

Committee: Strategic Development Committee	Date: 19 th February 2009	Classification: Unrestricted	Agenda Item No: 7.2
Report of: Corporate Director of Development & Renewal		Title: Planning Application for Decision	
Case Officer: Shay Bugler		Ref Nos: PA/08/2249; PA/08/2250 & PA/08/2251	
		Ward(s): Millwall	

1. APPLICATION DETAILS

Location: Site south of Westferry Circus and west of Westferry Road, London

Existing Use: Vacant (cleared for construction)

Proposal: Amendments to development approved on the 22nd February 2008, PA/07/935 for the erection of Class B1 office buildings (341.924m²) comprising of two towers (max 241.1m and 191.34m high) with a lower central link building (80.05m high) together with an ancillary parking service and access roads, public open space and riverside walkway, landscaping including public art and other ancillary works (ref. no: PA/08/2249)

Erection of a pedestrian bridge over Westferry Road together with access stair and lift (ref. no: PA/08/2250)

Alterations to the highway, new signalling and pedestrian crossings and landscaping works at Westferry Road and Heron Quays Roundabout (PA/08/2251)

Drawing Nos: 900-55006; 900-55007; 900-55008; 900-55008M; 900-55009
900-55010; 900-55010M; 900-55011; 900-55-012; 900-55013
900-55014; 900-55015; 900-55016; 900-55017; 900-55018; 900-
55019; 900-55020; 900-55021; 900-55022; 900-55023; 900-55024
900-55025; 900-55026; 900-55027; 900-55028; 900-55029; 900-
55030; 900-55031; 900-55032; 900-55033; 900-55034; 900-55035
900-55036; 900-55037; 900-55038; 900-55039; 900-55-40; 900-55041
900-55042; 900-55043; 900-55044; 900-55045; 900-55046; 900-
55047; 900-55048; 900-55049; 900-55050; 900-55051; 900-55052
900-55053; 900-55054; 900-55201; 900-55301; 900-55302; 900-
55311; 900-55312; 900-55321; 900-55322 (relating to planning
application reference PA/08/2249)

000-50000; 000-50001; 000-50003; 000-50004; 000-5005; 000-50200
Rev A; 000-50200 Rev A; 000-50203; 000-50300 (relating to planning
application reference PA/08/2250)

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

Brief Description of background papers:	Tick if copy supplied for register	Name and telephone no. of holder:
Application, plans, adopted UDP. draft LDF and London Plan		Laura Webster 020 7364 2690

Design and access statement dated October 2008
Planning Statement dated October 2008
Transport Assessment dated October 2008
Waste Assessments dated October 2008
Energy Assessment report dated October 2008
Sustainability Statement dated October 2008

Environmental Statement
Volume 1 ES Report
Volume 2 Figures
Volume 3a Appendices
Volume 3b Appendices
Volume 4 Visual Impact Study
Volume 5 Sunlight and daylight appendices
Volume 6 ES Supplement November 2008

Applicant: Canary Wharf Ltd
Owner: Canary Wharf Ltd
Historic Building: N/A
Conservation Area: n/a

2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

Reason(s) for Grant:

- 2.1 The Local Planning Authority has considered the particular circumstances of this application against the Council's approved planning policies contained in the London Borough of Tower Hamlets Unitary Development Plan, associated supplementary planning guidance, the London Plan and Government Planning Policy Guidance and has found that:
- 2.2 The proposal is in line with the Mayor's policy which seeks to maximise the development potential of sites. As such, the development complies with policy 4B.3 of the London Plan which seeks to ensure this.
- 2.3 The proposed office (Class B1) use is acceptable in principle since it provides a substantial provision of jobs in a suitable location. As such, it is in line with Policies 3B.3 and 3B.4 of the London Plan, Policy CAZ1 of the Council's Unitary Development Plan 1998; Policy CP8 of the Council's Interim Planning Guidance (2006) and policy IOD17 (ID38) of the Council's Interim Planning Guidance Isle of Dogs Area Action Plan (2007) which seek to promote the north of the Isle of Dogs as leading global financial and business centres.
- 2.4 The density of the scheme would not result in the overdevelopment of the site and any of the problems typically associated with overdevelopment. As such, the scheme is in line with policies DEV1 and DEV2 of the Council's Unitary Development Plan 1998 and policies DEV1 and DEV2 of the Council's Interim Planning Guidance (2007), which seek to provide an acceptable standard of development.
- 2.5 The development would enhance the streetscape and public realm through the provision of a public open space area and improved pedestrian linkages through the site and along the River Thames. The amenity space proposed is acceptable and is compliant with Policies 4C.1 and 4C.11 of the London Plan, ST37 DEV48 and T18 - T21 of the Council's Unitary Development Plan 1998 and Policies CP30, CP36, DEV 3, DEV16 and OSN3 of the

Council's Interim Planning Guidance (2007) which seek to improve amenity and liveability for residents and policy IOD1 of the Council's Interim Planning Guidance Isle of Dogs Area Action Plan (2007)

- 2.6 The building height, scale and design of the proposed buildings are acceptable as they comply with Policies 4B.1, 4B.2, 4B.8 & 4B.9 of the London Plan, Policies DEV1 and DEV2 of the Council's Unitary Development Plan 1998 and policies CP48, DEV1, DEV2 and DEV 27 of the Council's Interim Planning Guidance (2007) which seek to ensure tall buildings are of a high quality design and suitably located.
- 2.7 Transport matters, including parking, access and servicing are acceptable and in line with policies T16 and T17 of the Council's Unitary Development Plan 1998 and Policies DEV17, DEV18 and DEV19 of the Council's Interim Planning Guidance (2007) which seek to ensure developments can be supported within the existing transport infrastructure.
- 2.8 The submitted Environmental Impact Assessment is satisfactory, including the cumulative impact of the development.
- 2.9 Sustainability and renewable energy matters are considered to be appropriately addressed and are compliant with Policies 4A.2 – 4A.9 of the London Plan and DEV5 – 9 and DEV 11 of the Council's Interim Planning Guidance (2007), which seek to ensure developments reduce carbon emissions; promote sustainable developments through design measures, water quality and conservation, sustainable drainage, sustainable construction materials and reduce air pollution and provide acceptable air quality.
- 2.10 The development will not alter or have an adverse effect on the setting of the listed dock wall and will therefore comply with Planning Policy Guidance 15 and Policy CON1 of the Council's Interim Planning Guidance (2007) which seeks to protect heritage assets.
- 2.11 Financial contributions have been secured towards the provision of employment; sustainable transport; public realm; Docklands Light Railway, TfL & Isle of Dogs Foundation in compliance with Government Circular 05/05, policy DEV4 of the Council's Unitary Development Plan 1998 and Policy IMP1 of the Council's Interim Planning Guidance (2007) 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 and the Head of Development Decisions is delegated power to impose conditions and informatives on the planning permission to secure the following:
 - 3.2 A. Any direction of the Mayor
 - 3.3 B. The prior completion of a supplementary legal agreement to the satisfaction of the Chief Legal Officer, to secure the following additional contributions pursuant to the extant permission (ref. no: PA/07/935):
 - (1) An additional contribution of £247,000 to be spent on employment, skills and training; sustainable transport; public realm and open space improvements; improvements to sports and cultural facilities, amounting to an overall total of £5, 041,000.
 - (2) An additional contribution of £155,000 as contribution to Docklands Light Railway amounting to an overall total of £3,153,000
 - (3) An additional contribution of £129,000 as contribution to the Isle of Dogs Foundation amounting to an overall total of £2, 629,000.
 - (4) An contribution of £ 46,000 to Transport for London for bus service improvements amounting to an overall contribution of £946,000

3.5 (Officers comment: The Section 106 Agreement for the extant permission (approved in February 2008) provided a total Section 106 package of £22.395m. It was agreed that the following undertakings would be made in respect of the extant permission (PA/07/935)

- A sum of £3 million towards the DLR 3 car upgrade;
- A sum of £2,500,000 for social and community facilities through a Trust Fund over a 5 year period at £0.5 million per year;
- Public realm improvements and public art provision to the value of £5,343,000;
- A sum of £0.5 million for TV reception monitoring and mitigation to be held in trust;
- £546,000 in respect of off-site Highways works;
- To carry-out Highway Adoption works at Heron Quays Roundabout;
- A sum of £900,000 in respect of public transport works; and
- A contribution of £4,794,000 as set-out in the section 106 for:
 - community & social infrastructure provision including employment skills training; sustainable transport initiatives
 - Public realm, design & open space improvements
 - Improvements to sports & cultural facilities
- £5,312,000 towards lease of skillsmatch and IDEA store

The current planning application proposes an additional 8,594sq.m of floorspace and this figure represents a 2.58% uplift in floorspace over the February 2008 approved scheme. The uplift contributions will remain index linked from February 2008 as per existing agreement. This is to safeguard the Council against the cost of inflation from the date that the original contributions were agreed.

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

Conditions

1. Time limit;
2. Details of the following are required prior to the commencement of relevant works:
 - a) Samples of all external building materials including a 'typical cladding detail mock up.'
 - b) Detailed design of all lower floor elevations, including shop fronts;
 - c) Details of hard and soft landscaping, including walkways, design and layout of new park, tree planting scheme, street furniture, CCTV and all external lighting; Submission of a landscaping management plan
 - d) Public art;
 - e) Details of all boundary wall treatments including walls, fences, railings and gates;
 - f) Signage details
3. Submission of details of external ventilation/extract ducts of ancillary uses
4. Submission of details of high level/roof top plant and sound attenuation;
5. Submission of details of refuse/recycling proposals, including a waste management strategy;
6. Submission of details of disabled access
7. Submission of details of the location of a proposed taxi rank;
8. Submission of details of the location of suitable riparian life saving equipment along the riverside walkway;
9. Submission of details of external lighting to be used during construction and on completion of the development to be considered in consultation with the Port of London Authority;
10. River Barges must be used where feasible for the transport of materials to/from the site in both construction and on completion of the development. A strategy must be submitted detailing the materials to be transported and use of barges to be considered in consultation with the Port of London Authority;
11. Details of a Traffic Management Plan
12. Planting, seeding Turfing;

13. Submission of detailed scheme for the ecological enhancement of the river wall;
14. Details of the riverside walkway;
15. Details of the methods of the reconstruction of the riverwall, use of barges, storage of materials, etc, to be submitted;
16. Details of brown roofs to be submitted;
17. Details of surface and foul water drainage system required;
18. Details of surface water source control measures;
19. Details of sustainable drainage system;
21. Details of the construction of the site foundations;
22. Details of Water Efficiency measures;
23. Submission of details of the method of construction including details of use location and height of cranes and other structures to be considered in consultation with London City Airport;
24. Buildings must be equipped with aircraft obstacle lighting;
25. Submission of design specifications of acoustic screens for cooling towers/air cooled chillers;
26. Submission of a Construction Environmental Management Plan (EMP) setting out measures to be applied during the construction phase, relating to site planning, construction vehicles, demolition and construction activities on the site;
27. The following parking spaces are to be provided:
 - A maximum of 140 car parking spaces of which 10% must be allocated for disabled users.
 - A minimum of 466 cycle spaces for the office element
 - 132 motorcycle spaces;
28. Submission of a detailed plan to ensure that the barrier to the basement access is setback from the highway in order to allow for sufficient space to allow for queuing vehicles;
29. Submission of a service management plan detailing a servicing scheme for deliveries and servicing throughout the site;
30. Limit hours of construction to between 8.00 Hours to 18.00 Hours, Monday to Friday and 8.00 Hours to 13.00 Hours on Saturdays, and no works on Sundays or Bank Holidays unless agreed otherwise under Section 61 of the Control of Pollution Act 1974;
31. Limit hours of power/hammer driven piling/breaking out to between 10.00 Hours to 16.00 Hours, Monday to Friday unless agreed otherwise under Section 61 of the Control of Pollution Act 1974;
32. Details of a monitoring and control regime of the Environmental Management Plan;
33. Renewable energy measures to be approved in writing by the Local Planning Authority in consultation with the Greater London Authority and implemented in perpetuity; including submission of a feasibility and viability study for the river water cooling system shall be submitted and approved.
34. Level of noise emitted from the site to be restricted;
36. Details of sound insulation for building service plants
37. Details of sound insulation for walls, floors, sound power of mechanical plants
38. Details of any discharge to public sewer
39. Petrol of Interceptors be fitted in all car parking/washing/repair facilities
40. Details of disposals of fats, oils, grease & collection of oil
41. Details of the park design should be submitted to the Council. The applicant is encouraged to maximise opportunities to encourage biodiversity and increase residents' access to nature through the use of appropriate planting, incorporation of more 'wild' areas.
42. Pedestrian Bridge to comply with part M of Building Regs
43. 24 he public access to open space to the South of RS1
44. Any other condition(s) considered necessary by the Head of Development Decisions.

3.7 Informatives:

1. Section 106 agreement required;
2. Permission to be read in conjunction with the associate Listed Building Consent reference PA/07/943;
3. S278 Highways works agreement required;

4. River works licensing (Port of London Authority);
5. Riparian lifesaving equipment provided to the 1991 Hayes Report Standards (Port of London Authority);
6. Site notice specifying the details of the contractor required;
7. All waste shall be stored in a safe and secure manner;
8. Environment Agency advice;
9. Details of the archaeological project design;
10. Details of the renewable energy;
11. All cycle parking is to be provided in accordance with the London Cycle Network Manual;
12. Thames Water advice;
13. Environmental Health Department Advice;
14. Construction Environmental Management Plan Advice;
15. Metropolitan Police advice;
16. London City Airport Advice; and
17. Any other informative(s) considered necessary by the Head of Development Decisions

3.8 That if by the 8th April 2009 the legal agreement has not been completed to the satisfaction of the Chief Legal Officer; the Head of Development Decisions be given delegated power to refuse planning permission.

4. PROPOSAL AND LOCATION DETAILS

4.1 The proposal forms three separate applications.

4.2 The first application is for amendments to development approved on the 22nd February 2008, (PA/07/935) for the erection of Class B1 office buildings (341.924m²) comprising of two towers (max 241.1m and 191.34m AOD) with a lower central link building (80.05m AOD), together with an ancillary parking service and access roads, public open space and riverside walkway plus landscaping including public art and other ancillary works (total floor space 341, 924 sqm)

4.3 The second application is for the erection of a pedestrian bridge over Westferry Road together with access stair and lift.

4.4 The third application is for alterations to the highway, new signalling and pedestrian crossings and landscaping works at Westferry Road and Heron Quays Roundabout.

4.5 One of the primary reasons for amending the February 2008 scheme and preparing the proposed scheme is to create a development which can be taken by a single occupier. The scheme includes four levels of basement to be used as servicing areas, plant space, car parking and cycle parking areas. Above the basement tower RS1 rises to 45 levels, tower RS3 35 levels and RS2 (the link building) to 7 levels.

4.6 The overall siting, placement and disposition of the three buildings now proposed is very similar to the extant permission. The changes from the 2008 scheme can be summarised as follows:

Feb 2008 Consented scheme	Amended scheme
Predominantly Class B1 use with some Retail on ground floor	Class B1 use only. No retail use.
Height of tower RS2 at 89.25m AOD	Height of tower RS2 reduced to 80.05m AOD
Public access across the site between the river walkway and Westferry Road.	No public access across the site although a pedestrian route around the

	northern perimeter of the site would be provided.
No pedestrian bridge	Pedestrian bridge, linking Riverside South with Bank Street is proposed
Tree planting as proposed	As the consented scheme, with an additional colonnade of trees along the access from Westferry Circus.
Provision of 333,330m2 GEA overall floor space.	Provision of 341,924m2GEA overall.
Proposed energy generation measures include: Trigeneration Ground water cooling Photovoltaics	Proposed energy generation measures include: Trigeneration/CCHP Photovoltaics
Cars & motorcycles can access and egress to towers RS1& RS2 from Westferry Rd northbound carriageway north of Heron Quays roundabout	Cars & motorcycles can access and egress to towers RS1 & RS2 from Westferry Road north of proposed Westferry Road junction and London Underground Limited (LUL) shaft.
Entry and exit lanes located north of London Underground Limited (LUL) shaft.	Entry lane to the south of the London Underground Limited shaft and exit lane to the north of London Underground Limited (LUL) shaft.
Cars and motorcycles can access & egress R3 tower Westferry Circus Lower level roundabout	Cars & motorcycle can access RS1, RS2 & RS3 from Westferry Circus lower level roundabout.
Vehicle drop off, pick up & taxi waiting areas all take place from Westferry Circus Upper level	Vehicle drop off, pick up & taxi waiting areas all take place from Westferry Circus Upper level
Couriers access and egress via podium of service areas	Couriers access and egress to towers RS1, RS2, RS3 from Westferry Road Northbound carriageway within the proposed Westferry Road junction.
Relief ramp from podium level to Westferry Road northbound carriageway.	No relief ramp.
No pedestrian bridge	Pedestrian bridge proposed which will provide access from the proposed Newfoundland development, across Westferry Road to the Riverside South site.
Access to the riverside walk would be at both ends of the site. Servicing/delivery vehicles would access the basement loading dock from Westferry Road.	Access is retained from either end of the site.

150 car parking spaces.	140 car parking spaces
345 bicycle parking spaces.	466 bicycle parking spaces

Site and Surroundings

- 4.7 The site is located in the northern part of the Isle of Dogs on land to the south of Westferry Circus. The River Thames forms the western boundary, with Westferry Circus to the north and Westferry Road to the east. To the south lies the South Dock Impounding Lock. Westferry Circus separates Riverside South from Canary Riverside which are linked by a riverside walkway.
- 4.8 The application site is approximately 2.52 hectares in area and is currently a construction site in relation to the 2005 permitted scheme. Previously, it was in temporary use for storage for construction vehicles and materials at Canary Wharf. Prior to this, between 1992-2000, the site was used as a car park.
- 4.9 There are a mixture of land uses surrounding the site. To the north of the site is the first phase of the Riverside development, Riverside Phase I (north), known as Canary Riverside. It comprises of residential, hotel, leisure, and retail uses in six buildings between 5 and 23 storeys in height. To the south, and beyond the South Dock Impounding Lock is the Cascades residential development.
- 4.10 The Jubilee Line tunnels run under the site. The site is well located for public transport, being a short walk from the Canary Wharf Jubilee Line station and Heron Quays, Canary Wharf and Westferry DLR stations.
- 4.11 The site does not fall within a conservation area but nearby Conservation Areas, including Narrow Street, St Matthias Church, Poplar and All Saints Church are identified within the Environmental Statement. The South Dock Impounding Lock wall to the south of the site is a Grade II listed structure.

Relevant Planning History

- 4.12 Planning permission was granted for the redevelopment of the site on the 8th June 2005 (PA/03/00377) for the erection of B1 office buildings (273,171 sq.m) comprising of two towers of 43 and 37 storeys in height (max. 220m and 195m AOD) with a lower central link building (53m AOD) and A1, A2, A3, A4 and A5 uses (A1 retail limited to 2499 sq m, financial/professional services, restaurants/cafes, pubs/bars, and hot food takeaways) at promenade level up to a maximum of 5904 sq m, together with ancillary parking & servicing, the provision of access roads, a riverside walkway, public open space, landscaping, (including public art) and other ancillary works. (Total floor space of 279,075 sq m)."
- 4.13 A scheme was submitted to the Council on the 30th March 2007. The scheme was presented to the Strategic Development Committee on the 21st June 2007. On a vote of 6 for and 1 abstention, the Committee reached to grant planning permission for the erection of Class B1 office buildings (324,888 sq. m) comprising two towers of 45 and 35 storeys (max 241.1m and 191.3m AOD) with a lower central link building (77.450m AOD) and Class A1, A2, A3, A4 and A5 uses (retail, financial/professional services, restaurant/ cafe, drinking establishments and hot food takeaway) at promenade level up to a maximum of 2367 sq.m together with ancillary parking and servicing, provision of access roads, riverside walkway, public open space, landscaping, including public art and other ancillary works (total floor space 327,255 sq.m). However, the Section 106 Agreement was not completed and planning permission was not granted for this scheme.

4.14 Planning permission for the amended scheme was approved in February 2008 for the erection of Class B1 office buildings (330,963 sq. m) comprising of two towers (max 241.1m and 191.34m AOD) with a lower central link building (89.25m AOD) and Class A1, A2, A3, A4 and A5 uses (retail, financial/professional services, restaurant/ café, drinking establishments and hot food takeaway) at promenade level up to a maximum of 2367 sq.m, together with ancillary parking and servicing, access roads, a riverside walkway, public open space, landscaping, (including public art) and other ancillary works. (total floor space 333,330 sq.m).

5. POLICY FRAMEWORK

5.1 The following policies are relevant to the application:

5.2 Greater London Plan (2008)

Polices	2A.1	Sustainability Criteria
	2A.7	Areas for Regeneration
	2A.9	The suburbs: Supporting Sustainable Communities
	3A.3	Maximising the potential of sites
	3A.4	Effective use of stock
	3A.11	Affordable Housing thresholds
	3A.17	Addressing the Needs of London's Diverse Population
	3A.18	Protection and Enhancement of Social Infrastructure and Community Facilities
	3A.28	Social and Economic Impact Assessments
	3B.1	Developing London's Economy
	3B.2	Office Demand and Supply
	3B.3	Mixed Use Development
	3C.1	Integrating Transport and Development
	3C.2	Matching Development with Transport Capacity
	3C.21	Improving conditions for walking
	3C.22	Improving conditions for cycling
	3C.23	Parking Strategy
	3D.11	Open Space Provision in DPDs
	3D.14	Biodiversity and Nature Conservation
	4A.22	Spatial Policies for Waste Management
	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.4	Energy Assessment
	4A.3	Maximising the Potential of Sites
	4A.16	Water Supplies and Resources
	4A.17	Water Quality
	4A.18	Water and Sewerage Infrastructure
	4A.20	Reducing Noise and Enhancing Soundscapes
	4A.28	Construction, excavation and demolition waste
	4A.33	Bringing Contaminated Land into Beneficial Use
	4B.1	Design Principles for a Compact City
	4B.2	Promoting World Class Architecture and Design
	4B.3	Enhancing the Quality of the Public Realm
	4B.5	Creating an Inclusive Environment
	4B.8	Respect local context and communities

4B.9	Tall Buildings – Location
4B.10	Large Scale Buildings – Design and Impact
5C.1	The Strategic Priorities for North East London

5.3 Unitary Development Plan (1998)

Proposals	Central Area Zone Strategic Riverside Walkway Sites of Nature Conservation Importance Flood Protection Area Within 200m of east/west Crossrail
Policies:	ST38 Strategic Transport Policy ST30 Strategic Transport Policy DEV1 Design Requirements Environmental Requirements DEV2 Planning Obligations DEV4 High Buildings within the Central Area & Business Core DEV12 Design of Landscape Scheme DEV17 Public Art DEV46 Strategic Riverside Walkways and New Development DEV48 Noise DEV50 Contaminated Land DEV51 Development & Waste Disposal DEV55 Waste Recycling DEV56 Nature Conservation & Ecology DEV57 Development Adversely Affecting Sites of Nature DEV65 Protection of Existing Walkways DEV69 Efficient Use of Water CAZ1 Location of Central London Core Activities CAZ4 Diversity, character and functions of the Central Area Zones EMP1 Encouraging New Employment Uses EMP6 Employing Local People T16 Impact of Traffic T18, 19, 21 Pedestrian Safety and Convenience T27 Freight S1 District Centre Policy S7 Special Uses S10 New Shop fronts U2-U3 Tidal & Flood Defences

5.4 Interim Planning Guidance (Oct 2007)

	Isle of Dogs Area Action Plan (AAP)
Proposals	ID38 Development Sites (Employment B1, Retail & Leisure A1, A2, A3, A4 & A5) CP15 Major Town Centre – Isle of Dogs Town Centre Frontage – Secondary CP30 Public Open Space – River Thames Waterfront CP33 Sites of Importance for Nature Conservation CP36 Blue Ribbon Network – Tidal Water CP36 Strategic Riverside Walkway CP37 Flood Risk Area CP43 Strategic Cycle Route
Core strategies	IMP1 Planning Obligations

IMP1	Planning Obligations
CP1	Creating Sustainable Communities
CP2	Equal Opportunity
CP3	Sustainable Environment
CP4	Good Design
CP5	Supporting Infrastructure
CP7	Job Creation and Growth
CP8	Tower Hamlets Global Financial and Business Centre and the Central Activities Zone
CP16	Vitality & Viability of Town Centres
CP17	Evening & Nigh time Economy
CP30	Improving the Quality and Quantity of Open Spaces
CP31	Biodiversity
CP33	Sites of Importance for Nature Conservation
CP36	Water Environment and Waterside Walkways
CP37	Flood Alleviation
CP38	Energy Efficiency and Production of Renewable Energy
CP39	Sustainable Waste Management
CP40	Sustainable Transport Network
CP41	Integrating Development with Transport
CP42	Streets for People
CP43	Better Public Transport
CP46	Accessible and inclusive environments
CP47	Community Safety
CP48	Tall Buildings

Policies

DEV1	Amenity
DEV2	Character & Design
DEV3	Accessibility & Inclusive Design
DEV4	Safety & Security
DEV5	Sustainable Design
DEV6	Energy Efficiency & Renewable Energy
DEV7	Water Quality and Conservation
DEV8	Sustainable Drainage
DEV9	Sustainable Construction Materials
DEV10	Disturbance from Noise Pollution
DEV11	Air Pollution and Air Quality
DEV12	Management of Demolition and Construction
DEV13	Landscaping and Tree Preservation
DEV14	Public Art
DEV15	Waste and Recyclables Storage
DEV16	Walking & Cycling Routes & Facilities
DEV17	Transport Assessments
DEV18	Travel Plans
DEV19	Parking for Motor Vehicles
DEV20	Capacity of Utility Infrastructure
DEV21	Flood Risk Assessment
DEV22	Contaminated Land
DEV27	Tall Buildings Assessment
RT2	Secondary Shopping Frontages
RT5	Evening & Nigh time Economy
OSN3	Blue Ribbon Network & the Thames Policy Area
CON5	Protection & Management of Important Views
IOD1	Spatial Strategy
IOD2	Transport and Movement
IOD5	Public Open Space
IOD6	Water Space

IOD7	Flooding
IOD8	Infrastructure Capacity
IOD9	Waste
IOD10	Infrastructure and Services
IOD13	Employment Uses
IOD15	Retail and Leisure
IOD16	Design and Built Form
IOD17	Site Allocations

5.5 Supplementary Planning Guidance/Documents

- Designing Out Crime
- Sound Insulation
- Landscape Requirements
- Riverside Walkways
- Shopfront Design

5.6 Government Planning Policy Guidance/Statements

PPS1	Delivering Sustainable Development
PPS3	Housing
PPG 4	Industrial, Commercial Development and Small Firms
PPG9	Nature Conservation
PPG16	Archaeology and Planning
PPS22	Renewable Energy
PPS23	Planning and Pollution Control

- 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

6. CONSULTATION RESPONSE

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

LBTH Highways Development

- 6.2 The applicant will be required to apply to a stopping up Order under Section 247 of the Town and Country Planning Act 1990 (as amended by Section 270 and Schedule 22 of the Greater London Authority Act 1999) for the stand to stopped up part of the highway where the bridge lands on the highway, in order for the development to proceed.

It is recommended that the committee be informed to:

1. agree in principle to the stopping up of the areas of public highway
2. upon receipt of the formal application for stopping up, officers are instructed to proceed with the arrangements for advertising and making of a stopping up Order.

(Officers comment: The applicant will be required to apply for a Stopping up Order to the LPA Highways department)

- 6.3 In accordance with section 176 of the Highways Act 1980, the applicant is required to apply for an over sailing licence for the bridge over sailing the public highway, as part of the process for agreeing & issuing a Technical Approval, (BD2/05 Technical Approval of

Highway Structures). This must be submitted prior to the Council agreeing the licence.

(Officers comment: The applicant is required to enter into a Section 176 Highways Act agreement with LBTH Highways department)

- 6.4 The existing S106 Agreement only makes reference to the upgrading of the roundabout at Heron Quays. The new highway arrangements (as explained in detail in Sections 8.72-9.95 of the report) should be included in the S106 agreement.

(Officers comment: The new highways works shall be included in the supplementary legal agreement)

LBTH Energy Efficiency Department

- 6.5 The energy strategy is acceptable subject to the submission and approval of further information on the following:

- (a) Detailed energy analysis of the development, including results of the energy modelling and simulations;
- (b) Details of the energy efficiency measures and CO2 emissions savings;
- (c) A feasibility study investigating possible connection to Barkantine Heat and Power Company (BHPC);
- (d) A feasibility study investigating the potential incorporation of a Fuel Cell CCHP system;
- (e) A full detailed feasibility analysis of the proposed gas fired CCHP system;
- (f) Details of the proposed PV cells, demonstrating the potential integration of PV cells have been maximised;
- (g) A detailed feasibility and viability study investigating the potential for incorporating river water cooling and evidence of approval or disapproval by the relevant authorities.
- (i) Details of the BREEAM Assessment or equivalent where the development shall achieve a target of 'Excellent' rating which shall be verified by the awarding body (BRE) under the BREEAM assessment certification scheme.

- 6.6 (Officers comment: The above shall be submitted and approved in writing by the LPA, prior to the occupation of the development to ensure consistency with the Policy 4A.3 of the Consolidated London Plan (2008) and Policy DEV5 Sustainable Design of the Council's Interim Planning Guidance (Oct 2007). This will be secured by way of condition.

LBTH Metropolitan Police

- 6.7 No formal objections to record

LBTH Environmental Health

- 6.8 Details of noise mitigation for the proposed development shall be submitted and approved in writing prior to the commencement of works on site.
- 6.9 Details of proposed sound insulation of walls and floors and sound power levels of the mechanical plants to be installed and any acoustic enclosures and anti vibration mounts to be used should be submitted and approved by the Council.

(Officers comment: The above shall be secured by way of condition).

LBTH Strategic Transport

- 6.10 No comments received

LBTH Access to Employment (Skillsmatch)

6.11 No comments received

LBTH Ideas Store

6.12 No comments received

LBTH Building Control

6.13 No comments received

LBTH Cleansing

6.14 No comments received

LBTH Horticulture & Recreation

6.15 No comments received

LBTH Corporate Access Officer

6.16 No comments received

English Heritage (Statutory Consultee)

6.17 No comments received

English Heritage (Archaeology) (Statutory Consultee)

6.18 English Heritage Archaeology have noted that in the extant scheme, a programme of archaeological work is being undertaken in an attempt to mitigate the impact of the development. The scope of the archaeological watching brief already being undertaken should be extended to cover any new impacts caused by these proposed amendments to the development.

6.19 The applicant should secure the implementation of the programme of archaeological work, including post excavation analysis and publication, in accordance with the written scheme for investigation which has been submitted by the applicant and approved by the Local Planning Authority.

6.20 (Officers comment: The 2005 permission has been implemented and works are currently being undertaken on site in relation to the construction of the basement. This basement is consistent with the design of the February 2008 and currently proposed basement. Details in respect of a programme of archaeological works were submitted pursuant to the 2005 permission (PA/07/230). These works have been carried out in consultation with English Heritage. It is therefore considered unnecessary to apply this condition to the current permission)

Greenwich Society

6.21 Greenwich society has no comments to make.

Environment Agency (Statutory Consultee)

6.22 Environmental Agency have no objections subject the following conditions:

- Detailed ecological enhancement scheme required

- An ecological balance sheet detailing all ecological enhancement works required
- A buffer zone along the River Thames required
- No storage of materials within the buffer zone of the River Thames should take place
- A landscape Management Plan should be sought
- A planting scheme is required. All planting adjacent with 16 metres of the River Thames shall be locally appropriate native species
- A scheme for "brown roofs" is needed
- Construction of foul and surface water drainage is required
- Surface water controlled measures is needed
- A sustainable drainage system is required
- A land contamination assessment should be sought
- A verification report, demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation is needed
- Piling and other foundation design using penetrative methods
- Details of water efficiency measures should be sought
- Details of storage facilities for oils, fuels and chemicals is needed

6.23 (Officers comment: Details of the above shall be submitted and approved in writing prior to the commencement of works on site. This will be secured by way of condition)

Greater London Authority

6.24 Comments from the GLA Stage 1 report can be summarised as follows:

Further information is required to demonstrate how the loss of retail space (from the extant permission) at ground floor level and the subsequent reduction in activity will be mitigated.

6.25 (Officers comment: As a response the above points raised by the GLA, the applicant, on the 14th January 2009, submitted the following details to the GLA and the Council:

- Sketches of the north west corner of Riverside South and the Riverside Walk
- Coloured plan of the Proposed Riverside Walk

6.26 The applicant notes that the deletion of public retail uses within the office building next to the landscaped area in the site's north western corner does not mean that the public areas there will lack animation or activity. The inclusion of retail uses accessible to the public would not be the only option that would serve to animate the external space. The change is best understood by reference to the local context and existing uses within the vicinity of the site.

6.27 Furthermore the applicant notes that, to the north of the site, at Canary Riverside, an existing terrace of restaurants overlooks the river and abuts this corner of the application site. These uses spill out onto tree-planted terraces for dining and public congregation, already providing a lively ambience. The proposed landscaped area should complement this existing restaurant hub. Furthermore, the increase in pedestrian footfall should enhance the vitality of the landscaped area within the application site. The lack of retail floorspace at ground floor should not result in a reduction of interaction with and surveillance of the external public environment on or next to the application site. The Council agrees with this viewpoint.

6.28 Furthermore, it is considered that there is adequate provision for retail provision elsewhere in recently approved schemes in the Canary Wharf Estate at Newfoundland, Heron Quays West, Jubilee Place, the proposed Crossrail station's over-site development, and the Canada Square pavilion as explained further in paragraphs 8.8 & 8.9 of the report.

6.29 • The application does not provide a sufficient number of cycle parking spaces as required by policy 3C.22.

6.30 (Officers comment: The Riverside South development is expected to have a total

employment of 13,170 staff – assuming that 85% of staff attends on any one day, 466 cycle parking spaces is equivalent to cycle parking for 4.2% of staff. In practice, the occupier is likely to be an international company with staff working shift patterns and some staff working part time. If 80% of daily staff are working in the building at any one time, the provision is equivalent to 5.2% of staff being able to cycle. The latest survey of Canary Wharf employees shows an increase to 2.9% of staff cycling to work. The proposed provision of cycle parking therefore provides a significant margin for cycle use to increase.

- 6.31 Furthermore, and consistent with TfL's emphasis on the role of the travel plan, as with the February 2008 permission, a condition will be attached to the scheme which requires that the provision of cycle space within the development shall be reviewed as part of the Travel Plan associated with the site. Should additional spaces be required in association with the scheme they must be accommodated on the site).
- 6.32 The energy strategy broadly complies with London Plan energy policies, but information on the following is required:
- A breakdown of energy consumption by different end uses to understand the source of carbon emission
 - Specify how the energy strategy will ensure flexibility for connection to a future district heating network, should this come forward
 - Demonstrate how the carbon savings are achieved by the river water cooling
- 6.33 (Officers comment: As a response to the comments made above, the applicant submitted the following information to the GLA for assessment on the 14th January 2009.
- A breakdown of energy consumption by different end-uses to understand the source of carbon emissions for the baseline scenario and the energy efficient scenario (excludes CCHP and renewable energy)
 - Clarification on the size of absorption chillers being installed and demonstrate that sufficient plant space has been allocated to the trigeneration system, absorption chillers and top-up plant
 - Details on how the carbon savings achieved by the River Water cooling system have been calculated.

The GLA are likely to comment on the additional information submitted in the Stage II report.

- 6.33 Any decisions regarding temporary road closure and traffic management measures should be taken in consultation with TfL
- 6.34 (Officers comment: This will be secured by way of condition)

Natural England (Statutory Consultee)

- 6.35 Have no objections subject to the following conditions:
- Ecological mitigation and enhancement measures
 - A feasibility study for the river water cooling system shall be submitted and approved.
 - Support the design of the scheme which provides a public park, retains the river walk and incorporates areas of planting within the development.
 - Details of the park design should be submitted to the Council. The applicant is encouraged to maximise opportunities to encourage biodiversity and increase residents' access to nature through the use of appropriate planting, incorporation of more 'wild' areas.
- 6.36 (Officers comment: The above details shall be submitted to and approved in writing by the LPA. This will be secured by way of condition)

National Air Traffic Services (En Route)

6.37 No objection

London City Airport

6.38 London City Airport is seeking confirmation from the local planning authority that there has been no changes to any of the following details from the extant permission (ref. no: PA/07/935)

- Height, size, orientation of the proposed buildings
- Landscaping details
- Inclusion of any wind turbines

6.39 (Officers comment: The overall area of the development has increased from (330,963 sq to 341, 924m². However, the height of the two main towers RS1 (241.1m) and RS3 (191.34m) remains the same as the extant permission. The height of the link building has reduced from 89.25 to 80.5m AOD. The orientations of the buildings have not changed.

6.40 Given that the orientation, composition and heights of the two towers has not changed since the previous scheme, the proposed development should not adversely impact on the flight path to and from London City Airport)

6.41 Furthermore, the Council can confirm that there is no inclusion of any wind turbines to the development.

6.42 The landscaping details have changed somewhat from the previous scheme and are explained in more detail in the report. However, these changes should not raise any concerns from London City Airport.

Transport for London (TfL)

6.43 TfL note that the design of the proposed bridge should comply with the Disability Discrimination Act (DDA) 1995 standards.

6.44 (Officers comment: The submitted Design and Access Statement confirms that the pedestrian bridge and access routes to it will be compliant with the requirements of the Disability Discrimination Act 2005. Step-free access will be provided at both ends of the Bridge- to the west this will be via a ramp of less than 1 in 20 gradient and to the east via a lift and escalators. In addition, access will be provided from the central pedestrian island within Westferry Road. The detailed design of the Bridge will also be fully compliant with Part M of the Building Regulations. Notwithstanding, the requirement for the Bridge to be compliant with Part M of the Building Regulations will be secured by way of condition).

6.45 TfL request that evidence be submitted to demonstrate that the construction of the proposal would not result in adverse highway and traffic impact to the Transport for London Road Network (TLRN), in particular to the junction of Westferry Road/Limehouse Link Tunnel. It is also requested that the movement of construction vehicles should be undertaken outside the peak hours.

6.46 (Officers comment: The Bridge will be constructed in tandem with roadworks on Westferry Road (PA/08/2250). The two applications are linked as the latter provides the space on which the bridge supports will sit. Construction and traffic management arrangements have yet to be developed but would be submitted at a later stage by condition. The applicant has confirmed that the construction of the bridge and associated highway works can be carried out without the need to close Westferry Road, except possibly for very short periods when

the bridge deck and its central supports are being lowered into place. Traffic management plans will be developed to ensure this. Details of the Traffic Management Plan shall be submitted and approved in writing by the Local Planning Authority prior to commencement of works on site. This will be secured by way of condition. Given that closures of Westferry Road are not anticipated, the bridge works are not likely to have any impact on the operation of the Limehouse Link junction.

- 6.47 Construction vehicle movements associated with the bridge are likely to be minimal as most elements will be pre-formed and transported to the site for assembly. Most vehicle movements are expected to be from the east and would approach via Aspen Way, a TLRN road designed to carry high volumes of traffic.
- 6.48 A contribution of £2.57 million should be sought for the uplift in B1 floorspace.
- 6.49 (Officers comment: In respect of the request by TfL dated the 18/12/2008 for a Section 106 payment for Crossrail, this has now been overtaken by events. The Development Agreement and associated documents between Canary Wharf Group (CWG) and Government relating to the construction of the Isle of Dogs Crossrail Station were signed on 23 December 2008. Under the documentation CWG has agreed to build the station for the Government at a fixed price (assuming all cost overrun and construction risks) and contribute £150 million towards the cost of the station. As a consequence, TfL is to reimburse any Section 106 Crossrail contributions which Canary Wharf Group is liable to pay in respect of up to 5.5 million square feet (net internal area) of qualifying development carried out on Heron Quays West, Riverside South and North Quay. The draft GLA Supplementary Planning Guidance (SPG) relating to the funding of Crossrail states that payments will only be applied to net additional office floor space. In summary, the 5.5 million square feet threshold will not be breached and therefore no additional payment will be required.
- 6.50 It is considered that the S106 payments would be better utilised amongst other transport needs which includes £46,000 as a contribution to Transport for London & £155,000 as a contribution to DLR.

British Waterways

- 6.51 No comments

Port of London Authority

- 6.52 With reference to lighting, the Port of London Authority requested details of all external lighting is proposed to be used during construction and on completion shall be submitted and approved in writing to ensure that any lighting at the site does not cause a hazard to navigation.
- 6.53 (Officers comment: Details of the external lighting shall be submitted and approved in writing prior to the commencement of works on site. This will be secured by way of condition).
- 6.54 The planning application makes reference to the river barges being used for the transport of materials where feasible and that remains an objective to move as much material as possible. The use of the river for the transport of construction and waste material to and from the application site represents a sustainable method of transport which would be consistent with policy 4A.28 of the London Plan which seeks for waste to be removed from sites and materials to be brought to sites by water wherever that is practicable. It is suggested that should planning permission be granted for the development that a suitably worded condition or clause in a Section 106 agreement requires the use of the river for the transport of construction and demolition material.
- 6.55 (Officers comment: The Council does not consider that request to be legally bind the

applicant to use the river for the transport of construction and demolition material to be sound. It is neither appropriate nor enforceable. Notwithstanding, the applicant shall submit details of the materials to be transported using the river bridges. This will be secured by way of condition.

- 6.56 With reference of river works licensing, all works that extend over the mean high water level of the river require the benefit of a Port London Authority (PLA) River Work Licence. This includes works such as outfalls and temporary works such as scaffolding.
- 6.57 (Officers comment: The applicant will be required to apply for PLA River Works Licence for all works that extend over the mean high water level. This will be secured by way of condition. By way of an informative, the applicant is advised to contact the PLAs Licensing Officer to discuss this matter further)

Thames Water

- 6.58 With reference to waste, Thames Water recommend that details of a drainage strategy (on and off site) should be submitted to the Council prior to commencement of works on site. In addition, no discharge of foul or surface water drainage from the site shall be accepted into the public system until the drainage works referred to it in this strategy is completed.
- 8.59 (Officers comment: The above shall be submitted and approved in writing prior to the commencement of works. This shall be secured by way of condition).
- 6.60 Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.
- (Officers comment: The above shall be secured by way of condition).
- 6.61 Thames Water recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
- 6.62 (Officers comment: The above shall be secured by way of condition)
- 6.63 Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. In line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel is required. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.
- 6.64 (Officers comment: The applicant shall submit details of disposals of fats, oils, grease & the collection of waste oil shall be secured and approved in writing to avoid blockage to drains, sewage flooding and pollution to local watercourses. This is secured by way of condition).

Water Comments

- 6.65 Thames Water recommend the following informative be attached to this planning permission:
- “Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development”*
- 6.66 (Officers comment: The above informative will be attached)

London Borough of Southwark

- 6.67 No formal objection is raised to the proposed development. They would however request that London Borough of Tower Hamlets consult the London Borough of Southwark residents who live close to the river frontage on the south side of the Thames.
- 6.68 (Officers comment: LBTH consulted residents directly opposite the scheme on the other side of the river Thames. The Council has not received any objections from residents from the London Borough of Southwark)

London Borough of Greenwich

- 6.69 No objections to report

CABE

- 6.70 Had no involvement with the scheme.

7. LOCAL REPRESENTATION

- 7.1 A total of 1037 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 by way of site notice on the site. The number of representations received from neighbours and local groups in response to notification and publicity of the application were as follows:

7.2 **Main planning application (Planning reference number:**

No of individual responses: **2** Objecting: **2** Supporting: 0
No of petitions received: 0

7.3 **Application for pedestrian bridge over Westferry Road together with access stair and lift (ref. no: PA/08/2250)**

No of individual responses: **1** Objecting:1 Supporting: 0
No of petitions received:

7.4 **Application for alterations to the highway, new signalling and pedestrian crossings and landscaping works at Westferry Road and Heron Quays Roundabout (PA/08/2251)**

No of individual responses: **1** Objecting:1 Supporting: 0
No of petitions received:

- 7.5 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:

7.6 Use

- Loss of retail unit from the extant permission

(Officers comment: Land use considerations are discussed in section 8.8-8.11 of the report)

- 7.7
- Lack of street frontage

(Officers comment: The proposal will retain an active frontage. The applicant will be required to submit details of shopfront on the ground floor. This will be secured by way of condition. Any ancillary uses proposed on the ground floor in the future will be subject to a separate planning application)

- 7.8
- The zebra crossing on Westferry Road, just off the Heron Quays roundabout, will be blocked off which will prevent pedestrians to cross over the road and connect directly by the pelican crossing at the top of Marsh Wall.

(Officers comment: Highway matters are discussed in detail in section 8.40-8.54 & 8.72-8.95)

Non material planning considerations

7.9 Lack of public consultation

(Officers comment: The applicant has advised that ongoing discussion have been held with local community representatives on the proposed revisions to the scheme. Following the preparation of the current amended proposals further consultation has been carried out by Canary Wharf Group with local community representatives and a number of additional local groups and community leaders to appropriate them of the revised designs, including the proposed footbridge over Westferry Road and the associated highway and public realm improvements. These groups include:

- The Association of Island Communities
- Docklands Settlement
- Isle of Dogs Bengali Welfare Organisation
- Millwall Albion FC (based in Isle of Dogs)
- Clifton Group, Local Business
- Millwall Park Sports Development (based in IOD)

7.10 In Addition, Canary Wharf Riverside South Limited has briefed the following people about the revised proposals:

- The Leader of the Council
- The member of Parliament
- Local Ward Councillors

8. MATERIAL PLANNING CONSIDERATIONS

Application 1 (amendments to the February 2008 scheme)

8.1 The first application made by the Canary Wharf group is for 'amendments to development approved on the 22nd February 2008 (PA/07/935) for the erection of Class B1 office buildings (341. 924m²) comprising of two towers (max 241.1m and 191.34m AOD) with a lower central link building (80.05m AOD), together with ancillary parking service and access roads, public open space riverside walkway, landscaping (including public art) and other ancillary works'.

8.2 The main planning issues raised by the application are:

- Land Use
- Tall Buildings
- Design & Layout
- Amenity
- Sustainability & Renewable Energy
- Transport
- Biodiversity

Land use

- 8.3 The principle of land use and development of this site has previously been accepted through the granting of the existing planning permissions (PA/07/935, approved in February 2008 & PA/03/00377, approved on the 8th June 2005).
- 8.4 The Isle of Dogs area, within which the site is located, is identified in the London Plan as an Opportunity Area within the East London Sub Region. Policy 5C.1 of the consolidated London Plan (2008) identifies both the Isle of Dogs and Canary Wharf as an area which provides a focus for financial and business services. The number of jobs within the area has risen from 19,000 in the early 1990's to 57,000 in 2001. It is identified that in the future policy should seek to expand and consolidate this role. The area should aim to accommodate at least 150,000 jobs by 2016.
- 8.5 The site is identified on the proposals map of both the Unitary Development Plan and the Local Development Framework as being within the Central Activities Zone. UDP Policy ST10 of the UDP and Policy CP8 of the IPG and the Isle of Dogs Area Action Plan recognise the need to further develop the key strategic and international role played by parts of the borough as a global and financial business centre. The policy identifies the northern parts of the Isle of Dogs as a global and financial centre with large scale office development accommodating major corporate occupiers. Specifically, the subject site is allocated in the Isle of Dogs Area Action Plan as a location for Class B1 development with class A1- A5 floor space (Site allocation ID38). The Area Action Plan also seeks to promote employment uses which will support the development of a global financial and business centre at this location.
- 8.6 Policies 3B.8, 3B.9 & B.10 of the consolidated London Plan (2008) promote the growth of employment opportunities.
- 8.7 The scheme will incorporate 341, 924 sqm of B1 office space, suitable for accommodating a wide range of financial and business services. The applicant has noted that, in terms of construction jobs, the number of permanent full time jobs created by the scheme (which equates to ten years of construction employment) has been calculated at 950 jobs. In terms of commercial uses in the proposed development, this should provide approximately 11, 950 direct jobs. The proposal therefore adequately complies with policies 3B.8, 3B.9 & 3B.10 of the London Plan.
- 8.8 Unlike the extant permission (PA/07/935), the proposal does not provide any A1-A5 uses on site. However, this is considered acceptable, as the amount of retail units within the Canary Wharf Estate is sufficient. In addition, recent planning approvals elsewhere in Canary Wharf Estate amounts to approximately 8,500 sqm in the last year, to be increased further by the 9,371sqm within the Crossrail scheme, as indicated in table below. The proposal therefore complies with policies 3B.8, 3B.9 & 3B.10 of the consolidated London Plan (2008).

Scheme	Application Number	Floorspace (sqm)
Crossrail OSD	PA/08/01666	4,672 (A1) 2,016 m (A3) 2,783 (A4)
Canada Square Pavilion	PA/07/02224	261 (A1/A2) 2077 (A3/A4)
One Canada Square Lobby	PA/07/02257	531 (A3/A4)
Churchill Place	PA/07/02753	1500 (A3/A4)
Jubilee Place	PA/07/03151	4127 (A1-A5)
Herron Quays West	PA/07/3088	<ul style="list-style-type: none"> • Class A1 to A5 Main Building Retail- 2,454 sqm • Class A3/4 Retail – Pavilion -2,000 sqm

		<ul style="list-style-type: none"> • Class A3/4/D1 – Pavilion - 2,155 sqm
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- 8.10 Whilst the proposal seeks permission for Class B1 floorspace only, the applicant has indicated that a range of ancillary uses such as a restaurant and gym, could be provided at a later stage. Notwithstanding, the applicant will be required to submit details of the ground and promenade elevations pursuant to this application to ensure that an active frontage on ground floor is delivered in the interest of visual amenity value. The active frontage along the Riverwalk helps provide for a safe and active public realm. Moreover, the applicant has appointed a leading landscape architect and has indicated that a landscaping scheme of outstanding quality will be prepared. Details of this will be submitted at a later stage, pursuant to the relevant condition.
- 8.11 GLA do not support the omission of the retail element (from the extant permission) but notes that:

“having regard to the strategic role of the Isle of Dogs as a major location for predominantly business and financial activities, the principle of a purely office-based scheme has to be acceptable”.

Design

- 8.12 Policy 4B.2 of the London Plan states that the Mayor seeks to promote world class design. Development proposals should demonstrate that developers have sought to provide buildings and spaces that are designed to be beautiful and enjoyable to visit, as well as being functional, safe, sustainable and accessible for all.
- 8.13 Policy 4C.20 seeks a high quality of design for all waterside development. All development, including intensive or tall buildings, should reflect local character, meet general principles of good design and improve the character of the built environment. Policy 4C.1 of the London Plan states that boroughs should recognise the strategic importance of the Blue Ribbon Network. Policy 4C.17 requires that boroughs protect, and improve access points to, alongside and over the Blue Ribbon Network.
- 8.14 In addition to the London Plan and tall building policies, the proposal also generally accords with the design and environmental Policies DEV1 and DEV2 of the 1998 UDP and Policy CP4 and DEV2 of the Interim Planning Guidance (Oct 2007) which requires the bulk, height and density of development to positively relate to surrounding building plots and blocks, and the scale of development in the surrounding area.
- 8.15 Policy IOD1 of the Isle of Dogs AAP states that design will be managed by ensuring that development, considers, reflects and responds to the waterside location of the Island and contributes to making a unique location in the London context. The AAP further recognises that design has an important role in creating accessible, well connected, safe and secure environments that people can enjoy.
- 8.16 With reference to tall buildings, Policy 4B.9 of the London Plan supports tall buildings in appropriate locations across London and states that the *“Mayor will promote the development of tall buildings where they create attractive landmarks enhancing London’s character, help to provide a coherent location for economic clusters of related activities and/or act as a catalyst for regeneration and where they are also acceptable in terms of design and impact on their surroundings”.*
- 8.17 Policy IOD1 of the AAP states that ‘tall buildings will be clustered around Canary Wharf (1 Canada Square) and building heights should be reduced from this point.’ Furthermore, Policy IOD16 states that the northern sub area will continue as a location for tall buildings and will form a cluster of the tallest buildings found on the Isle of Dogs. New tall buildings should help

consolidate this cluster and provide new landmarks consistent with the national and international role and function of the area.

8.18 Policy CP48 'Tall Buildings' of the Interim Planning Guidance (Oct 2007) states that the Council will, in principle, 'support the development of tall buildings in the northern part of the Isle of Dogs where they consolidate the existing tall building cluster at Canary Wharf. Policy DEV 27 of the Interim Planning Guidance requires tall buildings to be of the highest quality design and provide a set of criteria that applications for tall buildings must satisfy.

8.19 The proposal meets the relevant criteria of Policy DEV27. In particular:

- The design is sensitive to the context of the site.
- The architectural quality of the building is considered to be of a high design quality, as demonstrated in its scale, form, massing, footprint, proportion, materials, and relationship to other buildings, the street network, public and private spaces and the River Thames.
- The proposed development does not fall within the strategic views designated in Regional Planning Guidance 3A (Strategic Guidance for London Planning Authorities, 1991) or the Mayor's draft London View Management Framework SPG (2005). The scheme has demonstrated consideration of the appearance of the building as viewed from all angles and is considered to provide a positive contribution to the skyline.
- The proposed development would achieve a high standard of safety and security for future occupants and users.
- The proposed buildings would be visually integrated into the streetscape and the surrounding area.
- The proposed development would present a human scaled development at the street level.
- The proposed development would respect the local character and seek to incorporate and reflect elements of local distinctiveness.
- The proposed development would incorporate adaptable design measures.
- There will be minimal impact on the privacy, amenity and access to sunlight and daylight to surrounding residents.
- The Environmental Statement demonstrates that the impact on the microclimate of the surrounding area, including the site and public spaces, will not be detrimental.
- The proposed development demonstrates consideration of sustainability throughout the lifetime of the development, including the achievement of a high standard of energy efficiency, sustainable design, construction and resource management.
- The impact on the biodiversity of the River Thames will be minimised through the provision of an Ecological Management Plan which will ensure that biodiversity on the site will be generally improved through the proposed scheme.
- The proposed development will scheme high internal and external noise standards.
- The scheme will contribute positively to the social and economic vitality
- The proposal incorporates the principles of inclusive design.
- The site is located in an area with very good public transport access.
- The scheme takes into account the transport capacity of the area, and ensures the proposal will not have an adverse impact on transport infrastructure.
- The proposed development would result in improved permeability throughout the site and to the surrounding street network
- The proposed development would contribute to high quality pedestrian routes including the strategic cycle network.
- The scheme provides publicly accessible areas within the development including 24 hour access to a public park.
- The scheme would not interfere, to an unacceptable degree, with telecommunication and radio transmission networks.
- The scheme has considered public safety requirements and has demonstrated emergency access provision.

- 8.20 Similar to the extant permission, the proposal satisfies the relevant criteria of DEV 27 of the Councils Interim Planning Guidance (Oct 2007).
- 8.21 The overall siting, placement and disposition of the three principal elements of the scheme is very similar to those of the 2008 approved scheme. RS1 would be the tallest of the three buildings at a height of 241.140m AOD. RS2 would be 80.05m AOD. RS3 would be 191.340m AOD. The shoulders of the two towers would be 212.200m AOD for RS1 and 162.400m AOD for RS3.
- 8.22 The principle of tall buildings on this site has been established by the extant permission. The proposed development does not deviate from these established principles including the height, form and orientation of the towers. The height of two taller elements of the scheme (RS1 and RS3) remains the same as the extant permission. The proposals design changes to the elevations, floor plans and general external appearance are considered acceptable. The use of metal clad columns has created a suitable contrast between North-South elevations against more glazed East West elevations. The light weight central block which connects the two towers sits well in between the two solid towers. The architectural response retains the integrity to original design.
- 8.23 The GLA note in the Stage 1 report that:

"The proposed nine metre reduction in the height of the central podium building does not materially affect the architectural integrity or composition of the buildings. The impact on strategic views is unchanged. In terms of façade treatment, the external expression of the glazing remains visually similar to that previously proposed. The light and transparent feel of the towers is preserved and the external structural expression has been reconsidered and marks a return to the simpler diagram of the 2005 consented scheme"

- 8.24 With reference to strategic views, Policy CON5 of the Interim Planning Guidance states that the Council will resist development that has an adverse impact on important views, including panoramas, prospects and local views.
- 8.25 The Riverside South location falls within an existing cluster of tall buildings. The site is neither within a Conservation Area nor close to listed buildings, other than the listed lock wall. The site is not within a Strategic Viewing Corridor and is not affected by the Draft London View Management Framework. GLA have noted that:

" The impact on strategic views is unchanged" (from the extant permission)

- 8.26 In light of the above, it is considered that the proposal adequately complies with policies 4B.2 & 4C.20 of the consolidated London Plan (2008); DEV 1, DEV 2 & DEV 5 of the Unitary Development Plan & CP48, CON 5, DEV 2 & DEV 27 of the Interim Planning Guidance (Oct 2007)

Landscaping

- 8.27 It is proposed to have publicly accessible open space to the south of RS1 with 24 hour public access and there would be areas of private landscaping (access by landscape contractors only). This will be secured in the Section 106 Agreement. There would be trees planted along the River Walk (in tree pits), within the open space and the areas of landscaping on the eastern sides of RS3 and RS1.
- 8.28 The pedestrian east/west route through the building has been removed from the extant permission. However, the routes to the north and south of the site to the river will be strengthened through landscaping and will be accessible to all users. The applicant will be required to submit landscaping details. This will be secured by way of condition.

Amenity Issues

Assessing daylight and sunlight

- 8.29 Policy 4B.9 of the London Plan refers to the design and impact of large scale buildings and includes the requirement that in residential environments particular attention should be paid to privacy, amenity and overshadowing.
- 8.30 DEV 2 of the UDP seeks to ensure that the adjoining buildings are not adversely affected by a material deterioration of their daylighting and sunlighting conditions.
- 8.31 Policy DEV1 of the Interim Planning Guidance states that development is required to protect, and where possible improve, the amenity of surrounding existing and future residents and building occupants, as well as the amenity of the surrounding public realm. The policy includes the requirement that development should not result in a material deterioration of the sunlighting and daylighting conditions of surrounding habitable rooms.
- 8.32 Daylight/Sunlight analysis is included as part of the Environmental Statement submitted with the application. The statement demonstrates that nearby buildings will not be adversely affected by the loss of privacy or material deterioration of daylighting and sun lighting conditions.
- 8.33 The Environmental Statement reports on the assessment of effects for sunlight and daylight and identifies minor adverse effects at six locations:
- Cascades
 - 1-30 Chandler Mews
 - 11-85 Anchorage Point
 - Berkley Tower
 - City Pride (public house)
 - Hanover House
- 8.34 As part of the Environmental Statement, the applicant has submitted a daylight and sunlight report which compares the VSC and ADF levels of the extant permission and the proposed scheme. The impact of the scheme is broadly similar to the February 2008 approved scheme.
- 8.35 A large number of windows to the above properties remain completely unaffected when it comes to the daylight and sunlight assessment. The windows that experience minor losses are very marginal as is demonstrated in the ADF results.
- 8.36 The ADF tests is where the impact is measured from the centre of the room. The test assesses the size of the windows in relation to the size of the room. The ADF test takes into account the size of windows and whether the room has more than one window. BRE guidelines recommend that development should not result in ADF losses of greater than 20%. The following properties were examined:
- 1 Chandlers Mews
 - 3 Chandlers Mews
 - 4 Chandlers Mews
 - 5 Chandlers Mews
 - 6 Chandlers Mews
 - 7 Chandlers Mews
 - 8 Chandlers Mews
 - 9 Chandlers Mews
 - 10-20 Chandlers Mews
 - 22-30 Chandler News

- New Foundland scheme
- City Pride
- 2-4 Cascades
- Hannover House /Berkeley Tower
- 22-28 Marsh Wall (Block 1, 2& 3)
- 11-85 Anchorage Point
- 1-9 Quayside
- Daylight and sunlight conclusions

8.37 There are some windows which will experience a loss of light. However, the losses to ADF values experienced will be significantly less than 20%. On balance, the overall minor loss of daylight levels within the surrounding context of the site is not significant enough to warrant a refusal. As such, a reason for refusal could not be sustained on those grounds.

8.38 In terms of sunlight, the LBTH Daylight and Sunlight Officer was satisfied that the site will retain good levels of sunlight, given the context of the site. In addition, the proposal will not result in an undue loss sunlight to surrounding developments. Moreover, it should be noted that no objections have been received on loss of daylight and sunlight grounds.

8.39 The proposal therefore adequately complies with policies 4B.9 of the London Plan; DEV 2 of the Unitary Development Plan and DEV 1 of the Interim Planning Guidance (Oct 2007).

Transport

8.40 Policies T18, T19 & T20 of the Unitary Development Plan encourage the creation of a sustainable transport network which minimises the need for car travel, lorries and supports movements by walking, cycling and public transport. Policy CP41 of the IPG the Council seeks to focus high density development in areas of high public transport accessibility.

8.41 The site has a Public Transport Accessibility Level (PTAL) of 5 (very good). The Riverside South site is located adjacent to the transport hub of Canary Wharf and is served by the Underground (Jubilee Line – Stratford to Stanmore), the Docklands Light Rail (Bank/Tower Gateway to Lewisham/Royal Docks/Stratford) and a number of bus services (277, D3, D7 and D8) and is therefore in a highly sustainable location. The site is also adjacent to Canary Wharf Pier which is served by river transport.

8.42 The applicant has advised that approximately 97 per cent of employees are expected to travel to the site by public transport or other non car modes in peak periods. It is intended that the scheme will generate 21,720 one way employees and visitor trips per day, excluding service vehicles.

Access and Egress Arrangement

8.43 The servicing arrangements for the amended Riverside South have changed very little from what was previously consented. The access and egress to the basement parking areas and RS3 servicing area remain unchanged from what was previously consented.

8.44 The loading dock for RS1/RS2 has been altered from a two-way access to a one-way in/out arrangement which significantly improves the functionality of the servicing area and provides better circulation for vehicles than the consented scheme. The overall number and width of vehicle access points has not changed from the consented scheme. The separation of RS1/2 entry and exit points does, however, create a narrower crossover at the exit, thus reducing the crossing distance for pedestrians at this point.

8.45 The proposed entry for the RS1/RS2 loading dock provides a lane immediately north which allows for unauthorised vehicles to clear the area securely and quickly avoiding unnecessary blocking onto the public highway. The only additional entry/exit point proposed as part of the

amended Riverside South scheme is the courier access to the south.

- 8.46 The proposed highway works, including vehicle accesses to the building, has undergone a Stage 1 Road Safety Audit (RSA). All concerns raised within the RSA have either been taken on board within the design or formally dealt with within the Exception Report included within the revised transport assessment.

Pedestrian access

- 8.47 In the extant permission, there was pedestrian link across the site between the river walkway and Westferry Road. There is currently no public access across the site although a pedestrian route around the northern and southern perimeters would be provided. GLA and the Local Planning Authority acknowledge that, whilst this will result in reduced permeability to the riverside, the illustrative landscaping proposals demonstrate appropriate enhancements to routes to the north and south of the site which will improve legibility and encourage public use. The removal of the previously proposed vehicular exit ramp to the lower level of Westferry Road will also assist in strengthening the route to the north. Proposed improvements to the riverside walk will enhance opportunities for access to and enjoyment of the riverside.

24 hour Public Access on the Waterfront and the Footway on Westferry Road

- 8.48 The revised scheme maintains 24 hour public access to the riverside walkway, via two routes.

The first will enable pedestrians to access the Riverside Walkway to the south of Heron Quays roundabout as with the consented scheme. The second route will take pedestrians along the eastern edge of the development to Westferry Circus Upper Level and is accessed from the proposed footbridge. The second facility replaces the previously proposed pedestrian route through the site, which is no longer necessary as retail uses have been removed. This route will be a minimum of 4 metres wide and will connect with a new and enlarged staircase from Westferry Circus to the riverside walkway.

Although this route will remain open, there will be no need following the proposals for pedestrians to walk at pavement level along Westferry Road.

Car parking

- 8.49 Policy DEV19 of the Interim Planning Guidance (Oct 2007) states that the Council will minimise on and off street parking for all developments. All parking is to be in compliance with the Parking Standards, and the Interim Planning Guidance sets maximum parking standards for retail and employment generating uses. The Interim Planning Guidance (Oct 2007) sets out the maximum car parking standards that varies by type of use. For large developments in areas with good public transport (i.e, PTAL scores between 4 and 6) minimal parking is sought.
- 8.50 In the extant permission, 150 car parking spaces were proposed. The subject proposal makes provision for 140 car parking spaces at basement level is proposed. Nevertheless, the car parking provided is in accordance with the standards set out within the UDP and are at a level, which supports current Government guidance on encouraging trips by other means. 10% of the car parking spaces will be allocated as disabled parking spaces. This amounts to 14 spaces. The provision of 14 disabled car parking spaces will be secured by way of condition.
- 8.51 The proposed crossings located on both Westferry Road south and Marsh Wall will link the LCN network with the dock side promenade and informal cycle routes within the Canary Wharf Estate. In addition, a shared footpath and cycleway located on the west side of

Westferry Road between the River Thames walkway and the northern crossing facility is also proposed as part of the highways works.

Cycle Accessibility

- 8.52 Policy CP42 of the Interim Planning Guidelines encourages pedestrian and cycle permeability in new developments. The Council will ensure that new developments have a high level of connectivity with the existing and proposed transport, and pedestrian network. Policy DEV16 of the Interim Planning Guidance further promotes sustainable transport use, requiring developers to provide secure cycle parking, and routes through development. Moreover, policy IOD2 of the Interim Planning Guidance states that all major destinations on the Isle of Dogs should be easily accessible for all. Existing pedestrian and cycle links should also be improved.
- 8.53 Both Council's Highways Department and TfL have assessed the cycle provision and do not object to the 466 cycle spaces proposed. The extant permission had 345 cycle spaces. There is therefore an additional 121 cycle spaces proposed. The Council welcomes this increase in cycle parking provision.
- 8.54 In light of the above highway matters discussed above, the proposal adequately complies with T18, T19, T21 of the Unitary Development Plan (1998); policies CP41 & DEV 19 of the Interim Planning Guidance (Oct 2007).

Biodiversity

- 8.55 Policies ST8, DEV57 and DEV62 of the UDP and policies CP31 and CP33 of the Interim Planning Document set out requirements in line with international, national and regional policy. These seek to ensure the protection, conservation, enhancement and effective management of the borough's biodiversity.
- 8.56 Policy 4C3 of the London Plan focuses on the Blue Ribbon Network and the importance to protect and enhance the biodiversity of the network by designing new waterside developments in ways that increase habitat value.
- 8.57 The site is located adjacent to the Thames which is identified as part of London's Blue Ribbon Network and a site of nature conservation importance.
- 8.58 In accordance with Policy DEV47 and DEV48 of the UDP (1998) the proposal will improve the aesthetic amenity of the site and the river environs whilst also allowing for improved pedestrian access linkages through the site to the riverside walkway and the River Thames.
- 8.59 The scheme will also provide some 800m² of brown roofs which will seek to provide habitat for bird and invertebrate species such as the black redstart. Brown roofs will also assist in increasing energy efficient and minimising water runoff volumes.
- 8.60 The design and layout of the scheme will also include areas of landscaping.
- 8.61 Biodiversity measures will be incorporated into the scheme through the submission of an Ecological Management Plan, which will detail provision of brown roofs, use of timber fenders to the river wall, bird boxes and native species, etc, in the use of landscaping. It is recommended that this be secured as an appropriate condition of approval. This measure will be secured by way of condition.

Energy

- 8.62 Policies 4A.2, 4A.4, 4A.6 and 4A.7 of the London Plan (2008) 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 London-wide policies are reflected in policies CP3, DEV5 and DEV6 of the IPG Oct 2007.

- 8.63 Policy 4A.7 of the consolidated London Plan (2008) seeks to adopt a presumption that developments will achieve a reduction in carbon dioxide emissions of 20% from onsite emissions and 20% from onsite renewable energy generation (which can include sources of decentralised renewable energy) unless it can be demonstrated that such provision is not feasible.
- 8.64 The proposed energy efficiency, passive design methods and the low and zero carbon technologies will reduce the developments CO2 emissions by of 24.3% in accordance with the proposals made in the Energy Strategy dated October 2008. This is considered acceptable.
- 8.65 Both the Council and the GLA believe that the scheme is broadly acceptable. GLA stage 1 report states that:

‘The energy strategy submitted with the application has been revised and updated to account for the increase in floorspace, loss of retail use, design changes and to ensure consistency with current London Plan policies. A series of energy efficiency measures are proposed. These include solar control façade and internal blinds, maximising daylight penetration, installing high efficiency lighting with presence and daylighting control and high efficiency plant. The modelling work submitted indicates that energy efficiency design measures will achieve carbon reductions of 15% beyond baseline emissions, which is acceptable’.

- 8.66 Nevertheless, both the GLA and Council believe that the following information is required for assessment:
- (a) A detailed energy analysis of the development including results of the energy modelling and simulations,
 - (b) A breakdown of energy consumption by different end users to understand the source of carbon emissions for the baseline scenarios and the energy efficiency scenario
 - (c) Details showing the carbon savings achieved by the river-water cooling system have been calculated
 - (d) Details of the energy efficiency measures and CO2 emissions savings,
 - (e) A feasibility study investigating possible connection to Barkantine Heat and Power Company (BHPC)
 - (f) A feasibility study investigating the potential incorporation of a Fuel Cell CCHP system,
 - (g) A full detailed feasibility analysis of the proposed gas fired CCHP system,
 - (h) Details of the proposed PV cells, demonstrating the potential integration of PV cells have been maximised.
 - (i) A detailed feasibility and viability study investigating the potential for incorporating river water cooling and evidence of approval or disapproval by the relevant authorities.

- 8.67 In order to adequately comply with policies 4A.1-4A.9 of the London Plan, the applicant has submitted the above information to both the LPA and the GLA for assessment. LBTH Energy Officer comments will be recorded in the addendum report. The GLA should made comments in the Stage II report.

Environmental Impact Assessment

- 8.68 The application relates to an urban development project with a development area of more than 0.5 hectares. It thus falls within paragraph 10 of Schedule 2 to the Town and Country Planning (Environmental Impact Assessment) Regulations 1999 (as amended). As the project is likely to have significant effects on the environment, it is required to be subject to environmental impact assessment before planning permission is granted. Regulation 3 of the EIA Regulations precludes the grant of planning permission unless, prior to doing so, the Council has taken the 'environmental information' into account. The environmental information comprises the applicant's environmental statement (ES), any information submitted following request under Regulation 19 of the EIA Regulations, other substantive information relating to the ES and provided by the applicant and any representations received from consultation bodies or duly made by any person about the environmental effects of the development
- 8.69 An ES was submitted by the applicant with the planning application. The Council appointed consultants, Bureau Veritas, to examine the ES and to confirm whether it satisfied the requirements of the EIA Regulations. Following that exercise, Bureau Veritas confirmed that there were no Regulation 19 responses required. There did however request that further information was submitted to clarify a number of points on the ES. The further information was subsequently submitted to the Council, following which it was publicised in the required manner. Council's Environmental Impact Assessment officer has reviewed the response and is satisfied that the further information satisfactorily addresses any outstanding matters
- 8.70 The ES addresses the following areas of impact (in the order they appear in the ES):

Volume 1

- Chapter 1: Background to the Environmental Statement
- Chapter 2: Alternatives
- Chapter 3: The site and the description of the amended scheme
- Chapter 4: Construction Environmental Management
- Chapter 5: Townscape and views
- Chapter 6: Transport
- Chapter 7: Air Quality
- Chapter 8: Noise and vibration
- Chapter 9: Climate Change
- Chapter 10: Socio economics
- Chapter 11: Wind
- Chapter 12: Sunlight/ Daylight
- Chapter 13: Ecology

- 8.71 Similar to the extant permission, all of the above material planning considerations identified in chapters 1-13, have been considered acceptable and comply with Council policy.

Application 2 (The Pedestrian bridge application)

- 8.72 The second application to be considered is the proposal to erect a pedestrian bridge over Westferry Road, together with an access stair and lift (ref. no: PA/08/2250)
- 8.73 The new pedestrian bridge will provide access from the proposed Newfoundland development, across Westferry Road to the Riverside South site. Access across the bridge from the Eastern side of Westferry Road to ground level within the development will be step free and compliant with approved documents.
- 8.74 Access to the bridge to Westferry Road can be gained by means of an access lift and stair. The bridge will be developed further in subsequent design stages, but it is proposed that the lift will be a through lift, allowing wheelchair users to enter and exit the lift in the same direction.

- 8.75 ST28 of the UDP seeks to restrain the unnecessary use of private cars in order to achieve a more balanced allocation of road space between users. Policy ST30 of the UDP aims to improved the safety and convenience of movement for all road users especially pedestrians and cyclists.
- 8.76 The design of the Pedestrian Bridge is considered acceptable by the Council. The distance between the bridge landings at Riverside South and Newfoundland is approximately 45 metres.
- 8.77 The design of the bridge enclosure responds to environmental conditions by offering protection from rain, wind, traffic noise and solar radiation. The glazed enclosure will offer panoramic views towards Riverside South and a spectacular arrival there for workers and the public moving towards the riverside.
- 8.78 The bridge will be open and well lit at night to both ensure safety for users and provide a comfortable and welcoming environment. It will be open in aspect, provide natural surveillance and, as such, present itself as somewhere safe in accordance with policy ST30 of the Unitary Development Plan & DEV 4 of the Interim Planning Guidance (Oct 2007) which seeks to which seeks to ensure building entrances are located and designed to be visible, safe and accessible.
- 8.79 The bridge and the stairs and lift connecting it to the central island in the road, will be welcoming to mobility impaired, members of the public and will be fully Disability Discrimination Act (DDA)
- 8.80 The bridge has not been designed as a footbridge but as an overbridge (i.e a structure capable of withstanding a vehicle collision). The bridge provides a minimum clearance of 5.62 metres in excess of DMRB (Design Manual for Roads and Bridges) requirement to provide at least 5.41 metres.

Means of access & egress

- 8.81 The application proposes a pedestrian bridge that provides access at podium level which provides a connection between Newfoundland and Riverside South. The bridge, as part of wider proposals, will provide a covered route from Canary Wharf, LUL and Heron Quays DLR stations through the underground walkway proposed as part of the Heron Quays West development which links into the proposed Newfoundland development and Riverside South.
- 8.82 In addition, a disabled lift has been incorporated into the design which can be used during an emergency evacuation situation. The pedestrian bridge development complies with policy DEV 3 of the Interim Planning Guidance which seeks to ensure the incorporation of inclusive design principles into new developments.
- 8.83 In light of the above, the proposal adequately complies with policies ST28, ST30 & T21 of the Unitary Development Plan (1998) and DEV 4 of the Interim Planning Guidance (Oct 2007).

Application 3 (The Highways Works application)

- 8.84 The third application to be considered is for 'alterations to the highway, new signalling and pedestrian crossings and landscaping works at Westferry Road and Heron Quays Roundabout' (PA/08/2251)

Context

8.85 The existing highway layout has no facilities for cyclists and has limited crossings road crossings. The application proposes comprehensive amendments to the highway, and in particular to Heron Quays Roundabout, as part of the wider proposals for the Riverside South development. These amendments have been prepared following a review of pedestrian linkages within the area, including from LUL and DLR stations to the Riverside South development, the River Walk and the proposed public ally accessibly open space at the southern end of the Riverside South site.

Proposal

8.86 The Westferry Road Highway Works comprise of the following:

- The replacement of the existing Heron Quays roundabout with a new gyratory system that will comprise of a combination of priority and signal controlled entries and new signal controlled pedestrian crossings.
- The partial narrowing of Westferry Road and the introduction of measures to reduce speeds and improve safety.
- The creation of new and increased areas of open space and landscaping both within the junction, including publicly accessible spaces, and around its perimeter.
- The introduction of new signal controlled pedestrian crossings of Westferry Road to the north of Heron Quays Road.
- The introduction of new signal controlled pedestrian and cycle (toucan) crossings of Westferry Road and Marsh Wall to the south of Heron Quays Road and links to existing cycle routes.
- All highway works would be subject to detailed approval of traffic orders and signal control systems (by Transport for London) and will be secured by s278 agreement.

8.87 The proposed highways works scheme has been developed to provide an alternative to the existing roundabout in a form that increases public open space and provides a more coherent and legible series of pedestrian and cycle routes and crossings. The scheme will enhance the public realm in the vicinity of the new junction, whilst maintaining all vehicles movements. The highway works will provide a safer and more accessible environment for all road users and are consistent with proposals for access to Riverside South and the proposed Westferry Road footbridge.

8.88 GLA Stage 1 report notes that it:

'welcomes the proposal as part of the new highway layout to upgrade existing crossings on Westferry Road and Marsh Wall to 'toucan' crossings. It is noted and supported that these crossings have been aligned to provide improved connectivity between the riverside path and the Canary Wharf estate via Heron Quays West and will encourage walking in accordance with London Plan policy 3C.21'

8.89 The proposed new junction layout replaces the existing priority controlled Heron Quays roundabout with a combination of priority controlled junctions, traffic signal controlled junctions and signalised pedestrian crossings. The proposed layout will be able to accommodate all existing movements throughout the roundabout, including vehicular u turns.

8.90 Policy T18 of the Unitary Development Plan gives priority to the safety and convenience of pedestrians in the management of the roads and the design and layout of the footways including the use of street furniture, street lighting and the location of bus stops. Policy T19

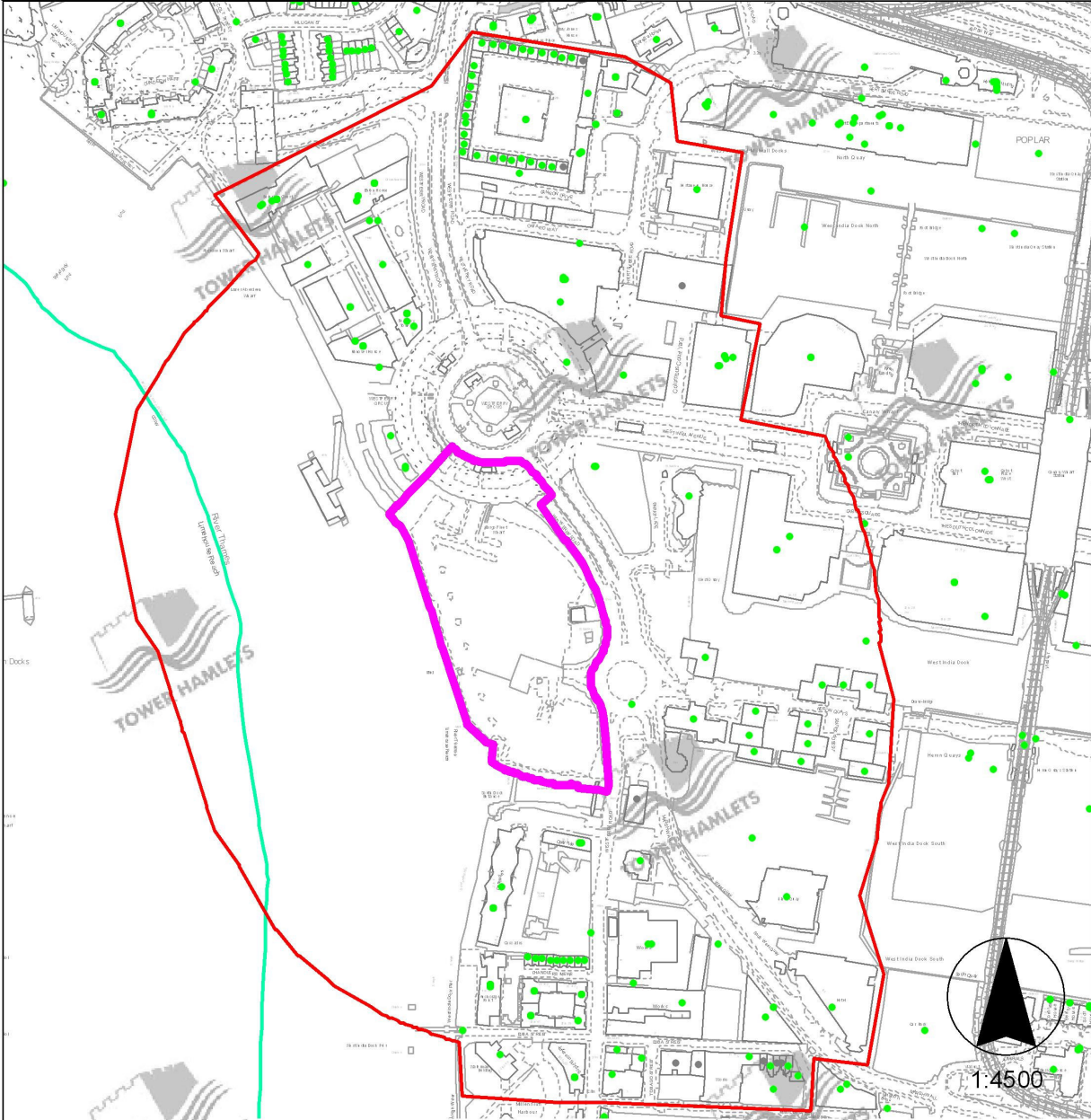
of the UDP provides support for measures that improved the quality, safety and convenience of movement for pedestrians. Policy T21 states that the existing pedestrian routes will be retained and improved and, where necessary, replaced in new development and traffic management schemes.

- 8.91 It is considered that the application proposals will ensure that this are now accords with these requirements, in particular improving the quality and legibility of routes from Heron Quays Road to the river bank. As such, it adequately complies with these policies.
- 8.92 Policy CP40 of the Interim Planning Guidance (Oct 2007) encourages the provision of a safe and convenient walking and cycle routes. Policy CP42 is more specific and states that the ' Council will seek the creation of better and safer streets to improve quality of life by:
- a) supporting the development of new and improved pedestrian and cycle crossings and traffic management measures that aid pedestrian, cyclist and motorcyclist safety
 - b) supporting environmental improvements , including the implementation of traffic calming measures throughout the Borough
 - c) encouraging innovative measures to facilitate pedestrian and cyclist movements
- 8.93 It is considered that the application proposals accord with the requirements of this policy by creating an improved environment. In particular, the proposals will improve both pedestrian amenity and movement in the road corridor and towards the river walkway. The physical improvements will be complemented by proposals for the public realm that will increase the quality and quantity of open space and as such adequately comply with policies CP40 and CP42 of the Interim Planning Guidance (Oct 2007)
- 8.94 Policy CP46 of the Interim Planning Guidance (Oct 2007) addresses Accessible and Inclusive Environments and seek to ensure the creation of inclusive environments and that the public realm can be accessed and used by all people. The proposals will create more permeable access across Westferry Road by simplifying the road layout and more space will be given over the pedestrian environment. Disabled access issues in respect of the proposals have been a key consideration, and the scheme will significantly improve access across Westferry Road for all users. As such, the proposal adequately complies with policy CP46 of the Interim Planning Guidance (Oct 2007).
- 8.95 It is considered that the proposals adequately accords with policies 3C.21 of the London Plan; policy T18 of the Unitary Development Plan (1998) and CP40 & CP42 of the Interim Planning Guidance (Oct 2007).

Conclusions

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

Site Map



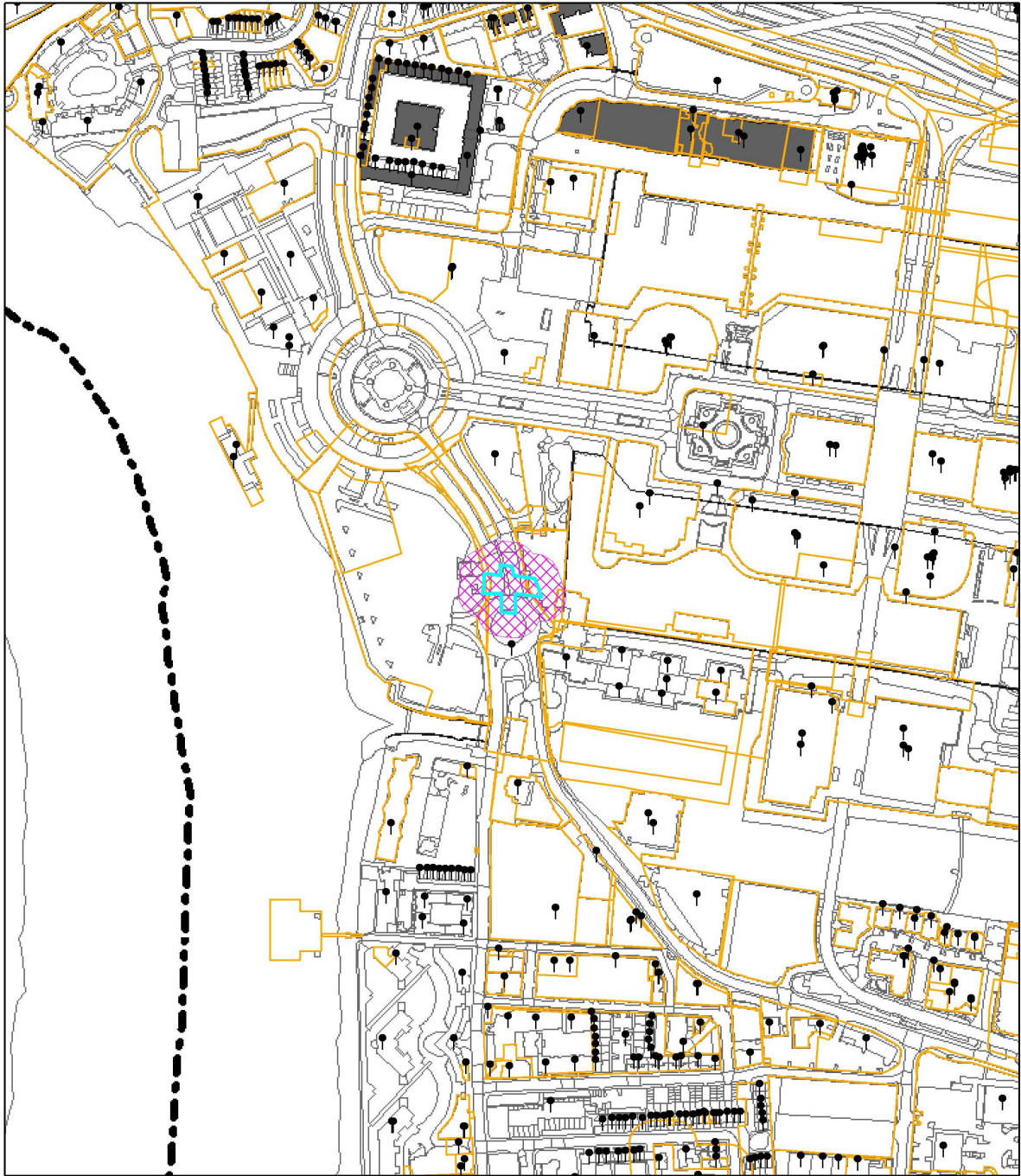
Legend


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

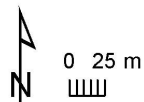
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Site plan for application 1 (amendments to the February 2008 scheme)

Planning Application Site Map



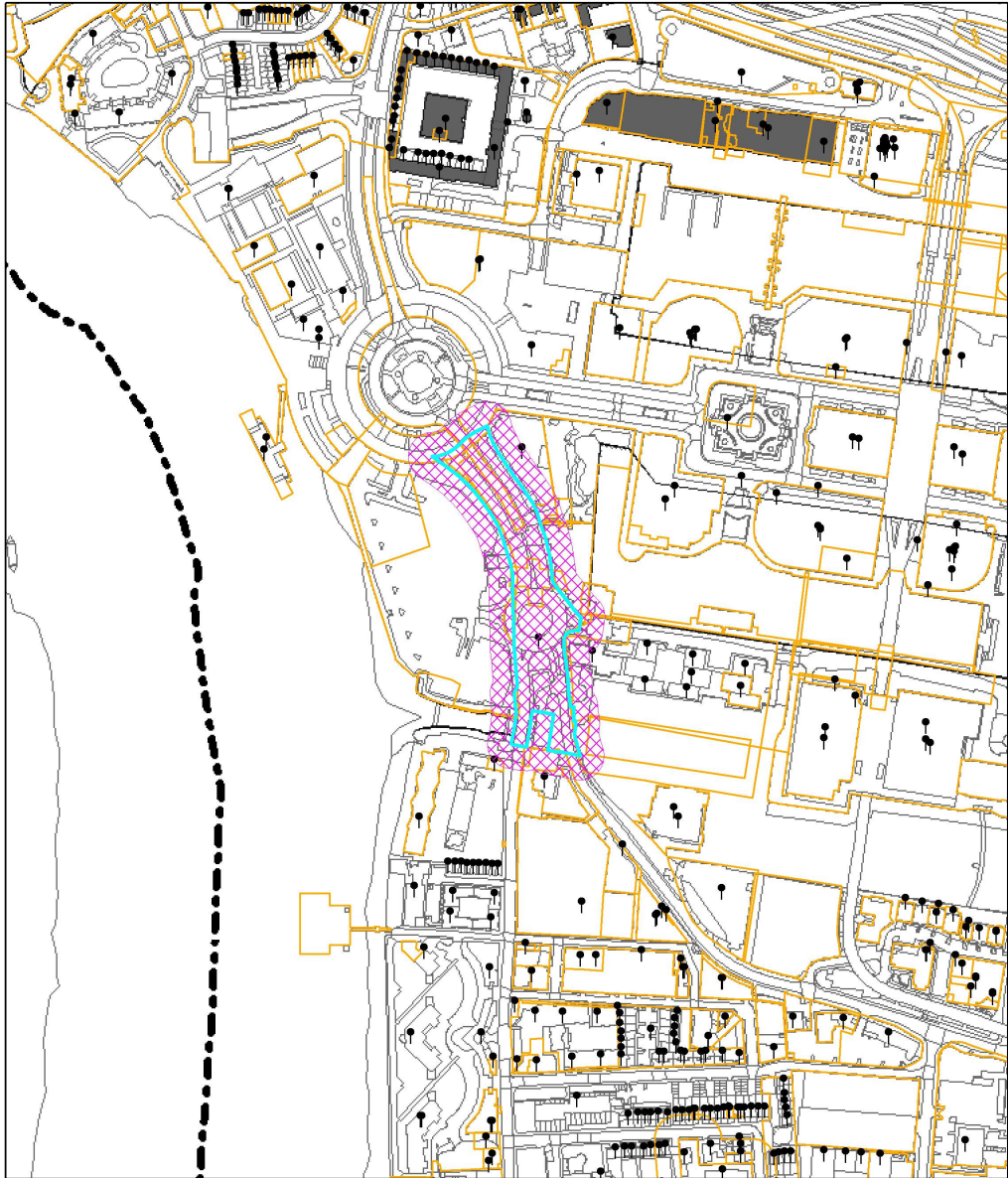
-  Planning Application Site Boundary
-  Other Planning Applications
-  Consultation Area
-  Land Parcel Address Point



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Site plan for application 2 (Pedestrian Bridge application)

Planning Application Site Map



-  Planning Application Site Boundary
-  Other Planning Applications
-  Consultation Area
-  Land Parcel Address Point



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Site Plan for application 3 (Highways works application)