

<b>Committee:</b> Strategic Development	<b>Date:</b> 19 <sup>th</sup> February 2009	<b>Classification:</b> Unrestricted	<b>Agenda Item Number:</b> 7.1
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<b>Report of:</b> Director of Development and Renewal	<b>Title:</b> Town Planning Application
<b>Case Officer:</b> Rachel McConnell	<b>Ref No:</b> PA/08/02093
	<b>Ward:</b> Bow West

## 1. APPLICATION DETAILS

**Location:** The Bede Estate, Bow Common Lane, London

**Existing Use:** Housing estate

**Proposal:** Refurbishment of the existing dwellings on the Bede Estate. Demolition of ten bed-sit units in Pickard House. Demolition of office accommodation on Wager Street. The erection of 24 buildings providing 236 residential units (22 x studio, 77 x 1 bed, 92 x 2 bed, 40 x 3 bed, 2 x 5 bed and 3 x 6 bed) to a maximum height of 8 storeys, a new community centre of 273sq.m and 219sq.m of new retail and storage floorspace and introduction of an estate wide landscaping scheme.

**Drawing Nos/Documents:** Drawing Numbers: 5217-1010, 5217-1106, 5217/AA-1200A, 5217/AA-1201A, 5217/AA-1202A, 5217/AA-1203A, 5217/BB-1200A, 5217/BB-1201A, 5217/BB-1202A, 5217/BB-1203A, 5217/BB-1204A, 5217/BB-1205A, 5217/CC-1200A, 5217/CC-1201A, 5217/CC-1202A, 5217/CC-1203A, 5217/DD-1200A, 5217/DD-1200D, 5217/DD-1201A, 5217/DD-1202A, 5217/DD-1203A, 5217/DD-1204A, 5217/DD-1205A, 5217/EE-1200A, 5217/EE-1201A, 5217/EE-1202A, 5217/EE-1203A, 5217/FF-1200A, 5217/FF-1021A, 5217/FF-1202A, 5217/FF-1203A, 5217/GG-1200A, 5217/GG-1201A, 5217/GG-1202A, 5217/GG-1203A, 5217/GG-1204A, 5217/GG-1205A, 5217/HH-1200A, 5217/HH-1201A, 5217/HH-1202A, 5217/HH-1203A, 5217/JJ-1200A, 5217/JJ-1201A, 5217/JJ-1202A, 5217/JJ-1203A, 5217/KK-1200A, 5217/KK-1201A, 5217/KK-1202A, 5217/KK-1203A, 5217/KK-1204A, 5217/KK-1205A, 5217/KK-1206A, 5217/KK-1207A, 5217/LL-1200A, 5217/LL-1201A, 5217/LL-1202A, 5217/LL-1203A, 5217/LL-1204A, 5217/LL-1205A, 5217/MM-1200A, 5217/MM-1201A, 5217/MM-1202A, 5217/MM-1203A, 5217/NN-1200A, 5217/NN-1201A, 5217/NN-122A, 5217/NN-1203A, 5217/NN-1204A, 5217/NN-1205A, 5217/NN-1206A, 5217/NN-1207A, 5217/NN-1208A, 5217/NN-1209A, 5217/PP-1200A, 5217/PP-1201A, 5217/PP-1202A, 5217/PP-1203A, 5217/QQ-1200A, 5217/QQ-1200A, 5217/QQ-1200A, 5217/QQ-1201A, 5217/QQ-1202A, 5217/QQ-1203A, 5217/RR-1200A, 5217/RR-1201A, 5217/RR-1202A, 5217/RR-1203A, 5217/SS-1200A, 5217/SS-1201A, 5217/SS-1202A, 5217/SS-1203A, 5217/TT-1200A, 5217/TT-1201A, 5217/TT-1202A, 5217/TT-1203A, 5217/TT-1204A, 5217/TT-1205A, 5217/TT-1206A, 5217/TT-1207A, 5217/TT-1208A, 5217/TT-1209A, 5217/UU-1200A, 5217/UU-1201A, 5217/UU-1202A, 5217/UU-1203A, 5217/WW-1200A, 5217/WW-1201A, 5217/WW-1202A, 5217/XX-1200A, 5217/XX-1201A, 5217/XX-1202A, 5217/YY-1200A, 5217/YY-1201A, 5217/YY-1202A, 5217/ZZ-1200A, 5217/ZZ-1201A, 5217/ZZ-1202A, 5217/AA-1600, 5217/AA-1601, 5217/BB-1600, 5217/CC-1600, 5217/DD-1600, 5217/DD-1601, 5217/DD-1602, 5217/EE-1600, 5217/FF-1600, 5217/GG-1600, 5217/GG-1601, 5217/HH-1600, 5217/JJ-1600A, 5217/KK-1600, 5217/KK-1600, 5217/KK-1601, 5217/KK-1602A, 5217/LL-1600, 5217/LL-1601, 5217/LL-

1602, 5217/MM-1600, 5217/MM-1601, 5217/MM-1602, 5217/NN-1600, 5217/NN-1601, 5217/NN-1602, 5217/NN-1603, 5217/NN-1604, 5217/PP-1600, 5217/QQ-1600, 5217/RR-1600, 5217/RR-1061, 5217/SS-1600, 5217/SS-1601, 5217/SS-1602, 5217/TT-1600, 5217/TT-1601, 5217/TT-1602, 5217/TT-1603, 5217/TT-1604, 5217/TT-1605, 5217/TT-1610, 5217/TT-1611, 5217/YY-1600, 5217/YY-1601, 5217/WW-1600, 5217/XX-1600, 5217/XX-1601, 5217/YY-1600, 5217/YY-1601, 5217/ZZ-1600, Street Elevations Fig. 44-53

Supporting Documents:

- Planning and regeneration Statement and Statement of Community Involvement (Leaside Regeneration Ltd – Sept 2008)
- Design and Access Statement (ECD Architects – June 2008)
- Landscape Strategy (East End Homes – January 2009)
- Flood Risk Assessment (AMEC Earth and Environmental UK – June 2008)
- Arboricultural Impact Assessment (DF Clark Bionomique Ltd – 23 March 2008)
- Air Quality Assessment (Eviros – October 2008)
- Ground Conditions Report (Herts & Essex Site Investigations Report No. 8388)
- Transport Assessment (Bellamy Roberts – September 2008 and Addendum January 2009)
- Archaeological Assessment (Sutton Archaeological Assessment – October 2007)
- Energy Strategy (Whitecode Design Associates – June 2008 and Addendum January 2009)
- Report on daylighting and Sunlighting (Claford Seaden- reference K/07/0644/C7/0004PSD/hmt/G7 and K/07/0644 PSD/G28)
- Noise Assessment (Enviros – May 2008 and Supplementary Assessment)

<b>Applicant:</b>	East End Homes Ltd.
<b>Ownership:</b>	Various
<b>Historic Building:</b>	n/a
<b>Conservation Area:</b>	Adjacent to Ropery Street conservation area

## 2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

2.1 The Local Planning Authority has considered the particular circumstances of this application against the Council's approved planning policies contained in the London Borough of Tower Hamlets Unitary Development Plan, the Council's Interim Planning Guidance (2007), associated supplementary planning guidance, the London Plan and Government Planning Policy Guidance and has found that:

- The proposal will facilitate estate wide improvements and bring existing homes up to Decent Homes Plus standard to ensure that they are in a good state of repair. This is in accordance with the Mayor's Housing Supplementary Planning Guidance (November 2005) and Policy HSG5 in the Council's Interim Planning Guidance (2007): Core Strategy and Development Control which support the principle of estate regeneration proposals.
- The proposal would result in an estate with a density of 366 habitable rooms per hectare, which is comfortably within limits set out in the London Plan Spatial Development Strategy for Greater London (Consolidated with alterations since 2004).

The proposal development is considered to be sensitive to the context of the surrounding area, by reason of its site coverage, massing, scale and height. The development is therefore in accordance with Policy 3A.3 London Plan Spatial Development Strategy for Greater London (Consolidated with alterations since 2004) which seeks to ensure that the maximum intensity of use is compatible with local context.

- The proposal provides an acceptable amount of affordable housing (36%) and mix of units overall. As such the proposal accords with the criteria set out in policies 3A.5 and 3A.9 of the London Plan (Consolidated with Alterations since 2004), policy HSG7 of the Council's Unitary Development Plan 1998 and policies CP22, HSG2 and HSG3 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to ensure that new developments offer a range of housing choices.
- The quantity and quality of housing amenity space, communal space and open space is acceptable and accords with PPS3, policies 3A.6, 3D.13 and 4B.1 of the London Plan (Consolidated with Alterations since 2004), policies DEV1, DEV12 and HSG16 of the Council's Unitary Development Plan 1998 and policies DEV2, DEV 3, DEV4 and HSG7 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to improve amenity and liveability for residents.
- The height, scale and design of the proposed buildings are acceptable and in line with policy criteria set out in 4B.1 of the London Plan, policies DEV1 and DEV2 of the Council's Unitary Development Plan 1998 and policies DEV1 and DEV2 of the Council's Interim Planning Guidance (October 2007) for the purposes of Development Control, which seek to ensure buildings are of a high quality design and suitably located.
- Transport matters, including parking, access and servicing are acceptable and in line with policies DEV1 and T16 of the Council's Unitary Development Plan 1998 and policies DEV17, DEV18 and DEV19 of the Council's Interim Planning Guidance (October 2007) for the purposes of Development Control, which seek to ensure developments can be supported within the existing transport infrastructure.
- The impact of the development on the amenity of neighbours in terms of loss of light, overshadowing, loss of privacy or increased sense of enclosure is acceptable given the compliance with relevant BRE Guidance and the urban context of the development. As such, it accords with policies DEV1 and DEV2 of the Council's Unitary Development Plan 1998 and policies DEV1 and DEV2 of Council's Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to ensure development does not have an adverse impact on neighbouring amenity.
- It is considered that, on balance the benefits of the scheme which will facilitate the upgrade of the estate, outweigh the shortfall in additional renewable energy provision. The proposal will make energy savings across the Bede Estate as a whole which is in accordance with the principles of Policy 4A.3 in the London Plan and policies DEV5 to DEV9 of the Council's Interim Planning Guidance (October 2007), which seek to reduce carbon emissions.
- Planning contributions have been secured towards education and health care, in line with Government Circular 05/2005, policy DEV4 of the Council's Unitary Development Plan 1998 and policy IMP1 of the Interim Planning Guidance (October 2007) for the purposes of Development Control, which seek to secure contributions

towards 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 Mayor**

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

#### Financial Contributions

a) Provide a contribution of **£300,038** towards the provision of future health and social care facilities.

b) Provide a contribution of **£357,918** towards the provision of primary school places.

(Total S.106 contribution = **£657,956**)

#### Non-financial Contributions

c) Affordable Housing (36%)

d) Car Free Development for all new units

e) Employment Initiatives to use reasonable endeavours to employ local people during the construction and end user phases of the development.

f) Green Travel Plan to encourage sustainable travel to and from the development by residents.

g) Clause requiring £10,680,000 (residual value after Stamp Duty Land Tax – SDLT) to be spent on the upgrade of the Bede Estate to bring existing units up to Decent Homes Plus Standard as outlined in section 8.5.

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

3.2 That the Corporate Director Development & Renewal is delegated authority 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:

#### **Conditions**

1. Time Limit
2. Contaminated land survey
3. Samples / pallet board of all external facing materials
4. Full details of landscaping specifying the use of native species
5. Community Centre (Class D1) provided prior to occupation of 50% of units
6. Retail units restricted to Use Class A1
7. Construction Management Plan
8. Service Plan Management Plan
9. Hours of construction (08.00 until 17.00 Monday to Friday; 08.00 until 13:00 Saturday. No work on Sundays or Bank Holidays)
10. Control of development works (restricted hours of use for hammer driven piling or impact breaking)
11. All residential accommodation to completed to lifetimes homes standards
12. At least 10% of homes wheelchair accessible
13. Design and method statement for foundations to accommodate proposed

- location of Crossrail
14. Noise mitigation in accordance specifications provided in Noise Report (glazing specification of 10/12/6.4 (pvb) mm and trickle ventilators to ensure noise levels in habitable rooms in accordance with BS:8233:1999)
  15. Energy Implementation Strategy for existing units and new build
  16. Sustainable Homes Assessment - minimum Code 3
  17. Water source control measures implemented in accordance with submitted Flood Risk Assessment
  18. Scheme to dispose of foul and surface water
  19. Any other planning condition(s) considered necessary by the Corporate Director Development & Renewal

#### **Informatives**

1. Contact Thames Water
  2. Contact Building Control
  3. Any other informative(s) considered necessary by the Corporate Director Development & Renewal
- 3.4 That, if within 1 month from the date of any direction by the Mayor the legal agreement has not been completed, the Corporate Director Development & Renewal is delegated power to refuse planning permission.

#### **4. PROPOSAL AND LOCATION DETAILS**

##### **Proposal**

- 4.1 To facilitate the regeneration of the estate, the application proposes the demolition of ten bed-sit units in Pickard House, demolition of office accommodation on Wager Street, the erection of 24 buildings providing 236 residential units (22 x studio, 77 x 1 bed, 92 x 2 bed, 40 x 3 bed, 2 x 5 bed and 3 x 6 bed) to a maximum height of 8 storeys, a new community centre of 273sq.m and 219sq.m of new retail and storage floorspace. Full details of the proposed buildings is provided within the Design and Amenity section of the report (Section 8.23)
- 4.2 The application proposes the refurbishment of the existing dwellings on the Bede Estate and introduction of an estate wide landscaping scheme including the following:
- Refurbishment of existing blocks to Decent Homes Plus Standard;
  - Improvements to existing stairwells by the removal of more than a third of stairwells and either new or refurbished stairwells proposed with improved visibility, secured doors, entry points and inter-com entry systems;
  - Provide play facilities across the estate;
  - New signage and lighting;
  - Refurbishment of existing underground car park;
  - Improved pedestrian routes throughout the estate;
  - Provide bicycle parking provision;
  - Community centre suitable for a variety of uses; and
  - Estate-wide landscaping
- 4.3 Following initial comments received to the application, revisions were made in January 2009 including:
- Changes to car parking, in particular in relation to the availability and demarcation of the disabled car parking spaces;
  - Increased cycle provision in the underground car park;
  - Amendments to access at Portia Way;

- Ball Court reintroduced adjacent to Burdett Road, south of block 06 (105-139 Wager Street) and west of block 05 (141-187 Wager Street).
- Alterations to playspace provision; and
- Amendments to boundary treatment along Burdett Road.

### **Site and Surroundings**

- 4.4 The Bede Estate occupies an area of 5.3 hectares. The site is triangular in shape and is bounded by two roads and a railway line. Its northern boundary is formed by Bow Common Lane, its south-western boundary is Burdett Road and its south-eastern boundary is formed by the Fenchurch to Southend railway line. The north-western corner of the site fronts onto Eric Street, linking Bow Common Lane with Burdett Road. The application site is not located in a Conservation Area. The Ropery Street conservation area is located to the north of the site.
- 4.5 The land use within the site is predominantly residential with the exception of the East End Homes housing office on Wager Street and the parade of small shops located in the north-west corner of the site. The estate was built in the late 1960s/early 1970s. The generally uniform buildings are 4 storeys in height, with the exception of Lewey House, a 22 storey tower on the eastern side of the estate (located outside of the application site).
- 4.6 Vehicular access to the estate is through Portia Way, Wager Street and Joseph Street. The estate currently provides 282 car parking bays and 15 garages. There are 171 existing car parking permit holders. In addition, there are 46 bays on Joseph Street which is an adopted road and the responsibility of the Council to issue residents permits. There is also an existing underground car park accommodating approximately 105 spaces. The car park is currently not in use due to previous anti-social behaviour.

## **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)**

- 5.2
- |            |      |   |
|------------|------|---|
| Proposals: |      | East West Crossrail                             |
| Policies:  | ST1  | Deliver and Implementation of Policy            |
|            | ST12 | Cultural and Leisure Facilities                 |
|            | ST15 | Encourage a Wide Range of Activities            |
|            | ST23 | Quality of Housing Provision                    |
|            | ST25 | Provision of Social and Physical Infrastructure |
|            | ST26 | Improve Public Transport                        |
|            | ST28 | Restrain Private Car                            |
|            | ST30 | Safety and Movement of Road Users               |
|            | ST34 | Provision of Quality Shopping                   |
|            | ST37 | Improve of Local Environment                    |
|            | ST41 | Provision of Adequate Space for Local Business  |
|            | ST43 | Use of High Quality Art                         |
|            | ST49 | Provision of Social and Community Facilities    |
|            | ST51 | Public Utilities                                |
|            | DEV1 | Design Requirements                             |
|            | DEV2 | Environmental Requirements                      |
|            | DEV3 | Mixed Use Development                           |
|            | DEV4 | Planning Obligations                            |
|            | DEV9 | Minor Works                                     |

DEV12	Landscaping
DEV15	Retention/Replacement of Mature Trees
DEV50	Noise
DEV51	Contaminated Land
DEV55	Development and Waste Disposal
EMP1	Employment Uses
EMP6	Employing Local People
EMP8	Small Businesses
HSG4	Loss of Housing
HSG7	Dwelling Mix
HSG13	Internal Standards for Residential Development
HSG15	Preserving Residential Character
HSG16	Amenity Space
T8	New Road
T10	Traffic Management
T16	Impact on Traffic
T18	Pedestrians
T21	Pedestrians
OS7	Loss of Open Space
OS9	Children's Play Space
OS13	Youth Provision
SCF11	Meeting Places

### **Interim Planning Guidance for the purposes of Development Control**

5.3	Proposals:	Crossrail
	Core Strategies:	IMP1
		CP1
		CP3
		CP4
		CP5
		CP19
		CP20
		CP21
		CP22
		CP23
		CP24
		CP25
		CP27
		CP29
		CP30
		CP31
		CP38
		CP39
		CP40
		CP41
		CP42
		CP43
		CP46
		CP47
	Policies:	DEV1
		DEV2
		DEV3
		DEV4
		DEV5

DEV6	Energy Efficiency and Renewable Energy
DEV7	Water Quality and Conservation
DEV8	Sustainable Drainage
DEV9	Sustainable Construction Materials
DEV10	Disturbance from Noise Pollution
DEV11	Air Quality and Air Pollution
DEV12	Management of Demolition and Construction
DEV13	Landscaping and Tree Preservation
DEV15	Waste and Recyclable Storage
DEV16	Walking and Cycling Routes and Facilities
DEV17	Transport Assessments
DEV18	Travel Plans
DEV19	Parking for Motor Vehicles
DEV20	Capability of Utility Infrastructure
DEV22	Contaminated Land
DEV24	Accessible Amenities and Services
DEV25	Social Impact Assessment
HSG1	Determining Residential Density
HSG2	Housing Mix
HSG3	Affordable Housing Provisions
HSG4	Varying the Ratio of Social Rented to Intermediate Housing
HSG5	Estate Regeneration Schemes
HSG7	Housing Amenity Space
HSG9	Accessible and Adaptable Homes
HSG10	Calculating the Provision of Affordable Housing
SCF1	Social and Community Facilities
OSN2	Open Space
PS1	Noise
PS2	Residential Water Refuse and Recycling Provision
PS3	Parking
PS4	Density Matrix
PS5	Lifetime Homes

#### **Supplementary Planning Guidance/Documents**

- 5.4 Residential Space  
 Designing Out Crime  
 Landscape Requirements

#### **Spatial Development Strategy for Greater London (London Plan)**

- 5.5 2A.1 Sustainability Criteria  
 2A.2 Spatial Strategy for Development  
 2A.6 Areas for Intensification  
 2A.7 Areas for Regeneration  
 3A.1 Increasing London's Supply of Housing  
 3A.2 Borough Housing Targets  
 3A.3 Maximising the Potential of Sites  
 3A.5 Housing Choice  
 3A.6 Quality of New Housing Provision  
 3A.7 Large Residential Developments  
 3A.8 Definition of affordable Housing  
 3A.9 Affordable Housing Targets  
 3A.10 Negotiating Affordable Housing  
 3A.11 Affordable Housing Thresholds  
 3A.13 Special needs and Specialist Housing  
 3A.15 Loss of Housing and Affordable Housing



3A.17	Addressing the Needs of London's Diverse Population
3A.18	Protection and Enhancement of London's Infrastructure
3A.19	The Voluntary and Community Sector
3A.20	Health Objectives
3A.23	Health Impacts
3A.24	Education Facilities
3B.3	Mixed Use Development
3C.1	Integrating Transport and Development
3C.2	Matching Development to Transport Capacity
3C.3	Sustainable Transport in London
3C.14	Enhanced Bus Priority
3C.16	Road Scheme Proposals
3C.20	Improving Conditions for Buses
3C.21	Improving Conditions for Walking
3C.22	Improving Conditions for Cycling
3C.23	Parking Strategy
3C.3	Maintaining and Improving Retail Facilities
3D.8	Realising the Value of Open Space and Green Infrastructure
3D.11	Open Space Provision
3D.12	Open Space Strategies
3D.13	Play and Informal Recreation Strategies
3D.14	Biodiversity and Nature Conservation
4A.1	Tackling Climate Change
4A.2	Mitigating Climate Change
4A.3	Sustainable Design and Construction
4A.4	Energy Assessment
4A.5	Provision of Heating and Cooling Networks
4A.6	Decentralised Energy; Heating, Cooling and Power
4A.7	Renewable Energy
4A.9	Adaptation to Climate Change
4A.12	Flooding
4A.13	Flood Risk Management
4A.16	Water Supplies and Resources
4A.18	Water Sewerage and Infrastructure
4A.19	Improving Air Quality
4A.20	Reducing Noise
4B.1	Design Principles for a Compact City
4B.3	Enhancing the Quality of the Public Realm
4B.4	London's Buildings: Retrofitting
4B.5	Creating an Inclusive Environment
4B.6	Safety, Security and Fire Prevention and Protection
4B.9	Tall Buildings
4B.10	Large Scale Buildings

**Government Planning Policy Guidance/Statements**

5.6	PPS1	Delivering Sustainable Development
	PPS3	Housing
	PPS22	Renewable Energy
	PPS23	Planning and Pollution Control
	PPG13	Transport
	PPG17	Planning for Open Space, Sport and Recreation
	PPG24	Planning and Noise

5.7 **Community Plan** The following Community Plan objectives relate to the application:  
A better place for living safely

A better place for living well  
A better place for creating and sharing prosperity  
A better place for learning, achievement and leisure  
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 Cultural Services**

- 6.3
- Support the Bede Estate Regeneration Programme.
  - Increased density of the estate and the increased population will increase demand on community, cultural and leisure facilities.

#### Open space

Request a mitigating contribution of £284,418

#### Leisure facilities

The proposed development will increase demand on leisure facilities. Request leisure contribution of £252,311.

#### Library/Idea Store Facilities

Request a contribution of £64,584 towards the provision of library facilities.

#### Officer Comment

Contributions have been secured towards health care and education. Given the financial constraints of the scheme, any additional contributions sought will have a direct impact on the funding available for the renewal of the estate. As such, additional contributions towards open space, leisure provision and library facilities have not been sought. It should be noted that a community facility is being provided as part of the proposal. This can be considered as mitigation for the increase in population.

NB. The open space contribution was calculated prior to amendments to the scheme when figures indicated that there would be a loss of open space. The scheme has been amended and shows that there will be an increase in the provision of public and private open space across the estate from 12,628 sq m to 12,824 sq m.

### **LBTH Crime Prevention Officer**

- 6.4 Taken into account concerns raised at pre- application stage. Some remaining concerns regarding bin stores and play spaces providing areas for youths to congregate.

#### Officer Comment

The public amenity areas in the estate have been carefully designed to ensure that there is a high level of natural surveillance. In addition many existing enclosed dark spaces are being redeveloped to provide improved security.

### **LBTH Energy Efficiency**

- 6.5 New build residential elements of the development are infill plots ranging from 1 to 32 residential units - CHP or communal heating is not suitable. Applicant is proposing individual gas condensing boilers.

Policies require all new developments to reduce 20% of the sites carbon dioxide emissions from onsite renewable energy technologies. However, as this is a regeneration scheme, it could be understood that the 20% requirement cannot be met due to financial constraints. As such, the applicant must demonstrate that onsite renewable energy technology is being

maximised within the financial and technical constraints. The scheme will be required to incorporate some renewable energy technology, the details of technical and financial constraints must be provided. The details of the renewable energy feasibility and the technology to be incorporated in to the dwellings must be provided. This is to be provided prior to construction.

Where an existing dwelling is being refurbished (i.e. upgrading of kitchen and bathrooms), water efficiency measures must be included, the applicant will need to seek a water consumption standard of 105 litres per person per day. All new build dwellings will need to achieve a water consumption standard of 105 litres per person per day. The details of the water conservation measures are required. This is to be provided prior to construction.

Recommend the application to be approved with appropriate conditions. Further information required for existing and proposed stock to demonstrate overall energy reductions.

No sustainability statement has been provided. The Council wants to ensure development minimises impacts on the environment by complying with the highest standards in current 'Best Practice' guidelines for sustainable design and construction. New developments should demonstrate achievement of recognised benchmark standards of excellence for Code for Sustainable Homes. A Code for Sustainable Homes assessment is required for the new build element of the residential development.

#### Officer Comment

Full consideration of energy efficiency proposed is discussed in Paragraphs 8.106-8.110. Details of the financial constraints of the scheme have been submitted and are considered in the analysis section of the report.

### **LBTH Environmental Health**

#### 6.6 Contamination

- Satisfied that an appropriate contamination risk assessment has been carried out and in agreement that an intrusive site investigation should be carried out to characterise the contaminant status of the above site.

#### Daylight/Sunlight

- Report submitted is acceptable.

#### Noise and Vibration

- Noise assessment submitted is satisfactory.
- Require an assessment of noise from proposed Crossrail.

#### Officer Comment

- A condition will be imposed to ensure a contamination investigation is carried out in accordance with the above recommendation.
- Full consideration of daylight/sunlight is provided in Design and Amenity Section (8.23)
- An appropriate condition will be imposed in accordance with recommendations by Crossrail to protect the amenity of future occupiers from noise and vibration from the proposed Crossrail development.

### **LBTH Education**

- 6.7 The proposed dwelling mix has been assessed for the impact on the provision of primary school places. The mix is assessed as requiring a contribution towards the provision of 29 additional primary school places @ £12,342 = £357,918. This funding will be pooled with other resources to support the programme for the borough of providing additional places to meet need.

Officer Comment

A contribution towards education will be secured.

**Crossrail (Statutory Consultee)**

- 6.8 Request condition regarding foundations to safeguard the Crossrail development.

Officer Comment

A condition will be imposed to safeguard the Crossrail development.

**Environment Agency**

- 6.9 No objection subject to conditions requiring:
- Water source control measures implemented in accordance with submitted Flood Risk Assessment;
  - Scheme to dispose of foul and surface water.

Officer Comment

Requested conditions to be imposed.

**Greater London Authority (Statutory Consultee)**

- 6.10 Estate Renewal and Affordable Housing - Proposed mix of private and affordable housing could be acceptable. However, they require a financial assessment to demonstrate that affordable housing outputs have been maximised. Exclusion of Lewely House means it is not possible to fully assess the density implications of the development. Request further information as to why Lewely House has been excluded and set out density implications of this approach. Provide financial assessment to demonstrate that affordable housing levels will be maximised.

Urban Design - Urban design approach acceptable from a strategic perspective.

Inclusive Design - All new housing to Lifetime Homes standards and 10% would be wheelchair accessible. Proposal does not demonstrate how Blue Badge Parking will be provided and managed. Provide information on Blue Badge provision and management.

Open Space and Landscaping - Exclusion of Lewely House makes it difficult to fully assess the landscaping proposals. Provide additional information why Lewely House had been excluded from the application site and set out landscaping implications of this approach.

Children's Play Space - Scheme does not demonstrate compliance with policy. Submit child yield assessments based on Mayors child yield methodology.

Climate Change Mitigation and Adaptation - Scheme has failed to demonstrate compliance with the Mayor's climate change mitigation and adaptation policies.

Mix of Uses - Mix of units acceptable. Provide further information about the scale and management of the proposed facility.

Car parking and Transport - Insufficient information provided regarding servicing and delivery, construction logistics and sustainable transport. The level of car parking needs to be reviewed so that the total provision including spaces in the underground car park is in line with the London Plan. The development should include secure and accessible cycle parking which meets the Mayors cycle parking standards.

Officer Comment

Issues raised by the GLA are considered in the Material Planning Considerations (Section 8) of the report.

**Natural England (Statutory Consultee)**

- 6.11
- Support the creation of a green route between Tower Hamlets Cemetery Park and Mile End Park.
  - Opportunities to incorporate feature beneficial to wildlife such as green roofs and more 'wild' open spaces.

#### Officer Comment

The cost to provide green roofs would have a direct impact on the funding available for the renewal of the estate. The application proposes to improve and increase the green spaces within the estate and as such it is not considered that additional features for wildlife can be justified.

#### **Olympic Delivery Authority (Statutory Consultee)**

6.12 No objection

#### **Thames Water**

- 6.13
- No objection with regard to sewerage infrastructure.
  - Existing water supply has insufficient capacity to meet demand. Require impact study for water infrastructure.

#### Officer Comment

An informative will be imposed advising the applicant to contact Thames Water.

#### **TFL (Statutory Consultee)**

6.14 Car Parking

- Do not support the proposals to re-open the basement car park – require justification for parking provision.
- Disabled car parking provision should be raised from the current ratio of 23 disabled car parking spaces to 10% of the reduced amount of spaces and enforced as such.
- Supports the decision not to issue car parking permits to the new residents.
- Setting up a car club should be investigated and, if appropriate for the site, should be included within a travel plan

#### Cycle Parking

- Notes the increase in cycle parking provision from 261 to 311 spaces. It is understood that this provides a 1.2:1 ratio for the new build residential units,
- Figure only represents 53% of the total number of refurbished/new build residential units for the Bede Estate.
- Basement car park could be used as a means to provide a total of 587 residential cycle parking spaces; a ratio of 1 space for each residential unit.
- Welcomes the intent to provide visitor and workplace cycle parking for the community centre/retail at surface level at a level recommended within TfL's Cycle Parking Standards (2006).

#### Access Arrangements

- Would like the applicant to ensure that the design of Portia Way discourages rat-run conditions between Bow Common Lane and the A1205 Burdett Road and for this to be conditioned.
- The design of the new junction for Portia Way/Burdett Road with tightened kerb radii is accepted.
- Would like the on-street parking on the east side of Burdett Road along the frontage of the estate removed to widen the footway.

#### Bus Stops

- Some local bus stops may require alterations to help them comply with TfL's accessibility guidelines. TfL requests the applicant to contribute a capped sum of £50,000 towards upgrading the bus stops, kerbs, red surfacing, crossings and traffic calming features after construction has taken place.

#### Travel Plan

- Supply a full residential travel plan with it conditioned.

#### Construction Logistics Plan and Delivery and Servicing Plan

- Note that tracked path/turning circle analysis has shown that servicing vehicles will be able to access the new Bede Estate.

- Should look into the possibility of a concierge service for the new Bede Estate to help reduce the number of failed deliveries by post which could be included in the DSP.
- CLP and DSP should be submitted and conditioned.

#### Officer Comment

- Issues relating to car parking and cycle parking are considered in the Parking & Highways Section (8.96) of this report.
- Contributions have been secured towards health care and education. Given the financial constraints of the scheme any additional contributions sought will have a direct impact on the funding available for the renewal of the estate. As such, additional contributions towards upgrading bus stops has not been sought.
- Given the financial constraint of the scheme, it is not considered that the widening of the footway can be prioritised. A site visit has confirmed that this footway is not particularly narrow and provides adequate space for people to pass.
- A Green Travel Plan is to be required in the S.106.
- A Construction and Service Plan will be required by condition.

## **7. LOCAL REPRESENTATION**

- 7.1 A total of 1095 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: 15      Objecting: 14      Supporting: 1  
 No of petitions received: 1 objecting containing 139 signatories

- 7.2 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:

#### Design and Amenity

- Overdevelopment/overcrowding;
- Flawed calculating density in relation to PTAL;
- Out of character;
- Planning consent should be limited to buildings of 4 storeys;
- Poor design;
- Loss of light to existing buildings as a result of proposed blocks (in particular from proposed blocks KK,NN,TT,ZZ);
- Daylight/sunlight report inadequate – only sample of properties considered and makes assumptions;
- Loss of sunlight against Code of Sustainable Homes – will increase energy use;
- Overlooking;
- New homes adjacent to railway – health and safety risk;

#### Access and parking

- Access to Burdett Parking for shops reduced and complicated – deter passing trade;
- Existing paths/routes closed;
- Block HH restricts access to bins, car-parking and Burdett Road;
- Prevent existing vehicular drop off to 7 Portia Way;
- New development car free – can't be controlled;
- Concern about emergency and delivery access;
- 

#### Open space & community facilities

- Retail units may be duplicated
- Impact on quality of life, provision of services – particularly schools and open spaces;
- Control of anti-social behaviour;
- Loss of ball court;
- All open space proposed is playgrounds – need some quiet spaces;
- Overall loss 186 sq m open space and proposed density unacceptable;
- Blocks MM,NN,UU and WW built on open space;
- Noise from use of reintroduced ball games area;

Overall Impacts

- No benefit to the estate;
- Concern if properties don't sell to fund works;
- Noise, dust and inconvenience during works;
- Management arrangements for new development;
- Decent Homes programme completed for Bede estate;
- Location of bin stores- easily not accessible;
- East End Homes offices less accessible as will not be on estate;
- Disruption during building works – no indication of time scale;
- Will provide additional homes which are needed.

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

- De-value property (OFFICER COMMENT: In itself, this is not a matter that can be taken into consideration)

7.4 The following procedural issues were raised in representations, and are addressed below:

- No previous consultation (OFFICER COMMENT: During the pre-application stage a community forum was held for local residents to attend to gauge views on the proposed estate renewal. This was chaired by LBTH Planning department)
- LB Tower Hamlets presented the application in a poor way and no drawings of a 3D nature (OFFICER COMMENT: The application has been submitted to the Council for consideration. The documents are of acceptable quality to assess the implication of the scheme)
- No notices posted on East End Homes notice boards throughout the estate (OFFICER COMMENT: Site notices were displayed around the estate in addition to letters being sent to residents and advertisements in East End Life)

## **8. MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of Estate Regeneration
2. Land Use
3. Housing
  - Density
  - Affordable Housing
  - Housing Mix
  - Standard of Accommodation
  - Design & Amenity
4. Open Space
  - Provision of Open Space
  - Child Play Space
  - Private Amenity Space

- 5. Parking and Highways
- 6. Sustainability
  - Biodiversity
  - Air Quality

### Principle of Estate Regeneration

- 8.2 The Government is committed to creating the opportunity for decent homes for all. The regeneration and renewal of neighbourhoods is supported by the Mayor's Housing Supplementary Planning Guidance (November 2005). In Tower Hamlets, the Council is seeking that all homes are brought up to Decent Homes Plus standard to ensure that homes are in a good state of repair.
- 8.3 The Decent Homes Standard is defined by the DCLG as a home which is 'warm, weatherproof and has reasonably modern facilities.' The Decent Homes Plus Standard goes beyond the previous requirements and includes works such as improved security, lift replacement and thermal comfort works.
- 8.4 As part of the Tower Hamlets Housing Choice Programme Bede estate was transferred to East End Homes in 2004. In order for East End Homes to facilitate the regeneration of the Bede Estate and bring the existing homes up to Decent Homes Plus standard, a comprehensive redevelopment is proposed with an increased housing density on site. The increase in density is required in order to generate sufficient value from market development to support the refurbishment, replacement and increased provision of affordable housing and to achieve a mixed and balanced community.
- 8.5 The application proposes the erection of 24 buildings providing 236 new residential units to facilitate the following estate-wide improvements:

Works	Cost (£)
New Kitchens and bathrooms	2,147,540
Central heating repairs / improvements	881,000
Roof repairs	712,000
Thermal insulation improvement	1,396,000
Window repairs / replacement	952,440
Structural Repairs	1,196,100
Repair/Renew Entrance Doors	164,800
Balcony upgrading	382,700
Improvements to electrical and water services	401,000
Refurbish underground garages & podium deck	528,300
Refuse Improvements	398,000
Play equipment	106,000
Environmental Works including Security/Lighting, Landscaping, Car Parking, Paving	2,140,000
New communal stairs and entrances including access control	2,310,000
<b>Total</b>	<b>13,715,880</b>

- 8.6 Overall, the principles and objectives set out in regional and local policies for estate regeneration proposals are achieved for the Bede Estate through a comprehensive redevelopment scheme. The proposal maximises the development potential of the site whilst upgrading the existing housing and communal areas. The planning issues are considered in detail below.

### Land Use

- 8.7 The existing land use of the site is predominantly residential. There are no specific land use designations in the adopted UDP or IPG. The provision of additional housing in this location is supported to facilitate the regeneration of the estate providing other policy objectives are



met. The application proposes residential development, community facilities and retail provision. Issues related to Housing are addressed in the next section (Section 8.12).

- 8.8 London Plan Policy 3A.18 requires that in areas of major development and regeneration, adequate facilities should be provided for social infrastructure and community facilities. Policy SCF1 in the IPG requires that consideration is given to the need for social and community facilities within redevelopment proposals. The policy requires that consideration is given to the likely catchment of the facility, accessibility and needs of the area.
- 8.9 There is currently no community centre on the estate. The application proposes a new community centre (273 sq.m) which has a frontage onto Joseph Street. This is a fairly central location in the estate and will provide a community facility for the residents. It is considered that the size and location of community centre is appropriate and will provide a facility that currently is not provided.
- 8.10 The application proposes retail and storage floorspace (219 sqm) on the northern corner of the site fronting Bow Common Lane and Portia Way. This will provide an active frontage onto these roads and will expand the existing retail provision in the estate to serve the local community.
- 8.11 It is considered that the mix of uses proposed accords with the criteria set out in Policy CP1 in the IPG which seeks to create sustainable communities by providing a range of uses in the local environment. The provision of additional local shops and a community centre will provide residents with these facilities within walking distance. Whilst there are no employment sites proposed, the Bede Estate is located in an area with good access to public transport. As such, it is considered to be a sustainable location for residential development.

### **Housing**

- 8.12 The application proposes the erection of 24 new buildings throughout the Bede estate providing 236 residential units. The IPG sets out the Council's objective to ensure that all residents in Tower Hamlets have access to decent homes in decent neighbourhoods, as part of an overall commitment to tackle social exclusion. It is necessary to ensure that the proposed housing does not have an adverse impact on the amenity of residents who live in the Bede estate as the overall objective of the proposal is to improve the living conditions on the estate.

### Density

- 8.13 The London Plan (Consolidated with alterations since 2004) provides a density, location and parking matrix that links density to public transport availability that is defined by a Public Transport Accessibility Level (PTAL) (Table 3A.2 of the London Plan). The site is located in an area with a PTAL of 5. For 'Urban' sites with a PTAL range between 4 to 6, the London Plan states that the appropriate density for residential use should be within the range 200-700 habitable rooms to the hectare. The proposal would result in a scheme with a density of 366 habitable rooms per hectare, which is within the limits stated in the London Plan. As such, it is considered that the proposal achieves an appropriate intensity of use, is compatible with the local context, design principles and public transport capacity.
- 8.14 The existing 22 storey tower on the eastern side of the estate (Lewey House) has not been included with the application site as this building is under separate ownership and not subject to the proposed upgrades. However, it is clear that due to its location on the periphery of the estate, it is physically integrated as it shares common amenity spaces and access to pedestrian routes. Taking this building into account, the overall density would be 398 habitable rooms per hectare which is still comfortably within the range set out in the London Plan.

Affordable Housing

- 8.15 Policy 3A.9 of the London Plan states that boroughs should seek the maximum reasonable amount of affordable housing, taking into account the Mayor’s strategic target that 50% of all new housing in London should be affordable and Borough’s own affordable housing targets. Interim Planning Guidance Policy CP22 seeks to achieve 50% affordable housing provision from all sources across the Borough with a minimum of 35% affordable housing provision on sites capable of providing 10 or more dwellings.
- 8.16 Policy HSG3 in the IPG seeks to ensure a maximum provision of affordable housing in new schemes. Specifically, with regard to estate regeneration schemes, policy HSG5 in the IPG states that the Council may consider varying its requirements towards additional affordable housing where it can be sufficiently demonstrated that the provision of market housing on the estate regeneration site is necessary in order to cross subsidise the works being undertaken.
- 8.17 The proposed new build provides 36.1% affordable housing which is in accordance with the policy objectives. Policy HSG5 does allow consideration to be given to a reduction in affordable housing provision. However, this is not being sought to subsidise the works to upgrade the existing dwellings to Decent Homes Plus standard.
- 8.18 The proposed scheme provides a ratio of social rented to intermediate housing of 80:20 which is in accordance with Policy HSG4 in the Interim Planning Guidance.

Housing Mix

- 8.19 On appropriate sites, UDP Policy HSG7 requires new housing schemes to provide a mix of unit sizes including a “substantial proportion” of family dwellings of between 3 and 6 bedrooms. Policy HSG2 in the IPG specifies an appropriate mix of units should be provided to reflect local need and provide balanced and sustainable communities. Family accommodation is again identified as a priority, reflecting the findings of the Borough’s Housing Needs Survey, as well as the draft East London SRDF.
- 8.20 The table below demonstrates that a range of unit sizes are being provided. The provision of 3 and 4 bedroom units in the social rented sector is below the target levels set out in policy HSG2 in the IPG. However, the Bede Estate currently comprises 52% 3 bedroom units. Of these, 47% are within the social rented sector. As such, when viewing the estate as a whole, there is already a large proportion of family sized units. In this context, it is considered that providing a greater number of smaller units will help to create a mixed and balanced community. Moreover, an increase in family sized accommodation would significantly reduce the percentage of affordable housing provided by this development (to below 35%) and reduce the money available for Decent Homes Plus refurbishment works and s.106 contributions.
- 8.21 It should be noted that 5 and 6 bedroom units are proposed in the social rented sector above the targets set out in the IPG for which a specific need has been identified.

	Affordable Housing	Market Housing
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Unit Size	Total Units	Social Rented			Intermediate			Private Sale		
		Units	%	Target %	Units	%	Target %	Units	%	Target %
Studio	22	0	0	0	0	0	25	22	13.8	25
1 bed	72	19	31.7	20	4	25	25	54	33.8	25
2 bed	92	25	41.7	35	8	50	25	59	36.8	25
3 bed	40	11	18.3	30	4	25	25	25	15.6	25
4 bed	0	0	0	10	0			0		
5 bed	2	2	3.3	5	0			0		
6 bed	3	3	5.0		0			0		
Total	236	60	100	100	16	100	100	160	100	100

#### Standard of Accommodation

- 8.22 Policy HSG9 in the Interim Planning Guidance seeks that all new development is designed to Lifetime Homes standards, including at least 10% of all housing being wheelchair accessible or easily adaptable for residents who are wheelchair users. This is in line with the Mayor's policy approach to assist in improving housing choice for elderly and disabled people.
- 8.23 All proposed units are to be built to Lifetime Homes standards and 10% of the units are to be accessible or easily adaptable for wheelchair users which accords with local and national policy. The unit sizes are in accordance with Policy HSG13 in the UDP which requires all new developments to have an adequate provision of internal residential space.

#### Design & Amenity

- 8.24 Policy 4B.1 sets out overarching design principles for London and states that the Mayor will seek to ensure that new developments maximise site potential, enhance the public realm, provide a mix of uses, are accessible, legible, sustainable, safe, inspiring and respect London's natural and built heritage.
- 8.25 Policy CP4 of the IPG specifies that the bulk, height, and density of development must consider the surrounding building plots, scale of the street, building lines, roof lines, street patterns and the streetscape. The development must also respond in a sustainable manner to the availability of public transport, community facilities and environmental quality. Policy DEV1 of the UDP outlines general design and environmental requirements that developments must comply with. The policy requires proposals should be sensitive to the development capabilities of the site and not to cause overdevelopment or poor space standards.
- 8.26 Tall buildings are buildings or structures generally exceeding 30m in height or which are significantly higher than the surrounding buildings (usually 2 or more storeys higher). The total height of some of the blocks (7-8 storeys) would equate to a difference of more than 2 floors, which qualifies them as tall buildings. Policy DEV27 in the IPG sets out criteria for assessing tall buildings, in particular assessing the sensitivity of the design to the context of the site.
- 8.27 Unitary Development Plan policies DEV1 and DEV2 and policy DEV4 of the IPG seek to ensure that safety and security within development and the surrounding public realm are optimised through good design and the promotion of inclusive environments. Policy DEV4 in the IPG seeks to ensure safety and security of development by incorporating principles such as ensuring building entrances are located and designed to be visible, designing development to face the street with active frontages and by creating opportunities for natural surveillance of the public realm.
- 8.28 The overall design approach adopted respond to the constraints of each individual site boundaries and provides a cohesive approach the renewal of the estate. The proposed

buildings range from 4 to 8 storeys which is considered to respect the scale of the existing buildings on the site. The tallest block is located adjacent to the south-western boundary of the site and will announce the entrance to the estate from Burdett Road.

- 8.29 The existing blocks are arranged in an orthogonal grid. The proposal follows the existing grid lines. However, it seeks to infill many of the awkward spaces which are currently open but have little or no amenity value. It is considered that the overall design approach is appropriate and accords with policy requirements. The buildings have been designed to improve natural surveillance and remove enclosed spaces which give rise to safety concerns. It is considered that the proposed buildings improve the overall appearance of the estate and will create a greater feeling of safety. As such, whilst the proposal does increase the density on the estate, it does so without compromising the overall objective to create a better living environment.
- 8.30 In terms of amenity, Policy DEV2 in the UDP 1998 and Policy DEV1 of the Interim Planning Guidance seeks to ensure that development where possible, protects and enhances the amenity of existing and future residents as well as the amenity of the public realm.
- 8.32 In accordance with BRE Guidance, a Daylighting and Sunlighting report was submitted with the application. The report calculates the Vertical Sky Component (VSC), Average Daylight Factor (ADF) and Sunlighting for adjoining properties.
- 8.32 The VSC quantifies the amount of skylight falling on a vertical wall or window. For a room with non-continuous obstructions there is the potential for good daylighting provided that the VSC, at the window position 2m above ground, is not less than the value for a continuous obstruction of altitude 25 degrees. This is equal to a VSC of 27%.
- 8.33 The VSC calculation can be related to the ADF which, in addition to the amount of skylight falling on a vertical wall or window, considers the interior daylighting of the building. The calculation takes into account the thickness of the glazing, size of the window, reflectance and total area of room surfaces.
- 8.34 Sun lighting has been measured using sunlight availability indicators or sunpath indicators. The British Standard recommends that at least 25% of annual probable sunlight hours be available at the reference point, including at least 5% of annual probable sunlight hours in the winter months.
- 8.35 The calculations have been based on a sample of rooms in the blocks that are likely to be most affected by the proposal. The report demonstrates that there are some instances where the VSC which quantifies the amount of skylight falling on a vertical wall or window is below the levels set out in the BRE guidance. However, the calculations demonstrate that the affected rooms would still have sufficient ADF. Given the urban context of the site, it is considered that the resultant levels of daylight can be accepted.
- 8.36 The Daylight and Sunlight Report concludes that the impact on sunlight availability is quite severe given that the existing blocks currently do not receive the guidance levels to the elevations. The application must be viewed in the urban context. As such, it is considered that refusal could not be sustained on the loss of sunlight, particularly given that the current levels are low.
- 8.37 The Council's Environmental Health Section has reviewed the Daylight and Sunlighting Report and considers that the report satisfactorily demonstrates that there will be no significant impact with regard to daylight/sunlight on existing residents.
- 8.38 The application proposes 24 new buildings across the Bede estate. The main issues relating

to each of the proposed buildings will be considered in turn:

**Block AA** – 4 storey building located on the corner of Eric Street and Bow Common Lane

- 8.39 The proposed building infills the corner between two existing 4 storey residential blocks which front Eric Street and Bow Common Lane respectively. The proposed block projects forward of the existing building fronting Bow Common Lane, taking account of the tapered boundary of the site. The proposed block is located on an existing parking area. Parking is retained along Portia Way and will ensure that the existing units are located near to accessible parking. In addition, a disabled parking space is provided adjacent to the proposed Block AA.
- 8.40 The proposal provides combined access to the existing blocks from Bow Common Lane and separate access to the proposed building from Eric Street. In terms of scale and design, the building is considered appropriate and it respects the character of the area.
- 8.41 It is not considered that the building will have a significant impact on amenity of adjoining residents. The proposed building will not provide direct views into the existing adjoining blocks. With regard to daylight/sunlight, the submitted report demonstrates that levels will accord with the standards set out in the BRE guidance. Whilst the figures show that there will be a high level of loss of daylight to the properties to the north fronting Bow Common Lane, this is because there is currently no obstruction to the habitable room windows and as such any building would result in a significant reduction.

**Block BB** – 6 storey building located on the corner of Eric Street and Burdett Road

- 8.42 The proposed building is located on an open area of land between two existing 4 storey blocks which are set at oblique angles to one another. The stairwell to the block to the east will be removed with the access provided from Portia Way. The proposed building will be accessed from Eric Street.
- 8.43 It is considered that the scale and design of the proposed building is acceptable. Whilst it is acknowledged that the proposed building is 2 storeys higher than the adjoining buildings, it is considered that, being a corner plot, such a rise in height is acceptable.
- 8.44 With regard to the amenity of the adjoining residents, the proposed building projects 1.7m forwards of the south elevation of the residential block located to the east. It is not considered that this modest projection would have an adverse impact on the amenity of existing residents. The proposed building does not obstruct any existing habitable room windows

**Block CC** – 4 storey infill building on Portia Way

- 8.45 The proposed block infills a space enclosed on 3 sides by existing 4 storey buildings. The ground floor of the proposal provides bicycle storage and the entrance to the adjoining blocks. Residential accommodation is proposed on the upper levels. The block is a similar height to the adjoining buildings and considered appropriate. The infilling of this area is supported as it will remove a dark enclosed space which has no natural surveillance.
- 8.46 In terms of amenity, the proposal will not cause significant harm to adjoining occupiers. The proposed balconies project forward of the front elevation. However, it is considered that they will not result in unacceptable degree of overlooking and loss of privacy to adjoining occupiers, given that they will be adjacent to the high level walkways of the adjoining block.

**Block DD** – 6 storey building located on corner of Portia Way and Burdett Road

- 8.47 The proposed building is attached to the end of an existing 4 storey residential block. It would occupy an existing hardstanding and parking area. There is private amenity space located to the front of the building to provide defensible space between the proposed ground floor residential units and the footpath along Burdett Road. It is considered that, given the location of the proposed building on the end of an existing block, it is appropriate in this location to increase the height to 6 storeys.
- 8.48 In terms of amenity, this site is at the end of an existing residential block and is not considered to have a significant impact on the amenity of residents.

**Block EE** – 4 storey building located on the corner of Portia Way and Bow Common Lane

- 8.49 The proposed block is located on a grass area adjoining Bow Common Lane. It is proposed to provide retail units on the ground floor with residential units above. It is considered that this is an appropriate location for retail units located adjacent to the existing shopping parade. The units will provide a more active frontage along Bow Common Lane and will assist in announcing the location of the existing shopping parade.
- 8.50 In terms of the amenity of existing residents, given the orientation of the existing residential block to the south of the site, the proposal will not result in loss of sunlighting to the rear gardens which back onto Portia Way. As with Block AA, the submitted daylight/sunlight report highlights that there will be significant losses of sunlight to the properties on the north side of Bow Common Lane. As this is an open space at present, it is inevitable that any development will reduce the current levels of daylight. However, the levels do not fall below those in the BRE guidance.

**Block FF** – 4 storey infill building on Portia Way

- 8.51 The proposed block infills the space enclosed on 3 sides by existing 4 storey buildings and is similar to the proposed building CC located on the opposite side of Portia Way. The area is enclosed on three sides by the existing blocks. The ground floor of the proposal provides bicycle storage and the entrance to the adjoining blocks. Residential accommodation is proposed on the upper levels. The block is a similar height to the adjoining buildings and considered appropriate. The infilling of this area is supported, as it will remove a dark enclosed space which has no natural surveillance.
- 8.52 In terms of amenity, the proposal will not cause significant harm to adjoining occupiers. The proposed balconies project forward of the front elevation. However, it is considered that they will not result in unacceptable degree of overlooking and loss of privacy to adjoining occupiers.

**Block GG** – 6 storey infill Building on Portia Way

- 8.53 The proposed building is considered appropriate in terms of scale and design. Whilst the height of the buildings exceeds the adjoining blocks, the increase in height is appropriate in this location as it will not appear unduly prominent in the street scene. The building provides a new access to the underground car park, providing a secure pedestrian and vehicular entrance with increased natural surveillance at these openings.
- 8.54 The building projects further forwards of the existing building line to Portia Way. The proposed building has been designed with chamfered corners to the upper floors to protect the amenity of existing residents to the north. The projection is stepped in line with the existing building, where it adjoins the 4 storey block to the south.

**Block HH** – 4 storey building on corner of Portia Way and Burdett Road

- 8.55 The proposed building infills an area of open space adjacent to Burdett Road. It adjoins existing 4 storey buildings. The proposed block provides secure access to the car park. It is considered that the building is appropriate in terms of scale and design.
- 8.56 The proposed building is not considered to have an adverse impact on the amenity of residents. The block projects 3.2m west of the existing building to the north. It is not considered that this will have a significant impact on the amenity of residents given that the existing stairwell projects beyond the elevation.

**Block JJ** – 4 storey infill building on Wager Street

- 8.57 The proposed block infills the space enclosed on 3 sides by existing 4 storey buildings. Residential accommodation is proposed with lightwells to the rear to provide daylight to the proposed units. The units are accessed by extending the existing deck access. The proposed block is a similar height to the adjoining buildings and considered appropriate. The infilling of this area is supported as it will remove a dark enclosed space which has no natural surveillance.
- 8.58 In terms of amenity, the proposal will not cause significant harm to adjoining occupiers. The proposed building does project forward of the front elevation. However, it is considered that it will not result in unacceptable degree of overlooking and loss of privacy to adjoining occupiers.

**Block KK** – 2 x 8 storey buildings at Wager Street/Burdett Road linked at first floor level

- 8.59 The buildings are located on an existing parking area. The proposed buildings are linked at first floor level by an open walkway and accommodation over-sailing the pedestrian walkway at the southern end of Wager Street. It is considered that the design is sensitive to the context of the site and will be visually integrated into the streetscape and the surrounding area.
- 8.60 The buildings are located at the end of existing blocks and are not considered to have a significant impact on the amenity of residents. The design is such that there will be no direct overlooking into the existing buildings. The proposal provides a new access to the blocks to the south and east via a secure entrance.

**Block LL** – 6 storey building located on eastern side of Wager Street

- 8.61 The proposed building replaces the existing estate office. These offices are used by East End Homes and will be re-provided at the Eric and Treby Estate (subject to planning) The building does not project significantly beyond the existing building line. The building is 6 storeys and considered appropriate in terms of scale and design in this location.
- 8.62 Whilst the proposal is taller than the existing building on the site, it is not considered to result in a material deterioration of the sunlighting and daylighting conditions of surrounding buildings. The proposed building follows the existing 'grid' layout which protects existing occupiers overlooking and loss of privacy.

**Block MM** – 4 storey building on Joseph Street

- 8.63 The proposed block is a 4 storey building providing a community facility and residential accommodation. The scale and design of the block is considered appropriate and inkeeping with the general height of buildings in the immediate vicinity. This is an appropriate location

for a community facility in the estate given its fairly central and easily accessible as it is located on one of the main roads in the Bede Estate.

- 8.64 In terms of amenity, the proposed building is of similar scale to buildings in the immediate vicinity and is located 15m from the habitable room windows of the residential block to the west. In terms of privacy, it is considered that, given the urban context of the proposal the separation distance is acceptable to protect the amenity of existing residents.

**Block NN** – 4-6 storey building on Wager Street/Joseph Street

- 8.65 This is an L-shaped building which replaces an existing row of garages. The proposed building adjoins the south elevation of Wearmouth House at 4 storeys and rises to 6 storeys at the corner of Wager Street. It is considered that the scale and design is appropriate in this location.
- 8.66 The proposal will not have a significant adverse impact on the amenity of the existing residents, in particular those in Wearmouth House. There will be some reduction in daylight/sunlight to existing residents as the site is currently fairly open with the existing garages being single storey. The daylight levels before and after the development indicate that there will be a reduction. However, it is considered that given the urban context of the site and that the units are dual aspect, the resultant levels of daylight are acceptable. Due to the orientation of the building, there will be no loss of sunlight to the building to the south.
- 8.67 In terms of privacy, given the layout of the buildings there is already some overlooking although not directly to the habitable rooms in the western elevation of Wearmouth House. The proposal will result in habitable room windows on the eastern elevation of the proposed building facing existing properties. The separation distance is 20m which exceeds policy requirements (18m). With regard to the building to the south, the separation between the blocks is similar to the existing layout of the estate and considered acceptable in this urban context.
- 8.68 There will be some overshadowing to the amenity area. However, this area remains fairly open to the west, with access to the communal amenity area from Wager Street. The proposed building will provide increased natural surveillance to this amenity area.

**Block PP** – 4 storey building on corner of Wager Street and Joseph Street

- 8.69 The proposed building infills a corner adjoining existing 4 storey buildings to the west and south which front Wager Street and Joseph Street. The proposed block provides secure access to the new units and replaces the existing stairwell the block to the south. The proposed building is similar in scale to the adjoining buildings and is considered appropriate in terms of scale and design.
- 8.70 Given the scale and location of the proposed building, is not considered to have an adverse impact on the amenity of residents.

**Block QQ** – 4 storey block adjacent to railway

- 8.71 The proposed building infills a corner adjoining existing 4 storey buildings to the north and west, adjacent to the railway. The proposed building is similar scale to the adjoining buildings and is appropriate in terms of scale and design.
- 8.72 The proposed building replaces the existing stairwell and provides a new access to the existing block to the north and the proposed units. Access at second floor level is provided by an extension of the deck access. The proposed building does not project significantly



forwards (to the east) of the existing building and, as such, does not significantly harm the amenity of existing residents. The proposal will not result in any loss of privacy. A noise report has been provided with the application to assess the impact of the railway noise on the proposed development. This report has been reviewed by the Environmental Health Department and concludes that, subject to appropriate conditions, this is an acceptable location for residential development.

**Block RR** – 4 storey block on east side of Joseph Street

- 8.73 The proposed building is located on an existing hardstanding area at the northern end of an existing residential block. To the north of the site is Lewely House which is the tower block located outside of the application site. The proposed building is considered to be of an appropriate scale and design. The building projects both forwards and rearwards of the existing residential block with the frontage onto Joseph Street to the north. The access to the existing block is to be upgraded.
- 8.74 Given the orientation of the proposal in relation to the existing building, there will be no loss of day/sunlighting to the building to the south. With regard to Lewely House, the proposed building is of relatively modest scale and the separation follows the similar grain of the estate. As such, it is not considered to give rise to any amenity concerns.

**Block SS** – 4 storey block on Joseph Street, adjacent to railway

- 8.75 The building adjoins the south of an existing 4 storey block which fronts Wager Street to create a L-shaped building. The existing staircase is to be upgraded and access to the proposed building will be provided via a central stair core. The building is sensitive to the character of the area in terms of its design and scale. In terms of existing building lines, the proposed building does not detract from the existing uniformity of the estate.
- 8.76 The building has been designed with chamfered corners and as such will not result in any direct overlooking. In terms of light, there will be a reduction in sunlight during the late morning to some rooms in the rear elevation of the block to the north. There will be no reduction to the sunlight to the western elevation. In terms of daylight, there will be no discernable impact on the adjacent existing properties. A noise report has been provided with the application to assess the impact of the railway noise on the proposed development. This report has been reviewed by the Environmental Health Department and concludes that subject to appropriate conditions, this is an acceptable location for residential development.

**Block TT** – 4-7 storey building on Bow Common Lane (Linked to Block UU)

- 8.77 The proposed building is located on the southern side of Bow Common Lane. This building will be visible from the Ropery Street conservation area to the north. The building is 4 storeys in height, rising to 7 storeys to the west. The building steps up towards Lewely House which is located to the west of the site. The building will be viewed in conjunction with Lewely House and will appear relatively modest in scale. It is considered that the scale and design of the building is appropriate and will preserve the character of the Ropery Street conservation area.
- 8.78 It is not considered that the building will have a significant impact on amenity of adjoining residents. The proposed building will not provide direct views into the existing adjoining blocks. With regard to daylight/sunlight, the submitted report demonstrates that levels will accord with the standards set out in the BRE guidance. Whilst the figures show that there will be a loss of sunlight to the properties to the north fronting Bow Common Lane, this is because there is currently no obstruction to the habitable room windows. As such, any building will result in a reduction.

**Block UU, Block WW** – 3 – 4 storey buildings located to the rear of buildings on the east side of Joseph Street.

- 8.79 These blocks are connected and extend northwards of an existing 4 storey block located in part where the existing ball court is sited. The buildings are sited to the rear of the existing blocks fronting Joseph Street. Their scale and design is acceptable and retains appropriate spacing between the existing and proposed buildings.
- 8.80 The nearest distance between habitable room windows is from block UU to the residential block to the west. This provides a 15m separation which is considered acceptable to protect privacy in view of the blocks urban context. Given the spacing between the blocks, there are considered to be no significant impact on the amenity of existing residents.

**Block XX, Block YY, Block ZZ** – 4 storey blocks located at the southern end of buildings adjacent to the railway line

- 8.81 These blocks are located at the end of existing blocks. All proposed blocks are of similar scale and design and are considered visually appropriate.
- 8.82 The proposed buildings do not project significantly forwards (to the east) of the existing building and, as such, does not significantly harm the amenity of existing residents. Given the location and design of the proposed buildings, they will not result in any loss of privacy. A noise report has been provided with the application to assess the impact of the railway noise on the proposed development. This report has been reviewed by the Environmental Health Department and concludes that, subject to appropriate conditions, this is an acceptable location for residential development.
- 8.83 Overall, the proposed buildings are considered acceptable in terms of design and amenity. The height, scale and design of the proposed buildings are acceptable and in line with policy criteria set out in 4B.1 of the London Plan, policies DEV1 and DEV2 of the UDP and policies DEV1, DEV2 and DEV27 of the IPG which seek to ensure buildings are of a high quality design and suitably located. The impact of the development on the amenity of neighbours in terms of loss of light, overshadowing, loss of privacy or increased sense of enclosure is acceptable given the compliance with relevant BRE Guidance and the urban context of the development. As such, the scheme accords with policy DEV2 of the UDP and policy DEV1 of Council's IPG. Given the acceptable design and amenity impacts, the application is not considered an overdevelopment.

### **Open space**

#### **Provision of Open Space**

- 8.84 In terms of defining open space, the Mayor's Best Practice Guidance on Preparing Open Space Strategies provides a clear definition for both Public and Private forms of open space. Public Open Space is defined as "*public parks, commons, heaths and woodlands and other open spaces with established and unrestricted public access and capable of being classified according to the open space hierarchy, which meets recreational and non-recreational needs*". Private open space is defined as "*open space to which public access is restricted or not formally established but which contributes to local amenity or wildlife habitat or meets or is capable of meeting recreational or non-recreational needs, including school and private playing fields*". The guidance also states that private residential gardens or incidental areas such as road verges or streets (unless these form part of a link in the open space network) should not be included.
- 8.85 Policy OSN2 in the IPG states that planning permission will not normally be given for any development which results in the loss of public or private open space having significant

recreation or amenity value. Policy HSG16 in the UDP requires that all new housing developments include an adequate provision of amenity space. Core Strategy CP25 in the IPG states that all new housing developments should provide high quality private and communal amenity space for all residents.

- 8.86 Quality, quantity and access to open space are key components to the delivery of sustainable communities. The application proposes the reconfiguration and upgrade of the open space throughout the estate. The calculations show there will be an increase in the provision of public and private open space across the estate from 12,628 sq m to 12,824 sq m. Whilst it is acknowledged that the population density will increase as a result of the proposal, it is considered that the proposed increase in open space provision is acceptable given that there will be an upgrade in quality of the amenity areas and the financial constraints associated with upgrading the existing units. Furthermore, it should be noted that the calculation for open space provision does not take into account all newly landscaped areas, in particular the creation of homezones (where pedestrians have primacy over vehicles) which will provide improved hard landscaped areas.
- 8.87 The proposal designates specific areas for pedestrians, vehicles and recreation to provide an improved environment with community focus. The application proposes the creation of a 'Central Pedestrian Spine' to link three key areas for the estate: the Shopping Area, the Community Centre and the Southern Boundary. Access to the pedestrian spine from the residential blocks will be improved to aid permeability throughout the estate. The proposed homezone areas are located on Portia Way, Wager Street, Joseph Street and the service area adjacent to the railway. The homezone areas will be more pedestrian friendly and will be defined by a change in materials and levels.
- 8.88 Concern has been raised that some existing pedestrian routes will be closed as a result of the proposal. The application does reconfigure the existing pedestrian routes, which results in the closure of some existing routes. A key element to the proposed renewal of the estate is to improve safety and security. Some of the existing routes are enclosed alleyways which are considered unsafe. The application proposes more defined routes for pedestrians in areas where there is a good level of natural surveillance. It is considered that safety will be improved as a result.
- 8.89 Areas of public open space are located throughout the estate. These areas are vehicle free and generally located in 'courtyard' areas between pedestrian blocks. This provides natural surveillance from the residential blocks to the open areas giving some security. The overall strategy for socialising and play across the estate is to provide 'node modules' to act as centres of activity. The rationale behind this is described in the Landscape Strategy as '*creating an aesthetic to unite the estate and providing multipurpose areas for refuse, recycling, signage, lighting, seating and informal play.*' It is considered that the overall approach of providing a distinctive landscaping across the estate will provide attractive areas of public amenity space for people of all ages.
- 8.90 The application proposes the relocation of the ball court to the western side of the estate. This has been reintroduced into the scheme following concerns raised by residents that there would be inadequate facilities for older children/teenagers.

#### Child Play Space

- 8.91 London Plan Policy 3D.13 requires developments that include residential units to make provision for play and informal recreation, based on the expected child population. The Mayor's SPG sets a benchmark of 10sq.m of useable child play space to be provided per child, with under 5 child play space provided on site.

8.92 The table below demonstrates the total required child play space as set out in the London Plan (existing and proposed units). The table demonstrates that for the total number of units on the estate, there is a requirement of 2691sq.m of dedicated play space. The proposal provides 2038 sq m of dedicated play space and 4320 sq m of informal playable landscape across the site.

Tenure	Market Units				Social Rented				Intermediate			
Unit Size	No. of Units	Child Yield	Total Yield	GLA 10 sq.m.	No. of Units	Child Yield	Total Yield	GLA 10 sq.m.	No. of Units	Child Yield	Total Yield	GLA 10 sq.m.
Studio	22	0.036	0.792	7.92	0	0.059	0	0.00	0	0.059	0	0.00
1 bed	54	0.036	1.944	19.44	15	0.059	0.885	8.85	4	0.059	0.236	2.36
2 bed	135	0.228	30.78	307.8	100	0.49	49	490.00	8	0.49	3.92	39.20
3 bed	135	0.564	76.14	761.4	90	0.912	82.08	820.80	4	0.912	3.648	36.48
4 bed	7	0.742	5.194	51.94	3	1.221	3.663	36.63	0	1.221	0	0.00
5 bed	3	0.742	2.226	22.26	4	1.221	4.884	48.84	0	1.221	0	0.00
6 bed	0	0.742	0	0	3	1.221	3.663	36.63	0	1.221	0	0.00
<b>Totals</b>	<b>356</b>		<b>117.07</b>	<b>1170.7</b>	<b>215</b>		<b>144.175</b>	<b>1441.7</b>	<b>16</b>		<b>7.804</b>	<b>78.04</b>
<b>Grand Total</b>				<b>2691</b>								

8.93 It acknowledged that the dedicated playspace is below the standards set out in the London Plan however there is a substantial provision of informal playspace on the site in addition to the dedicated provision. Furthermore the site is located adjacent to Mile End Park and all proposed new units have private amenity areas. As such, it is considered that the level provided is acceptable.

8.94 Policy HSG7 of the IPG requires that 3 sq.m of amenity space is provided per child. Provision of 796 sq.m of dedicated playspace is required. The proposed provision significantly exceeds the Council's standards.

8.95 Whilst Lewley House has not been included in the calculations as it is outside the application site, it is acknowledged that residents are likely to use the communal amenity areas in the Bede Estate. Given the provision of overall provision of playspace and the proximity to Mile End Park, it is considered that there is an appropriate provision.

8.96 In terms of amenity, the proposed play space is not considered to have a significant impact on existing residents. The most likely impact is noise associated with the use of play equipment (including use of the ball court). However, it is not considered that this would have a significant impact on residents. The location of the ball court is adjacent to Burdett Road, which is a busy road with activity day and night. Given the location, it is not considered appropriate to restrict the hours of use of the facility.

#### Private Amenity Space

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

*account and that there is good provision of recreational areas, including private gardens, play areas and informal play space”*

8.98 Policy HSG7 in the IPG requires that development provides appropriate public and private amenity space. The proposal provides private amenity space for all new units. The information submitted with the application demonstrates that, whilst some of the units have a provision of amenity space below the standards set out in the IPG (Table DC2), the overall provision exceeds the levels set out in guidance. It is considered that the private amenity spaces have been designed to provide a functional space and is broadly responsive to the size of the dwelling. As such, the private amenity space provided is considered acceptable and in general compliance with the requirements of Policy HSG7 in the IPG.

### **Parking and Highways**

8.99 Policy 3C.1 of the London Plan seeks to ensure the integration of transport and development by encouraging patterns and forms of development that reduce the need to travel by car and to locate high trip generating development in locations with high levels of transport accessibility and capacity. Policy 3C.2 further requires proposals for development to be considered in terms of existing transport capacity. The Mayor seeks to ensure that on-site car parking at new developments is the minimum necessary.

8.100 Policy T16 of the UDP states that new development proposals will be assessed in relation to the ability of the existing and proposed transport system to accommodate the additional traffic that is likely to be generated.

8.101 Policy CP41 of the IPG seeks to ensure the integration of new development with transport, recognising that this is fundamental to achieving more sustainable patterns of travel in Tower Hamlets. The IPG supports the Mayor of London’s Transport Strategy in encouraging walking and cycling as well as the use of public transport. Developments which generate large numbers of trips should be located in places easily accessible to existing or planned public transport. LBTH uses Public Transport Accessibility Level (PTAL) rating to assess the degree of public transport accessibility.

8.102 There are currently 282 on-street car parking spaces within the estate, together with 105 underground parking spaces and 15 garage spaces. In addition, there are 46 on-street parking bays on Joseph Street, an adopted road. These 46 spaces are controlled by the Council through resident permits.

8.103 The application proposes to re-open the basement car park and reduce the provision of surface level car parking. Whilst it is acknowledged that TfL have raised objection to the re-opening of the car park, it should be noted that this is an existing car park although not currently in use. As such, it should be considered as part of the existing parking provision. On this basis, the proposal will result in a reduction in parking as the provision of surface parking is being reduced to 174 spaces.

8.104 In terms of dedicated disabled spaces, 23 are being provided on the estate. Whilst the new units on the estate will be car-free, this does not prevent disabled person from applying for residential parking permits. As such, it is considered that the provision is acceptable.

8.105 In terms of cycle parking the scheme provides 312 cycle parking spaces as follows:

- 126 cycle stands above ground;
- 71 cycle storage bays above ground within buildings;
- 115 cycle stands in the underground car park;

8.106 This provides a greater number of spaces than units proposed. Whilst it is acknowledged

that the level of cycle parking does not provide space for all units on the estate, it should be noted that many of the ground floor units have private gardens where cycles could be stored. As such it is considered that the overall provision is acceptable and accords with accords with London Plan policy 3C.22 and IPG policy CP40 which seek to promote cycling as a sustainable form of transport.

- 8.107 Given the sustainable location of the site, it is considered that a Green Travel Plan should be produced for residents to propose a package of measures aimed at promoting greener, cleaner, travel choices. This will be secured through the S.106 agreement.
- 8.108 Access and servicing of the estate is provided by the main vehicular routes along Wager Street, Joseph Street and Portia Way. Details have been provided showing emergency access routes to all parts of the Bede estate. This is considered acceptable.
- 8.109 The refuse storage is provide as part of the 'node modules' located within the communal areas on the estate. A plan has been submitted showing the location of the nearest bin stores to the entrances to the blocks. All blocks have a bin store located in close proximity to the building access and are accessible to refuse vehicles.

### **Sustainability**

- 8.110 Policies 4A.2, 4A.4, 4A.6 and 4A.7 of the London Plan sets out that the Mayor will and the boroughs should support the Mayor's Energy Strategy and its objectives of reducing carbon dioxide emissions, improving energy efficiency and increasing the proportion of energy used generated from renewable sources. The latter London-wide policies are reflected in policies CP3, DEV5 and DEV6 of the IPG Oct 2007. In particular, policy DEV6 requires that:
- All planning applications include an assessment which demonstrates how the development minimises energy demand and carbon dioxide emissions;
  - Major developments incorporate renewable energy production to provide at least 20% of the predicted energy requirements on site.
- 8.111 The information submitted with the application acknowledges that the integration of renewable technologies into the scheme is technically possible. However there are practical and financial constraints to introducing a large scale renewable component. The following feasibility reasons for not providing a district heating system have been provided by the applicant:
- Residents will remain in their homes whilst improvement works are carried out. The change from the current provision of individual boilers to a district heating system would be very disruptive.
  - Approximately 50% of the units have been purchased under the right to buy scheme and as such it would not be possible to require leaseholders to connect to the district heating scheme.
  - The buildings are spread across the estate which would make the provision of a single district heating system difficult and costly to implement.
- 8.112 As a result of these constraints, the proposal seeks to make energy savings across the estate as a whole. Due to the age of the buildings there can be significant improvements made to the existing energy consumption, including cavity insulation and installing new condensing boilers. In addition to improvements to existing dwellings, the new development will be designed to meet Sustainable Code 3 requirements.
- 8.113 Overall, the refurbished scheme will achieve a total reduction in carbon emissions for the

existing stock of 44.67%, a total reduction of 13.16% in the new build and a total reduction from the baseline (existing and new build) of 36.55%. There will be a reduction in carbon emissions from the estate in its present condition of 14.54% whilst increasing the number of units from 356 to 592.

- 8.114 Officers consider that it is more cost effective investing in refurbishment to deliver a carbon reduction by upgrading the existing stock rather than installing costly renewable technologies. The alternative is that money spent on achieving Decent Homes Plus standard would instead be spent on renewable technology for the new build. There are larger carbon savings per pound for the refurbishment works than there are for the renewable elements. It is accepted that the proposal does not meet the criteria set out in the London Plan. Nevertheless, it is considered that on balance given the nature and financial constraints of the scheme, an appropriate solution has been provided.

#### Biodiversity

- 8.115 London Plan policy 3D.14 states that the planning of new development and regeneration should have regard to nature conservation and biodiversity, and opportunities should be taken to achieve positive gains for conservation through the form and design of development. Policy CP31 of the IPG states that the Council will seek to ensure the protection, conservation, enhancement, and effective management of the Borough's biodiversity.
- 8.116 The site is not designated as a Site of Nature Conservation or Importance. In overall terms, the provision of additional landscaped open space is likely to improve the range of habitats available and promote biodiversity in accordance with policy.

#### Air Quality

- 8.117 London Plan policy 4A.19 and IPG policy DEV11 require the potential impact of a development on air quality to be considered. IPG policy DEV12 requires that air and dust management is considered during demolition and construction work.
- 8.118 In order to mitigate any potential impacts during the construction phase, a Construction Management Plan will be conditioned setting out measures to be applied throughout the construction phase, including dust mitigation measures.
- 8.119 During the operational phase, the scheme is generally car free. None the less, the scheme will be conditioned to provide a Green Travel plan which will encourage the use of sustainable transport modes. This will further reduce the impact of the development in terms of both greenhouse gases and pollutants.

#### **Other Planning Issues**

- 8.120 A toolkit has been submitted with the application. It compares the potential revenue from the site with the potential costs of the development. The figures input into the toolkit appear low in terms of market value. However, the developer costs are substantially lower than the standard toolkit values. Other costs are generally at the standard level or below and no exceptional developer's costs have been input into the toolkit.
- 8.121 The toolkit satisfactorily demonstrates the financial constraints of the scheme. The difference between the total revenue and total costs of the scheme is called the 'residual value'. This is £11,049,000 which is below the £13,715,880 required for the upgrade of the estate. As such, any additional requirements such as increased s.106 contributions or the incorporation of additional renewable energy would have a direct negative impact on the funding available for the upgrade of the estate.

- 8.122

Overall, the scheme provides 36% affordable housing in accordance with Council policy and provides a comprehensive refurbishment of the existing estate to bring the existing homes up to Decent Homes Plus standard. As such it is considered that on balance the benefits of the scheme which will facilitate the upgrade of the estate outweigh the shortfall in additional renewable energy provision and additional mitigating contributions.

8.123

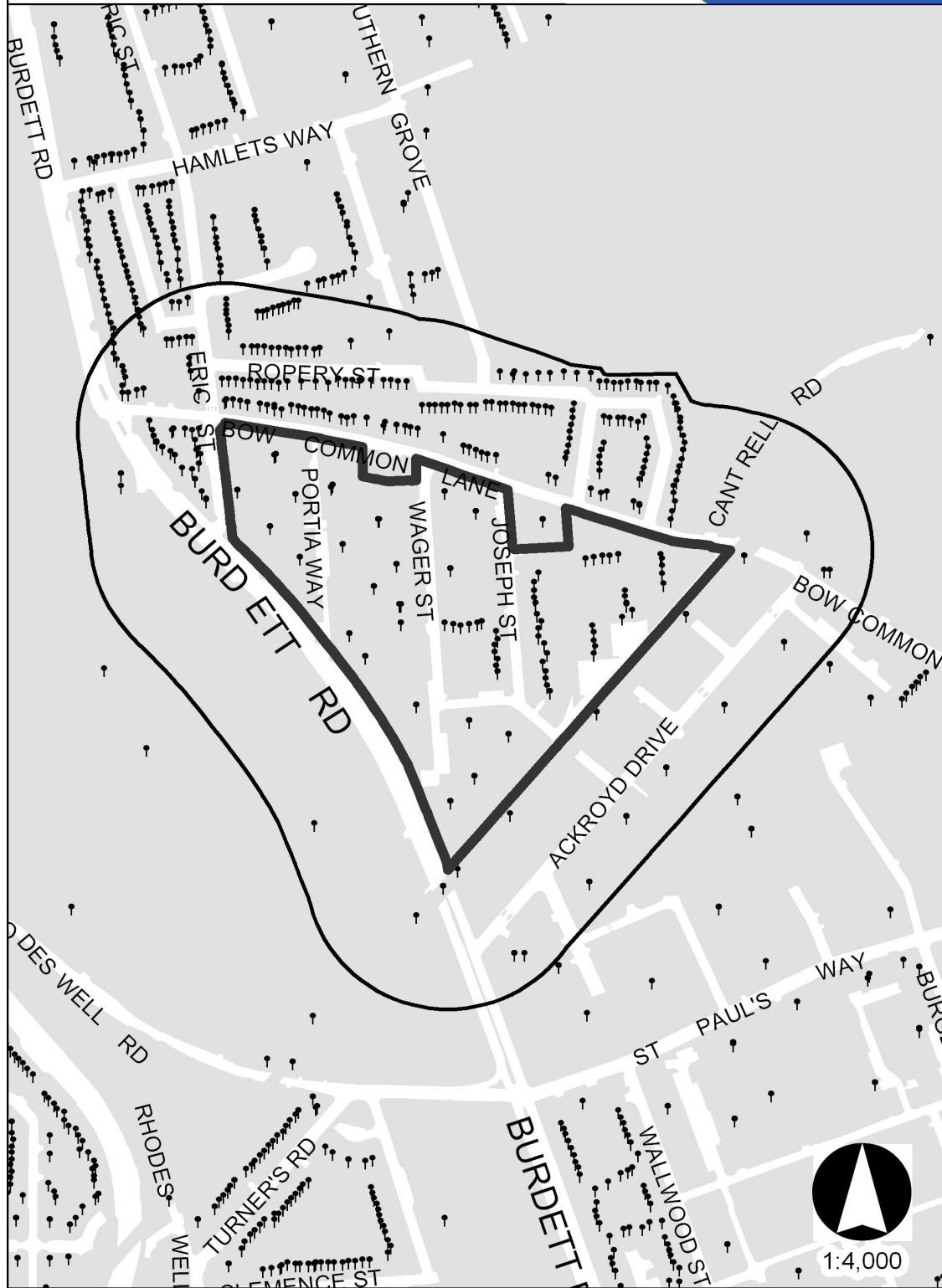
Contributions have been sought towards the provision of future health and social care facilities (£300,038) and the provision of primary school places (£357,918). The acceptability of the scheme is dependent on money being spent on the upgrade of the estate to bring existing accommodation up to Decent Homes Plus Standard as outlined in Section 8.5.

### **Conclusions**

8.124 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



1:4,000



Planning Application Site Boundary



Consultation Area



Land Parcel Address

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