from Upper North Street, Canton Street and Hind Grove, with access through the site from Hind Grove to Upper North Street being restricted to refuse vehicles and emergency service vehicles controlled through the use of collapsible bollards.
- 9.75 The proposed quantum of parking overall on site exceeds DM22 (and Appendix 2) of the Managing Development DPD proposed submission version which suggests a maximum of 110 parking spaces across the site. However, neither TfL nor the Council's Highways department objected to the level of parking proposed in this or the previous application.
- 9.76 Furthermore, when the car parking proposed is taken into account with the additional 12 residential units, the parking levels per unit reduce from the approved scheme.
- 9.77 A car-free agreement would prevent future residents from applying for on-street parking

permits. There are also parking restrictions in place on the surrounding highway network.

- 9.78 Considering that the proposed uplift of 12 units will not increase the level of parking beyond that of the approved 2010 consent, officers are satisfied that the development will not have an unduly detrimental impact upon the freeflow of traffic.

Cycle Parking

- 9.79 The 2010 scheme included a total of 756 cycle parking spaces (720 residential and 36 publically accessible).
- 9.80 This application proposes a reduction in the cycle parking from 720 residential spaces to 711. This has arisen from the need to increase the size of the refuse store on the ground floor to Block C.
- 9.81 The 711 residential spaces proposed overall exceed the 600 required under policy 6.9 (and table 6.3) of the London Plan (2011) and are therefore considered acceptable.

Servicing and Refuse Collection

- 9.82 Under PA/10/00161 a detailed refuse strategy was submitted, which proposed that refuse collection will take place on site, with the exception of Block D, which will be serviced on-street from Upper North Street. Refuse vehicle entry to the site from the public highway is limited to the existing cross-over on Hind Grove, the relocated cross-over on Upper North Street and the southern entrance 'mews' off Canton Street. The Council's waste section raised no objections to this arrangement. The proposed uplift is not altering this requirement and as such, servicing and refuse collection is acceptable.

S106 Contributions

- 9.83 Under PA/10/00161, £255,000 has been secured for transport infrastructure and public realm improvements via the s106 agreement to ensure that the development can be accommodated within the existing transport network. This is broken down as follows:
- £105,000 towards footway improvements
 - £135,000 towards traffic calming measures
 - £15,000 towards street lighting and street furniture improvements in the area

The proposed uplift is not envisaged to have a further impact on the transport infrastructure to require further mitigation.

Trip Generation

- 9.84 The submitted Environmental Statement includes a transport and access section, which details the trip generation of the proposed development. TfL (under the previous scheme) and the Council's Highways department have analysed the methods of assessment and deemed them acceptable. Furthermore, the proposed traffic generation would not have a detrimental effect on the existing highway network, public transport networks or traffic movements within the area.

Conclusions

- 9.85 The proposals are considered acceptable in highways terms in accordance with policies 6.1, 6.3, 6.9, 6.10, 6.13 of the London Plan (2011), saved policies DEV1 and T16 in the Unitary Development Plan 1998, policies DEV17, DEV18 and DEV19 of the Council's Interim Planning Guidance (2007) policy SP08 in the Core Strategy (2010) and policies DM20 and DM22 of the Managing Development DPD (proposed submission version 2012). A Travel

Plan, Servicing Management Strategy, Construction Logistics Plan and the car free agreement are to be secure by planning conditions and via the S.106 agreement if planning permission is approved.

Amenity

Daylight and Sunlight

- 9.86 Policy DEV2 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 policy DEV2 is concerned with the impact of development on the amenity of residents and the environment.
- 9.87 Policy DEV1 of the IPG states that development is required to protect, and where possible improve, the amenity of surrounding existing and future residents and building occupants, as well as the amenity of the surrounding public realm. The policy includes the requirement that development should not result in a material deterioration of the sunlighting and daylighting conditions of surrounding habitable rooms. This is supported by policy SP10 of the Core Strategy (2010) and policy DM25 of the Managing Development DPD (proposed submission version 2012).
- 9.88 The main bulk of the proposal has been assessed by the Councils Environmental Health daylight and sunlight officer under PA/10/00161.
- 9.89 The physical alterations to the proposal constitute minor additions on the northernmost elements of the scheme
- 9.90 The applicants updated ES demonstrates that the additional mass would not have an unduly detrimental impact upon surrounding residential occupants, nor upon future occupiers of the development in terms of daylight and sunlight impacts, and the proposal would satisfy the standards in the BRE guidelines 2011.
- 9.91 It is therefore considered that the proposed development would not have an unduly detrimental impact upon the sunlight or daylight received by the proposed, or surrounding residential developments. Additionally, the proposed development would not result in an unduly detrimental impact upon surrounding areas of amenity space in terms of overshadowing.

Air Quality

- 9.92 Environmental Health made no representations during consultation, however it is considered that the uplift of 12 units will not give rise to any additional concerns. A condition requiring the submission and approval of a Construction Management Plan, which should detail measures to reduce dust escape from the site during construction is recommended.

Noise and Vibration

- 9.93 Appropriate and reasonable mitigation measures have been identified to safeguard internal living areas from unacceptable levels of noise, these were agreed by the Environmental Health Team under PA/10/00161.
- 9.94 In terms of noise emitted by the proposed development and its impact upon nearby and future residents, conditions have been attached to ensure any plant, machinery or extraction systems to be installed incorporates adequate noise attenuation measures. A condition limiting the maximum amount of noise during construction has also been attached.

Overlooking

- 9.95 Whilst it is acknowledged that the taller elements of the proposal are a number of storeys higher than both existing properties in the area, and other buildings within the proposed development, the separation distances are significant and therefore would not result in a loss of amenity for existing or future occupiers by way of overlooking.

Micro-Climate

- 9.96 Planning guidance contained within the London Plan 2011 places great importance on the creation and maintenance of a high quality environment for London. Policy 7.6 (Architecture) of the London Plan 2011, requires that “development ‘not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings”. Wind microclimate is therefore an important factor in achieving the desired planning policy objective.
- 9.97 Under PA/10/00161, the applicant has assessed the likely impact of the proposed development on the wind climate, by placing an accurate model of the proposed building in a wind tunnel. The assessment has focused on the suitability of the site for desired pedestrian users on the roof gardens, major entrances, walkways, public amenity areas and other wind sensitive locations. The conclusion of the wind tunnel assessment is that all locations within the site will experience wind conditions appropriate to their proposed use and that no mitigation is required. There will also be negligible impact on wind conditions surrounding the site. The Council’s Environmental Health department have raised no objections on the grounds of microclimate. The proposed additional massing to the development will not give rise to any additional microclimate concerns.
- 9.98 It is therefore considered that the proposed development would be acceptable in terms of the impact on microclimate conditions surrounding the development and would not significantly impact on the pedestrian amenity on the site in accordance with London Plan policy 7.6, policy SP10 (Creating distinct and durable places) of the Core Strategy DPD (2010) and policy DEV1 (Amenity) of the Interim Planning Guidance.

Energy Efficiency and Sustainability

- 9.99 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.
- 9.100 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).
- 9.101 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).
- 9.102 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.

- 9.103 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.
- 9.104 The following is the Energy Efficiency approach to the entire site (including phases C and D of this application)

Approaches		Reduction in Carbon Dioxide Emissions
"Be Lean" - Energy Efficiency Measures		11%
"Be Clean"	CHP	21.5%
"Be Green"	Solar collectors and air source heat pumps	0.3%
TOTAL		32.8%

Table 6: Energy Efficiency

Be lean

- 9.105 As detailed above in table 6, the scheme has been designed in accordance with Policies 5.2 and 5.3 of the London Plan in seeking to minimise energy use through passive design measures to achieve approximately 11% CO₂ savings.

Be Clean

- 9.106 Decentralised energy is proposed through the provision of a site wide community heating system. The system will be fed by a gas fired CHP unit in the communal energy centre located in the basement plant area of Block B. The unit is proposed with a 200kW electrical power output and 233 kW heat output. The CHP community system is anticipated to reduce CO₂ emissions by approximately 21.5% over the enhanced baseline scheme. In addition, a single energy centre has been approved in Block B with an internal area of 220sq.m to supply the communal heat network.

Be Green

- 9.107 Technically, this scheme does not propose any renewable Energy and as such, would be not be policy compliant. However, the Renewable Energy proposed for this development overall has already been secured for the 15 affordable houses in Block B. Given this is an uplift scheme, it is not considered reasonable to renegotiate the Energy Strategy which is already under implementation.

Sustainability

- 9.108 Policy 5.3 of the London Plan seeks development to meet the highest standards of sustainable design and construction. A minimum of Code for Sustainable Homes Level 3 rating is proposed for all of the units in the development.
- 9.109 A condition will be imposed requesting the developer to target Code Level 4, with a minimum of 12 units designed to achieve this target. This has been agreed by the applicant and will ensure that the additional units are policy DM29 (Managing Development DPD)

compliant.

Climate Change adaptation

- 9.110 The London Plan promotes five principles in Chapter 5 to promote and support the most effective adaptation to climate change. These are to minimise overheating and contribute to heat island effects; minimise solar gain in summer; contribute to flood risk reduction, including applying sustainable drainage; minimising water use; and protect and enhance green infrastructure.
- 9.111 The proposal includes green roofs, a rainwater harvesting system, sustainable urban drainage and water efficient and low flow fittings.

Conclusion

- 9.112 The Council's Energy Efficiency team have reviewed the proposed energy strategy and are satisfied, subject to the attachment of conditions to secure its implementation.
- 9.113 In light of the above, it is considered that the proposed energy strategy is acceptable.

S106 Agreement

Planning obligations/S106

- 9.114 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.
- 9.115 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.
- 9.116 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.
- 9.117 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

9.118 As outlined in section 4 of this report, the mitigation for the spatial constraints of the development have already been agreed under planning application PA/10/00161. Given this scheme is currently in the process of being implemented, it is not considered necessary nor reasonable to re-negotiate an alternative approach to the section 106 already secured.

9.119 The following financial obligations have been agreed in principle with the applicant. They have also been agreed by Planning Contributions Overview Panel.

Open Space

9.120 An additional contribution of £18,456 towards the provision of and improvement of open space has been requested in line with the Planning Obligations Supplementary Planning Document.

Sports and Recreation

9.121 In line with the Planning Obligations SPD a contribution of £9,381 is sought alleviate any additional pressures on local leisure facilities as a result of the additional population increase.

Community Facilities

9.122 With respect to the Idea Stores/Archives and Libraries and Leisure – a contribution of £2,918 is sought based on the SPD.

Highways and Transportation

9.123 Given a contribution £255,000 has already been secured towards traffic calming measures, street lighting and footway improvement works, under the site wide scheme (PA/10/00161), it is considered that no further mitigation is required.

9.124 This is also the case for the Travel Plan monitoring.

Tree Replacements

9.125 A sum of £43,500 to re-provide the 10 felled mature London Planes within the vicinity of the application site has already been secured. Given the proposal is for 12 new units, it is considered that no further contribution is required.

Education

9.126 According to the Planning Obligations SPD the proposed mix of 12 units consisting of only two intermediate units, does not give rise to any additional primary or secondary school places. As such, no further education contribution has been sought for.

Health

9.127 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.

9.128 A contribution of £145,346 is sought, to contribute towards health facilities, this includes £16,484 towards the cost of a health centre and a revenue contribution of £128,863. It is considered that the revenue contribution is not justified given the number of new units proposed (12) and as such a contribution of £16,484 is proposed.

Sustainable Travel

9.129 In line with the SPD an additional contribution of £347 is sought towards cycle route and infrastructure. The sum will facilitate cycle route / cycle infrastructure improvements which have been identified as part of Tower Hamlet’s Cycle Route Implementation and Stakeholder Plan (CRISP).

9.130 It is considered that the above obligations, which have been agreed in principle with the applicant, satisfy the three tests set out in the Community Infrastructure Regulations 2010.

Enterprise and Employment

9.131 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.

9.132 A contribution of £2073 is also secured 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.

The Additional Contributions and Obligations

9.133 The applicant has proposed a ‘pro-rata’ contribution of £72,410 which is based on the total contribution secured on PA/10/000161. After taking the £49,659 based on the Planning Obligations SPD there is a surplus of £22,751.

9.134 Given the contributions sought are line with the adopted SPD, this surplus is considered ‘In-Kind’ as it is not necessary to make the development acceptable in planning terms.

9.135 Officer’s consider that this surplus should be allocated for Education first based on the pro rata amount secured under PA/10/00161, with the remaining sum dividend on a pro-rata amount between Construction Phase Skills & Training and towards the Bartlett Park Master Plan as requested by CLC in line with the Councils Priorities. This is shown in the following table:

9.136

Priorities	In kind contribution
Education	£18,739
Open Space	£2,367
Employment & Enterprise: (41%)	£1,645

Table showing ‘In Kind’ contributions.

9.137 Education is one of the Mayor key priorities as outlined in the adopted Core Strategy. The ‘In kind’ contribution could go towards secondary school places, given these were not secured in the site wide s106.

9.138 In the 2010 scheme there was no financial contribution to Employment and Enterprise.

Therefore, given a contribution towards Employment and Enterprise is required for 12 units, it seems logical that a contribution would have been required for the rest of the units. Therefore, it seems reasonable that this additional contribution is allocated towards this area and mitigate any additional impact.

10.0 Localism Act (amendment to S70(2) of the TCPA 1990)

10.1 Section 70(1) of the Town and Country Planning Act 1990 (as amended) entitles the local planning authority (and on appeal by the Secretary of State) to grant planning permission on application to it. From 15th January 2012, Parliament has enacted an amended section 70(2) as follows:

10.2 In dealing with such an application the authority shall have regard to:

- a) The provisions of the development plan, so far as material to the application;
- b) Any local finance considerations, so far as material to the application; and
- c) Any other material consideration.

10.3 Section 70(4) defines "local finance consideration" as:

- a) A grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown; or
- b) Sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy.

10.4 In this context "grants" might include:

- a) Great Britain Building Fund: the £400m "Get Britain Building" Fund and government-backed mortgage indemnity guarantee scheme to allow housebuyers to secure 95% mortgages;
- b) Regional Growth Funds;
- c) New Homes Bonus;
- d) Affordable Homes Programme Funding.

a. These issues now need to be treated as material planning considerations when determining planning applications or planning appeals.

b. (Officer Comment): Officers are satisfied that the current report to Committee, when viewed alongside previous reports presented has had regard to the provision of the development plan. As regards local finance considerations, the proposed S.106 package has been detailed in full which complies with the relevant statutory tests, adequately mitigates the impact of the development and provides necessary infrastructure improvements.

10.5 As regards Community Infrastructure Levy considerations, following the publication of the Inspector's Report into the Examination in Public in respect of the London Mayor's Community Infrastructure Levy, Members are reminded that it is likely that the London mayoral CIL is intended to become operational from 1 April 2012 and will not be payable on this scheme, as long as the planning permission is issued by 31st March 2012. The likely CIL payment associated with this development would be in the region of £203,000 and could impact on the future s.106 obligations.

10.6 With regards grants, the Great Britain Building Fund is part of the government's housing strategy published on the 21 November 2011 designed to tackle the housing shortage, boost the economy, create jobs and give first time buyers the opportunity to get on the housing ladder. Officers are satisfied that the development provides the types of units in the form single occupancy flats within the private and intermediate tenure, and range of unit

sizes to accommodate the differing financial constraints of future potential occupier and therefore the proposal supports this initiative

- 10.7 The Regional Growth Fund (RGF) is now a £2.4bn fund operating across England from 2011 to 2015. It supports projects and programmers that lever private sector investment to create economic growth and sustainable employment. It aims particularly to help those areas and communities which were dependent on the public sector to make the transition to sustainable private sector-led growth and prosperity. Whilst there is no evidence to suggest that this development is directly linked into this initiative, officers can confirm that best endeavors have been secured through the S.106 agreement to ensure that at least 20% of the those job opportunities will benefit residents of the borough during the construction process, and are also satisfied that a financial payment to provide silks and training can also lead to greater opportunities for local residents to secure sustainable employment.
- 10.8 With regards to the New Home Bonus. The New Homes Bonus was introduced by the Coalition Government during 2010 as an incentive to local authorities to encourage housing development. The initiative provides unring-fenced finance to support local infrastructure development. The New Homes Bonus is based on actual council tax data which is ratified by the CLG, with additional information from empty homes and additional social housing included as part of the final calculation. It is calculated as a proportion of the Council tax that each unit would generate over a rolling six year period.
- 10.9 Using the DCLG's New Homes Bonus Calculator, and assuming that the scheme is implemented/occupied without any variations or amendments, this development is likely to generate approximately £272,455 within the first year and a total of £1,634,733 over a rolling six year period. This is indicative and assumes zero empty homes. There is no policy or legislative requirement to discount the new homes bonus against the s.106 contributions, and therefore this initiative does not affect the financial viability of the scheme.
- 10.10 The Affordable Homes Programme 2011-15 (AHP) aims to increase the supply of new affordable homes in England. Throughout 2011-15, Homes and Communities Agency (HCA) aims to invest £4.5bn in affordable housing through the Affordable Homes Programme and existing commitments from the previous National Affordable Housing Programme. The majority of the new programme will be made available as Affordable Rent with some for affordable home ownership, supported housing and in some circumstances, social rent.
- 10.11 However developments that secure affordable housing through s.106 agreements (as is the case for this proposal) are highly unlikely to receive grant from the HCA as they seek to reserve funding for Registered Social Landlords who specialise in providing affordable housing.

11.0 Other Planning Issues

Biodiversity

- 11.1 The scheme incorporates a number of biodiversity enhancement measures. A number of green roofs are proposed which will incorporate planting of species that attract insects which provide a food source for bats. Bat bricks and boxes are also proposed. A condition is attached which will ensure that biodiversity measures are maximised.

Environmental Statement

- 11.2 The Environmental Statement and further information/clarification of points in the ES have been assessed as satisfactory by Council's independent consultants Land Use Consultants and Council Officers. Mitigation measures required are to be implemented through conditions and/ or Section 106 obligations.

12.0 Conclusions

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

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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