

<b>Committee:</b> Strategic Development	<b>Date:</b> 15 <sup>th</sup> February 2018	<b>Classification:</b> Unrestricted	<b>Agenda Item Number:</b>
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<b>Report of:</b> Director of Place	<b>Title:</b> Application for Planning Permission
<b>Case Officer:</b> Kate Harrison	<b>Ref No:</b> PA/16/01612
	<b>Ward:</b> Lansbury

## 1.0 APPLICATION DETAILS

**Location:** Chrisp Street Market, Chrisp Street, London

**Existing Use:** Mixed use including residential and commercial uses:

12,146sqm retail (A1)  
686sqm financial and professional services (A2)  
249sqm restaurant and café (A3)  
1145sqm drinking establishments (A4)  
236sqm hot food takeaways (A5)  
1086sqm office (B1)  
1,811sqm non residential institutions (D1)  
598sqm assembly and leisure (D2)  
277 sqm other (Sui generis)

212 full time employees, 276 part time employees (339 equivalent in full time employees)

212 residential units existing on site (43 of these to be retained).

**Proposal:** Comprehensive redevelopment of the site (including existing car park) comprising the demolition of existing buildings with the exception of the Festival of Britain buildings, Clock Tower and Idea Store; erection of 19 new buildings ranging from 3 to 25 storeys (up to a maximum AOD height of 88m) providing 649 residential units (C3 Use Class) (including re-provision of the 124 existing affordable residential units); existing market enhancement, including new canopy and service building; refurbishment of retained Festival of Britain buildings; reconfiguration and replacement of existing and provision of new commercial uses including new cinema (D2 Use Class); alterations and additions to existing Idea Store for flexible community/affordable office space use (D1/B1 Use Class); office space (B1 use class); retail, financial and professional services and café/ restaurant floor space (A1 - A3 Use Class), including A1 food store; public house (A4 Use Class); hot food takeaway floor space (A5 Use Class); upgrade and provision of new public open space

including child play space; new public realm, landscaping works and new lighting; cycle parking spaces (including new visitor cycle parking); and provision of disabled car parking spaces.

**Drawings and Documents:** *Location Plans and Existing Site Plans:*

5148-P-00-001 Existing Site Location Plan  
5148-P-00-010 Existing Key Plan Planning  
5148-P-20-010 Proposed Key Plan  
5148-P-00-020 Existing Ground Floor Plan Planning  
5148-P-00-021 Existing First Floor Plan Planning  
5148-P-00-022 Existing Second Floor Plan Planning  
5148-P-00-023 Existing Third Floor Plan Planning  
5148-P-00-024 Existing Fourth to Eighth Floor Plan  
5148-P-00-029 Existing Nineth to Twenty-First Floor Plan

*Proposed Floor Plans:*

5148-P-00-100 Demolition Plan  
5148-P-20-199 Basement, Rev B  
5148-P-20-200 Ground, Rev E  
5148-P-20-201 First Floor, Rev B  
5148-P-20-202 Second Floor, Rev B  
5148-P-20-203 Third Floor, Rev C  
5148-P-20-204 Fourth Floor, Rev B  
5148-P-20-205 Fifth Floor, Rev B  
5148-P-20-206 Sixth Floor, Rev B  
5148-P-20-207 Seventh Floor, Rev B  
5148-P-20-208 Eighth Floor, Rev B  
5148-P-20-209 Ninth Floor, Rev B  
5148-P-20-210 Tenth To Thirteenth Floors, Rev B  
5148-P-20-214 Fourteenth Floor, Rev B  
5148-P-20-215 Fifteenth Floor, Rev B  
5148-P-20-216 Sixteenth to Twenty-Fourth Floors, Rev B  
5148-P-20-225 Roof Plan Rev B  
  
5148-P-20-250 Basement Floor Plan 1 of 2 - North, Rev B  
5148-P-20-251 Basement Floor Plan 2 of 2 - South, Rev B  
5148-P-20-252 Ground Floor Plan 1 of 2 - North, Rev D  
5148-P-20-253 Ground Floor Plan 2 of 2 - South, Rev D  
5148-P-20-254 First Floor Plan 1 of 2 - North, Rev B  
5148-P-20-255 First Floor Plan 2 of 2 - South, Rev B  
5148-P-20-256 Second Floor Plan 1 of 2 - North, Rev B  
5148-P-20-257 Second Floor Plan 2 of 2 - South, Rev B  
5148-P-20-258 Third Floor Plan 1 of 2 - North, Rev B

5148-P-20-259 Third Floor Plan 2 of 2 - South, Rev B  
5148-P-20-260 Fourth Floor Plan 1 of 2 - North, Rev B  
5148-P-20-261 Fourth Floor Plan 2 of 2 - South, Rev B  
5148-P-20-262 Fifth Floor Plan 1 of 2 - North, Rev B  
5148-P-20-263 Fifth Floor Plan 2 of 2 - South, Rev B  
5148-P-20-264 Sixth Floor Plan 1 of 2 - North, Rev B  
5148-P-20-265 Sixth Floor Plan 2 of 2 - South, Rev B  
5148-P-20-266 Seventh Floor Plan 1 of 2 - North, Rev B  
5148-P-20-267 Seventh Floor Plan 2 of 2 - South, Rev B  
5148-P-20-268 Eighth Floor Plan 1 of 2 -North, Rev B  
5148-P-20-269 Eighth Floor Plan 2 of 2 - South, Rev B  
5148-P-20-270 Ninth Floor Plan 1 of 2 - North, Rev B  
5148-P-20-271 Ninth Floor Plan 2 of 2 - South, Rev B  
5148-P-20-272 Tenth To Thirteenth Floors Plan-  
North, Rev B  
5148-P-20-273 Tenth To Fourteenth Floors Plan-  
South, Rev B  
5148-P-20-274 Fourteenth Floor Roof Plan - North,  
Rev B  
5148-P-20-275 Fifteenth Floor Plan - South of Site,  
Rev B  
5148-P-20-276 Sixteenth to Twenty-Fourth Floors Plan  
- South, Rev B  
5148-P-20-277 Roof Plan - South of Site, Rev B

*Sections and Elevations:*

5148-P-20-300 Elevation 01 - East India Dock Road &  
Section CC - Through Market Way, Rev A  
5148-P-20-301 Elevation 03 - Cordelia St & Section  
DD - Through Market Way, Rev A  
5148-P-20-302 Elevation 02 - Chrisp Street South  
West & Elevation 07 - Market Way South West, Rev A  
5148-P-20-303 Elevation 02 - Chrisp Street North  
West & Elevation 07 - Market Way North West, Rev A  
5148-P-20-304 Elevation 06 - Market Way North East  
& Elevation 04 - Kerbey Street North East, Rev A  
5148-P-20-305 Elevation 06 - Market Way South East  
& Elevation 04 - Kerbey Street South East, Rev A  
5148-P-20-306 Elevation 10 - Susannah Street South  
& Elevation 05 - Market Square South, Rev A  
5148-P-20-307 Elevations 08, 09 - Building M, Rev A  
5148-P-20-308 Section EE - Through A,B,C F,G,H  
South West & Section GG - Through D,E,J,K,L South  
West  
5148-P-20-309 Section EE - Through A,B,C F,G,H  
North West & Section GG - Through D,E,J,K,L North  
West, Rev A  
5148-P-20-310 Section AA & Section BB Planning  
1:200 , Rev A  
5148-P-20-311 Elevation 11 - Susannah Street North  
& Section FF

5148-P-20-320 Context Elevations 01 East India Dock Road & 02 Chrisp St West, Rev A  
5148-P-20-321 Context Elevation 03 Cordelia St & 04 Kerbey St, Rev A  
5148-P-20-322 Elevation 04 Detail - Kerbey Street South East

*Detailed Bay Studies*

5148-P-21-401 Detailed Bay Elevation and Section - Building A, Rev A  
5148-P-21-402 Detailed Bay Elevation and Section - Building B, Rev A  
5148-P-21-403 Detailed Bay Elevation and Section - Building C, Rev A  
5148-P-21-404 Detailed Bay Elevation and Section - Building D - Junction with FoB Planning, Rev A  
5148-P-21-405 Detailed Bay Elevation and Section - Building D - Corner, Rev A  
5148-P-21-406 Detailed Bay Elevation and Section - Buildings D/E Duplex, Rev A  
5148-P-21-407 Detailed Bay Elevation and Section - Building F Chrisp St, Rev A  
5148-P-21-408 Detailed Bay Elevation and Section - Building G Chrisp St, Rev A  
5148-P-21-409 Detailed Bay Elevation and Section - Building F Vesey Path, Rev A  
5148-P-21-410 Detailed Bay Elevation and Section - Building H - Entrance, Rev A  
5148-P-21-411 Detailed Bay Elevation and Section - Building H - Mid level, Rev A  
5148-P-21-412 Detailed Bay Elevation and Section - Building H - Upper Level, Rev B  
5148-P-21-413 Detailed Bay Elevation and Section - Building K1, Rev A  
5148-P-21-414 Detailed Bay Elevation and Section - Building K2, Rev A  
5148-P-21-415 Detailed Bay Elevation and Section - Building M, Rev A  
5148-P-21-416 Detailed Bay Elevation and Section - Hub Planning, Rev B  
5148-P-21-417 Detailed Bay Elevation and Section - Hub Planning, Rev B  
5148-P-21-418 Market Square - Layout with Kiosk and Stalls Planning, Rev A  
5148-P-21-419 Detailed Bay Elevation and Section - Canopy Planning 1:50, Rev A  
5148-P-21-420 Detailed Typical Window Section, Rev A

*Wheelchair unit schedules/ drawings:*

5148-P-Schedule of Wheelchair Accessible Accommodation Revision -  
5148-P-80-250 Wheelchair Units Plan – 1 of 2

5148-P-251 Wheelchair Units Plan – 2 of 2

*Landscape Plans:*

C0035 L101	Roof level Colour Masterplan Rev 09
C0035 L109	Ground Floor Colour Masterplan Rev 10
C0035 L110	1st Flr Colour Masterplan Rev 03
C0035 L111	2nd Flr Colour Masterplan Rev 03
C0035 L130	Ground Floor Combined Lscp GA Plan 1 of 2 Rev 02
C0035 L131	Ground Floor Combined Lscp GA Plan 2 of 2 Rev 02
C0035 L132	1st Flr Combined Lscp GA Plan 1 of 2 Rev 02
C0035 L133	1st Flr Combined Lscp GA Plan 2 of 2 Rev 02
C0035 L134	2nd Flr Combined Lscp GA Plan 1 of 2 Rev 02
C0035 L135	2nd Flr Combined Lscp GA Plan 2 of 2 Rev 02
C0035 L181	Roof Combined Lscp GA Plan 1 of 2 Rev 02
C0035 L182	Roof Combined Lscp GA Plan 2 of 2 Rev 02
C0035 L500	Sections - Market Square Rev 01
C0035 L501	Sections - Market Way Rev 01
C0035 L502	Sections - Vesey Path Rev 01
C0035 L510	Sections - Cordelia St. Play Rev 04
C0035 L511	Sections - East India Square Rev 05
C0035 L512	Sections -Clock Tower Pocket Square Rev 04
C0035 L520	Podium Sections Block M, Sheet 1 Rev 01
C0035 L521	Podium Sections Block A/B/C, Sheet 1 Rev 01
C0035 L522	Podium Sections Block A/B/C, Sheet 2 Rev 01
C0035 L523	Podium Sections Block A/B/C, Sheet 3 Rev 01
C0035 L524	Podium Sections Block A/B/C, Sheet 4 Rev 01
C0035 L525	Podium Sections Block D Sheet 1 Rev 01
C0035 L526	Podium Sections Block E Sheet 1 Rev 01
C0035 L527	Podium Sections Block J/K/L, Sheet 1 Rev 01
C0035 L528	Podium Sections Block J/K/L, Sheet 2 Rev 01
C0035 L529	Podium Sections Block F/G Sheet 1 Rev 01
C0035 L900	Tree Removal and Preliminary Protection Plan Rev 01

*Additional Plans:*

5148-P-80-200 Loaded plan: Building A Typical Level  
5148-P-80-201 Loaded plan: Building B Typical Level  
5148-P-80-202 Loaded plan: Building C Typical Level  
5148-P-80-203 Loaded plan: Buildings D - Typical Level  
5148-P-80-204 Loaded plan: Buildings D/E - Lower Duplex Units  
5148-P-80-205 Loaded plan: Buildings D/E - Upper Duplex Units  
5148-P-80-206 Loaded plan: Building E - Triplex Units  
5148-P-80-207 Loaded plan: Buildings F, G Typical Level  
5148-P-80-208 Loaded plan: Building H Typical Levels 02 - 14  
5148-P-80-209 Loaded plan: Building H Upper Levels 15 - 24  
5148-P-80-210 Loaded plan: Buildings J & K2 Typical Level  
5148-P-80-211 Loaded plan: Building K1 Typical Level  
5148-P-80-212 Loaded plan: Building L Typical Level  
5148-P-80-213 Loaded plan: Building M Typical Level  
  
5148-SK-413 Play Space and Communal Amenity Space Rev H

*Supporting Documents:*

5148-P-Schedule of Playspace and Communal Amenity Revision –  
5148-P-Residential Area Schedule Rev G  
5148-P-Non-Residential Area Schedule Rev B  
Design and Access Statement Revision B  
Design and Access Statement Addendum Revision A  
Design and Access Statement Addendum 2  
Design and Access Statement Addendum 3 Rev A  
Commercial Floorspace Assessment  
Environmental Statement  
Environmental Statement: Regulation 22 Submission  
Environmental Statement: Regulation 22 Submission: November Addendum  
Heritage Statement - Updated  
Landscape Design Statement  
Landscape Design Statement Addendum  
Planning Statement  
Planning Statement Addendum  
Planning Statement Addendum 2  
Planning Statement Addendum 3  
Retail Management Strategy  
Statement of Community Involvement  
Transport Assessment  
Lighting Strategy Rev A

<b>Applicant:</b>	Telford Homes and Poplar HARCA
<b>Ownership:</b>	See Appendix 1
<b>Historic Building:</b>	Festival Inn Pub, Kerbey Street (Grade II Listed); Chrisp Street Market Clock Tower, Market Way (Grade II Listed).
<b>Conservation Area</b>	Lansbury Conservation Area

## **2.0 EXECUTIVE SUMMARY**

- 2.1 The council has considered the particular circumstances of this application against the Council's Development Plan policies contained in the London Borough of Tower Hamlets adopted Core Strategy (2010) and Managing Development Document (2013) as well as the London Plan (MALP) 2016 and the National Planning Policy Framework and relevant supplementary planning documents.
- 2.2 The report considers an application for comprehensive redevelopment of the site comprising the demolition of existing buildings with the exception of the Festival of Britain buildings, Clock Tower and Idea Store; erection of 19 new buildings ranging from 3 to 25 storeys (up to a maximum AOD height of 88m) providing 649 residential units (C3 Use Class) (including re-provision of the existing 124 affordable residential units); existing market enhancement, including new canopy and service building; refurbishment of retained Festival of Britain buildings; reconfiguration and replacement of existing and provision of new commercial uses including new cinema (D2 Use Class); alterations and additions to existing Idea Store for flexible community/ affordable work space use (B1/ D1 use class); flexible workspace (B1 Use Class); retail floor space (A1 - A3 Use Class), including A1 food store; public house (A4 Use Class); hot food takeaway floor space (A5 Use Class); upgrade and provision of new public open space including child play space; new public realm, landscaping works and new lighting; cycle parking spaces (including new visitor cycle parking); and provision of disabled car parking spaces.
- 2.3 The application site falls within a Housing Zone defined within the Mayors Draft Housing Strategy (2017). The site also falls within the Chrisp Street Town Centre (Site Allocation 9) and Chrisp Street District Centre as set out within the Council's Managing Development Document (2013). It is considered that a town centre and estate regeneration scheme is acceptable within the context of the site allocation and district centre location.
- 2.4 The proposed design of the scheme is considered to be acceptable in terms of its impact on local views and heritage assets, its layout, height, scale and massing, its appearance, landscaping and material palette, and has also been designed in accordance with Secure by Design principles. As such, it is concluded that the application is acceptable in design terms.
- 2.5 The proposal would not significantly adversely impact the amenity of surrounding residents and building occupiers, and would also afford future occupiers of the development a suitable level of amenity. Therefore, the

proposed development can be seen to be in accordance with relevant policy and thus acceptable in amenity terms.

- 2.6 The proposal would not have an adverse impact upon the local highway and public transport network and would provide suitable parking arrangements and servicing arrangements. The proposal is therefore acceptable in transport and highways terms.
- 2.7 The proposed refuse strategy for the site has been designed to accord with the council's waste management hierarchy of reduce, reuse and recycle, in accordance with relevant policy.
- 2.8 A strategy for minimising carbon dioxide emissions from the development has been proposed in compliance with the London Plan energy hierarchy and the impacts of the proposal would be mitigated through a carbon offsetting Section 106 payment. The non-residential elements of the scheme have been designed to be BREEAM 'Excellent'. The proposal is thus acceptable in energy and sustainability terms.
- 2.9 The proposal is acceptable in archaeology, air quality, biodiversity, contaminated land, flood risk, microclimate, SUDS, television and radio reception terms, and also in terms of its impact on trees. The scheme would be liable for both the Mayor's and the borough's community infrastructure levy. In addition, it would provide necessary and reasonable planning obligations with respect to affordable housing, local employment and training and environmental sustainability.
- 2.10 Subject to the recommended conditions and obligations, the proposal would constitute sustainable development in accordance with the National Planning Policy Framework. The application is in accordance with the provisions of the Development Plan and there are no other material planning considerations which would indicate that it should be refused.

### **3.0 RECOMMENDATION**

- 3.1 That subject to any direction by the London Mayor, planning permission is APPROVED subject to the prior completion of a legal agreement to secure the following planning obligations:
- 3.2 Financial contributions:
  - a) A contribution of £338, 232 towards employment, skills, training and enterprise during the construction stage;
  - b) A contribution of £256, 377 towards employment skills and training to access employment in the commercial uses within the final development (end user phase);
  - c) A contribution of £157,464 towards carbon offsetting;
  - d) A contribution of £9,500 (£500 per head of term) towards monitoring compliance with the legal agreement.

Total financial contributions: £761,573

- 3.3 Non- financial contributions:
- a) Delivery of 35.7% Affordable Housing comprising of 37 intermediate (shared ownership) units, and 169 rented units (131 at social rent, 38 at Tower Hamlets Living Rent);
  - b) Viability review mechanism (conditional pre-commencement review; mid stage review prior to phase 2 and; advanced stage review);
  - c) 40 construction phase apprenticeships and 3 end user apprenticeships;
  - d) Access to employment and construction - 20% local goods/service procurement and 20% local jobs at construction phase;
  - e) Permit free agreement restricting future residents from applying for parking permits;
  - f) Travel Plan;
  - g) Code of Construction Practice;
  - h) S.278 highways agreement with TfL and the council securing public realm improvement works including: zebra crossings, raised platforms, new access points, public realm materials and planting; improvements to pedestrian crossing island at southern end of Chrisp Street and; provision of 4 on street blue badge spaces in accordance with the Transport Assessment;
  - i) Bus stop relocation;
  - j) The securement of public access routes and areas of public realm on site (within phase 1) including maintenance of these areas;
  - k) Town Centre Health Check (appointment of town centre management, annual information provided to council on: use, use class, vacancies and vacancy period);
  - l) Council to have option on occupying the space marked for an idea store for a fixed amount of time;
  - m) Affordable work space on floor 2 of Hub building (discount from market rate);
  - n) Continued operation of market during construction works and strategy for relocation during phase 1;
  - o) Retail Management Strategy including details of: Decant strategy for commercial premises during construction works and terms offered to existing businesses in terms of relocation/ rent levels;
  - p) Reasonable endeavors to maintain post office and police station on site;
  - q) Retained architects for the discharging of conditions and build out of the scheme and;
  - r) Television signal study to be carried out and necessary mitigation implemented;
  - s) Vehicle parking to be provided for market traders on Hind Street.
- 3.4 That the Corporate Director for Place is delegated power to negotiate the legal agreement indicated above acting within delegated authority. If within three months of the resolution the legal agreement has not been completed, the Corporate Director for Place is delegated power to refuse planning permission.
- 3.5 That the Corporate Director for Place is delegated power to impose conditions and informatives on the planning permission to secure the following matters:

### 3.6 Conditions:

#### *Prior to commencement:*

1. Construction Environmental Management Plan and Construction Logistics Plan in consultation with TfL and DLR to include compliance with GLA's NRMM emission and dust monitoring throughout construction;
2. Ground contamination site investigation;
3. Archaeological scheme of investigation;
4. Archaeological scheme of investigation for the existing building structure, architectural detail and archaeological evidence.
5. Details of proposed craneage and scaffolding in consultation with London City Airport and DLR;
6. Piling method statement in consultation with Thames water;
7. Thames water capacity study;
8. Updated bat survey (precautionary survey prior to demolition);
9. Survey on nesting birds or nest building birds if tree removal takes place between March-August;

#### Prior to Superstructure Works Conditions:

10. Details of proposed wheelchair accessible residential units;
11. Revised air quality assessment taking in to account the energy centre in the remodelling and details of mechanical ventilation for residential and commercial units where mitigation is required.
12. Full details of biodiversity mitigation and enhancements;
13. Details and specification of all external facing materials;
14. Details and samples of shopfronts including signage and lighting;
15. Details and specification of all soft and hard landscaping and public realm including: materials; street furniture; lighting; tree planting and specification (in accordance with the wind study approved within the Environment Statement) and play equipment (including alternative play equipment in the open spaces adjacent to block M, at the pocket park at Cordelia Street and in the central play area adjacent to the market);
16. Surface water drainage scheme;
17. Details of proposed cycle parking and associated facilities including cycle docking station;
18. Details of wayfinding signage in consultation with TfL and Highways;
19. Details and specification of external glazing and balustrading;
20. Details of all external CCTV and lighting;
21. Study looking at feasibility of potential taxi rank location on immediate roads surrounding site in consultation with TfL and Highways;
22. Radio impact survey in consultation with DLR;

#### Prior to Occupation Conditions:

23. Agreed works to Clock tower to be carried out prior to occupation of any residential units;
24. Landscaping works to be completed prior to occupation of relevant phase;
25. Confirmation of as built CO2 emissions;
26. Delivery of BREEAM 'Excellent' for non-residential elements of scheme;
27. Ground contamination verification report;

28. Details of electric vehicle charging points;
29. Confirmation that all proposed plant complies with noise level limits;
30. Management plan and proposed hours of operation for A3, A4, A5 and D2 use classes;
31. Details of extraction and ventilation for Class A3 and A5 use;
32. Secure by Design accreditation;

**Compliance Conditions:**

33. Permission valid for 3 years;
34. Development in accordance with approved plans;
35. Hours of construction;
36. No demolition of existing Sure Start centre until occupation of new space at 50-52 Kerbey Street has taken place in accordance with permission PA/16/02248.
37. No demolition of office space at 167a East India Dock Road until occupation of new space at 155-157 East India Dock Road has taken place in accordance with permission PA/16/03474
38. No demolition of youth club at 75 Chrisp Street until occupation of new space at Trussler Hall (78 Grundy Street) has taken place.
39. Refuse storage to be provided prior to occupation and retained in perpetuity;
40. Cycle storage to be provided prior to occupation and retained in perpetuity.
41. PD rights removed for commercial units to prevent changing use Classes without permission. There shall be no increase/ decrease in commercial unit sizes (give/ take 25% of GIA of individual unit).

**Informatives**

1. Subject to S106 and S278 agreements;
  2. CIL liable;
  3. Thames Water informatives;
  4. National Grid informative;
  5. DLR information;
  6. Listed Building Consent Required.
- 3.7 Any other condition(s) and/or informatives as considered necessary by the Corporate Director for Place.

**4.0 LOCATION DETAILS, DESIGNATIONS and PROPOSAL**

**Location Details and Site Description**

- 4.1 The application site is located within the east of the borough and falls within the electoral ward of Lansbury. The site is approximately 3.7 hectares in size and is positioned on the northern side of East India Dock Road (A13) opposite to All Saints DLR station as show in Figure 1 below.
- 4.2 The site is broadly rectangular in shape and includes the existing Co-op car park on the eastern side of Chrisp Street. The site is bound by Cordelia Street to the north, Chrisp Street to the east, East India Dock Road to the south and Kerbey Street to the west.

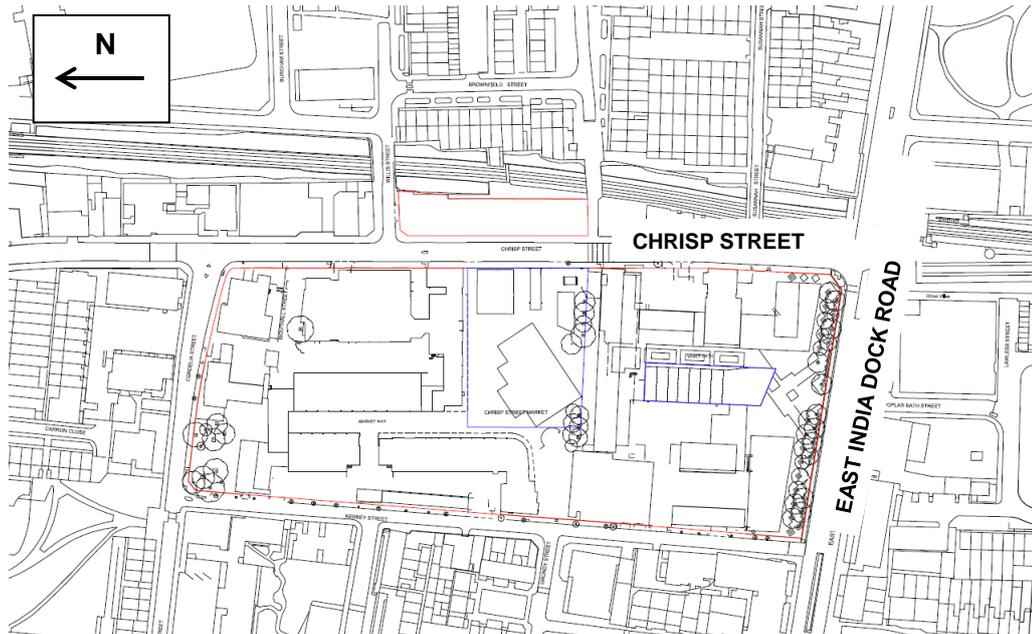


Figure 1- Site Location Plan

- 4.3 North of the application site, on the corner of Cordelia Street and Crisp Street, there is newly constructed residential led development (with some commercial space at ground floor level) that's between 3-9 storeys in height. East of this, at the junction of Kerbey Street and Cordelia Street is Norwich House, a residential building that is 11 storeys in height. East of Norwich House is open space at Alton Street, lower rise 4 storey residential properties and then Bartlett Park.
- 4.4 West of the application site on the southern corner of Cordelia Street lies the Grade II Listed Lansbury Lawrence Primary School. South of the primary school and on the southern side of Kerbey Street there are: 3 storey residential properties; the single storey Trussler Hall; the 3 storey Salvation Army Hall and; the 4 storey Locally Listed George Green building which fronts East India Dock Road.
- 4.5 To the south of the application site, on the opposite side of East India Dock Road are 4 storey residential properties; the 3 storey fire station building and; the Grade II Listed buildings at Poplar Baths. Beyond this to the east are the Grade I and II Listed Buildings at All Saints church.
- 4.6 To the east of the application site, there is a 15 storey building at 187 East India Dock Road and the railway runs along the eastern boundary of the site where the existing Co-op car park is positioned. 6 storey residential properties are positioned to the southern side of Crisp Street to the south of the car park. Beyond this to the east, there are 4 storey residential properties and a 20 storey residential tower at Hay Currie Street. 62-70 Crisp Street comprises 2 storey commercial and residential properties. Beyond this to the north is: Crisp Street Health Centre; The Royal Charlie Pub and; a 20 storey residential development at 120 Crisp Street.
- 4.7 In terms of the site itself, the site comprises Crisp Street Market District Centre; a mixed use area comprising approximately 18,000 sqm retail and commercial space and 212 residential properties, centred around the Crisp

Street Market stalls located in the middle of the site. The Market Square and Market Way buildings were designed by Frederick Gibberd and were built as part of the Festival of Britain 'Live Architecture Exhibition' in 1951. It formed one of the first purpose built pedestrian shopping areas in the country. The Clock Tower and The Festival Inn pub both became Grade II Listed during the course of the application. The Clock Tower is located at the eastern end of the market square and is a local landmark that marks the original junction of Chrisp Street and Grundy Street, which is now pedestrianised and forms part of the Festival of Britain development.

- 4.8 The existing market area comprises a mix of retail uses, services and food and drink outlets set around a market square and play area adjacent to the Festival Inn Pub. There are 2-4 storeys of residential accommodation above the market square buildings but there are several taller buildings on the site including Fitzgerald house to west of the site which is 20 storeys and the 8-9 storey building on the south east corner of the site.
- 4.9 The Co-op supermarket is located at the north eastern end of the market area and an Iceland supermarket is located at the southern end. Whilst both front Chrisp Street, neither stores have an entrance on the road and are instead accessed from within the market area or Vesey Path.
- 4.10 Following the closing of the library in the early 2000's, a new Idea Store has been constructed at the southern end of the market area fronting East India Dock Road. As well as the library, the site also includes several local amenities and community uses including a Sure Start Childrens Centre, a Post Office, a One Stop Shop and a Boxing Club. There is also approximately 1086sqm of office space. An additional 372sqm is in temporary b1 (office) use for the Chrisp Street exchange and due to its temporary nature has been classified as A1 space in the existing use class schedule.
- 4.11 Mature trees are positioned on the edge of the site including a double row of trees along East India Dock Road and a cluster of trees fronting Cordelia Street. There are also several mature trees throughout the site including in the centre adjacent to the existing play space next to the Festival Inn Pub.

#### Designations

- 4.12 The site falls within the Poplar Riverside Housing Zone as defined within the Mayor of London's Draft Housing Strategy (2017). Whilst this is not a planning designation, the housing zone status is a material planning consideration. Policy 8.1 (Implementation) in the London Plan sets out that Housing Zones involve collaborative working between partners including the Mayor, boroughs and communities to realise the potential of large development areas through measures such as targeted tax incentives and effective land assembly to unlock development and optimise delivery.
- 4.13 The application site is a designated site allocation as set out in the Council's Managing Development Document (2013) and as shown in Figure 2 below. The site also falls within the Chrisp Street District Centre which extends beyond the site boundary to the north west along Chrisp Street and to the south and east of East India Dock Road.

## 9 Chrisp Street Town Centre

Address	Chrisp Street / East India Road / Kerbey Street
Size (ha)	3.62
PTAL rating	4
Flood zone(s)	2
London Plan density matrix classification	Urban
Existing use(s)	Shops, community facilities, Idea Store, public houses, cafes, market and housing

**Site allocation**  
Regeneration of the district town centre to improve Chrisp Street's vitality and viability. The site will be required to provide new homes and a district heating facility (where possible). The development will also include commercial floorspace and other compatible uses.

**Key**

<span style="color: red;">—</span>	Site boundary
<span style="color: blue;">—</span>	Walking / cycling route
<span style="color: green;">—</span>	Green Grid route
<span style="color: pink;">—</span>	Improved public realm

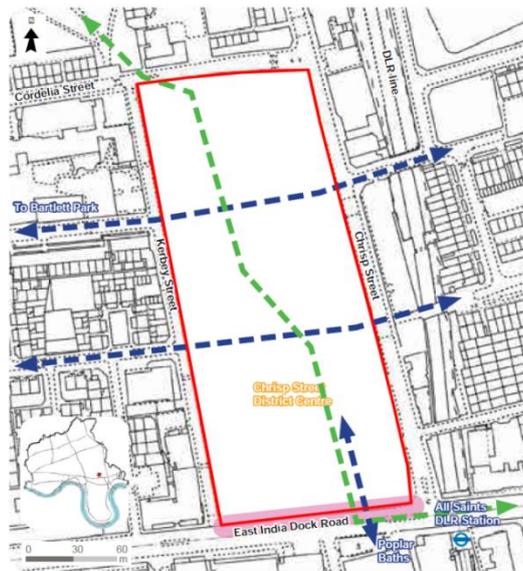


Figure 2- Chrisp Street Town Centre (Site Allocation 9) from Managing Development Document (2013)

4.14 The application site falls within the Langdon Park Conservation Area and the Grade II Listed Clock Tower and Festival Inn Pub both fall within the site boundary. North west of the site is the Grade II Listed Lansbury Lawrence Primary School. West of the site is the Locally Listed George Green building, Grade II Listed Buildings at 153 and 133 East India Dock Road and Grade I and II Listed Buildings at Calvary Church. To the south, the nearest Listed Buildings are the Grade II Listed Pope John House, Poplar Baths and Grade I and II Listed Buildings surround All Saints Church. St Matthias Church Conservation Area is to the south, All Saints Poplar Conservation Area is to the south east and the Balfron Tower Conservation Area is to the east.

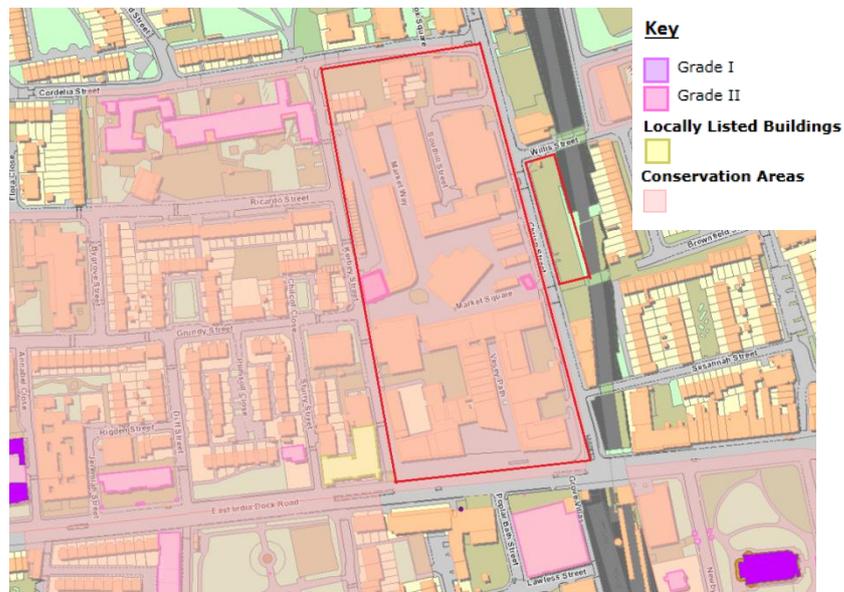


Figure 3- Map showing surrounding Listed Buildings and Conservation Areas

4.15 The Environment Agency's flood map shows that the site falls within Flood Zone 3. The green grid network runs through the centre of the site. The



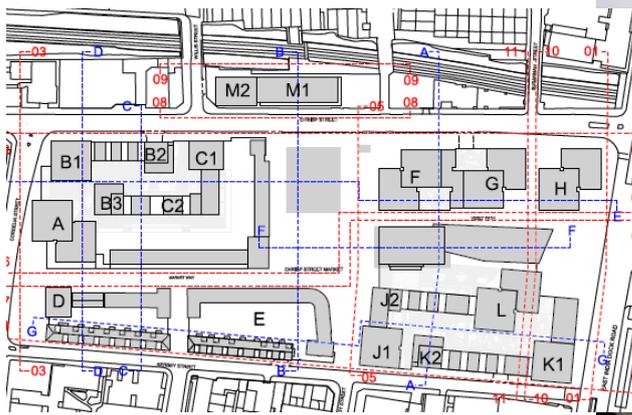


Figure 5- Map showing building block locations



Figure 6- Proposed building heights



Figure 7- Aerial image of proposed scheme (looking at site from the north)

4.21 The table below summarises the existing, retained and proposed new floor space for each use class within the site. The retained and proposed floor space is totalled to show the overall amount of each use class there would be within the site boundary:

	Existing (sqm)	Retained (sqm)	Proposed (sqm)	Retained and Proposed Total (sqm)
A1 (Retail)	12, 146	2,572	8,173	10,745
A2 (Financial and Professional)	686	0	0	0
Flexible A1/A2 (Retail/ Financial and Professional Services)	0	0	413	413
A3 (Cafes and Restaurants)	249	0	3381	3381
A1/A3 (Flexible Retail/ Café or Restaurant)	0	0	508	508
A4 (Drinking Establishments)	1,145	803	1,337	2,140
A5 (Hot Food Takeaways)	236	0	316	316
B1 (Office)	1,086	0	517	517
D1 (Community)	1,811	1352	326	1678
D1/B1 (Flexible office/ community)	0	0	473	473
D2 (Leisure)	598	0	2,505	2,505
Other*	277	114	0	114
Total	18,234	4841	17,949	22,790

\*NB: Other includes sui generis uses such as betting shops and launderettes

4.22 In total, the scheme proposes 17, 949 sqm of new non-residential floor space. Combined with the existing retained floor space (which includes the idea store and many of the existing retail premises), this would result in 22, 790 sqm of non-residential floor space on the site in total.

4.23 As shown in Figures 8 and 9 below, the approach to non-residential uses on the site focuses on the creation of three key zones across the district centre which influences the location of the proposed uses. The zones can be summarised as: 1) Local Convenience (independent and community retail with a food store anchor); 2) Crisp Street Market (food and culture) and; 3) East India Dock Road (comparison retail within cinema and culture).



Figure 8- Approach to location of commercial uses

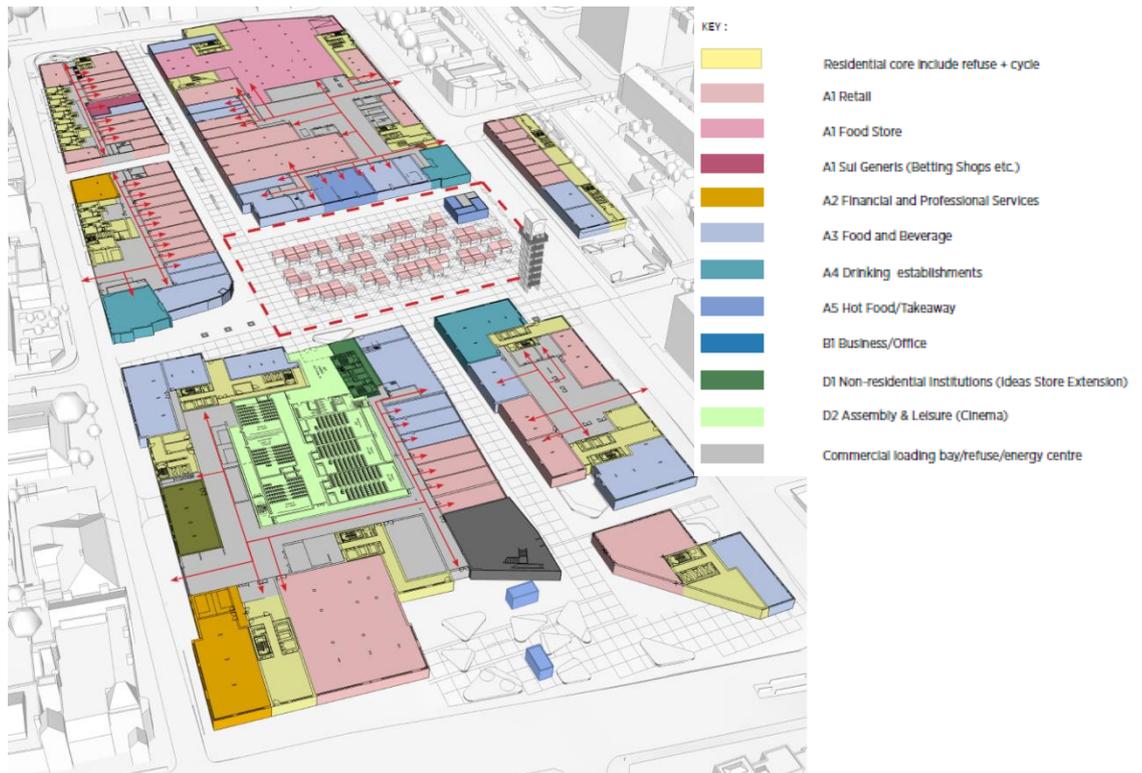


Figure 9- Ground Floor Commercial Uses

4.24 The table below summarises the existing residential units to be retained and demolished and the new proposed residential units.

	Private	Social/ Affordable Rent	Intermediate	Total
Existing Festival of Britain to be Retained				
2-bed	13	22	0	35
3-bed	3	5	0	8
Total	16	27	0	43
Existing Dwellings to be Demolished				
Studio	0	4	0	4
1-bed	8	36	0	44
2-bed	3	19	0	22
3-bed	16	37	0	53
4-bed+	18	28	0	46
Total	45	124	0	169
Proposed Units				
1-bed	221	62	18	301
2-bed	128	51	11	190
3-bed	94	43	8	145
4-bed	0	13	0	13
Total	443	169	37	649

4.25 The existing site accommodates 124 social rented units. The proposed scheme includes 206 affordable units. Of these 206 affordable units, 131

would be at social rent, 38 would be at Tower Hamlets Living Rent and 37 would be Intermediate (shared ownership). This equates to 35.7% affordable housing by habitable room, which represents an uplift of 11.7% affordable housing from what is currently on site, split almost equally between social/ affordable rent and intermediate (shared ownership).

- 4.26 As shown in Figure 10 below, the proposal results in an overall uplift in public realm. The existing dead end spaces and loading bays along Kerbey Street would comprise buildings with frontages to define the edge of the street and create active frontages with residential / commercial entrances. A through route for pedestrians is created on approach from Susannah Street to the Idea Store.



Figure 10- Areas of public realm

- 4.27 The site is opened up with the underpasses along Market Way removed and the routes throughout Market Way, Market Square and the wider site area are resurfaced and landscaped with new street lighting, furniture and planting. Several of the existing mature trees will be removed (including trees on East India Dock Road) to make way for the development. New tree planting is proposed throughout the site including clusters around the proposed pocket park at Block M, the park at Cordelia Street, along East India dock Road and along the north- south route through the site including the new park adjacent to the market.
- 4.28 Figure 11 below shows the proposed communal (pink) and play space (orange is under 5's, yellow is 5-11 and beige is 12+). The scheme provides a total of 2721sqm of play space, which is above the GLA play space requirements. Whilst there is a small shortfall in the amount of 12+ play space (483sqm against a requirement of 530sqm resulting in shortfall of 47sqm), there is 311sqm in excess of the play space requirements overall.
- 4.29 Play space is provided predominantly at podiums and rooftops (Blocks F and G are at 6<sup>th</sup> floor rooftop and Block M is at 7<sup>th</sup> floor rooftop). However; the play space within Block H (tower) is provided internally; some of the play space for Block M is provided at the pocket park at ground floor level and; some of the play space for blocks E and F is provided at the park at Cordelia Street. In addition, the existing park adjacent to the Festival Inn pub will be reprovided with new landscaping and equipment closer to the market square.
- 4.30 The scheme is significantly in excess of the requirements for communal open space, with the need for 689sqm against a provision of 1525sqm.

Communal space is provided predominantly at roof/ podium level, with the communal space for Block H (tower) provided internally.

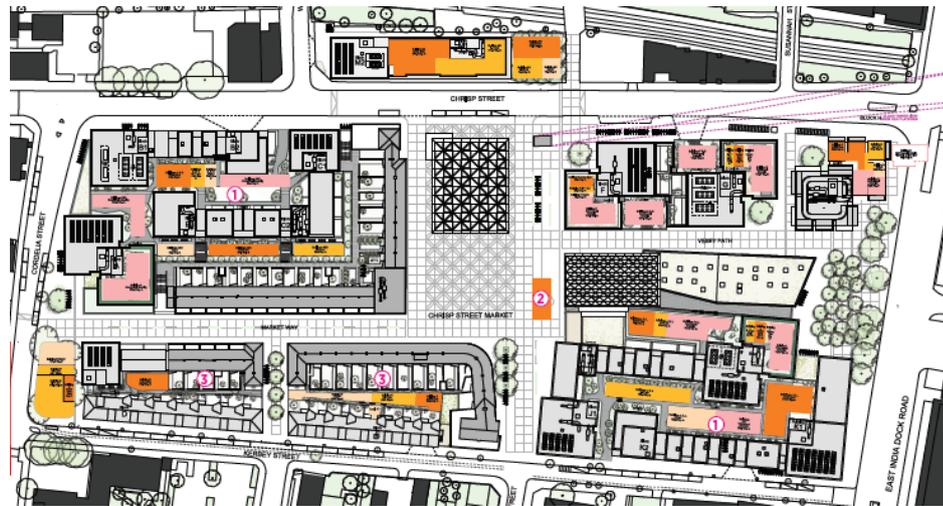


Figure 11- Plan showing proposed communal and play space provision

- 4.31 The scheme is car free but proposes 10 car parking spaces for wheelchair users (10 on site and 4 on the surrounding roads- a total uplift of 14 from the existing arrangements). Short and Long term stay cycle parking is provided for residential and commercial uses in accordance with London Plan standards. The scheme provides 4 servicing and deliveries areas (2 from Chrip Street and 2 from Kerbey Street) and refuse collection will be from the 2 servicing areas on Chrip Street and the southern Kerbey Street servicing area as well as several on street locations around the site.

## 5.0 RELEVANT PLANNING HISTORY

- 5.1 There have been many smaller applications relating to changes of use, extensions, signage, upgrading works to buildings within and around the site. Applications of particular relevance to the current planning application have been summarised below.

*Applications within site boundary:*

PA/15/02621

Temporary approval (5 years), for the change of use from a commercial unit (254sq m) for retail use (Use Class A1) (previously shoe world), to use as a Business Enterprise Support Centre (Use Class B1).

*Permitted 29/09/2015*

PA/01/01637

Erection of a single storey building on existing podium to be used as an 'Idea Store' providing library and adult education services with entrance at corner of Vesey Path and Kilmore Square.

*Permitted 13/03/2002.*

PL/92/00080

Deemed application to refurbish the shopping centre, including associated drainage and underground services, paving, lighting and street furniture, trees, planting, boundary walls, market canopy, new lock-up shops and play area and other associated works.

*Permitted 16/09/1992*

PA/86/00770

Erection of a new supermarket and alterations to existing shops and access to maisonettes.

*Permitted 26/06/1986*

*Applications on adjoining sites:*

PA/16/03474- 155-157 East India Dock Road

Change of Use from Use Class D1 (Education) to mixed-use Class D1 (Education and Training) and Class B1 (Offices).

*Permitted 27/02/2017*

PA/16/02248- 50-52 Kerbey Street

Demolition of existing garages and erection of a part single, part two storey children's Sure Start Centre with associated pedestrian access, cycle parking and landscaping.

*Permitted 12/10/2016*

PA/15/00039- 160-169 Chrisp Street (fronting Rifle St)

Demolition of existing buildings on the site and redevelopment to provide new buildings ranging from three to twelve storeys to provide 254 residential units (comprising 99 x 1 bed; 100 x 2 bed; 51 x 3 bed; 4 x 4 bed), together with associated car parking, amenity space, child playspace and infrastructure works.

*Permitted 11/12/2015*

PA/12/00637-134-156 Chrisp Street

Redevelopment of the site to provide a residential led mixed use development, comprising the erection of part 5 to 22 storey buildings to provide 206 dwellings and 129 sqm (GIA) of new commercial floorspace falling within use class D1, plus car parking spaces, cycle parking, refuse/recycling facilities and access together with landscaping including public, communal and private amenity space.

*Permitted 24/10/2013*

PA/11/03717- 120-122 Chrisp Street

Three additional floors comprising eight flats (Consisting of 2 x 1 bedroom, 5 x 2 bedroom, 1 x 3 bedroom) with roof terrace amenity space and new landscaping to rear courtyard.

*Permitted 06/03/2012*

PA/10/00161- New Festival Quarter

Demolition of existing buildings and redevelopment of the site to provide: 490 residential units (Use Class C3) in six separate blocks ranging from 3-storey mews to buildings with maximum heights of 5, 6, 7, 9 and 14 storeys; a community centre (Use Class D1) retail floorspace (Use Class A1), restaurant and cafe floorspace (Use Class A3), crèche (Use Class D1) and leisure facilities (Use Class D2). The application also proposes 174 car

parking spaces at a partially subterranean lower ground floor level, the formation of vehicular crossovers and entrances into the site together with associated hard and soft landscaping.

*Permitted 21/09/2010*

PA/14/02928- 116-118 Chrisp Street  
Demolish Public House (Class A.4) and Former Tyre and Exhaust Centre Building Class B.1/B.2), Erect Mixed-Use Development Comprising Part 5, Part 10, Part 13 Storey Block of 53 Flats (Class C.3) with Ground Floor Commercial Unit (Flexible Permission - Classes A1/A2/A3/A4), and Associated Cycle and Refuse Storage Facilities, Lay Out Amenity Areas and Electricity Sub-Station, Stop Up Existing Accesses, Form New Vehicular and Pedestrian Accesses onto Chrisp Street, and Create 3 Accessible Parking Spaces on Chrisp Street

*Recommended for approval at planning committee but decision not issued at time of writing.*

## **6.0 POLICY FRAMEWORK**

6.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that the determination of these applications must be made in accordance with the plan unless material considerations indicate otherwise.

6.2 The list below contains the most relevant policies to the application:

6.3 Government Planning Policy

National Planning Policy Framework (March 2012) (NPPF)  
National Planning Guidance Framework (NPPG)

6.4 London Plan (2016)

- 2.9 Inner London
- 2.13 Opportunity Areas
- 2.14 Areas for regeneration
- 2.15 Town Centres
- 3.1 Ensuring equal life chances for all
- 3.2 Improving health and addressing health inequalities
- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing potential
- 3.5 Quality and Design of housing developments
- 3.6 Children and young people's play and informal recreation facilities
- 3.7 Large Residential Developments
- 3.8 Housing Choice
- 3.9 Mixed and balanced communities
- 3.10 Definition of affordable housing
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on individual and mixed use schemes
- 3.13 Affordable housing thresholds
- 3.14 Existing Housing
- 3.16 Protection and enhancement of social infrastructure
- 3.18 Education facilities
- 4.1 Developing London's economy
- 4.2 Offices
- 4.3 Mixed use development and offices

- 4.6 Support for and enhancement of arts, culture, sport and entertainment
  - 4.7 Retail and town centre development
  - 4.8 Supporting a successful and diverse retail sector and related facilities and services
  - 4.12 Improving opportunities for all
  - 5.1 Climate change mitigation
  - 5.2 Minimising carbon dioxide emissions
  - 5.3 Sustainable design and construction
  - 5.4A Electricity and gas supply
  - 5.5 Decentralised energy networks
  - 5.6 Decentralised energy in development proposals
  - 5.7 Renewable energy
  - 5.8 Innovative energy technologies
  - 5.9 Overheating and cooling
  - 5.10 Urban greening
  - 5.11 Green roofs and development site environs
  - 5.12 Flood risk management
  - 5.13 Sustainable Drainage
  - 5.14 Water quality and wastewater infrastructure
  - 5.15 Water use and supplies
  - 5.17 Waste capacity
  - 5.18 Construction, excavation and demolition waste
  - 5.21 Contaminated land
  - 6.1 Strategic approach to transport
  - 6.3 Assessing effects of development on transport capacity
  - 6.9 Cycling
  - 6.10 Walking
  - 6.13 Parking
  - 7.1 Lifetime neighbourhoods
  - 7.2 An inclusive environment
  - 7.3 Designing out crime
  - 7.4 Local character
  - 7.5 Public realm
  - 7.6 Architecture
  - 7.7 Location and design of tall and large buildings
  - 7.8 Heritage assets and archaeology
  - 7.10 World heritage sites
  - 7.11 London view management framework
  - 7.12 Implementing the London view management framework
  - 7.13 Safety, security and resilience to emergency
  - 7.14 Improving air quality
  - 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
  - 7.19 Biodiversity and access to nature
  - 7.21 Trees and woodland
  - 7.26 Increasing the use of the blue ribbon network for freight transport
  - 7.30 London's canals and other river and waterspaces
  - 8.2 Planning obligations
  - 8.3 Community Infrastructure Levy (CIL)
- 6.5 Core Strategy 2010
- SP01 Refocusing on our town centres
  - SP02 Urban living for everyone
  - SP03 Creating healthy and liveable neighbourhoods

- SP04 Creating a Green and Blue Grid
- SP05 Dealing with waste
- SP06 Delivering successful employment hubs
- SP08 Making connected Places
- SP09 Creating Attractive and Safe Streets and Spaces
- SP10 Creating Distinct and Durable Places
- SP11 Working towards a Zero Carbon Borough
- SP12 Delivering placemaking
- SP13 Planning Obligations

#### 6.6 Managing Development Document April 2013

- DM0 Delivering Sustainable Development
- DM1 Development within the town centre hierarchy
- DM3 Delivering Homes
- DM4 Housing standards and amenity space
- DM8 Community infrastructure
- DM9 Improving air quality
- DM10 Delivering open space
- DM11 Living buildings and biodiversity
- DM12 Water spaces
- DM13 Sustainable drainage
- DM14 Managing Waste
- DM15 Local job creation and investment
- DM20 Supporting a sustainable transport network
- DM21 Sustainable transportation of freight
- DM22 Parking
- DM23 Streets and the public realm
- DM24 Place sensitive design
- DM25 Amenity
- DM26 Building heights
- DM27 Heritage and the historic environments
- DM28 World heritage sites
- DM29 Achieving a zero-carbon borough and addressing climate change
- DM30 Contaminated Land

#### 6.7 Draft Tower Hamlets Local Plan 2031: Managing Growth and Sharing the Benefits

Statutory public consultation on the 'Regulation 19' version of the above emerging plan commenced on Monday 2nd October 2017 and closed on Monday 13th November 2017. Weighting of draft policies is guided by paragraph 216 of the National Planning Policy Framework and paragraph 19 of the Planning Practice Guidance (Local Plans). These provide that from the day of publication a new Local Plan may be given weight (unless material considerations indicate otherwise) according to the stage of preparation of the emerging local plan, the extent to which there are unresolved objections to the relevant policies, and the degree of consistency of the relevant policies in the draft plan to the policies in the NPPF. Accordingly as Local Plans progress through formal stages before adoption they accrue weight for the purposes of determining planning applications. As the Regulation 19 version has not been considered by an Inspector, its weight remains limited. Nonetheless, it can be used to help guide planning applications and weight can be ascribed to policies in accordance with the advice set out in paragraph 216 of the NPPF.

## 6.8 Draft London Plan: The Spatial Development Strategy For Greater London

Statutory public consultation on the draft London Plan commenced on the 1st of December 2017 and will close on 2nd March 2018. This is the first substantive consultation of the London Plan, but it has been informed by the consultation on 'A City for All Londoners' which took place in Autumn/Winter 2016. The current 2016 consolidation London Plan is still the adopted Development Plan. However the Draft London Plan is a material consideration in planning decisions. It gains more weight as it moves through the process to adoption; however the weight given to it is a matter for the decision maker.

## 6.9 Supplementary Planning Documents

Character and Context SPG (June 2014)  
Development Viability SPD (October 2017)  
Homes for Londoners: Affordable Housing and Viability SPG (August 2017)  
Housing SPG (March 2016)  
London View Management Framework SPG (March 2012)  
London's World Heritage Sites - Guidance on Settings SPG (March 2012)  
Planning for Equality and Diversity in London (October 2007)  
Planning Obligations SPD (September 2016)  
Shaping Neighbourhoods Accessible London: Achieving an Inclusive Environment SPG (October 2014)  
Shaping Neighbourhoods: Play and Informal Recreation SPG (September 2012)  
Social Infrastructure SPG (May 2015)  
Sustainable Design and Construction SPG (April 2014)  
The Control of Dust and Emissions During Construction and Demolition SPG (July 2014)  
Tower Hamlets CIL Charging Schedule (April 2015)  
Town Centres SPG (July 2014)

## 7.0 CONSULTATION RESPONSES

7.1 The views of the Directorate of Place are expressed in the MATERIAL PLANNING CONSIDERATIONS section below. The following were consulted regarding the application.

Internal Responses:

### **LBTH Arboriculture**

7.2 In terms of replacement planting, there isn't sufficient space to replant with species which will attain the same height, size or prominence of those 15 mature trees lost. So although the numbers of trees lost/replaced may add up, the landscape impact is always going to be a negative along East India Dock Road.

7.3 It is understood that the overall planning gain is likely to outweigh the loss of trees. On that basis, a landscaping Condition to include replacement planting along East India Dock Road is the only viable option. It is not necessary to be specific with tree species at this stage and this will be addressed at conditions stage as the right tree type will be linked with the wider landscape design.

- 7.4 What will need to be drawn out is that the new planting pits along East India Dock Road need to have good quality growth medium and sufficient soil volume to support trees to maturity. This may impact on their hard surface design and location of new services, as well as the potential they will need to redirect existing services.

### **LBTH Employment and Enterprise**

- 7.5 Proposed employment/enterprise contributions at construction phase: The developer should exercise best endeavours to ensure that 20% of the construction phase workforce will be local residents of Tower Hamlets. The Economic Development Service will support the developer in achieving this target through providing suitable candidates through the WorkPath Job Brokerage Service (Construction).
- 7.6 To ensure local businesses benefit from this development we expect that 20% goods/services procured during the construction phase should be achieved by businesses in Tower Hamlets. The Economic Development Service will support the developer to achieve their target through ensuring they work closely with the council's Enterprise team to access the approved list of local businesses.
- 7.7 The Council will seek to secure a financial contribution of £338,232.00 to support and/or provide the training and skills needs of local residents in accessing the job opportunities created through the construction phase of all new development. This contribution will be used by the Council to provide and procure the support necessary for local people who have been out of employment and/or do not have the skills set required for the jobs created. 35 local apprenticeships would be required in the construction phase to a minimum standard of NVQ Lvl 2.
- 7.8 Proposed employment/enterprise contributions at end-use phase: The council seeks a monetary contribution of £256,377.31 towards the training and development of unemployed residents in Tower Hamlets to access either:
- i) jobs within the uses A1,A2,A3,A4,A5,B1,D1 of the development
  - ii) jobs or training within employment sectors relating to the final development
- Monitoring for all obligations will be discussed and agreed with the developer prior to commencement of works.

Total of 3 end-use apprenticeships on this scheme.

### **LBTH Environmental Health- Air Quality**

- 7.9 The development will result in a reduction in parking spaces and hence a reduction in transport emissions which is welcomed. The Air Quality Assessment shows that the annual air quality objective for NO<sub>2</sub> will be exceeded over at least part of the site in the opening year. The assessment proposes that further detailed modelling be undertaken at the detailed design stage to determine the extent of the mitigation required. Mitigation is required for all units where the modelled concentrations are exceeding or nearing the annual NO<sub>2</sub> objective.

- 7.10 The emissions from the energy centre have not been included in the assessment as detailed information on the plant was not yet available. The emissions from this should be included in the further modelling. Can the provision of further modelling for the above reasons be included as a condition.
- 7.11 All non-road mobile machinery used during demolition/construction should comply with the GLA's NRMM emission limits. Dust monitoring will be required throughout the demolition/construction phase.

#### **LBTH Environmental Health Contaminated Land**

- 7.12 No objections subject to the inclusion of a condition requiring a written scheme to identify the extent of the contamination and the measures to be taken to avoid risk to the public, buildings and environment. A second part of the condition will require any remediation works to be carried out in full and a verification report to ensure this has been completed.

#### **LBTH Sustainable Urban Drainage (SUDs)**

- 7.13 Acceptable subject to conditions.

#### **LBTH Town Centre Team**

- 7.14 The overall proposed mix of uses in the Chrisp Street redevelopment, particularly the addition of a cinema and café and restaurant businesses, will appeal to and attract a broad age range and support an evening and night time economy. Currently there is very low footfall among young people and the customer base is local to the area and it lacks an evening economy.
- 7.15 While there is an increase of different business functions, there is a reduction in the amount of retail space. This reduction in retail space is offset by the centre's proximity to Canary Wharf and Stratford as key retail destinations and the overall increase in commercial space. Also the development proposal includes a strengthening of restaurants & cafes and drinking establishments, which will support an evening economy.
- 7.16 However, the increase in the space for hot food takeaways is concerning as the borough is trying to reduce the number of unhealthy businesses on the high street. Also while the design of the proposed development will open-up this inward looking district centre, the business units facing neighbouring streets should be active frontages rather than for loading and access.

*Officer Comment: Since these comments were received the scheme has been revised to reduce the amount of A5 (hot food takeaway space).*

#### **LBTH Transportation and Highways**

- 7.17 No objections subject to the inclusion of conditions.

#### **LBTH Waste Policy and Development**

- 7.18 No objections subject to conditions.

External Responses:

**Crime Prevention Officer**

- 7.19 No objections. A list of design recommendations are included to help the design achieve a secure by design accreditation should the scheme be approved.

**Docklands Light Railway**

- 7.20 No objection subject to conditions.

*Officer note: The full list of required conditions has been sent to the applicant. Many of these relate to agreements that need to be established between the DLR as landowner and the applicant. Several of the items relate to matters that would be dealt with under the Construction Management Plan. As such, the condition relating to the CMP will require consultation with the DLR. Furthermore, a condition has been attached requesting a radio signal survey to ensure the development would not impact upon the operation of the DLR.*

**Environment Agency**

- 7.21 No objections.

**Greater London Authority**

- 7.22 No in principle objection. The GLA Stage 1 report states in the conclusion that the application broadly complies with the London Plan, however, further information is required to comply fully:

- Principle of uses: the following should be secured: affordable workspace, support for existing businesses, market relocation and unit sizes by s106/condition and the relocation of social infrastructure should be detailed.
- Housing: The applicant should explore additional funding options to increase affordable housing.
- Urban design: Improvements needed to legibility (base of tower).
- Climate change mitigation: further information needed on overheating assessments and site wide heat networks.
- Transport: Address concerns over trip generation, cycle space, space for taxi rank. The following should be secured by condition/106: accessible parking bays, a permit free scheme, off site cycle and pedestrian improvements, cycle hire docking station, construction logistics plan, delivery and service plan and travel plan.

*Officer note: Additional information has been submitted to the GLA to address these comments. No further comments have been raised by the GLA.*

**Historic England**

- 7.23 This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

**Historic England Archaeology**

- 7.24 No objections subject to the inclusion of relevant conditions.

#### **London Bus Services Ltd**

- 7.25 No comments received to date.

#### **London City Airport**

- 7.26 No objection subject to inclusion of condition.

#### **London Fire and Emergency Planning Authority**

- 7.27 Pump appliance access and water supplies for the fire service appear adequate. In other respects this proposal should conform to the requirements. In other respects this proposal should conform to the requirements of part B5 of Approved Document B

#### **London Underground**

- 7.28 No objections.

#### **National Air Traffic Services Ltd**

- 7.29 No objections.

#### **National Market Traders Association**

- 7.30 Support scheme. It will bring the type of development that will support all local residents. Without scheme it will result in the decline of Chrisp Street as a shopping centre. Would wish to see more parking in the scheme.

#### **Natural England**

- 7.31 No objection. The proposals are unlikely to have significant impacts on the natural environment.

#### **Port of London Authority**

- 7.32 No comments to make.

#### **Thames Water Authority**

##### *Waste Comments*

- 7.33 Surface Water Drainage – no objection subject to the inclusion of piling condition.

##### *Water Comments*

- 7.34 The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Thames Water therefore recommend a condition requesting impact studies of the existing water supply. The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point. No objections subject to inclusion of conditions and informatives.

## **Transport for London**

7.35 No objections subject to conditions and s106 items.

## National Amenities Societies

### **Ancient Monuments Society**

7.36 No comments received.

### **Council for British Archaeology**

7.37 No comments received.

### **Georgian Group**

7.38 No comments received.

### **The Society for The Protection Of Ancient Buildings**

7.39 No comments received.

### **The Victorian Group**

7.40 No comments received.

### **Twentieth Century Society**

7.41 Full comments appended to the casefile. Key issues summarised as follows:  
A number of issues were raised at pre-application stage which have not been addressed:

- The height of the development on the south side of the square. It was considered the new buildings here would dominate the clock tower, and that it was important that it should remain as the focal point in this part of the Conservation Area. The committee recommended that as an alternative, greater densities were instead explored at the far south of the site.
- The height of the buildings to the north-east of Market Way, in that they may also dominate the 1951 market buildings.
- The GLC block on the corner of Chrisp Street and East India Dock Road was regarded as a building of positive townscape merit, and members suggested that its retention within the scheme was explored.

In addition:

- More views were required.
- More information on shopfronts required.

*Officer note: Officers agreed the views with the applicant at pre-application stage and are satisfied an assessment can be made based on the information submitted. A condition would be attached requiring more detailed information on shopfronts should permission be granted.*

## **8.0 LOCAL REPRESENTATION**

### Applicant's Consultation

- 8.1 The Statement of Community Involvement (SCI) informs that prior to the consultation event for the current application, several consultations on the future development of the site have taken place in 2009, 2011, 2013, summer 2014 and September 2015 as part of the Chrisp Street Festival.
- 8.2 Across previous exhibitions, the following suggestions for the development of Chrisp Street emerged most clearly:
- Improved market layout.
  - Better maintenance of public spaces.
  - Better quality open spaces and improved security.
  - Enhanced food offering.
  - Evening activities.
- 8.3 The SCI details the publication, attendance and outcomes of these events and details how contact was made with individuals, groups and councillors and pre-applications held with the GLA and Tower Hamlets.
- 8.4 With regard to the specific consultation for the current planning application, the SCI details that 4500 leaflets were distributed to neighbouring properties and businesses inviting them to a public exhibition and inviting feedback from those who could not attend. Councillors were also invited and press releases to local media and advertising on Poplar HARCA's website also promoted the event. A dedicated project website was also set up to communicate information and seek feedback on the scheme.
- 8.5 The public exhibitions took place on-site at the shop unit at 11 Market Way in 2016 on Saturday 14 May (11am-3pm), Monday 16 May (5-8pm), and Wednesday 18 May (11am-3pm) as well as at the Idea Store on East India Dock Road on Tuesday 17 May (3pm-6pm). An exhibition market stall was also present at the Saturday and Wednesday sessions, providing information and questionnaires, and people who visited the stall were directed to the main exhibition space. In addition to these public events, selective preview events were held for stallholders and retailers (16 May, 11am- 3pm), and councillors and residents' associations (17 May, 5-8pm). The busiest session was on 16 May, with over 75 people attending.
- 8.6 The SCI concludes that an estimated 170 people attended the exhibition events with 29 of them signing in. 55 people provided feedback on the day with 45 sending in comments via Freepost and 13 people commenting via the website.
- Provision of parking.
  - Affordable housing.
  - Anti-social behaviour.
  - Current traders.
- 8.7 The SCI sets how it has responded to these issues. In relation to parking it states that there is no customer parking on-site currently and there are no plans to change that. Loading and delivery areas as well as nearby off-site parking will be provided for traders. The scheme is car free in accordance

with policy and the market research conducted shows the vast majority would continue to use the market if they could not come by car. It sets out that all existing social housing is reprovided and additional affordable housing units created with a range of unit sizes. It informs that anti-social hotspots have been designed out to an extent but also that the increased activity would also help police this issue.

- 8.8 Finally in relation to current traders it states that the market will be in continual operation during the two phases of development, with space found on nearby areas on the site and adjacent to it. It informs that Poplar HARCA is working with LB Tower Hamlets to ensure stallholders who wish to stay are able to. For those shops that will need to relocate, shops of similar size and cost will be offered. Poplar HARCA is also offering business support to those businesses that would like it. It also details that the scheme will benefit from the Mayor of London's High Street Fund which will deliver £283,000 to support local businesses.

#### Statutory Representations

- 8.9 A total of 1857 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 on site by way of a site notice and advertised in the local press. Following amendments, several further rounds of consultation took place.
- 8.10 In total, 43 representations were submitted; 22 in support and 21 in objection. In addition 3 petitions were received in support of the scheme: the first contained 9 letters with addresses; the second contained 19 signatures with postcodes (2 had addresses) and; the third contained 28 signatures (with only a couple stating addresses). It should be noted that several of the properties that included addresses had also written individual letters in support of the scheme.
- 8.11 Concerns/ objections were raised in relation to the following:
1. Not enough affordable housing/ affordable family sized units ;
  2. Removal of car park/ not enough parking;
  3. Number of tall buildings in area/ visual impact of proposed buildings in context of Listed Buildings/ Conservation Area;
  4. Amenity impacts on surrounding residents: overlooking/ loss of privacy, overshadowing/ loss of light (and heat from sunlight), overbearing buildings/ sense of enclosure, noise and disturbance from more people/ cars and additional commercial uses;
  5. Safety and security particularly for remaining Festival of Britain buildings/ corridors;
  6. Construction noise/ air pollution/ disturbance and duration of works;
  7. Light pollution caused by reflective materials on buildings;
  8. Impact on schools/ doctors surgeries/ community infrastructure;
  9. Loss of trees and impact on air quality/ public health;
  10. No green space proposed;
  11. Too many takeaways;
  12. Existing market functions well, not a need for new shops/ cinema;
  13. Will result in a change in the character of the area and concerned existing residents/ commercial tenants won't be welcomed back/ or with comparable rents;

14. Type of new shops/ market stalls- will prices be too expensive;
15. No plan to care for market or encourage new market traders;
16. Representatives of the post officer have objected and required suitable accommodation within the scheme and to be notified of details of construction works amongst other things;
17. Level of consultation carried out by developer;
18. Level of consultation carried out by council;
19. Structural soundness of retained buildings and impact of proposed buildings on these structures;
20. Loss of views;
21. Loss of value of property;
22. Homes should be sold to people that would live in developments not investors/ buy to let.

*Officer note: Points 1-15 will be considered within the 'Material Planning Considerations' section of the report.*

*In reference to point 16, the land use section of the report details the re-provision of the post office. However, approval of details applications and associated documentation (including the Construction Environment Management Plan) will be on the council's website at the time of submission and there will be no additional consultation to that set out in statutory consultation requirements and the council's Statement of Community Involvement.*

*With regards to point 17, the developer is required to set out consultation and summarise this within a 'Statement of Community Involvement' to be submitted with the application. However, there is no requirement in planning legislation setting out the level of developer consultation to take place. The points around the summary not reflecting the issues discussed is noted.*

*With regards to point 18, records show that letters were sent to the properties who stated that they did not receive letters.*

*Point 19 is a building control matter and the application would be subject to a separate application with regards to building control.*

*Points 20-22 are not material planning considerations that can be controlled through planning remit.*

*Finally, with regards to points 13-15, these do not cover issues strictly within planning remit. Specific terms offered to residential / commercial tenants, commercial rental values, end users and the prices of products/ services are largely matters assessed outside of the planning process. However, the re-provision of housing units/ sizes, the retail management strategy, the continuation of the market area and the balance of commercial uses will all be considered within the 'Material Planning Considerations' section of the report.*

8.12 The points raised in the petitions/ letters of support can be summarised as follows:

1. Area is in need of regeneration and so the proposal is welcomed;

2. Business is struggling, this development will bring new people and will improve business;
3. Leisure uses including cinema and café uses are welcomed;
4. The variety of uses is welcomed and will give vibrancy to area;
5. Development will keep local people in the area rather than travelling to other centres;
6. Ideas store extension supported;
7. Amended plans show more tree planting which is welcomed;
8. Support upgrading of public realm and scheme design.

*Officer note: The abovementioned points will be considered within the 'Material Planning Consideration' section of the report.*

## **9.0 MATERIAL PLANNING CONSIDERATIONS**

### **Land Use**

#### Policy Context

- 9.1 The National Planning Policy Framework sets out the Government's land use planning and sustainable development objectives, introducing a presumption in favour of sustainable development. The framework identifies a holistic approach to sustainable development as a core purpose of the planning system and requires the planning system to perform three distinct but interrelated roles: an economic role contributing to the economy through ensuring sufficient supply of land and infrastructure; a social role – supporting local communities by providing a high quality built environment, adequate housing and local services; and an environmental role protecting and enhancing the natural, built and historic environment.
- 9.2 These economic, social and environmental goals should be sought jointly and simultaneously. The framework promotes the efficient use of land with high density, mixed-use development and encourages the use of previously developed, vacant and underutilised sites to maximise development potential, in particular for new housing.
- 9.3 Policy 2.9 of the London Plan identifies the unique challenges and potential of inner London and specifies that boroughs should work to sustain its economic and demographic growth while addressing concentrations of deprivation and improving the quality of life and health. Delivering new housing is a key priority both locally and nationally. Through policy 3.3, the London Plan seeks to alleviate the current and projected housing shortage in the Capital through provision of an annual average of 39,314 of new homes over a ten year period (2015-2025). The minimum ten year target for Tower Hamlets is set at 39,314 with an annual monitoring target of 3,931. The need to address the pressing demand for new residential accommodation is embraced by the Council's strategic objectives SO7 and SO8 and policy SP02 of the Core Strategy. These policies and objectives place particular focus on delivering more affordable homes throughout the borough.
- 9.4 Policy 3.14 in the London Plan details the approach to existing housing and states that loss of housing, including affordable housing, should be resisted unless the housing is replaced at existing or higher densities with at least equivalent floor space. The supporting text states that estate renewal should take in to account the regeneration benefits to the local community, the

proportion of affordable housing in the surrounding area, and the amount of affordable housing to be provided elsewhere in the borough. Where redevelopment of affordable housing is proposed, it should not be permitted unless it is replaced by better quality accommodation, providing at least an equivalent floor space of affordable housing.

- 9.5 Policy DM3 in the Managing Development Document states that estate regeneration development that proposes a net loss of affordable housing will only be allowed in exceptional circumstances where: a) development demonstrates that a limited loss of affordable housing is required to improve the tenure mix on site or; b) public open space or a non-residential use will benefit the overall estate regeneration scheme.
- 9.6 Policies 2.15 and 4.7 in the London Plan (2016) deal with town centre development in town centres. Part C of Policy 2.15 states that development proposals should:
- a) sustain and enhance the vitality and viability of the centre;
  - b) accommodate economic and/ or housing growth through intensification and selective expansion in appropriate locations;
  - c) support and enhance the competitiveness, quality and diversity of town centre retail, leisure, employment, arts and cultural, other consumer services and public services;
  - d) be in scale with the centre;
  - e) promote access by public transport, walking and cycling;
  - f) promote safety, security and lifetime neighbourhood;
  - g) contribute to an enhanced environment, urban greening, public realm and links to green infrastructure;
  - h) reduce delivery, servicing and road user conflict.
- 9.7 Similarly, policy 4.7 Part B in the London Plan talks about the scale of retail, commercial and leisure development being related to the size, role and function of a town centre and its catchment. Part e of Policy 4.8 in the London Plan makes reference to supporting the range of London's markets, complementing other measures to improve their management, enhance their offer and contribute to the vitality of town centres.
- 9.8 Site Allocation 9 (Chrip Street Town Centre) in the Management Development Document (2013) seeks to deliver: *'Regeneration of the district town centre to improve Chrip street's vitality and viability. The site will be required to provide new homes and a district heating facility (where possible). The development will also include commercial floor space and other compatible uses.'*

#### Proposal

- 9.9 The table below summarises the existing, retained and proposed new floor space for each use class within the site. The retained and proposed floor space is totalled to show the overall amount of each use class there would be within the site boundary:

	Existing (sqm)	Retained (sqm)	Proposed (sqm)	Retained and Proposed Total (sqm)
A1 (Retail)	12, 146	2,572	8,173	10,745
A2 (Financial and Professional)	686	0	0	0
Flexible A1/A2 (Retail/ Financial and Professional Services)	0	0	413	413
A3 (Cafes and Restaurants)	249	0	3381	3381
A1/A3 (Flexible Retail/ Café or Restaurant)	0	0	508	508
A4 (Drinking Establishments)	1,145	803	1,337	2,140
A5 (Hot Food Takeaways)	236	0	316	316
B1 (Office)	1,086	0	517	517
D1 (Community)	1,811	1352	326	1678
D1/B1 (Flexible office/ community)	0	0	473	473
D2 (Leisure)	598	0	2,505	2,505
Other*	277	114	0	114
Total	18,234	4841	17,949	22,790

### Loss of Existing Floor Space

#### *Loss of retail*

- 9.10 The table demonstrates that there would be an overall loss of 1386sqm A1 (retail) space. It is acknowledged that Policy DM1 in the MDD states that A1 uses will be protected as a priority unless:
- i) The loss of A1 would not undermine the town centres position within the hierarchy;
  - ii) The loss of A1 would not result in the overall level of A1 falling below 50% within the town centre;
  - iii) The shop has been vacant for a period of more than 12 months and marketing evidence is submitted;
  - iv) The new use supports the function of the town centre;
  - v) Ensuring development does not result in the overconcentration of non A1-uses;
  - vi) Supporting development that strengthens the mix and diversity of town centre uses (including employment and social/ community uses).
- 9.11 However, this application is part of a strategic site allocation which does not require like for like redevelopment of retail space but requires that development should *'deliver a regenerated town centre for Poplar with a range of unit sizes, market square and Idea Store located on East India Dock Road' and 'Regeneration of the district centre to improve Chrisp Street's vitality and viability.'*

- 9.12 Furthermore, policy 2.5 in the London Plan (2016) states that development proposals in town centres should: sustain and enhance the vitality and viability of the centre; should accommodate economic and/ or housing growth through intensification and selective expansion in appropriate locations and; support and enhance the competitiveness, quality and diversity of town centre retail, leisure, employments, arts and cultural, other consumer services and public services.
- 9.13 The proposed scheme improves the A1 market trading area and increases its size by 435sqm. The scheme maintains the vast majority of retail use, increases overall A1-A5 uses on the site by 3041sqm and creates a cinema and additional D1 (community) space. On this basis, the scheme is adding to the diversity, competitiveness and quality of the existing town centre. Reproviding the vast majority of retail space within this site allocation site, combined with the overall increase in A1-A5 classes, A1 class market space, community and leisure uses would support the function of the town centre and this justifies the loss of some A1 (retail space).

#### *Loss of B1*

- 9.14 Policy DM15 in the Managing Development Document seeks to protect existing employment uses. However, the supporting text sets out that this policy does not apply to sites within a strategic site allocation. The site allocation does require that *'Dependent on phasing and in accordance with Policy DM15, development will only be supported if the existing employment uses including the Royal Mails operations can be retained and or/ appropriately reprovided elsewhere.'*
- 9.15 The proposal would result in the loss of some B1 (office) space on site (569sqm). However, the space is used by Poplar Harca offices which are to be relocated in to the George Green building (as granted under PA/16/03474 and detailed in the 'Planning History' section of the report). Should permission be granted, a condition would secure the relocation of office space prior to the existing offices being demolished. The relocation of the existing floor space, combined with the provision of 189sqm office space, 328sqm affordable office space and 473sqm flexible B1/ D1 (office/ community) space, no issues are raised with regard to the loss of B1 (office space).
- 9.16 It should be noted that the Chrisp Street exchange is currently on site. However, as noted in the 'Planning History' section of the report, this is only a temporary use that would revert back to A1 use in 2020 and therefore this has been considered under the loss of A1 use space.
- 9.17 Finally, in relation to the Site Allocation reference to the Royal Mail offices, this falls within A1 use class and as such is not considered as office floor space. In accordance with the site allocation, the applicant has confirmed that space has been allocated for an A1 post office use within the site. Furthermore, should permission be granted, the legal agreement would require reasonable endeavours to maintain the post office use on site.

#### *Loss of D1 and D2 uses*

- 9.18 Policy DM8 in the Managing Development Document (2013) states that health, social and community facilities will be protected where they meet an identified local need.

- 9.19 The existing site currently accommodates the following D1 (community) uses that will not be accommodated within the proposed development :
- Sure Start Children's Centre (412sqm at 9 Market Way and 23-27 Market Way)
  - Boys and Girls youth club (598sqm at 75 Chrisp Street)
  - Police Station (47sqm at 2 Market Way)
- 9.20 As detailed within the 'Planning History' section of the report, permission was granted in 2016 for the Sure Start Children's Centre to relocate from Market Way to 50-52 Kerbey Street. Should permission for the current application be granted, a condition would secure that the existing children's centre would not be demolished until the new space at Kerbey Street is made available to the Sure Start Centre.
- 9.21 Similarly, the boys and girls youth club would be relocated to Trussler Hall and the same terms would be secured via condition. Both of the premises are suitable for relocation in that the similar floor space areas are provided and they are within very close proximity to the existing premises so that existing users can continue to access these facilities.
- 9.22 Finally, with regards to the police station, the applicant has informed that the existing station has been mostly closed for the last 5 – 6 years due to the safer neighbourhoods team being dissolved. Should permission be granted, a section 106 requiring reasonable endeavours to reprovide the space should the police wish to maintain a presence on site would be required. Given the size of the unit is quite small, it could be provided within some of the d1 or flexible D1/B1 space if required. Subject to the inclusion of this s106 item; the application is acceptable in this respect.

#### *Loss of Sui Generis*

- 9.23 There are currently 2 betting shops and a laundry that do not fall within the use classes and as such are defined as 'sui generis'. Such uses are not protected in policy and as such, there is no objection to the loss of these units on this basis, however, the plans indicate one of the existing betting shops will remain on site.

#### Principle of Residential Uses

- 9.24 The proposed development falls within the boundary of the district centre and within a strategic site allocation. The site is also within a Housing Zone designated by the Mayor of London in 2016. Whilst this is not a planning designation, the housing zone status is a material planning consideration. Policy 8.1 (Implementation) in the London Plan sets out that Housing Zones involve collaborative working between partners including the Mayor, boroughs and communities to realise the potential of large development areas through measures such as targeted tax incentives and effective land assembly to unlock development and optimise delivery.
- 9.25 The proposal would result in the creation of 649 residential units and would contribute towards the borough's target of delivering 3,931 new homes per year (as set out in policy 3.3 of the London Plan 2016). As such, the principle of residential use on the site is welcomed. The affordable housing, housing

mix and housing quality will be addressed in the housing section of the report. However, the principle of demolishing 169 residential units (including 124 social rent) is acceptable on the basis that that the overall re-provision will increase the housing and affordable housing in terms of overall unit numbers, habitable rooms and floor space.

#### Principle of Commercial Uses (A1, A2, A3, A4, A5)

- 9.26 From the proposed uses table, it can be calculated that there will be an extra 3041sqm of combined A1, A2, A3, A4, A5 uses compared with the existing on site uses. The proposals re-provide an anchor food store at the north of the site that would be 2067sqm in size.
- 9.27 Given the district centre location and the fact that all of these uses are existing on site, the principles of these uses are acceptable. Initially, officers raised concerns with the number of hot food takeaways and the applicant reduced the number of A5 (hot food takeaways) in response to officers concerns. One large unit was removed resulting in the removal of 426sqm being converted from an A5 takeaway to an A3 restaurant/ café.
- 9.28 The revised proposal results in 9% (7 out of 75) of the units being in A5 use which is above the 5% maximum standard as out in policy DM1. However, the majority (5 of the 7) of these are small 15-17sqm canopies serving hot food as part of the wider street market offer. Combined with the small excess of units against the policy requirement, this is considered acceptable on balance.
- 9.29 Policy DM1 part 4 refers to directing restaurants (A3), public houses (A4) and hot food takeaways (A5) to central locations including town centres providing that: a) this does not result in an over concentration of these uses and; b) there are at least two non A3, A4, A5 uses between every new A3, A4 or A5 use. In this case, the proposal is not for individual units that would change the overall balance of use classes in particular areas in a piecemeal way. Should permission be granted, a condition would be attached to remove permitted development rights so that commercial units could not be changed to other permitted uses. This would prevent piecemeal changed and would protect the principles of the retail strategy. It would also prevent unit sizes being changed by more than 25% of their gross internal area to protect smaller retail and commercial units.
- 9.30 The proposal creates clusters of restaurants and food and drink uses around the central market area which is intended to influence pedestrian flow and allows outdoor seating areas in the centre of the site looking on to the market stalls and shops. As outlined in the paragraphs below, the location and mix of units has been designed to increase footfall and thus maximise the vitality and viability of the town centre in accordance with the aspirations of part 4 of policy DM1b.
- 9.31 The proposed quantum, balance, location, design and type of commercial floor space has been designed by the applicants commercial agents and reviewed by an independent retail consultant on behalf of the council to ensure the long term success of the retail floorspace.
- 9.32 The retail assessment review by the council's independent consultant concludes that the proposed development will not have any negative impact

on other centres within the borough and that the proposals are in keeping with the scale, role and function of the Chrisp Street Centre.

- 9.33 Whilst end occupiers of retail units is not a matter which planning should seek to control, the Retail Management Strategy sets out the terms offered to businesses who wish to remain in the new development. Lease terms for existing retailers and traders following the completion of the new commercial space are also set out within the strategy.
- 9.34 The applicant has informed that all businesses on long leases who wish to remain have had the opportunity to do so. The retail Management Strategy also sets out how support is provided to existing businesses on the site during the transition period of the development and during the continued operation of the centre thereafter.
- 9.35 Should permission be granted, the retail management strategy (setting out the lease terms), the decant strategy (setting out where existing businesses will be relocated to and where retained businesses will be located during construction) as well as a town centre strategy (which among other things will require a town centre manager to be appointed and report on the annual state of units and vacancy rates) will be secured within the section 106 agreement.
- 9.36 The ground floor commercial units within the retained Festival of Britain buildings will be refurbished. The refurbishment works include: new shopfronts; reinstating original tiling on columns; providing service access to the rear via loading bays or service routes and; updated service connections for gas, water and power.
- 9.37 On the basis of the above, the principle of A1, A2, A3, A4 and A5 uses on the site are therefore broadly in accordance with the relevant policy and thus no objections are raised on this basis.

#### Market Area

- 9.38 The Chrisp Street Site Allocation (9) in the Managing Development Document (2013) seeks to retain the existing market area including keeping the market open during the redevelopment of the site. Policy 4.8 in the London Plan makes reference to supporting the range of London's markets, complementing other measures to improve their management, enhance their offer and contribute to the vitality of town centres.
- 9.39 The proposals also include the enlargement (by 435sqm) and enhancement of the market area which will include: a new canopy to the market; re paving the market area; new easily accessible power / drainage services for stall holders; street furniture; bicycle spaces and; restricted waste vehicle access for stall holders. The adjacent 'hub' building will offer facilities for the general public and stall holders including welfare facilities.
- 9.40 Whilst it is not within planning remit to control who occupies the market stalls, the proposal does provide an increased number of market pitches which would allow sufficient space for all market stall holders to be accommodated in the refurbished market. The market services department of the council are responsible for issuing licenses, the applicant has stated within the Retail Management Strategy that they are working with the council to ensure all market stall holders will be accommodated.

- 9.41 At present there are 31 'lock ups' or 'kiosks' on the site. All of these will be demolished. The applicant has advised that some of the businesses will be relocated to smaller retail units in block M or small retail units close to the site. The applicant has advised there are enough units to accommodate all those current occupants who wish to remain and has informed that if the business is more suitable for a stall that they will work with the markets team to seek a stall licence as a more suitable option.
- 9.42 The market would be retained throughout the construction process within a central part of the site. This will be secured through section 106 should the application be approved.
- 9.43 The enlargement and enhancement of the market area is welcomed and accords with the aspirations of the site allocation and relevant policies.

#### Proposed B1 Use

- 9.44 The Crisp Street site allocation in the Managing Development (2013) requires re-provision of office floor space on the site and the wider town centre policies (SP01 in the Core Strategy (2010) and 2.15 and 4.7 of the London Plan (2016)) support office use in town centre locations.
- 9.45 As outlined above, the proposal seeks to re-provide Poplar Harca's existing offices in the George Green building (at 155-157 East India Dock Road as per PA/16/03474 detailed in 'Planning History' section of the report) and also includes 189sqm B1 (office) space and 328sqm affordable office space (that would be secured via section 106 if permission were granted) within the proposed site layout. The proposals also provide 473sqm flexible B1/D1 (office/ community space). The proposed office space is acceptable in this town centre location and accords with policy in terms of amount, location and design. As such, the proposed B1 office space complies with the aspirations of the site allocation and relevant town centres policy and is thus acceptable.

#### Proposed D1/ D2 uses

- 9.46 Policy DM8 in the Managing Development Document (2013) directs new health, leisure and social and community centres to town centres. The Crisp Street Site Allocation (9) in the Managing Development Document (2013) requires commercial and other compatible uses. Policy 2.15 in the London Plan states that proposals should support leisure, cultural and public services among other uses in the town centre.
- 9.47 The proposal includes the provision of 326sqm of D1 (community space) that could be used for an extension to the existing Idea Store should the council wish to exercise this option. If the application were to be approved, the section 106 agreement would secure an option for the council to take on this space for the Idea Store.
- 9.48 The proposal also includes 473sqm of flexible B1 affordable workspace and D1 community floor space. Again, the terms of the affordable workspace/ community floor space would be secured in the section 106 agreement should permission be granted. In line with similar agreements, a discount of 30% from market rent would be sought, up to 50% if it not let within a fixed period of time. If the 437sqm space is occupied by a D1 use, this would be in

lieu of CIL and would need to be secured outside of planning via an infrastructure agreement.

- 9.49 The scheme includes a 2505sqm cinema (D2 use class). The independent retail consultant supports that a cinema use in the area will assist in diversifying the centre's offer and will increase activity and thus support other retail/ commercial uses in the centre in line with the relevant policy.
- 9.50 The proposed D1/ D2 spaces are welcomed community/ leisure uses that would contribute to the diversity and vitality of the town centre and thus would accord with the relevant policy.

### Conclusion

- 9.51 For the reasons outlined above, the proposed uses accord with the aspirations of the Chrisp Street Site allocation (9) in the Managing Development Document (2013) and comply with the relevant land use policies.

### **Density**

#### Policy Context

- 9.52 Policy 2.13 of the London Plan (2016) states that "development proposals within opportunity areas and intensification areas should seek to optimise the residential and non-residential output and densities". Policy 3.4 seeks to ensure that new housing developments optimise the use of land by relating the density levels of housing to public transport accessibility levels. The London Plan Housing SPG (2016) states that the density matrix contained within the London Plan (2016) should be applied flexibly rather than mechanistically.
- 9.53 The Council's Core Strategy Policy SP02 also relates density levels of housing to public transport accessibility levels and additionally relates density levels of housing to the hierarchy and proximity of nearby town centres, so that higher densities are promoted in and around town centres that are higher up in the hierarchy.

#### Assessment

- 9.54 The scheme falls within a district centre and the walking distance to the Canary Wharf Major Centre is approximately 1000 metres. As such, the site can be classified to fall within an 'urban' setting. The Public Transport Accessibility Location (PTAL) is 3-5 indicating a 'moderate- very good' accessibility level to public transport infrastructure.
- 9.55 Given the above the London Plan recommends that a suitable sustainable density range for such a site is 200-700 habitable rooms per hectare (hr/ha). However, it is noted that the London Plan (paragraph 2.72) that higher density housing development can be appropriate in town centre locations.
- 9.56 The application site has a site area of 3.7ha and seeks to provide 1888 (proposed) + 137 (retained)= 2025 habitable rooms.

Total GIA: 84, 783sqm  
Of which is residential: 65, 351sqm housing (proposed) + 3,772sqm (retained) = 69,123 (82%) total floor space  
No of habitable rooms (2025)/ 82% of site area (3.03ha)

= Residential density (686 hr/ha)

- 9.57 As such, the proposals fall within the recommended density guidelines and comply with the relevant policy in this respect.

## **Housing**

### Policy Context

- 9.58 Paragraph 50 of the NPPF states that local authorities should seek “to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities”.
- 9.59 Policy 3.5 of the London Plan (2016) states that “the design of all new housing developments should enhance the quality of local places, taking into account physical context; local character; density; tenure and land use mix; and relationships with, and provision of, public, communal and open spaces, taking particular account of the needs of children and older people”. Policy 3.6 states that “development proposals that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs”. Policy 3.8 states that new developments should “offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups and the changing roles of different sectors in meeting these”. Policy 3.12 states that “the maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed use schemes”.
- 9.60 The Council’s Core Strategy Policy SP02 seeks to “ensure new housing assists in the creation of sustainable places”, requires “35%-50% affordable homes on sites providing 10 new residential units or more (subject to viability)”, “a mix of housing sizes on all sites providing new housing”, and seeks to ensure that “all housing is appropriate, high-quality, well-designed and sustainable”.
- 9.61 The Council’s Managing Development Document Policy DM3 seeks “to maximise affordable housing in accordance with the Council’s tenure split (70% Social/Affordable Rent and 30% Intermediate)” and ensure that development provides “a balance of housing types, including family homes, in accordance with the breakdown of unit types set out within the most up-to-date housing needs assessment”. Policy DM4 states that “all housing developments should have adequate provision of internal space in order to provide an appropriate living environment” and provide amenity space and child play space in accordance with Council standards.
- 9.62 Part 5 of Policy DM3 states that development that would involve net loss of residential floorspace, residential units or any family housing will be resisted. Except if it accords with part 6. Part 6 of the policy states that estate regeneration development that proposes a net loss of affordable housing will

only be allowed in exceptional circumstances where: a) development demonstrates that a limited loss of affordable housing is required to improve the tenure mix on site or; b) public open space or a non-residential use will benefit the overall estate regeneration scheme.

### Affordable Housing

- 9.63 The table below summarises the existing residential units to be retained and demolished and the new proposed residential units.

	Private	Social/ Affordable Rent	Intermediate	Total
Existing Festival of Britain to be Retained				
2-bed	13	22	0	35
3-bed	3	5	0	8
Total	16	27	0	43
Existing Dwellings to be Demolished				
Studio	0	4	0	4
1-bed	8	36	0	44
2-bed	3	19	0	22
3-bed	16	37	0	53
4-bed+	18	28	0	46
Total	45	124	0	169
Proposed Units				
1-bed	221	62	18	301
2-bed	128	51	11	190
3-bed	94	43	8	145
4-bed	0	13	0	13
Total	443	169	37	649

- 9.64 The existing site accommodates 124 social rented units. The proposed scheme includes 206 affordable units. Of these 206 affordable units, 131 would be at social rent, 38 would be at Tower Hamlets Living Rent and 37 would be Intermediate (shared ownership). This equates to 35.7% affordable housing by habitable room. Reproviding the existing 124 units (449 hab rooms) within the proposed scheme would equate to 24% affordable housing.
- 9.65 The proposed scheme provides for 35.7% which represents an uplift of 11.7% affordable housing from what is currently on site, the uplift is split almost equally between social/ affordable rent and intermediate (shared ownership). Overall, the total affordable housing represents an 82%/18% split in favour of social/ affordable rent as opposed to intermediate rent against the policy target of a 70%/30% split. Whilst there is an overprovision of social/ affordable rent, the existing mix on site predominantly comprises social rent. Furthermore, this is the tenure most in demand in the borough and in some cases cannot be achieved fully due to viability. As such, a borough wide approach is considered appropriate and the proposed arrangement is acceptable.

- 9.66 The applicant's viability report has been reviewed by an independent viability consultant instructed by the Council and it was concluded that the amount of affordable housing proposed would be over and above the maximum reasonable amount that could viably be supported by the development. However, the applicant has taken a commercial decision to commit to the 35.7% affordable housing.
- 9.67 As part of the applicant's viability exercise and in line with the Mayor's Affordable Housing and Viability SPG, the applicant has also tested the possibility of the inclusion of additional grant funding for the affordable units in order to increase the overall affordable housing offer from 35% to 40%. The current scheme assumes grant funding from the GLA for the re-provision of the social rented units and the intermediate units and from the council for the 38 affordable rented units. The testing to see if additional grant funding would increase affordable housing further concluded that a 40% affordable housing scheme would result in a greater deficit than the currently proposed 35.7% affordable housing scheme and would thus not be viable for the applicant to pursue.
- 9.68 The development is split across 2 phases. The vast majority (72%) the affordable housing is provided in phase 1 (149 units with 37 being shared ownership and 112 social/ affordable rent). Sufficient child play space would be provided for both phases prior to occupation and should permission be granted a condition would secure this.
- 9.69 In line with the Mayor's Affordable housing and viability SPG, an early stage review mechanism of the viability report will be required in the event that the above ground superstructure is not in place within 2 years of the date of consent. Such a requirement would be inserted as a clause within the S.106 agreement in the event that planning permission was to be granted.
- 9.70 In addition to the above, a mid-stage review will be required prior to the commencement of phase 2 and a late stage review mechanism (upon 75% sale of units) will be required. These arrangements would be secured via the S.106 agreement.
- 9.71 To conclude, the proposed development would secure the maximum viable amount of affordable housing on site; the scheme is policy compliant in terms of tenure split across both phases and; securing review mechanisms will allow for additional affordable housing to be secured at fixed points if the viability position changes in the future. As such, the scheme complies with the relevant policy and is acceptable in terms of affordable housing.

#### Housing Mix

- 9.72 The following table outlines both the proposed unit mix, by size and tenure, as well as the Council's current preferred unit mix, which seeks to secure a mixture of small and large housing, and is set out within Policy DM3(7) of the Managing Development Document:

		Affordable Housing						Market Housing		
		Social/Affordable Rented			Intermediate					
Unit Size	Total Units	Units	As a %	Policy Target %	Units	As a %	Policy Target %	Units	As a %	Policy Target %
<b>Studio</b>	0	0	/	/	0	/	/	0	/	/
<b>1 Bed</b>	301	62	37%	30%	18	48.65%	25%	221	50%	50%
<b>2 Bed</b>	190	51	30%	25%	11	29.73%	50%	128	29%	30%
<b>3 Bed</b>	145	43	25%	30%	8	21.62%	25%	94	21%	20%
<b>4 Bed</b>	13	13	8%	15%	0	0	0%	0	0	
<b>Total</b>	649	169	100%	100%	37	100%	100%	443	100%	100%

- 9.73 Within the social/ affordable sector, the mix of units is broadly compliant with a slight over provision of 1 and 2-beds and a slight under provision of 3 and 4 bedroom units. The applicant was asked to consider combining some of the 1 bed and 2 bedroom units in Block K to 4-beds and in response, the applicant has investigated providing 9 additional 4 bedroom units. The amended unit sizes, child play space and layouts will be assessed in an update report.
- 9.74 Within the intermediate tenure, there is an overprovision of 1-bedroom units, an under provision of 2-bedroom units and the number of 3 bedroom units is broadly in keeping with the preferred unit mix, although very marginally below target.
- 9.75 Finally, within the market housing, the proposed unit sizes are predominantly in accordance with the preferred mix.
- 9.76 As noted in the housing policy section above, part 5 of DM3 states that development that would involve a net loss of residential floorspace, residential units or any family housing will be resisted unless it meets the criteria of part 6 of the policy. Part 6 of the policy states that estate regeneration development that proposes a net loss of affordable housing will only be allowed in exceptional circumstances where: a) development demonstrates that a limited loss of affordable housing is required to improve the tenure mix on site or; b) public open space or a non-residential use will benefit the overall estate regeneration scheme.
- 9.77 The proposed development results in an increase in residential floor space and residential units but there are 9 less family sized units than the existing accommodation. However, given the overall uplift in housing, affordable housing and the regeneration of the town centre with a range of uses including community uses and public realm benefits, the proposal is considered to comply with part 6b of the abovementioned policy.
- 9.78 Overall, in the context of the Council's relevant policies, officers are content that the proposed dwelling mix of this proposal can broadly be considered to be policy compliant and is thus considered acceptable.

### Accessible Housing

- 9.79 The proposed development seeks to provide a total of 66 wheelchair accessible units (designed in accordance with Part M4(3) of the Building Regulations 2015), which equates to 11% of the total number of residential units being proposed (649). The remaining 583 units will be designed to be adaptable (in accordance with Part M4(2) of the Building Regulations 2015).
- 9.80 The following table outlines the mix of wheelchair units proposed. 24 of the wheelchair accessible units are to be in the form of market units (13 x 1-bed, 7x 2-bed, 4 x3-bed), 2 are to be in the form of intermediate units (2 x 2 bed), and 40 are to be in the form of social/affordable rented units (12 x 1-bed, 12 x 2-bed and 16 x 3 bed). Ideally there would have been provision of some 4-bedroom wheelchair units and whilst there is a slight under provision of wheelchair units in the private and intermediate, there is an overprovision in the social/ affordable units where there is most demand.
- 9.81 Overall, the provision of wheelchair units is considered acceptable as the 10% requirement is met and the mix includes family sized units in the affordable tenure where there is most demand.

<b>Tenure</b>	<b>1-bed</b>	<b>2-bed</b>	<b>3-bed</b>	<b>4-bed</b>	<b>Total</b>	<b>As a % of Tenure</b>
<b>Market Sector</b>	13	7	4	-	24	5%
<b>Intermediate</b>	0	2	-	-	2	5%
<b>Social/Affordable Rented</b>	12	12	16	-	40	24%
<b>Total</b>	25	21	20	-	66	11% overall

- 9.82 In order to ensure that the proposed wheelchair accessible units have been designed in accordance with Part M4(3) of the Building Regulations 2015 a condition requiring detailed layouts of the units at a scale of 1:50 will be imposed. The condition will also stipulate that the remaining 583 units within the development must be designed in accordance with Part M4(2) of the Building Regulations 2015. Subject to this condition officers are therefore content that the proposed residential accommodation is acceptable in accessibility terms.

### Housing Quality

- 9.83 The Mayors Housing SPG (2016) sets out a series of design guidance standards. Standard 12 relates to shared circulation and states that each core should be accessible to generally no more than eight units on each floor. The scheme does have some instances of 9 units per core but the general access and design layout avoids convoluted routes and allows for a sense of ownership. All entrances have access to at least 2 lifts. As such, the scheme is broadly compliant with the design guidance and the access arrangements are considered to be acceptable. The Festival of Britain units have new entrance points which provide lift access as well as stair access in comparison to the current situation with stair only access.

- 9.84 A total of 72% of the units will be dual aspect and there would be no single aspect north facing units. The units that are single aspect are predominantly one or two bedroom units as opposed to family accommodation and the units have been designed with slightly larger internal areas to compensate.
- 9.85 With respect to internal floor areas all 649 proposed units either meet or exceed the standards set out both with the London Plan (2016) and the Tower Hamlets Managing Development Document (2013). Within Blocks F and G, 9 units (1.4% of total scheme) do not have external amenity space; however, in line with the London Plan, these units have larger internal areas which incorporate the external amenity space required. Within Block M, 4 of the external amenity areas are smaller than the minimum requirements; however, this is mitigated through 3 of the units having an additional 5 sqm of internal space. The fourth unit that has a balcony of 4.8sqm has an internal area of 51.7sqm (1.7sqm above the space standards). Given the need to maintain good daylight/ sunlight levels within the properties; that the few units without any external space are within the private sector where there is more choice; that the units have internal areas above the space standards and; that these units would all have access to communal amenity space, this is acceptable in this instance and compliant with the relevant policy on balance.
- 9.86 Given the above officers consider the residential quality of the scheme to be high and thus policy compliant.

#### Daylight/ Sunlight Levels for the Development

- 9.87 Guidance on the assessment of daylight and sunlight levels for new developments is set out in the Building Research Establishment (BRE) handbook 'Site Layout Planning for Daylight and Sunlight'. When calculating the levels of daylight afforded to new developments, the BRE have adopted and recommend the use of British Standard 8206 as the primary form of assessment which recommends minimum Average Daylight Factor (ADF) values for new residential dwellings, which are as follows:
- >2% for kitchens;
  - >1.5% for living rooms; and
  - >1% for bedrooms.
- 9.88 The BRE guidelines state that the layout of proposed developments should maximise the number of south facing main living rooms, and that where windows within such rooms face within 90 degrees of south they should be assessed using the Annual Probable Sunlight Hours (APSH) method. The APSH calculation considers the amount of sun available in both the summer and winter for each such window, and if the window can receive at least 25% total APSH with 5% during the winter months (between 21st September and 21st March), then the affected room can be considered to receive sufficient levels of sunlight. Finally in order for any proposed external amenity space to be considered as receiving sufficient levels of sunlight, at least half (50%) of such space should receive direct sunlight for at least two hours on the 21st March.
- 9.89 The applicant has submitted an internal daylight and sunlight assessment which assesses the levels of daylight and sunlight that will be afforded to the

development. This report has also been reviewed by an independent daylight and sunlight specialist instructed by the Council.

- 9.90 Appendix 8.4 of the Environmental Statement presents tables of daylight/sunlight provision in the new development. The lowest floors have been analysed on the basis that rooms higher up will be less obstructed and therefore receive more daylight/ sunlight. The independent consultant has confirmed this is a reasonable approach.
- 9.91 The table below shows the number of windows in the proposed development and the number of which meet the Average Daylight Factor (ADF). The table shows that 1788 of the 1873 rooms comply with the criteria, which equates to 95%, a very good level of compliance within the urban context.
- 9.92 The windows that do not meet the criteria are predominantly caused by balconies on lower floors of the building and in such circumstances, the need for well-lit units is balanced against the need for amenity space. Furthermore, the number of failures has been taken on a worst case scenario basis; it has been assumed failing rooms have been repeated up the building and percentages have been rounded up (ie 0.05% below target). Overall the vast majority of windows pass, the amount failing has been taken on a worst case scenario basis and the resultant levels are generally isolated scenarios typical within an urban context.
- 9.93 Based on the above, available daylight within the proposed development can be considered to be very good and broadly compliant with relevant policy.

Building Reference	Total number of rooms relevant for daylight assessment	Total number of rooms which meet the ADF criteria
A	101	94
B	205	202
C	77	77
D	99	92
E	50	50
F	135	129
G	127	122
H	396	357
J	103	96
K	161	155
L	161	157
M	258	257
Total	1873	1788

- 9.94 The design incorporates north to south blocks, primarily served by windows on the east and west facades. This has been done to reduce the number north facing units which would see little or no direct sunlight.
- 9.95 Sunlight provision has been calculated for the same worst case rooms for which a daylight analysis has been carried out. Table 8.10 in the Environmental Statement shows that half of the living rooms assessed (70 out of 140) meet the sunlight guideline of 25% of annual probable sunlight hours and 5% in winter months. However, as the Environmental Statement states, the overall provision in the whole development is likely to be better than this as the rooms on the higher floors will receive more sunlight. In

addition, 8 of the rooms in the sample would meet the annual recommendation but not the winter one and a further 17 would meet the winter recommendation but not the annual one. Overall, sunlight provision is expected to be reasonable.

Building Reference	Total number of rooms assessed	Total number of rooms which meet the APSH criteria
A	11	4
B	13	5
C	13	9
D	13	8
E	7	7
F	12	4
G	13	7
H	9	4
J	10	3
K	16	9
L	9	3
M	14	7
<b>Total</b>	<b>140</b>	<b>70</b>

- 9.96 The landscape strategy for the proposed development incorporates a range of open spaces. These include public realm areas and rooftop gardens. Most of these spaces would meet the BRE guidelines in that over half of each area would receive over 2 hours sun on March 21. There are a small number of areas that do not meet the guidelines: over 12's playspace in block ABC; rooftop gardens to F2 and G1 and; 5-12 play space in JKL. The applicant carried out further testing in these areas and the results show that the areas are only marginally below the guidelines; the areas receive just short of 2 hours of sunlight. Overall, the proposed communal and amenity areas will benefit from acceptable levels of direct sunlight and are therefore broadly in accordance with the BRE guidelines.

#### Communal Amenity Space

- 9.97 Policy DM4(2) of the Council's Managing Development Document states that for all developments proposing 10 or more new residential dwellings, a minimum of 50sqm for the first 10 units and 1sqm for every unit thereafter should be provided. As this development proposes 649 residential units, a minimum of 689sqm of communal space is thus required.
- 9.98 As shown by the space marked in pink in Figure 11 below, the scheme is significantly in excess of the requirements for communal open space, with the need for 689sqm against a provision of 1525sqm. Communal space is provided predominantly at roof/ podium level, with the communal space for Block H (tower) provided internally.

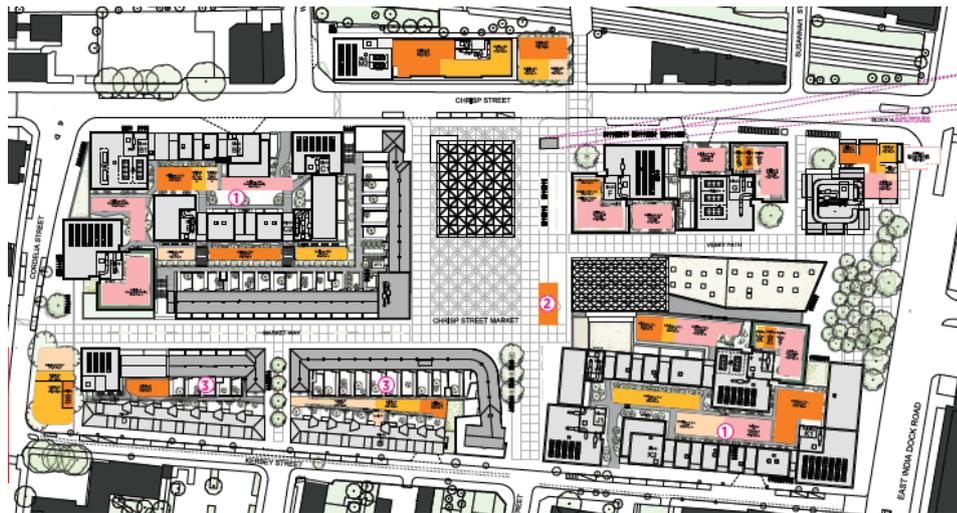


Figure 11- Plan showing proposed communal and play space provision

9.99 Officers are content that the location, scale and layout of the proposed communal amenity spaces are acceptable, and further details of these spaces, including the landscaping to the rooftop communal amenity space, will be requested and secured by condition.

Child Play Space

9.100 In order to calculate the expected child yield for this development officers have used the Mayor of London’s child yield calculator which is informed by the ‘Shaping Neighbourhoods: Play and Informal Recreation SPG (September 2012)’ which requires a minimum of 10sqm of child play space per child. The table below outlines both the expected child yield for the development as well as the proposed quantum of child play space which is to be provided as part of this development.

Age Group	Child Yield	Minimum Requirement (sqm)	Proposed Play Space (sqm)
Under 5 Years	105	1050	1283
5-11 Years	82	820	955
Over 12 Years	55	550	483
<b>Total</b>	<b>242</b>	<b>2420</b>	<b>2721</b>

9.101 Figure 11 above shows the proposed play space (orange is under 5’s, yellow is 5-11 and beige is 12+). The scheme provides a total of 2721sqm of play space, which is above the GLA play space requirements. Whilst there is a small shortfall in the amount of 12+ play space (483sqm against a requirement of 550sqm resulting in shortfall of 67sqm), there is 301sqm in excess of the play space requirements overall. Play space is provided predominantly at podiums and rooftops. However; the play space within Block H (tower) is provided internally; some of the play space for Block M is provided at the pocket park at ground floor level and; some of the play space for blocks E and F is provided at the park at Cordelia Street. In addition, the existing park adjacent to the Festival Inn pub will be reprovided with new landscaping and equipment closer to the market square.

- 9.102 Overall, officers are satisfied the proposal is broadly compliant with policy in terms of quantum and location of play space. A condition requiring full details of the proposed child play spaces will be imposed to ensure that these spaces are of a high standard.

### Conclusion

- 9.103 The proposal provides a policy compliant level of affordable housing (beyond that which can be considered to be the maximum viable level), and a suitable mix of housing (including accessible housing), which is of a high residential standard, the application can therefore be considered acceptable in housing terms.

### **Design**

#### Policy Context

- 9.104 Paragraph 56 of the NPPF states that “good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”. Paragraph 63 states that “in determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area”.
- 9.105 Policy 7.1 of the London Plan (2016) seeks to ensure that “the design of new buildings and spaces they create should help reinforce or enhance the character, legibility, permeability, and accessibility of the neighbourhood”. Other policies relevant to this proposal with respect to design are policies 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.10, 7.11 and 7.12 of the London Plan (2016).
- 9.106 The Council’s Core Strategy policy SP09 seeks to “create a high-quality public realm network which, provides a range of sizes of public space that can function as places for social gathering”. Policy SP10 seeks to “ensure that buildings and neighbourhoods promote good design principles to create buildings, spaces and places that are high-quality, sustainable, accessible, attractive, durable and well-integrated with their surrounds”. Policy SP12 seeks to enhance placemaking through “ensuring development proposals recognise their role and function in helping to deliver the vision, priorities and principles for each place”.
- 9.107 The Council’s Managing Development Document policy DM24 states that “development will be required to be designed to the highest quality standards, incorporating principles of good design, including: ensuring design is sensitive to and enhances the local character and setting of the development”. Other policies relevant to this proposal with respect to design are policies DM23, DM26, DM27 and DM28 of the Managing Development Document (2013).

#### Site Layout

- 9.108 The submitted design and access statement sets out a detailed analysis of the existing site and surroundings and design opportunities and constraints. A number of design values are established including the retention of the

Festival of Britain buildings and clock tower. The Clock tower is identified as a focal point of the market square and proposed buildings along the western side of Chrisp Street (F, G and H) have been set back to allow sightlines to the clock tower creating visual permeability from East India Dock station to the south.

- 9.109 At present, parts of the site at the rear of the Festival of Britain buildings are inward looking, with large service areas fronting Chrisp Street and Kerbey Street. The proposed layout seeks to repair this, creating active frontages along these key routes and rationalising the service areas internally. The retained Festival of Britain properties would have new entrances with lift and stair access from Chrisp Street, Cordelia Street, Market Way and Kerbey Street.
- 9.110 The existing market area remains in its central position within the site with key routes to the area reinforced through landscaping and building setbacks. The existing tower building location (currently Fitzgerald House) is repositioned to the south east corner of the site where it marks the arrival of the district centre, adjacent to the station. The base of the tower was revised during the course of the application to enhance the permeability of the public realm and the internal uses as at the ground. The ground floor is chamfered creating colonnades on the south west of the base. This opens up views and a more direct route from All Saints DLR to the Idea Store and Vesey Path making the presence of the sites amenities clearer and the arrival at the site more welcoming.
- 9.111 Separation of the tower element from the neighbouring mid-scale buildings to the north ensures a route through from Susannah Street to the Idea Store. The Kerbey Street entrance is an important pedestrian route in to the site and towards the market square. Key site lines to the clock tower are also provided in this part of the site which aid placemaking, orientation and legibility. The existing play area adjacent to the Festival Inn Pub is reprovided and maintained in a central position within the site, providing a key family function in the heart of the centre close to the market, shops and outdoor restaurant seating.
- 9.112 Cordelia square is located at the north west corner of the site. This open space provides another key entrance to the site from the surrounding residential neighbourhoods to the north and east of the site. The maintenance of the existing trees has influenced the green character of this space. The playspace within the square reflects the neighbourhood character and function in line with the overall strategy for the northern part of the site.
- 9.113 In the eastern part of the site, adjacent to Chrisp Street, a new pocket park will be provided including a sunken garden. This space has been designed to provide high quality amenity/ play space which is protected from the main road. Seating will be provided with planting to address the change in level at this part of the site.
- 9.114 Overall, the site layout allows for: the retention of existing buildings of strong architectural merit and the enhancement of sightlines and views of these buildings from the surrounding area; enhanced pedestrian and cycle routes from key access points to the site and throughout the site; improved landscaping and well-designed public open space/ amenity space; active

frontages almost consistently around the edges of the site with rationalised service areas away from the public realm and; an alternative position for the tower building which marks a key entrance to the site and sees building heights stepping down towards the north of the site to respect the setting of heritage assets. For these reasons, the approach to site layout incorporates good design principles in accordance with the relevant policies.

### Height, Scale and Massing

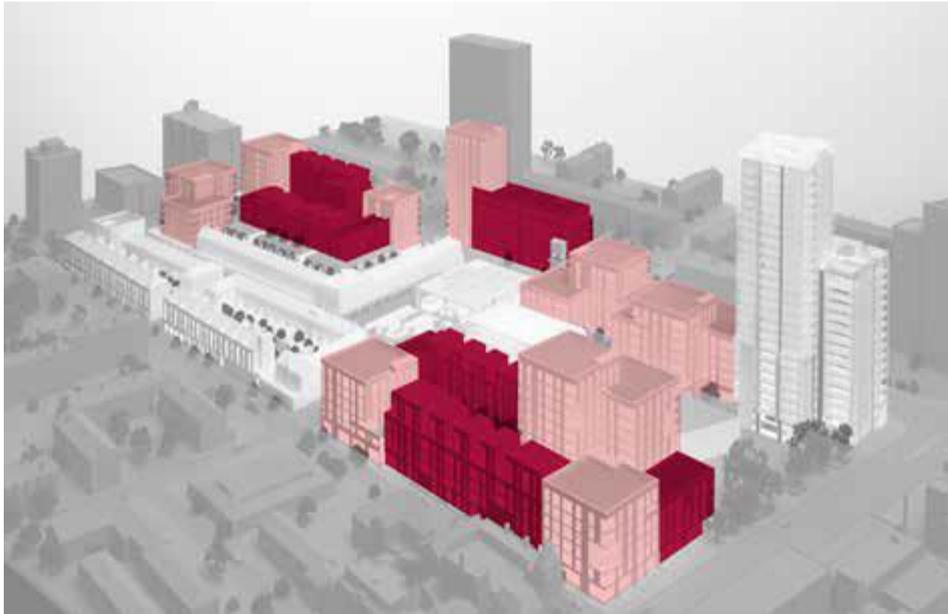


Figure 12- Image showing proposed massing with corner blocks in light pink and linear blocks in between in dark pink.

#### *Perimeter blocks*

9.115 The north eastern part of the site comprises perimeter blocks within Blocks D and E that connect to the existing Festival of Britain buildings, forming edges to the site. This part of the site is a 'neighbourhood scale' (4 storeys), reflective of the character of the residential areas to the north and east of the site. The new buildings have been designed to respect and complete the blocks formed by the retained buildings, comprising a similar scale and architectural design.

9.116 The buildings will be formed from two duplex units on top of one another, with entrances at ground floor level to create the rhythm of a traditional terrace. The roofscape of these units has been designed to reflect the pitched roofs of the Festival of Britain units whilst incorporating dormer features and roof terraces as a modern reflection of the traditional house appearance.

#### *Mid- rise pavilion blocks*

9.117 The north east and south west of the site comprises mid-rise pavilion blocks that range from 6-14 storeys in height. The pavilion blocks comprise square and linear features which are repeated in a number of variations across the site. This creates a variety in building form and allows each block to respond

to its location within the site and the block adjacent to it. The variation in height across the blocks means that amenity space can be provided on the lower shoulder of the block, whilst the upper level can accommodate lift overruns and plant out of site as well as green and brown roofs. The linear blocks accommodate boxes on the upper levels which provide articulation and interest in the roofscape.

- 9.118 Block J,K,L in the south west corner ranges from 4-10 storeys in height. The western elevation comprises central linear blocks that break at 4 storeys in height with 2 storey boxes slightly set back above. The corner pavilions rise up to 6 storeys in height and provide a book end approach to the buildings. Block K steps down to 4 storeys in height to the east to respond to the 4 storey buildings on the opposite side of East India Dock Road. Block L is positioned centrally and set back from all the surrounding roads and extends to 10 storeys in height.
- 9.119 Blocks F and G range from 6-9 storeys in height with the lower element closest to the clock tower and Chrisp Street and the taller elements set back westwards in to the site. This reflects the 6 storey buildings opposite on the eastern side of Chrisp Street.
- 9.120 Block A,B,C in the north eastern corner of the site ranges from 6-9 storeys in height. The buildings step up in a north easterly direction from the retained 3 storey Festival of Britain Buildings towards the 9 storey building on the junction of Cordelia Street and Chrisp Street.
- 9.121 Finally, Block M ranges from 7-14 storeys in height, stepping up from the 6 storey buildings to the south and 4 storey buildings to the east towards the 20 storey building at Hay Currie Street and the 20 storey tower at 120 Chrisp Street.

#### *Tower*

- 9.122 The proposed tower building rises to 25 storeys and is located at the south east corner of the site, marking the key arrival point within the local area opposite All Saints DLR station. The form of the tower comprises an interlocking square in order to maximise the aspect and views from the building. Differences in the form and articulation of the building create vertical variety, break up the massing and add interest to the elevation and townscape views. At the lower levels, the building is orientated towards the new open space and key pedestrian route in to the site via Vesey Path. At the highest levels, the tower slims to a single square.
- 9.123 The tower is located at a corner junction, marks the entrance to the site and would be positioned adjacent to an existing 15 storey building on the opposite side of Chrisp Street.

#### *Assessment*

- 9.124 In terms of the appropriateness of the proposed height and scale for this location, Policy SP10 in the Core Strategy states that buildings must respect local context and townscape in terms of character, scale and bulk of the surrounding area. Specifically in relation to tall buildings, it states that tall buildings will be located in the Canary Wharf and Aldgate preferred office

locations and tall buildings proposed outside of these areas will be assessed against DM26 in the MDD (2013).

9.125 Policy DM26 sets out that building heights will be considered in accordance with the town centre hierarchy. The policy also sets out a range of other criteria for tall buildings including:

- high quality architectural design;
- providing a positive contribution to the skyline;
- not adversely impacting heritage assets or strategic and local views;
- presenting a human scale of development at street level;
- inclusion of high quality open space;
- not adversely impacting microclimate;
- not adversely impacting biodiversity;
- providing positive social and economic benefits and contributing to socially balanced and inclusive communities;
- complying with civil aviation requirements not interfering with radio/ telecommunications equipment.

9.126 Tall buildings are defined in the London Plan (paragraph 7.25) as those that are substantially taller than their surroundings, cause a significant change to the skyline or are larger than the threshold sizes set for referral of applications to the mayor (30m or taller). On this basis, the proposal includes 3 tall buildings (Block L- 10 storeys, Block M- 14 storeys and Block H- 25 storeys).

9.127 The submitted Design and Access Statement includes a map showing the distribution of heights in the locality and indicates how these step down in height away from the Canary Wharf preferred office location to the south. It also indicates four 16-25 storey buildings within close proximity to the north and east of the site (these buildings are also referenced in the 'Site and Surroundings' section of the report).

9.128 The proposed 10, 14 and 24 storey buildings would be a step down from the 25-40+ storey buildings the Canary Wharf preferred office location. Whilst the buildings would be a step up from the southern area between East India Dock Road and Canary Wharf, the site marks the start of the Crisp Street District Centre (with the exception of the Grade II\* Listed Poplar Baths and adjacent western building included in the boundary) where buildings would be taller than in a non-town centre location. Furthermore, the paragraphs above set out how each building responds to its immediate context. On this basis, the proposal is in accordance with the town centre hierarchy and responds to the existing surrounding context, in terms of character, scale and bulk.

9.129 As set out within the committee report: the architectural quality and design is considered to be of a high standard; the scheme would provide a positive contribution to the skyline; the proposals would not adversely impact on heritage assets or strategic and local views; the design presents a human scale of development at street level; the scheme provides sufficient and high quality amenity space, play space and public open space and; the development would not have negative impacts in terms of microclimate, biodiversity, civil aviation or public safety. For these reasons, the

development accords with DM26 and the relevant tall building policies and can be seen to be acceptable in terms of its height, scale and massing.

#### Appearance and Materials

- 9.130 The submitted Design and Access Statement sets out a strategy for layering elements of the architectural expression to provide a balance between consistency and variety, complimenting and contrasting.
- 9.131 The residential elements of the proposal will be predominantly brick. Alternative finishes are deployed in details, civic structures and skyline markers. Two principle tones of metalwork are partnered with the brickwork; a dark grey anodised finish with the two lighter bricks and a lighter champagne anodised finish with the darkest brick. Balustrades vary between glass or metal work to articulate different elements of the design and provide texture and tactility.
- 9.132 The applicant has provided physical sample boards showing the proposed material specification. Officers are satisfied the proposed materials would result in a high quality finish for the scheme.

#### *Blocks A, B and C*

- 9.133 Building A fronting Market Way and Cordelia Street is part 1, part 5, part 7 storeys in height and would be constructed of light bricks to reflect (but not replicate) the existing Festival of Britain buildings that it would adjoin. The vertical opening vent panels and panels adjacent to glazing would be formed of dark grey anodised metalwork. The metal balustrading enclosing balconies would have the same finish and the contrasting low iron glass balustrading provides variety within the block. Rowlock course detailing at the top of the building, soldier course detailing in between floor levels as well as metal panels and fenestration variation provides a good level of design detailing and interest to the elevation.
- 9.134 The ground floor treatment in Block A is a single storey height to respect the context of the single storey Festival of Britain retail. Similarly, tiling is used on columns to reflect the existing retail units and full glazing panels and black retail louvres are positioned above fascia sign level. The submission documents do not detail the lighting or materials of the panels surrounding the shopfronts, doors, fascia panels or projecting signs. A condition would be attached requiring the applicant to provide details and samples of shopfronts and lighting to ensure a high quality finish.



Figures 13 (left) and 14 (right) showing detailed bay study of Block A and; proposed view from Cordelia Street looking east respectively.

- 9.135 Building B is 6-9 storeys in height and would be constructed predominantly of the darker brick types and detailed with champagne anodised metalwork for window frames, vents and horizontal panels adjacent to windows. Again, soldier course and rowlock course brickwork add intricate design detail and interest to the elevation as well as varied forms to fenestration.
- 9.136 The building expresses a double height ground floor expression in response to the taller scale of the buildings along an artery route. The columns and additional metalwork panels at first floor level result in the ground and first floor reading as one, creating a more human scale at street level. The ground and first floors of the Cordelia Street elevation have been amended during the course of the application from a stepped façade to an angled wall in order to create a less cramped pavement and to create more active frontage to the proposed supermarket.
- 9.137 Whilst the north east corner of the building reaches 9 storeys in height, the adjoining linear block to the south comprises 6 storeys with a stepping 1 and 2 storey roof format formed of 'metal boxes.' The metal boxes would be constructed of light coloured zinc and the space above the single storey roofs allow for private amenity terraces. Similarly, Block B3 set behind Blocks B1 and B2 fronting Chrisp Street, would have the same palette of materials and stepped metal boxes to reflect the other buildings.
- 9.138 Building C is 2-7 storeys in height and reflects the design of Building B but is finished with the middle tone brick (lighter than block B but darker than block A) and darker metal panel detailing. Similarly, building C has elevations fronting Chrisp Street and also a setback building (C2) set within the surrounding buildings. This has been detailed to reflect the buildings fronting Chrisp Street.



Figure 15- Proposed Chrisp Street (west) elevation showing (from left to right: proposed market canopy, retained Callaghans Pub and proposed Blocks C, B (with boxes on roof and including tallest corner building) and A (set back).

### Blocks D and E

9.139 Low scale housing is being developed to form a completed edge along Kerbey Street and to the west of the Festival of Britain building. The mass and pitched roofs reflect the Festival of Britain residential properties, whilst dormer features and roof terraces reinterpret the traditional house with contemporary architectural expression. Articulation of each narrow fronted unit gives the rhythm of a traditional terrace and units with ground floor accommodation has direct access from Kerbey street, providing activity and reinforcing the terraced character.

9.140 A palette of light coloured brick and metal seamed roofing responds to the retained festival of Britain buildings in a manner which seeks to complement and extend the units rather than compete with them.



Figures 16 (left) and 17 (right)- Detailed elevation bay of Blocks E and F and; proposed view from Cordelia Street looking south down Kerbey Street.

9.141 In addition to the townhouses along the west elevation, Block D also attaches to and extends the festival of Britain terrace rank fronting the southern side of Market Way, ending with a 4 storey pavilion block at the corner of Market Way and Kerbey Street. The materials would match those for the townhouses as outlined above, with an altered roof form and fenestration proportions to reflect the larger massing and facades of this block.

### Blocks F and G

9.142 Blocks F and G extend from 2-9 storeys in height and use the same palette of materials as Block C, the middle tone of brick is used and the dark grey anodised metalwork is incorporated for window frames and panels. On

these blocks, the top floors are continued in brickwork and include glass balustrading for balconies. Metal balustrading features on the corners of buildings and in the middle of the block creating some verticality supported by the brick coursing on the corners of the upper levels. The break in the building above second floor level on the east and west elevations break up the mass and allows in light for the amenity areas behind.

- 9.143 Similarly to Blocks B and C, double height ground floor treatment is used. A 'goalpost' design strategy has been adopted so that the entrances are unified whilst blending in the 1.5 storey height loading bay entrance. Where the loading bay terminates, balcony balustrading in adjoining columns has been used to reflect the same proportions. The signage zone is controlled to ensure there is good retailer presence without dominating the façade.



*Figure 18- Proposed view from southern side of East India Dock Road looking north up Crisp Street. Image shows base of tower with Blocks F and G and the Clock Tower in the background.*

#### *Blocks J, K, L*

- 9.144 While there are cross section drawings of blocks J and L, there are no detailed bay sections showing material palette. The applicant has explained that page 125 of the June 2016 Design and Access Statement shows where building materials and design detailing are intended to match other blocks. Block J then would match Blocks C and F with the same mid tone brick, dark metal work and same brick and balcony detailing. Block J is 2-6 storeys in height, stepping down from 6 storeys to 5 storeys eastwards where it adjoins the single storey cinema and then 3 storey hub building.
- 9.145 Block K is 4-6 storeys in height and would be detailed with the darkest tone of brick and with the most contrasting (champagne coloured) metal work. Rib coursing details the columns on the upper floors and the building terminates with the stepped 'metal boxes' that also feature on other blocks and allow for terraces above the single storey elements. The ground floor elements read as being single storey and provide a contrast to the civic buildings and tower building to east. The south west corner of the building has glass balconies at Level 4 contrasting from the lower floors and the floor level matches the shoulder height of the George Green building opposite, taking account of the surrounding context.
- 9.146 Block L is finished in materials matching Blocks A, D, E and M1. It is constructed of the lightest colour brick, closest to the Festival of Britain

retained buildings and incorporates grey anodised metalwork. The lighter brick creates a lighter weight appearance for the 8-10 storey building, which is set back from the south, east and west.



Figure 19- Proposed view from southern side of East India Dock Road looking east. Image shows proposed Block K adjacent to existing George Green building.

#### *Block M*

- 9.147 Block M1 and M2 are positioned on the eastern side of Crisp Street and are 7-14 storeys in height. Block M1 is the 7 storey element and is detailed with the same materials and detailing as blocks C, F and J with mid tone brick work and anodised grey metal frames and panels. Brick coursing and detailing match these blocks and the ground floor reads as single storey. This building also includes 'metal boxes' but these are not stepped in height and allow for one entire terrace at roof level but the parapet height reached 1.5 storeys reading as a similar proportion to boxes on adjacent buildings.
- 9.148 Building M2 is the taller 14 storey element that is detailed with the same lighter brick and grey anodised metal as buildings A, D, E and L. The lighter brick combined with the use of wide glass balconies on corners gives a lighter weight appearance and breaks up the massing from the darker brick on building M1. The rear of the building fronts the railway line where there are no balconies (except at either corner which are behind a glazed screen) but there is ribbed coursing detail between fenestration to create interest in the elevations.

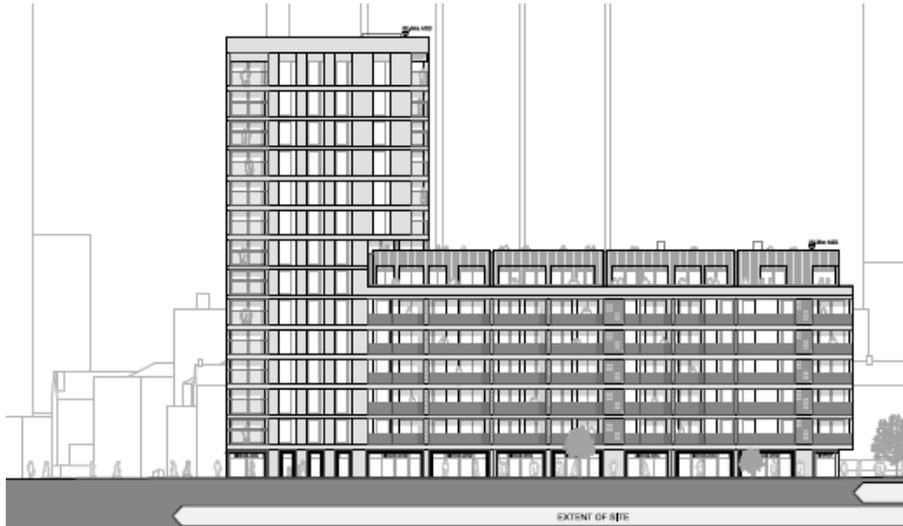


Figure 20- Proposed western elevation of Block M

### *Tower Building (Block H)*

- 9.149 The tower design has been amended to respond to issues raised by the independent daylight/ sunlight consultant regarding solar glare and also to respond to design comments around the ground floor arrangements. Reduced balcony widths and square edge balconies lessen the area of glazing facing East India Dock Road and this is implemented across the tower for consistency.
- 9.150 The materiality is now more in keeping with the existing and proposed context, the translucent white glazing, precast concrete and grey metalwork more akin to the Canary Wharf major centre have been replaced with warmer tones of metal work predominantly using a champagne anodised finish that will match elements of Block K creating consistency in views from east and west along East India Dock Road. The level of glazing at ground floor however has been increased to enhance the activity and vitality of the streetscape.
- 9.151 Vertical tones of ribbed champagne anodised aluminium are proposed on all facades. These are intersected by bronze strips at each floor. The vertical fascias for balconies are now finished with bronze aluminium as opposed to glazing, the balconies soffits are finished with light champagne anodised aluminium. Bronze painted back glass is incorporated at slab level. It should be noted that it is the high quality finish of the anodised aluminium which has assured officers of the overall design quality and finish and it will be particularly important to maintain this element in building out the proposed development.



Figures 21 (left) and 22 (right)- CGI's of top of proposed tower and base of proposed tower respectively.

### Hub Building

9.152 The hub is sited to the north of the idea store and has the potential to connect services with this building. The Design and Access Statement informs that the market canopy and the central hub building are a pair of structures which frame and define the market square and offer urban counterparts to the pair of retained Festival of Britain buildings. The hub will resonate the form and expression of the canopy with the timber lattice grid roof which is visible from within the market square. Residential units along Vesey Path and above the cinema are protected by overlooking by opaque glazing (second and third floors) or shielding with vertical fins (first floor). The vertical fins subtly change direction across the east and north elevations offering privacy and visual variety. The glazed ground floor opens up to the public realm and offers visual permeability.



Figure 23- CGI of proposed hub building adjacent to proposed cinema. Part of market canopy can be seen on left hand side.

### *Market Area*

- 9.153 The market area itself will be repaved to include easily accessible services for stall holders (power, drainage), street furniture, bicycle parking and restricted vehicle access for stall holders. More detail on this is provided under the 'Landscaping' section of the report.
- 9.154 A new canopy will replace the existing canopy, fronting on to Chrisp Street where it can allow views across Market Square to the clock tower. The canopy is set out on a diagonal grid. The diagonal pattern is a theme also expressed in the form of the canopy roof, hub building, the clock tower, paving and underside the balconies on the tower building. The canopy would be glass and timber to create interesting light pattern, the top of the roof would be metal and glazed sections. Smaller kiosk spaces are created as part of the canopy structure.

### *Retaining of architects*

- 9.155 Given that the proposal has been through 4 years of detailed pre-application discussions around layout, massing, heritage assets and intricate design detailing and specifications, maintaining the quality of the development throughout the buildout would be dependent on retaining the architectural consultants involved in designing the intricate details. As such, should permission be granted, architect retention would be secured via section 106.

### Landscaping

- 9.156 The proposed development seeks to provide new areas of landscaping and public realm that would exceed what is currently on site. The proposals include pocket parks at the north west corner of the site fronting Cordelia Street and south of block M fronting Chrisp Street; a play space area in the centre of the site adjacent to the market area; planting and seating to the south of the site fronting East India Dock Road and; reprovding the market canopy, stalls, hard landscaping in the market area as well as resurfacing the ground, new seating, planting, lighting and bike storage throughout the site.
- 9.157 Overall, the landscaping proposes a variety of hard and soft landscaping and materials that would compliment the overall design. However, should permission be granted, officers would seek an alternative arrangement for the layouts of the pocket parks fronting Cordelia Street, Chrisp Street and the internal park area adjacent to the market. These spaces are identified as accommodating play space and do not include a range of play equipment. However, with a condition included for an alternative layout with play equipment to be reviewed and agreed by the local planning authority, officers are satisfied the proposed spaces would be well designed.
- 9.158 The specific seating, planting, lighting, surface materials, play equipment and street furniture would be subject to a condition to ensure a high quality finish.
- 9.159 In light of the above and subject to the necessary conditions requiring further details of both the hard and soft landscaping materials, officers consider that the landscaping proposals are acceptable as they will significantly improve

the pedestrian environment of the site, and result in a significant improvement to Lochanger Street and connecting routes

#### Secure by Design

- 9.160 The applicant has engaged with the Metropolitan Police's Secure by Design team as part of the design process and they have been consulted with as part of the planning application process. The Secure by Design officer raised no objection to the proposed design of the scheme and has requested that a condition be imposed (in the event that planning permission is granted) which requires the applicant to achieve Secure by Design accreditation prior to the commencement of the development. Furthermore, the applicant has committed to providing CCTV on the site and this would be secured via condition. With the inclusion of the abovementioned conditions, the development would incorporate measures to increase safety and reduce antisocial behaviour on the site.

#### Heritage Considerations

- 9.161 When determining planning applications affecting the setting of listed buildings, Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990, requires that special regard should be paid to the desirability of preserving the building or its setting, or any features of special interest. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that in the exercise of its planning functions, that the Council shall pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area.
- 9.162 The implementation of this legislation has been addressed in recent Court of Appeal and High Court Judgements concerning the proper approach for assessing impacts on listed buildings and conservation areas. These are considered in more detail below however, the emphasis for decision makers is that in balancing benefits and impacts of a proposal, the preservation of the heritage assets should be given "special regard / attention" and therefore considerable weight and importance.
- 9.163 Paragraph 132 of the NPPF (2012) states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.
- 9.164 Paragraph 134 of the NPPF (2012) states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.
- 9.165 Paragraph 135 of the NPPF (2012) states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

- 9.166 The application site falls within the Langdon Park Conservation Area and the Grade II Listed Clock Tower and Festival Inn Pub both fall within the site boundary. North west of the site is the Grade II Listed Lansbury Lawrence Primary School. West of the site is the Locally Listed George Green building, Grade II Listed Buildings at 153 and 133 East India Dock Road and Grade I and II Listed Buildings at Calvary Church. To the south, the nearest Listed Buildings are the Grade II Listed Pope John House, Poplar Baths and Grade I and II Listed Buildings surround All Saints Church. St Matthias Church Conservation Area is to the south, All Saints Poplar Conservation Area is to the south east and the Balfron Tower Conservation Area is to the east. The site would not fall within any of the strategic viewpoints identified in the London View Management Framework (2012).

#### *Demolition*

- 9.167 The extent of demolition was informed by an Alan Baxter Assessment of the Conservation Area. This clearly set out those elements of significance within the Conservation area and identified those elements of lesser or no significance.
- 9.168 The matter was further considered during the pre-application process and subject to the suitability of the replacement buildings, and the need for them to preserve or enhance the character of the conservation area, the extent of demolition is considered to be acceptable.

#### *Works to Grade II Listed Clock Tower and Grade II Listed Festival Inn Pub*

- 9.169 The proposals involve the cleaning, lighting and refurbishment of the clock tower. The Conservation officer would wish to see details of the method of cleaning and details of the works within a separate Listed Building Consent. The refurbishment works would be secured via section 106 if the application were to be approved given that this would be a heritage benefit.
- 9.170 Whilst there are no works proposed to the Grade II Listed Festival Inn pub, the proposals involve a new wall adjoining the northern boundary wall of the pub. Conservation and Design have raised no objections to the proposed works but would wish to see the specific joining details within the Listed Building Consent application. An informative would be attached to the decision notice to remind the applicant that a separate Listed Building Consent would be required for the works to the clock tower and pub.

#### *Trees*

- 9.171 The proposals involve the loss of 55 mature trees, 45 as a result of construction. These trees contribute to the amenity of the area and reflect the character of the broader Conservation Area. Whilst their loss might be considered harmful to the character and appearance of the Conservation Area, this is one element of a much grander scheme which ultimately preserves the overall character of the Conservation Area. The proposals involve planting 44 new trees to replace those lost. The stock sizes and species for the replacement trees would be secured by condition.

### *Shopfronts*

- 9.172 Where new shopfronts are being introduced into existing festival of Britain buildings, care will need to be taken to ensure that the new shopfronts, including the details of materials, signage, security and ventilation adequately reflect and protect the character of the festival of Britain buildings which form an important part of the Conservation Area. Should permission be granted, conditions would be attached to secure these details.

### *Lighting Strategy*

The lighting strategy submitted in an indicative document and would not be included in the approved documents should permission be granted. The document raises a number of issues with regard to the details of the way in which the shopping arcades are to be lit, the shopfront lighting and the lighting for projecting signs. Of particular concern is the high level, bright lighting and apparent signage to the hub buildings, this would not be appropriate and would cause harm to the character of the Conservation Area. However, details of this signage is not on the drawings that would be approved should permission be granted and therefore, the details of the lighting would be conditioned.

### *Impact of scale of buildings*

- 9.173 The conservation and design officer, whilst in agreement with officers view that the less than substantial harm caused by the proposals to designated heritage assets would be outweighed by the public benefits of the scheme in accordance with paragraphs 134 and 135 of the NPPF (2012), sets out several aspects of the scheme that would lead to less than substantial harm as outlined in the following paragraphs. It should also be noted that the Conservation Officer has reviewed and updated comments since the clock tower and Festival Inn Pub gained Grade II Listed status during the course of the application. The following paragraphs represent the council's position taking in to account the newly Listed buildings.
- 9.174 The conservation comments outline that the existing Fitzgerald House is less prominent than the proposed building H in views from within the churchyard of All Saints Church, being set further away from the spire of All Saints. Furthermore, View 7 of the townscape and visual impact assessment indicates building H would appear bulky in comparison to the spire of All Saints, when viewed from the churchyard. However, whilst lower than the proposed tower, the Fusion building is much closer to the steeple of All Saints Church and therefore this view has already been harmed. The abovementioned factors result in less than substantial harm to the setting of the Listed All Saints Church and to the Lansbury and All Saints Church Poplar Conservation Areas. It has also been noted by the Conservation and Design officer that the harm is at the lower end of the scale of less than substantial harm.
- 9.175 In relation to Block K, the conservation comments note that the locally listed George Green School is evident in views 18 and 24. Block K is set forward of the school building and the height rises above the tower on the school building. As such, it is concluded that the proposed building dominates the setting of the locally listed building. However, the Conservation officers comments also note that the separation between the George Green building

and the proposed buildings by virtue of Kerbey Street to some degree insulates the George Green building. Furthermore, it was noted that views are currently dominated by Fitzgerald House and that the removal of this building would be an improvement to the view. As outlined in the policy context above, paragraph 135 of the NPPF states that proposals that impact a non-designated heritage asset will require a balanced judgement having regard to the scale of any harm or loss and the significance of the heritage asset.

- 9.176 Blocks B3 and C2 adjoin the easterly terrace of the Market Way housing. A key element of this historic housing is its scale and roofline which is punctuated at regular intervals by chimneys. View 23 clearly indicates that these buildings set to the east of Market Way will project above the roofline of the market way housing and will obscure the silhouette of the chimneys. However, there is no impact on the chimneys themselves and whilst the silhouette is lost for some of the chimneys this at the northern end of Market Way, those at the southern end remain silhouetted and thus the harm is limited and is at the lower end of less than substantial harm to the Conservation Area.
- 9.177 In relation to Block F, it was stated that view 5 shows the height of Block F competes with the Listed clock tower. Similarly Block M is taller than the context of the clock tower and the low rise buildings surrounding Market Square. However, it should be noted that the clock tower continues to be framed against the sky, and as such continues to be the focus of the view, with the building closest to the tower appearing lower than the clock tower. The extent of harm to the Conservation Area therefore is less than substantial, with the harm being at the low part of the scale.
- 9.178 It should be noted that while the above points set out the harmful impacts to the heritage assets, predominantly by virtue of the scale of the buildings; it is also the case that aspects of the design within these views (predominantly the materials and design detailing) are actually an improvement to what is on site. This is recognised in the external appearance section of the report above and reflected in the public benefits to the scheme in the paragraphs below. However, the overall position on the basis of the abovementioned viewpoints is that there is less than substantial harm to the designated heritage assets for the reasons set out above.

#### *Assessment of harm to heritage assets*

- 9.179 In the case of the locally Listed George Green School building, a balanced judgement must be applied to consider the scale of any harm or loss and the significance of the heritage asset. As outlined above, whilst Block K would be set forward of and taller than the George Green building, the proposals would not involve any demolition of the locally Listed building and would not conceal the building in the local views submitted despite being positioned forward of the building line and slightly taller. Officers therefore support the proposals on balance. Furthermore, reducing the height or pushing back the building line would have a significant impact on the amount of housing and thus scheme viability and affordable housing.
- 9.180 As outlined above, the scheme proposals result in less than substantial harm to the relevant Listed Buildings and Conservation Areas. In line with paragraph 134 of the NPPF (2012), this harm should be weighed against the

public benefits of the proposal. The applicant has outlined the following scheme benefits in the respective planning and heritage statements:

- Preserving the heritage features on site, namely the existing Festival of Britain housing and retail units; the Grade II Listed clock tower and Festival Inn pub;
- The layout of the proposals will open up views in to the site, market square and to the Listed clock tower;
- Enhancements to the existing Festival of Britain retail units including new shopfronts; reinstating original tiling on columns; providing service access to the rear via loading bays or service routes and; updated service connections for gas, water and power;
- Enhancements to the Grade II Listed clock tower including cleaning, refurbishment works and lighting;
- Significant public realm improvements and enhancements to the existing market and wider site including: new public squares and open spaces throughout the site; new and improved public routes through the site; a new canopy to the market; re paving the market area; new easily accessible power / drainage services for stall holders; street furniture; bicycle spaces and; restricted waste vehicle access for stall holders. The adjacent 'hub' building will offer facilities for the general public and stall holders including welfare facilities and small business work space;
- The layout of the proposals will reinstate the fragmented streetscape, particularly along Chrisp Street and Kerbey Street by consolidating and reducing the number of vehicular access and servicing points;
- Revitalising the existing district centre through maintaining, increasing and enhancing the supply of the town centre offer including the introduction of a cinema, new anchor store, new food and drink uses and an flexible community/ affordable work space centre at the heart of the site;
- Creation of approximately 500 new jobs as well as financial and non-financial contributions to employment and enterprise and apprenticeships;
- Delivery of 649 high quality homes that would contribute to the boroughs housing stock, 35.7% of which would be affordable homes and;
- Delivery of new, well designed buildings that would have a high quality external appearance.

9.181 Officers agree that the abovementioned points offer significant public benefits. The less than substantial harm caused to the designated heritage assets would be outweighed by the public benefits of the scheme in accordance with paragraph 134 of the NPPF (2012).

### Conclusion

9.182 Officers consider that the proposed design of the scheme is acceptable in terms of its impact on views and heritage assets, its layout, height, scale and massing, its appearance, landscaping and material palette, and has also been designed in accordance with Secure by Design principles. As such officers can conclude that the application is acceptable in design terms.

## Amenity

### Policy Context

- 9.183 Paragraph 17 of the NPPF states local planning authorities should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings.
- 9.184 Policy 7.6 of the London Plan (2016) seeks to ensure that development does “not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate”.
- 9.185 The Council’s Core Strategy policy SP10 (4) seeks to ensure that development “protects amenity, and promotes well-being (including preventing loss of privacy and access to daylight and sunlight)”.
- 9.186 The Council’s Managing Development Document policy DM25 states that “development should seek 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”.

### Overlooking, Outlook, Privacy and Enclosure Impacts for Neighbours

- 9.187 Figure 24 below shows the nearest residential properties, with non-residential uses marked in italics. Distances to neighbouring residential properties outside of the red line boundary are all in excess of the 18m guideline set out in the supporting text to Policy DM25 in the MDD (2013).
- 9.188 However, within the site there are some departures from the 18m guidelines between existing and new accommodation and between the new residential blocks:

#### *Blocks A,B and C*

- 9.189 Within these blocks, 18m distances are maintained between proposed units and the existing Festival of Britain housing with the exception of between the first floor north facing window and 2 second floor north facing windows on Callaghans pub. The distance between the south elevation of Block C2 and the north elevation of Callaghans pub is 14m. However, the applicant has confirmed that this is ancillary accommodation to the pub. Furthermore, the first floor window is staggered and only the most westerly of the Callaghans second floor windows would be opposite a proposed living room.
- 9.190 In terms of between the proposed units, the northern elevation of Block B3 would be 12m from the southern elevation of Block B1/ B2. There would be 2 instances of windows for habitable rooms facing each other on second, third and fourth floor levels, affecting 6 units. However, the windows are staggered and do not directly face on to one another. In addition, the most southerly unit in block B2 has a living room on floors second, third, fourth and fifth floor levels that face habitable rooms in Block B3 (12.5m distance). Again, the windows are staggered so that there is no direct overlooking.

### *Blocks D and E*

- 9.191 Within Block D, there are 5 instances of 12-15m distances between the proposed residential units fronting Kerbey Street and the retained festival of Britain units fronting Market Way. The existing properties are 2 storey maisonettes starting at ground floor level and with rear gardens at first floor level adjacent to the proposed Block D. By virtue of the fences enclosing the existing property gardens and the enclosed gardens for the proposed units, the first floor windows would not overlook one another. At second floor level, 3 proposed bedrooms would face on to the second floor bedrooms of the existing units. However, the windows are staggered again to avoid direct overlooking and kitchen/ dining windows have been angled to avoid direct overlooking.
- 9.192 Within Block E, the most southerly unit would have a balcony at second floor level fronting a single second floor window in the Festival Inn pub which serves ancillary accommodation to the pub. Should permission be granted, a condition would be attached requiring screening of the balcony avoiding overlooking in to the residential accommodation.

### *Blocks H and G*

- 9.193 The south elevation of Block G and the north elevation of Block H are 7m apart. However, as above, the windows have been staggered to affect direct overlooking and the use of balcony screening in this area would prevent overlooking.

### *Block K*

- 9.194 There are 3 units to the most westerly point of Block L that have windows facing the northern elevation of Block K2 that are 13m apart. This results in 5 units that have habitable rooms facing on to one another. However, the distances are marginally below the guidelines and predominantly involve living rooms facing bedrooms which will be used at different times of the day.
- 9.195 Overall, while there are some departures from the 18m guidelines, there are few instances that significantly depart from the guidelines in the context of the scale of the scheme in this urban area with retained buildings. Angled and staggered windows have been utilised to mitigate privacy issues where the guidelines are not met. A condition securing the installation of balcony screens would also prevent any overlooking from proposed balconies. On balance, the scheme is acceptable in this regard and would not cause any material impact in terms of overlooking/ loss of privacy for existing or proposed residential properties.

### *Lansbury Lawrence School*

- 9.196 The proposed Block D would be approximately 12m from the Lansbury Lawrence primary school which is below the 18m guideline set out for habitable rooms facing other habitable rooms or schools. At ground floor level, the schools windows have screening and so privacy would not be an issue. At first floor level, there are unobstructed windows, however, these would be positioned above the centre of the first and below the centre of the second floor levels of the proposed Block D and as such would not result in

direct overlooking. As such, the proposed arrangement is considered acceptable on balance.

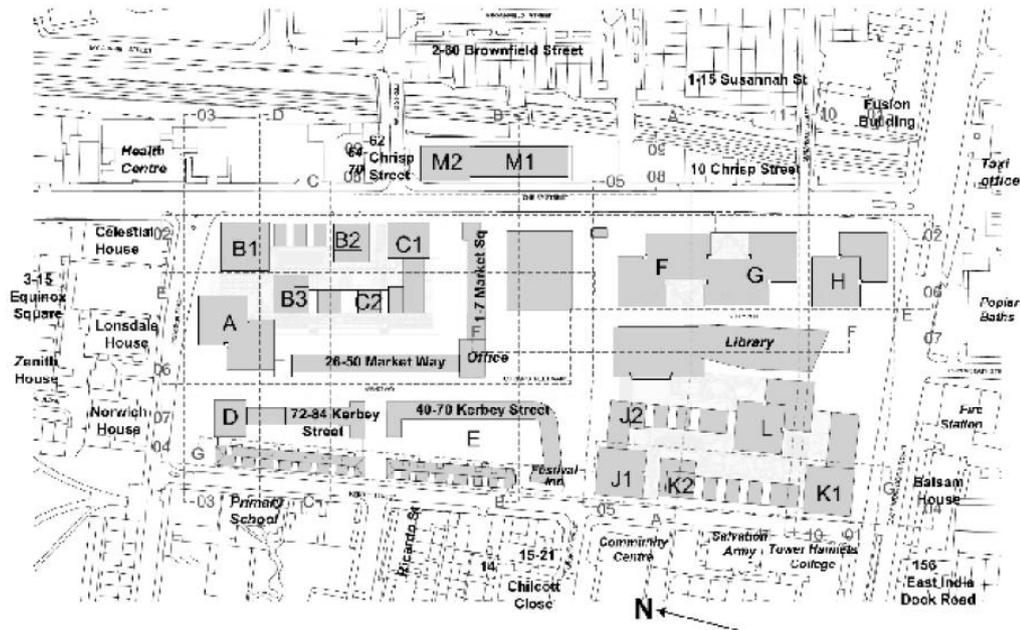


Figure 24- Map showing nearest residential properties

### Daylight and Sunlight Impact for Neighbours

9.197 Guidance on the assessment of daylight and sunlight impacts is set out in the Building Research Establishment (BRE) handbook 'Site Layout Planning for Daylight and Sunlight'. When calculating the impact a proposed development has on the daylight to neighbouring properties, the primary form of assessment is the Vertical Sky Component (VSC) method which measures the amount of skylight falling on a vertical wall or window, together with the No Sky Line Contour (NSC) method which is a measure of the distribution of daylight within a room. When combined these tests measure whether a building maintains most of the daylight it currently receives. When calculating the impact a proposed development has on the sunlight to neighbouring properties, the Annual Probable Sunlight Hours (APSH) method is used to calculate how much sunlight the window can receive. It should be noted that this calculation is only applicable to windows which face within 90 degrees of south as windows which face within 90 degrees of north would have no expectation of sunlight. Finally when calculating the impact a proposed development has on the overshadowing of external amenity spaces, the Sunlight Amenity Assessment is used which calculates the proportion of an amenity area which receives at least two hours of direct sunlight on the 21st March.

9.198 In accordance with BRE guidelines in order for a proposal to be regarded as meeting the VSC criteria, upon completion of the development a window should either retain 27% VSC in absolute terms or retain at least 80% of its existing VSC value. In order for a proposal to be regarded as meeting the NSC criteria, upon completion of the development it should retain at least 80% of its existing NSC value. In order for a proposal to be regarded as meeting the APSH criteria, upon completion of the development a window should retain at least 25% total APSH with 5% in the winter months in

absolute terms, retain at least 80% of its existing total and winter APSH values, or the loss of total absolute annual APSH should be less than 4% of the total former APSH value. Finally in order for a proposal to be regarded as not unacceptably overshadowing an existing external amenity space, at least half (50%) of any assessed external amenity space should see direct sunlight for at least two hours on the 21st March.

9.199 As pointed out within the BRE document, the guidelines and purely advisory and the numerical target values may be varied to meet the needs of the development and its location.

9.200 As part of the submitted Environmental Statement the applicant has undertaken a daylight and sunlight assessment which assesses the impact of the proposed development on a number of surrounding properties and external amenity spaces as listed below. This report has also been reviewed by an independent daylight and sunlight specialist instructed by the Council.

Surrounding properties:

- 15-21 Chilcot Close;
- 14 Chilcot Close;
- Market Square (Within site boundary);
- Market Way (Within site boundary);
- Market Way West (Within site boundary);
- Ricardo Street;
- Balsam House;
- 156 East India Dock;
- Norwich House;
- 62 Chrisp Street;
- Brownfield Street;
- 10 Chrisp Street;
- Fusion Building;
- Equinox (Bellway Site Tower);
- Equinox (Bellway Site Block A);
- Equinox (Bellway Site Block B); and
- 1-15 Susannah Street.

9.201 Figures 25 and 26 below show the location of the surrounding properties:

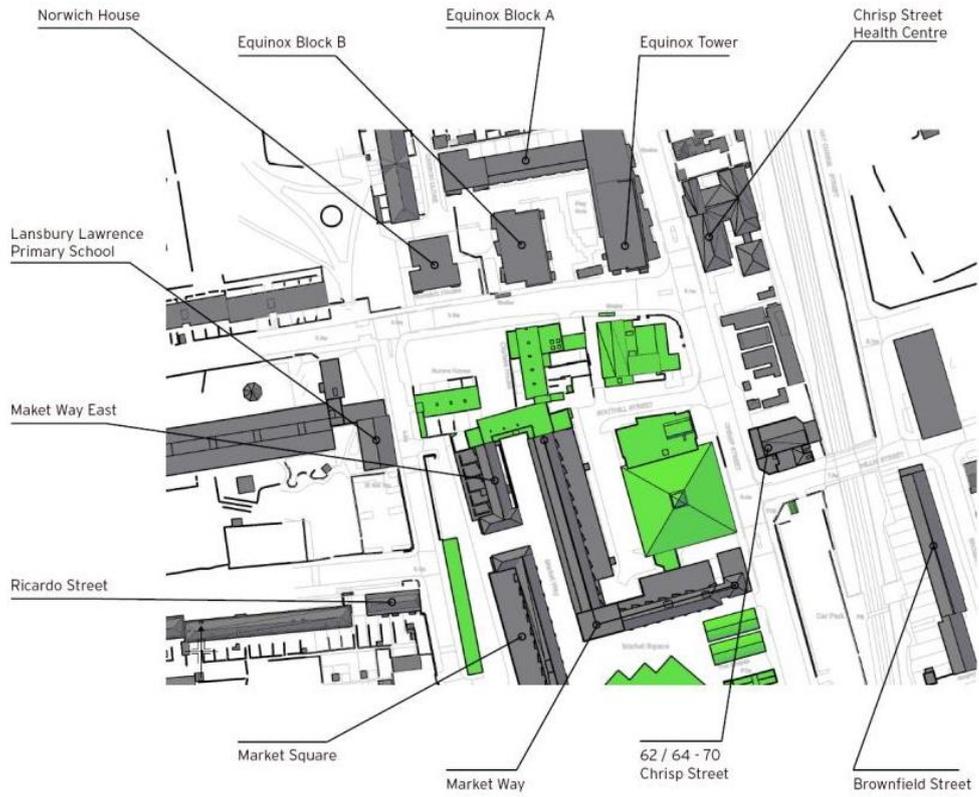
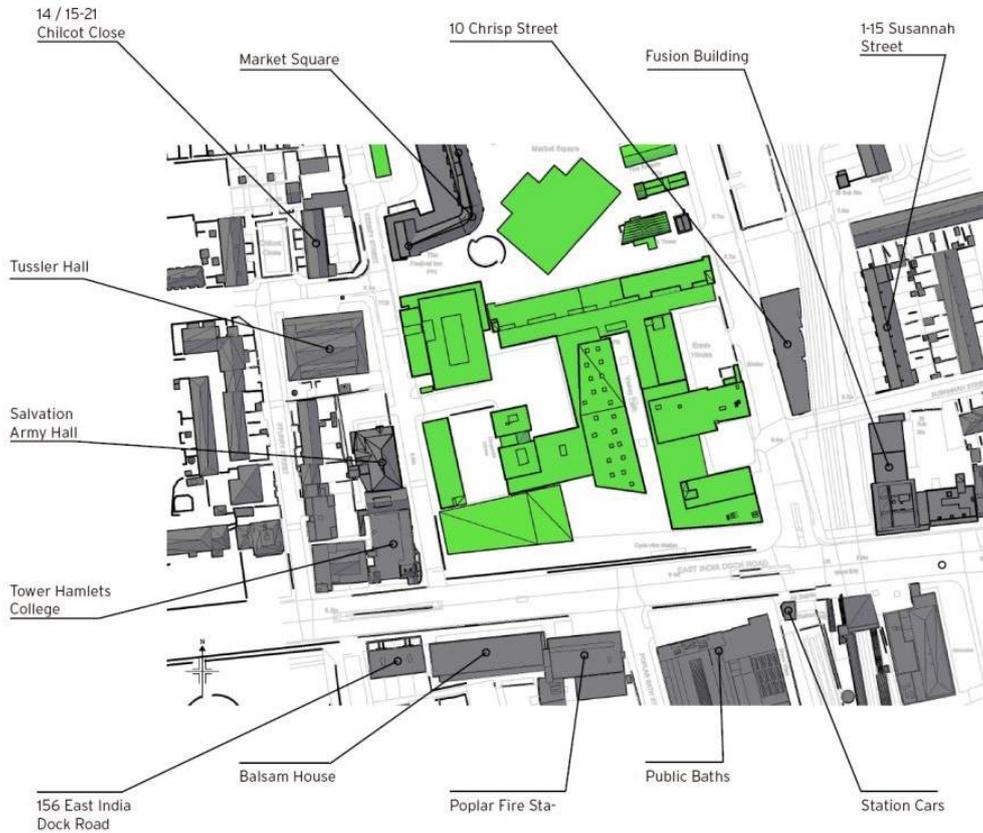


Figure 25 (above) and Figure 26 (below) – Maps both showing location of surrounding properties



9.202 The table below summarises the number of windows tested within each property and how many of these meet the BRE guidelines for daylight (ie being 0.8 times the former value of the existing VSC level).

Surrounding properties	Total number of windows	Total number of windows that achieve VSC levels in excess of 27% or a reduction of less than 20% from the baseline level	Total number of windows that achieve VSC levels below those suggested in the BRE guidance			
			20%-29.9% reduction	30%-39.9% reduction	>40% reduction	Total
15-21 Chilcot Close	27	22	4	0	1	5
14 Chilcot Close	2	2	0	0	0	0
Market Square	124	103	10	9	2	21
Market Way	125	99	4	15	7	26
Market Way West	28	27	0	1	0	1
Ricardo Street	14	14	0	0	0	0
Balsam House	43	20	4	14	5	23
156 East India Dock	16	16	0	0	0	0
Norwich House	88	85	3	0	0	3
62 Chrisp Street	8	2	0	1	5	6
Brownfield Street	94	13	23	50	8	81
10 Chrisp Street	90	15	9	33	33	75
Fusion Building	76	65	11	0	0	11
Equinox (Bellway Site Tower)	61	34	7	8	12	27
Equinox (Bellway Site Block A)	50	50	0	0	0	0
Equinox (Bellway Site Block B)	21	5	2	8	6	16
1-15 Susannah Street	27	21	6	0	0	6

9.203 The table below summarises the number of windows tested within each property and how many of these meet the BRE guidelines for no sky line/daylight distribution (being 0.8 times the formal value of the existing NSC level).

Surrounding properties	Total number of rooms	Total number of rooms that see a reduction of less than 20% from the baseline level in NSC	Total number of rooms that see NSC reductions suggested as noticeable in the BRE Guidance			
			20%-29.9% reduction	30%-39.9% reduction	>40% reduction	Total
15-21 Chilcot Close	25	25	0	0	0	0
14 Chilcot Close	2	1	1	0	0	1
Market Square	68	66	2	0	0	2
Market Way	79	64	10	3	2	15
Market Way	23	23	0	0	0	0
Ricardo Street	14	14	0	0	0	0
Balsam House	41	28	7	4	2	13
156 East India Dock	16	16	0	0	0	0
Norwich House	88	88	0	0	0	0
62 Chrisp Street	4	3	1	0	0	1
Brownfield Street	64	50	14	0	0	14
10 Chrisp Street	85	33	14	8	10	32
Fusion Building	63	63	0	0	0	0
Equinox (Bellway Site Tower)	37	21	2	8	6	16
Equinox (Bellway Site Block A)	37	37	0	0	0	0
Equinox (Bellway Site Block B)	11	6	0	1	4	5
1-15 Susannah Street	24	22	1	1	0	2

9.204 The table below summarises the number of windows (within 90 degrees due south) tested for sunlight within each property and how many of these meet the guidelines for Annual Probable Sunlight Hours (ASPH) annually and during winter months.

Surrounding properties	Total number of windows facing the site and within 90° of due south	Total number of windows above the BRE suggested targets for total and winter APSH	Total number of windows below BRE suggested targets for total and winter APSH
15-21 Chilcot Close	0	0	0
14 Chilcot Close	0	0	0
Market Square	61	58	3
Market Way	87	87	0
Market Way West	15	14	1
Ricardo Street	14	14	0
Balsam House	0	0	0
156 East India Dock	0	0	0
Norwich House	88	86	2
62 Chrisp Street	6	6	0
Brownfield Street	94	86	8
10 Chrisp Street	80	46	34
Fusion Building	76	76	0
Equinox (Bellway Site Tower)	53	53	0
Equinox (Bellway Site Block A)	50	50	0
Equinox (Bellway Site Block B)	18	18	0
1-15 Susannah Street	26	0	13

9.205 The table below summarises the daylight/ sunlight impacts for each of the properties and the assessment is explained in the following paragraphs.

Location	Impact on Daylight	Impact on Sunlight
Fusion Building, 183 East India Dock Road	Minor	Negligible
10 Chrisp Street	Major	Moderate
1 Susannah Street	Minor	Major
3 Susannah Street	Minor adverse	Minor adverse
5-15 Susannah Street	Negligible	Negligible
2-60 Brownfield Street	Moderate	Minor
62 Chrisp Street	Major	Minor
Celestial House, 153 Cordelia Street	Moderate	Negligible
1-15 Equinox Square	Negligible	Negligible
Lonsdale House, 2 Equinox Square	Moderate	Negligible
Norwich House, Cordelia Street	Minor	Minor
Ricardo Street	Negligible	Not applicable
14-21 Chilcott Close	Negligible	Not applicable
156 East India Dock Road	Negligible	Not applicable
Balsam House, 160 East India Dock Road	Moderate	Not applicable
1-7 Market Square	Minor to moderate	Negligible
Flat above Callaghan's	Moderate	Negligible
26-50 Market Way	Minor to moderate	Negligible
72-80 Kerbey Street	Negligible	Negligible
40-70 Kerbey Street	Minor	Negligible
Flat above Festival Inn	Minor	Minor

*Properties to the east of the site*

- 9.206 The Fusion Building (183 East India Dock Road) is close to where the DLR meets East India Dock Road. Windows in the west side of the building face the development site across the DLR and Chrisp Street. Loss of daylight (measured by the vertical sky component) to eleven windows would be outside the BRE guidelines, but not by much. This would be classed as a minor adverse effect. All windows would retain enough sunlight to meet the guidelines with the new development in place.
- 9.207 10 Chrisp Street is a block of flats which would directly face the new development across Chrisp Street. Loss of vertical sky component to all the windows on this side of the building would be outside the BRE guidelines. Most of the windows do not have overhangs or balconies above them, and the relative loss of VSC would range from 40% or more on the first floor to 25-30% on the fifth floor. Some windows have a balcony above and here the relative loss of light would be greater, though this is partly due to the effect of the balcony in blocking access to direct sky light. In addition, 32 rooms would have a significant impact on their daylight distribution. This would be classed as a major adverse effect.
- 9.208 There would also be a loss of annual probable sunlight hours outside the guidelines for ten living rooms on this side of the building. A further three living rooms would lose significant winter sun. However the loss of sun is made worse by the balconies above these living room windows. Without the balconies, two windows would fail the guidelines. The loss of sun would be classed as moderate adverse.
- 9.209 Whilst the percentage loss is high for several units, in many cases this is caused by existing low levels which results in a big impact where there is percentage loss. Several of the windows have the opposite condition, with very good levels of VSC significantly in excess of the guidelines. In these cases, whilst the percentage loss is significant, the resulting VSC is typical within an urban area.
- 9.210 1-15 Susannah Street (odd numbers) is a row of houses behind 10 Chrisp Street. Loss of daylight (measured by the vertical sky component) to a ground floor bay window (at 1 Susannah Street) and three first floor windows would be outside the BRE guidelines, but not by much. This would be classed as a minor adverse effect. The ground floor bay window at 1 Susannah Street would also lose around half its sunlight, which would be classed as a major adverse effect for this one dwelling. There would be a minor adverse loss of sun to 3 Susannah Street next door. Loss of sun to other ground floor rooms would be within the guidelines. There would be a loss of sunlight to some rooms at first floor level.
- 9.211 2-60 Brownfield Street (even numbers) is a four storey row of duplex flats. It would face the proposed block M above the DLR. Loss of vertical sky component would be outside the BRE guidelines for a large majority of windows, with typical relative losses of 25%-40%. A few windows on the second floor would have bigger relative losses, but that is because they are recessed. Overall, the loss of daylight is classed as moderate adverse. However, it should be noted that the resulting VSC levels are considered to be good for an urban location.

- 9.212 Loss of sunlight would generally be within the BRE guidelines except for some of the second floor recessed windows. The loss of sunlight would be classed as minor adverse.
- 9.213 62 Chrisp Street is an undertakers on the ground floor, but is assumed to have a residential flat at first floor level. This has windows facing onto Chrisp Street and Willis Street. Both window orientations would be affected by the proposed development, losing around 40-50% of their vertical sky component. This daylight impact would be classed as major adverse. Once again, the resulting VSC is considered to be typical within the context. There would be a loss of sunlight too, but enough would be left to meet the guidelines, the impact is considered to be minor adverse.

*Properties to the north of the site*

- 9.214 Buildings in this area face south towards the proposed development. The Equinox development occupies the area north of Cordelia Street between Chrisp Street and Carron Close. The blocks referred to in the Environmental Statement have been built and given different names. 'Equinox Tower', at the corner of Cordelia Street and Chrisp Street, is now called Celestial House (153 Cordelia Street). The area labelled 'Equinox Block A' appears to include Zenith House (1 Equinox Square) and town houses at 3-15 Equinox Square (odd numbers only). 'Equinox Block B' is now Lonsdale House (2 Equinox Square).
- 9.215 Celestial House (Equinox Tower) has eight residential floors above a commercial ground floor. Rooms in the south (Cordelia Street) elevation would directly face the new development. On floors 1-5 these comprise a living room and four bedrooms. There would be a significant loss of daylight to these windows on floors 1-3. The living room and one of the bedrooms at floors 2-5 have secondary windows that are less affected. At fourth floor level and above only a small number of windows fail the guidelines, and this is partly due to the balconies above some of them.
- 9.216 Overall the loss of daylight is classed as moderate adverse. It should be noted that the most impacted rooms are bedrooms which are less sensitive than living rooms and while the percentage reductions are high, the resulting VSC levels are typical within an urban area. There is one living room at first floor level that does result in a VSC below 10, however, the no balcony scenario shows that with the balconies on the Equinox building removed this would be 20.6%. Loss of sunlight would be within the BRE guidelines for all windows.
- 9.217 Zenith House (1 Equinox Square) and the town houses at 3-15 Equinox Square (Equinox Block A) also have south facing windows which would directly face the new development, but they are set well back from Cordelia Street. The analysis in the Environmental Statement indicates that loss of daylight and sunlight to all of them would be within the BRE guidelines.
- 9.218 Lonsdale House (2 Equinox Square, Equinox Block B) is set further forward, with south facing windows close to Cordelia Street, opposite the development site. One of these windows on each floor lights a bedroom; the others are secondary windows to living rooms. They would lose 30- 40% of their current vertical sky components. One living room on each floor has an east facing

main window for which loss of light would also be outside the guidelines (except on the top floor). This is partly due to the large balcony above the window. Overall, this would indicate a moderate adverse impact on daylight, however it should be noted the resultant VSC levels are considered to be good for the urban context. Loss of sunlight would be within the BRE guidelines and good levels of sunlight would be retained.

- 9.219 To the west of Lonsdale House is Norwich House, an eleven storey block of flats. Loss of light to nearly all the windows would meet the BRE guidelines, but there are three windows below the daylight guideline and two below the sunlight guideline. This is partly due to the balcony above the window. The loss of daylight and sunlight is assessed as minor adverse.

*Properties to the west of the site*

- 9.220 Across Kerbey Street there are few existing residential buildings. The Environmental Statement has analysed loss of light to some windows in a terrace of flats in Ricardo Street. There are no windows in the flank wall facing the development site. The Environmental Statement has evaluated loss of daylight and sunlight to south facing windows (at the rear of the block) and shown that they would all easily meet the BRE guidelines. Windows at the front of the block have not been analysed, but the loss of daylight is expected to be similar, the independent consultant agreed these did not need to be tested. Loss of sunlight would not be an issue for the front windows as they face north.

- 9.221 Further south are dwellings in Chilcott Close. 14 Chilcott Close has windows in a flank wall facing the development site. 15-21 Chilcott Close has rear windows facing the site. Loss of daylight to these windows would be within the BRE guidelines. Loss of sunlight is not an issue as they face slightly north of due east.

- 9.222 Windows within the Lansbury Lawrence School have been tested and loss of daylight to ten windows would be outside the BRE guidelines, but seven of the windows light rooms which are also lit by other, unaffected windows. Only three windows are the sole source of light to a room; it is not known what sort of rooms these are, however, the resulting VSC levels are above 20% which is considered to be typical within an urban location. The impact is considered to be minor adverse.

*Properties to the south*

- 9.223 156 East India Dock Road would be within the BRE guidelines. Loss of sunlight would not be an issue for these windows as they face north. Next door is Balsam House, 160 East India Dock Road. Windows at the front of the building would face the new development. At ground, first and third floor levels these open out onto access decks. The overhangs above the windows block incoming daylight, and this contributes to the significant relative losses of light at ground floor level, and at the eastern end of the first and third floors. Without the overhangs, loss of vertical sky component to six windows at ground floor level would be marginally outside the guidelines, and some rooms on the first floor would not meet the daylight distribution guideline. The loss of daylight is assessed as moderate adverse. Loss of sunlight would not be an issue for these windows as they face north.

*Existing properties within the red line boundary*

- 9.224 1-7 Market Square are two storey dwellings above shops (a couple of them have loft extensions too). They have main windows facing south across Market Square, and entrances and other windows facing north, towards the supermarket. There is loss of light for some of the windows but all the windows retain good levels of VSC. The impacts on daylight are considered to be minor to moderate and sunlight is considered to be negligible.
- 9.225 Further east is Callaghan's Bar, which has ancillary accommodation above it. There would be a substantial loss of light to the windows facing north (currently towards the supermarket) and east (over Chrisp Street). This would be assessed as a moderate adverse. Loss of daylight and sunlight to the Market Square elevation would be within the guidance.
- 9.226 26-50 Market Way are flats above shops. They have main windows facing Market Way, and entrances and other windows facing east towards the current supermarket. The windows facing Market Way would have almost no change in their daylight and sunlight. However the bedroom windows facing east would have significant reductions in daylight, with vertical sky component losses of 20-40%. Again, the retained VSC levels are considered to be typical- good within an urban context. The impacts are considered to be minor to moderate for daylight and negligible for sunlight.
- 9.227 72-84 Kerbey Street is a small block of flats above shops. The main windows face east over Market Way, and entrance and other windows face west towards Kerbey Street. There are also some south facing windows at the end of the block. Loss of daylight and sunlight to the east and south facing windows would be within the guidelines. Loss of daylight to the west facing bedrooms at second floor level would also be within the guidelines. The impact on daylight is considered to be negligible and sunlight is negligible.
- 9.228 40-70 Kerbey Street (even numbers only, analysed as 'Market Square' in the Environmental Statement) is a larger block of flats above shops. The main windows face east over Market Way, then curve round to face south face over Market Square; and entrance and other windows face west and north towards Kerbey Street. The windows facing Market Way would have almost no change in their daylight and sunlight, but there would be a significant loss of daylight to those facing south into Market Square, but with retained VSC levels typical of an urban context. Loss of daylight to the west facing bedrooms at second floor level would be within the guidelines. Loss of daylight is considered to be minor and sunlight is negligible.
- 9.229 At the western end of the block is the Festival Inn, which has ancillary accommodation. There would be a significant loss of daylight and winter sunlight to the windows facing south (the Market Square elevation), but not those to the west and north. The impacts for both daylight/ sunlight loss are considered to be minor adverse.

Impact on Surrounding Open Spaces

- 9.230 The Environmental Statement analyses loss of sunlight to 82 existing open spaces. These are mostly small private gardens and yards. Loss of sunlight to 76 of these spaces would be within the BRE guidelines, as the area receiving

two hours sun on March 21 with the new development in place would be more than 50% of the total area.

- 9.231 Of the remaining six areas, the biggest predicted loss of sunlight would be to the small garden area (space 22 in Appendix A8.5) to 74 Kerbey Street. The new block to the west would restrict afternoon sunlight. The loss of sun would count as a moderate to major adverse effect.
- 9.232 At the other side of the development, the rooftop amenity area above Callaghan's Bar (space 64) would also be affected by the new block M across Chrisp Street. It would lose sunlight in the morning, at a time when such a space would be less likely to be in use. The loss of sun would be classed as minor adverse.
- 9.233 The other four spaces are all in Brownfield Street. Gardens to 2-30 Brownfield Street (spaces 31-46 in Appendix 8.5) would lose afternoon sun as a result of the construction of Block M. Of these only space 34, believed to be the garden to 24 Brownfield Street, would be outside the guidelines, but some other gardens have borderline losses of sun. Because the loss of sun happens at a time when people may want to be outside in the garden, it would be classed as a moderate adverse impact to number 24, and a minor adverse impact to numbers 12-22 (even numbers only).
- 9.234 Spaces 47 and 53, also not meeting the guidelines, are in a different part of Brownfield Street. These appear to be garden for 62 and 72 Brownfield Street. Though the loss of area receiving two hours sun is significant, they would actually lose little sun, in the late afternoon. This would be classed as a minor adverse impact.

#### Solar Glare

- 9.235 The BRE guidelines make reference to the impact of solar glare. There are no specific standards setting out what constitutes an acceptable level of solar glare. It is possible to calculate disability glare and compare it with guidelines for road lighting installations. The daylight/ sunlight consultant originally raised concerns with regard to solar glare impact on drivers along the A13 as a result of the originally proposed reflective glazing on the tower. The scheme design has now been changed to use low reflectance glass on key parts of the elevation. The independent consultant has advised that with this mitigation, solar glare would now be at an acceptable level.

#### Noise Impact

- 9.236 Chapter 14 of the Environmental Statement and the relevant appendices provide a noise assessment. Consideration is given in the assessment to the following potential effects:
- Noise and / or vibration effects on existing nearby buildings and their occupants during the proposed demolition, refurbishment and construction works;
  - Effects on occupants of existing nearby buildings due to noise from new building services plant associated with the Project;
  - Effects on occupants of existing nearby buildings associated with increased noise from changes in traffic flows due to the Project;

- Effects on occupants of existing nearby buildings associated with increased noise break-out from activity within commercial premises (specifically A3, A4 and cinema spaces) due to the Project;
- Noise effects on the Project from existing sources (e.g. roads, the Docklands Light Railway (DLR) and aircraft movements to/from London City Airport); and
- Effects on the Development from ground borne vibration associated with the DLR.

9.237 A 'worst case scenario' has been assumed in the Environmental Statement in relation to noise impacts caused by demolition and construction. Some of the significant impacts remain post mitigation. However, a Construction Environmental Management Plan would require the applicant to commit to the Councils Code of Construction Practice which amongst other things, controls working hours and noise levels. The applicant would have to apply for a separate license from environmental health the demolition/ construction works were to go beyond the agreed hours/ noise levels and this would fall outside the remit of planning.

9.238 For proposed plant which will service the completed development, suitable noise limits have been proposed to ensure that plant does not cause disturbance to existing residents in the surrounding area or future occupants of the proposed development. A condition requiring testing to demonstrate compliance with such noise limits will be imposed in the event that planning permission was to be granted.

9.239 In terms of hours of operation, the applicant would be required to submit a management plan detailing the required hours of operation for the A3, A4, A5, D1 and D2 elements of the scheme. With the inclusion of a condition requesting this information, it is not considered that that the commercial elements would give rise to unacceptable levels of noise/ disturbance.

9.240 Traffic, DLR noise and vibration and aircraft noise can be mitigated through requiring a specific glazing specification, which would be secured via condition if permission were granted.

#### Construction Impacts

9.241 The construction impacts of the proposal would be carefully controlled and minimised through a suitably worded condition requiring the submission of a Construction Environmental Management Plan (CEMP). Such a document would be required to detail measures as to how the A13 and surrounding roads will continue safe operation, working hours, measures to control dust, air pollution, noise pollution, vibration, and any other measures in order to minimise the impact on the surrounding residents and building occupiers.

#### Conclusion

9.242 Officers consider that as the proposal would not significantly adversely impact the amenity of surrounding residents and building occupiers, and would also afford future occupiers of the development a suitable level of amenity, the proposed development can be seen to be in accordance with policy SP10 (4) of the Core Strategy (2010) and policy DM25 of the Managing Development Document (2013) and is thus acceptable in amenity terms.

## Highways and Transport

### Policy Context

- 9.243 According to paragraph 34 of the NPPF developments that generate significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
- 9.244 Policy 6.1 of the London Plan (2016) seeks to support “development that generates high levels of trips at locations with high levels of public transport accessibility” and “increase the use of the Blue Ribbon Network [...] for freight use”. Other policies relevant to this development include policies 6.3, 6.9, 6.10, 6.13 and 7.26.
- 9.245 The Council’s Core Strategy policy SP08 seeks to encourage the sustainable transportations of freight by “promoting and maximising the movement of freight by water and rail to take the load off the strategic road network”. Policy SP09 seeks to “ensure new development has no adverse impact on the safety and capacity of the road network” and promote “car free developments and those schemes which minimise on-site and off-site car parking provision, particularly in areas with good access to public transport”.
- 9.246 The Council’s Managing Development Document policy DM20 states that “development will need to demonstrate it is properly integrated with the transport network and has no unacceptable impacts on the capacity and safety of the transport network”. Policy DM21 states that “development that generates a significant number of vehicle trips for goods or materials during its construction and operational phases will need to demonstrate how the impacts on the transport network and on amenity will be avoided, remedied or mitigated”. Policy DM22 states that “where development is located in areas of good public transport accessibility and/or areas of existing on-street parking stress, the Council will require it to be permit-free” and that “development will be required to meet, and preferably exceed, the minimum standards for cycle parking”.

### Trip Generation

- 9.247 Given that the proposals reduce the onsite parking by virtue of the removal of the co-op car park and that the scheme is car free with the exception of spaces for blue badge holders, it is not anticipated there would be an increase in vehicular trips. There are 14 extra spaces for blue badge holders and analysis has been undertaken to identify the likely number of movements per residential parking space. The results show that there would be no additional movement between the morning and evening peak hours (8-9am and 5 to 6pm) and as such, there would be no highways capacity/ safety concerns.
- 9.248 In terms of the impact on public transport, the table below from the Transport Assessment shows the number of additional trips during peak hours and per day. Based on these figures it can be seen that the amount of extra passengers per bus/ DLR/ tube/ rail would be small and thus the impacts on the transport network is negligible. TfL, as the service provider, have not raised any issued with the submitted traffic assessment.

Mode	Morning Peak (08:00-09:00)		Evening Peak (17:00 – 18:00)		Daily	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
DLR/Tube/Rail	35	125	114	70	979	961
Bus	12	48	44	27	374	368
Pedestrian	9	35	31	19	270	266
Cycle	2	8	7	4	61	62
<b>TOTAL</b>	<b>58</b>	<b>216</b>	<b>196</b>	<b>120</b>	<b>1,684</b>	<b>1,657</b>

### Alterations to highway

- 9.249 The proposals involve new access points to the site, zebra crossings, raised platforms and improvements to the crossing at the junction of the south side of Chrisp Street and A13. These would be secured via a Section 278 agreement which would be required as part of the section 106 should permission be granted.
- 9.250 TfL have advised that they are not satisfied with the proposed works on the A13 East India Dock Road (as set out in the landscape masterplan). An alternative landscape plan would be agreed as part of the s728 agreement for TfL managed roads.
- 9.251 The relocation of the bus stop on Chrisp Street would be secured via a section 106 agreement. Four new blue badge spaces will be provided on street and will be secured via section 106.
- 9.252 The proposed development would involve stopping up Southill Street to allow for development on this part of the site and this order would be arranged outside of the planning process.
- 9.253 The applicant has also agreed to provide a new cycle docking station that would move from the current location on East India Dock Road to Chrisp Street. The applicant has indicated there would be wayfinding signage on the site; should permission be granted, details of the signage would be requested via condition in consultation with Transport for London.
- 9.254 Officers consider that the alterations to the public highway network as outlined above will improve the highway network within the immediate context of the application site, will not have an adverse impact upon either the safety or the capacity of the surrounding highway network and will also enhance walking and cycling routes across the site and within the immediate context.

### Car parking

- 9.255 The proposal involves the loss of the current co-op car park on the eastern side of Chrisp Street. There are no policies to protect car parks and the site has a good Public Transport Accessibility Location of 3-5. The proposed development would be car free with the exception of blue badge spaces and this would be secured via condition should permission be granted.
- 9.256 Whilst there are no policies to protect parking, officers did initially raise concerns in relation to how market traders would continue to operate with no parking. However, the existing co-operative car park only allows free parking for 30 minutes and then users are able to stay for a maximum of 2 hours with a fee. There is no other dedicated parking for traders on site although there are several multi bays on surrounding roads where traders can apply for a permit.

The number of multi bays may reduce (by a maximum of 4 spaces with the inclusion of additional blue badge spaces) but there would still be spaces along the majority of Kerbey Street and Ricardo Street. Furthermore, the applicant has identified unused garages approximately 650m west of the site (10 minutes walking distance) on Hind Grove that could be used for market traders to park their vehicles. Should permission be granted, this would be secured via section 106. Whilst the parking would be 10 minutes from the site, this would be an improvement to the current situation for market traders which does not provide for any dedicated parking.

9.257 There are currently 2 blue badge spaces on Kerbey Street. The proposal would involve the creation of 4 additional blue badge space on the street and 10 spaces within the site that would be secured via section 106.

9.258 Electric vehicle charging points (EVCPs) will be provided in accordance with the London plan standards (20% active EVCPs and 20% passive EVCPs will be provided) and will be secured via condition.

#### Cycle parking

9.259 The table below sets out the residential cycle space provision against the London Plan (2016) requirements:

Building	London Plan (2016)		Cycle Schedule proposed	
	Long Stay	Short-stay	Long Stay	Short-stay
A	56	1	56	
B	117	2	118	
C	42	1	42	
D	41	1	44	
E	18	0	18	
F	73	1	74	
G	69	1	72	
H	216	4	216	
J	60	1	60	
K	88	1	90	
L	88	2	92	
M	129	2	130	
<b>TOTAL</b>	<b>997</b>	<b>17</b>	<b>1012</b>	<b>18</b>

9.260 The table below sets out the commercial cycle space provision against the London Plan (2016) requirements:

Class Use	London Plan (2016)		Proposed	
	Long Stay	Short-stay	Long Stay	Short-stay
A1 – food retail	17	26		
A1 – non food retail	9	13		
A2- A5	35	153		
B1	2	0		
D1	1	7		
D2 - cinema	1	21		
<b>TOTAL</b>	<b>65</b>	<b>220</b>	<b>76</b>	<b>228</b>

- 9.261 As demonstrated in the tables, the number of cycles exceeds the requirements for short and long stay parking in both commercial and residential elements. The short stay residential spaces have been spread across the site within the public realm areas, which are readily accessible by those visiting. The 65 long stay commercial cycle parking spaces are all contained within enclosed areas away from the public realm, with the 220 short stay spaces all being within the public realm areas. In addition, 35 additional spaces are proposed as part of the reprovided cycle docking station.
- 9.262 Highways and TfL are satisfied with the external parking spaces and the internal basement- floor 9 cycle parking spaces on the basis they provide accessible and secure locations.

#### Deliveries and Servicing

- 9.263 The proposed site layout has been designed to ensure that refuse and delivery service vehicles are able to access the full extent of the site and that refuse stores are located within 10m collection vehicles. Tracking diagrams have been submitted and demonstrate that sufficient space has been provided to allow the refuse collection vehicle to turn within the site.
- 9.264 The scheme provides 4 servicing and deliveries areas (2 from Chrisp Street and 2 from Kerbey Street) and refuse collection will be from the 2 servicing areas on Chrisp Street and the southern Kerbey Street servicing area as well as several on street locations around the site.
- 9.265 All loading bays will be appropriately signed to ensure they are only used by service /delivery vehicles.

#### Conclusion

- 9.266 Officers consider that as the proposal would not have an adverse impact upon the local highway and public transport network, would provide suitable parking arrangements, and would be serviced in a manner which would not adversely impact the local highway network, the proposal on balance is acceptable in transport and highways terms.

#### **Waste**

##### Policy Context

- 9.267 Policy 5.17 of the London Plan (2016) states that development proposals should be “minimising waste and achieving high reuse and recycling performance”.
- 9.268 The Council’s Core Strategy policy SP05 (1) states that development should “implement the waste management hierarchy of reduce, reuse and recycle”.
- 9.269 The Council’s Managing Development Document policy DM14 (2) states that “development should demonstrate how it will provide appropriate storage facilities for residual waste and recycling as a component element to implement the waste management hierarchy of reduce, reuse and recycle”.

## Assessment

9.270 The Council's current minimum waste requirements for new residential units are as follows:

<b>Unit Size</b>	<b>Refuse (litres)</b>	<b>Dry Recyclables (litres)</b>	<b>Food Waste (litres)</b>
<b>1 Bed</b>	70	50	23
<b>2 Bed</b>	120	80	23
<b>3 Bed</b>	165	110	23
<b>4 Bed</b>	215	140	23

9.271 The following table outlines the minimum required waste storage requirements for this development and the levels of waste storage being proposed:

<b>Waste Stream</b>	<b>Required Storage (litres)</b>	<b>Proposed Storage (litres)</b>
<b>Refuse</b>	91,300	<b>156,020</b>
<b>Dry Recyclables</b>	48,640	
<b>Food Waste</b>	16,080	
<b>Total</b>	<b>156,020</b>	

9.272 The submitted documents demonstrate that the bin storage areas can accommodate 83x 1100L refuse bins, 38 x 1280L recycling bins and 67x 240L food waste bins in accordance with the waste capacities set out in the Managing Development Document (2013). The applicant has submitted plans demonstrating that bulk waste can be stored in the basement of Buildings A, B, C, F, G & H.

9.273 There are no specific capacities set out for commercial waste in policy. The refuse areas for commercial waste will be looked after by estate management and collected by private contractors. Neither highways nor waste officers object to these storage/ collection arrangements.

9.274 The following details would be secured in a waste, deliveries and service management plan should permission be granted:

- Internal waste storage for each residential unit of: 40 litre refuse, 40 litres recycling and 10 litres food waste should be provided internally;
- Bin stores to be built in accordance with relevant standards;
- Measurement of bins will be provided in cubic meters to demonstrate there is sufficient space in bin stores;
- Sufficient door sizes with catches or stays;
- All bin stores will be free from any steps;
- Bins to be built in accordance with relevant standards;
- Bulky waste storage must be in its own separate storage unit away from other waste streams;

- Information of dropped kerbs to be provided and within 10m of trolleying distance from bin store;
- Waste carrying distance for residents should be maximum 30 meters to the bin store;
- Managing agent will present all waste streams including bulky waste where these are not within 10 meters trolleying distance for the waste collection operatives including all waste stored at all other levels except ground level, and;
- Details of how the waste collections vehicle will service this proposals including all load and unloading areas must be provided.

9.275 Subject to the inclusion of this condition requiring a waste management strategy, officers are satisfied that the space and layout would allow for sufficient storage, access and management arrangements and thus would comply with the relevant policy.

## **Energy Efficiency and Sustainability**

### Policy Context

9.276 Paragraph 93 of the NPPF states that planning plays a key role in reducing greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. Paragraph 97 of the NPPF seeks to support development which can draw its energy supply from decentralised, renewable or low carbon energy supply systems.

9.277 Policy 5.2 of the London Plan (2016) states that *“development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy: 1) be lean: use less energy, 2) be clean: supply energy efficiently, 3) be green: use renewable energy”*. Policy 5.3 states that *“the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime”*. Policy 5.6 states that *“development proposals should evaluate the feasibility of Combined Heat and Power (CHP) systems, and where a new CHP system is appropriate also examine opportunities to extend the system beyond the site boundary to adjacent sites”*. Policy 5.7 states that *“within the framework of the energy hierarchy, major development proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible”*. Finally policy 5.9 states that *“major development proposals should reduce potential overheating and reliance on air conditioning systems”*.

9.278 The Council’s Core Strategy policy SP11 seeks to ensure that development helps to *“implement a borough-wide carbon emissions target of 60% below 1990 levels by 2025”*.

9.279 The Council’s Managing Development Document policy DM29 details the necessary carbon reductions over and above the building regulations requirements and states that *“development will be required to connect to or demonstrate a potential connection to a decentralised energy system unless it can be demonstrated that this is not feasible or viable”* and that *“sustainable design assessment tools will be used to ensure climate change mitigation measures are maximised within development”*.

## Assessment

- 9.280 The applicant has submitted both an energy and sustainability statement which detail how the London Plan energy hierarchy of 'be lean, be clean and be green' has been adhered to in the design of the proposed building, and how sustainable design features have been incorporated into the proposal.
- 9.281 All reasonable endeavours have been made to reduce the amount of energy required by the building and supply it in the most efficient method possible, through the incorporation of a number of energy efficiency measures. These measures have led to the scheme achieving a 37% reduction in CO2 emissions against the Building Regulations 2013, the proposal therefore falls short of the 45% target by 8% which equates to 87.48 tonnes CO2. A £157,464 carbon offsetting contribution is required to mitigate the impacts and this will be required via section 106. A condition requiring the submission of the as built CO2 reduction calculations will also be required to ensure that they meet the current projected figures.
- 9.282 Part (4) of policy DM29 in the Managing Development Document states that sustainable design assessment tools will be used to ensure that development achieves the highest levels of sustainable design and construction. It should be noted that the Code for Sustainable Homes was abolished in 2015 and as such no longer applies to this development. As such the only sustainable design assessment tool relevant to this development is BREEAM which only covers the non-residential element of the proposal, and in order to meet policy DM29 the proposed non-residential elements of the proposal must be designed to achieve a BREEAM 'Excellent' assessment rating.
- 9.283 The submitted sustainability statement shows that the proposed commercial units have been designed to be BREEAM 'Excellent.' In order to ensure that the development achieves this target a condition requiring the final certificates to be submitted within 3 months of completion of the development will be imposed.
- 9.284 Subject to the conditions outlined above and the carbon off-setting planning obligation, officers are content that the proposal accords with relevant policies and guidance with respect to energy efficiency and sustainability.

## **Environmental Considerations**

### Policy Context

- 9.285 Policies 5.10 and 5.11 of the London Plan (2016) state that "*development proposals should integrate green infrastructure*" such as "*roof, wall and site planting*". Policy 5.12 states that "*development proposals must comply with the flood risk assessment and management requirements set out in the NPPF*". Policy 5.13 states that "*development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for doing so*". Policy 5.21 states that "*appropriate measures should be taken to ensure that development on previously contaminated land does not activate or spread contamination*".
- 9.286 Policy 7.7 states that "*tall buildings should not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise,*

*reflected glare, aviation, navigation and telecommunication interference*". Policy 7.8 states that *"new development should make provision for the protection of archaeological resources"*. Policy 7.14 states that *"development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality"*. Policy 7.19 states that *"development proposals should, wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity"*. Finally policy 7.21 states that *"existing trees of value should be retained and any loss as the result of development should be replaced"*, and *"wherever appropriate the planting of additional trees should be included in new developments"*.

9.287 The Council's Core Strategy policy SP03 states that air pollution in the borough will be addressed by *"managing and improving air quality along transport corridors"* and *"implementing a "Clear Zone" in the borough to improve air quality"*. Policy SP04 states that the Council will *"promote and support new development that provides green roofs, green terraces and other measures to green the built environment"* and that *"all new development that has to be located in a high risk flood zone must demonstrate that it is safe [and] that all new development across the borough does not increase the risk and impact of flooding"*. Policy SP10 states that development should seek to protect and enhance archaeological remains and archaeological priority areas.

9.288 The Council's Managing Development Document policy DM9 states that *"major development will be required to submit an Air Quality Assessment demonstrating how it will prevent or reduce associated air pollution during construction or demolition"*. Policy DM11 states that *"development will be required to provide elements of a 'living building'"* and will be required to deliver *"biodiversity enhancements in accordance with the Council's Local Biodiversity Action Plan"*. Policy DM13 states that *"development will be required to show how it reduces the amount of water usage, runoff and discharge from the site, through the use of appropriate water reuse and Sustainable Urban Drainage (SUD) techniques"*. Policy DM27 states that development within Archaeological Priority Areas will be required to be accompanied by *"an Archaeological Evaluation Report and will require any nationally important remains to be preserved permanently on site"*.

9.289 Finally policy DM30 states that *"where development is proposed on contaminated land or potentially contaminated land, a site investigation will be required and remediation proposals agreed to deal with the contamination before planning permission is granted"*.

### Archaeology

9.290 The Historic England Archaeology team were consulted and advised that there appears to be some built heritage impact at the site as well as buried archaeological potential. As such a condition would be attached requiring a written scheme of investigation works and a second condition requiring pre-demolition photographic historic buildings recording of key structures and aspects in the redevelopment areas. With the inclusion of these conditions, the proposal would meet the relevant policies.

### Air Quality

- 9.291 The development will result in a reduction in parking spaces and hence a reduction in transport emissions which is welcomed. The Air Quality Assessment shows that the annual air quality objective for NO<sub>2</sub> will be exceeded over at least part of the site in the opening year. The assessment proposes that further detailed modelling be undertaken at the detailed design stage to determine the extent of the mitigation required.
- 9.292 Mitigation is required for all units where the modelled concentrations are exceeding or nearing the annual NO<sub>2</sub> objective. Mechanical ventilation is likely to be required to provide the residents with cleaner air. In line with the Environmental Health officers comments, should permission be granted a condition would be attached requiring details of the mitigation including the location of the air inlets, which should be located in an area of less polluted air (at roof level and away from the CHP flue).
- 9.293 The emissions from the energy centre have not been included in the assessment as detailed information on the plant was not yet available. The emissions from this should be included in the further modelling as required by condition above. Furthermore, a condition would also be attached to ensure all energy plant used would meet the emissions standards set out in the GLA's 'Sustainable Design and Construction SPG'.
- 9.294 With regard to the construction phase, the submitted demolition/construction assessment is considered accepted providing that the mitigation measures stated in the report are instigated at the development throughout the duration of construction. This will be secured via condition and the Construction Environment Management Plan condition will also be required to detail how the potential air quality effects will be mitigated and monitored in line with the 'The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance 2014' and the 'Tower Hamlets Code of Construction practice.' Subject to the abovementioned conditions, the proposal complies with the relevant policy.

### Biodiversity

- 9.295 Policy DM11 requires major developments to deliver net gains for biodiversity which contribute to objectives in the Local Biodiversity Action Plan (LBAP). The proposals do involve loss of some trees but the biodiversity officer has advised that the tree replanting, biodiverse roofs, bird and bat boxes and landscaping proposed would achieve net gains for biodiversity. Details of all biodiversity measures would be secured via condition.
- 9.296 Conditions would also be attached regarding the clearance of trees (to protect nesting birds) and an updated bat survey prior to the commencement of works to protect any potential bats on site.
- 9.297 Subject to the inclusion of the abovementioned conditions, the proposals would enhance biodiversity on site and thus the proposal would comply with the relevant policy.

### Trees

- 9.298 Overall, the proposal involves the removal of 55 trees from the site. However, of these, 33 are category c or u (low quality or unsuitable for retention). The tree replanting strategy makes provision for 44 new trees in the proposed development.
- 9.299 Whilst the tree officer has raised no objections to the loss of the majority of trees on the site, concerns were raised in relation to the loss of 15 mature London Plane trees along East India Dock Road. The tree officer has advised that this will have a negative impact on amenity the landscape and appearance of East India Dock Road as these are an important arboreal feature for both screening and providing continuity of tree cover along this busy arterial road. In terms of replacement planting, there isn't sufficient space to replant with species which will attain the same height, size or prominence of those 15 mature trees lost. So although the numbers of trees lost/replaced may add up, the landscape impact is always going to be a negative along East India Dock Road.
- 9.300 The tree officer states in the comments that it is understood that the overall planning gain is likely to outweigh the loss of trees. On that basis, a landscaping Condition to include replacement planting along East India Dock Road is the only viable option. It is not necessary to be specific with tree species at this stage and this will be addressed at conditions stage as the right tree type will be linked with the wider landscape design.
- 9.301 As outlined above, whilst the loss of the 15 mature trees will have landscape impacts, the overall public realm improvements and wider scheme benefits will outweigh the harm. The removal of these trees allows for the continued operation of the market during construction works and the retention of the trees would involve moving the building line back which would have significant impacts on the amount of development and would impact public realm in other areas of the site. Finally whilst the replanting may not equate to the same landscape benefits as existing, it would create more trees on East India Dock Road than there are currently and the quality of the proposed trees would be secured by condition should permission be granted.

### Contaminated Land

- 9.302 The Council's Environmental Health Contaminated Land officer has reviewed the proposals and has requested conditions requiring the submission of a full site investigation report prior to the commencement of works and a full verification report prior to the occupation of the development to ensure that any land contamination present on this site is appropriately dealt with in order to minimise any risks to health and ecology.

### Flood Risk

- 9.303 Although the site is located within flood zone 3a it is protected by the Thames Tidal flood defences from a 1 in 1000 (0.1%) chance in any year flood event. The Council's Strategic Flood Risk Assessment (SFRA) shows that the site will be at risk of flooding if there was to be a breach in the tidal defences. However, the Environment Agency's most recent breach hazard modelling study (June 2017) shows the site to be outside of the areas impacted by

flooding if there was to be a breach in defences. The Environment Agency therefore consider the proposed development to be at a low risk of flooding.

- 9.304 The application is supported by a flood risk assessment which outlines a number of measures incorporated into the scheme's design which would allow occupants of the building to remain safe in the event of a flood. The Environment Agency has reviewed the submitted flood risk assessment and has not objected to the proposals. In light of the above officers consider that the proposed development is acceptable in flood risk terms.

#### Microclimate

- 9.305 A Wind Microclimate Assessment has been submitted as part of the ES including wind tunnel results of the proposed scheme in the context of existing surrounding environment and a cumulative scenario.
- 9.306 The results are presented in terms of the Lawson Comfort Criteria which identifies comfort categories suitable for different activities, as well as in terms of the likely occurrence of strong gusts of wind which could be a threat to safety.
- 9.307 With respect to safety, wind conditions are rated as suitable, in terms of pedestrian safety, for use by all users.
- 9.308 With respect to comfort, generally leisure walking is desired on pedestrian routes during the windiest season, standing/entrance conditions at main entrances and drop off areas throughout the year and sitting conditions at outdoor sitting and amenity areas during the summer season when these areas are likely to be used the most often.
- 9.309 These conditions are generally met in all locations across the site. There is a small area identified for seating, where conditions are slightly windier than ideal for such a use. The exceedance is however, only minimal, and therefore wind conditions would be expected to be largely suitable for the intended use.
- 9.310 Mitigation measures are required to achieve suitable conditions. These measures are included within the landscaping plans for approval, and a condition will be attached to the decision notice to ensure that the necessary measures are implemented.

#### SUDS

- 9.311 As part of the proposed flood risk assessment the applicant has submitted details of how SUDS (Sustainable Urban Drainage) features could be incorporated into the development. These measures could reduce the surface water discharge rate to the sewers by up to 80%, compared to the existing situation.
- 9.312 Subject to a condition requiring the submission of a detailed surface water drainage scheme for the site based on sustainable drainage principles prior to the commencement of any superstructure works, the proposal can be considered to comply with relevant policy relating to SUDS.

### Television and Radio Reception

- 9.313 Given the scale of the proposed development, it is not expected that the proposed development would give rise to any notable radio and television signal interference for surrounding properties. Nonetheless in the event that planning permission was to be granted a condition requiring the submission of such an assessment, along with any mitigation measures necessary (in the event that any adverse impacts are identified) prior to the commencement of development will be imposed.

### Conclusion

- 9.314 Officers consider that the proposal is acceptable in archaeology, air quality, biodiversity, contaminated land, flood risk, microclimate, SUDS, television and radio reception terms, and also in terms of its impact on trees. The proposal can thus be considered to be in accordance with the relevant policies of the London Plan (2016), Core Strategy (2010) and Managing Development Document (2013) as set out within the policy context section of this chapter.

### **Environmental Impact Assessment**

- 9.315 The planning application represents EIA development under The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) (from this point referred to as the '2011 EIA Regulations'). The application was submitted in June 2016 accompanied by an Environmental Statement (ES) produced by Savills.
- 9.316 It is noted that since the application was submitted, new EIA Regulations have been published on 16th May 2017 - The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (from this point referred to as the '2017 EIA Regulations'). Regulation 76 of the 2017 EIA Regulations sets out the transitional provisions for the regulations. Regulation 76(1) specifically states The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) continue to apply where an ES has been submitted prior to the 2017 EIA Regulations coming into force. This application therefore continues to be processed under The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended).
- 9.317 The ES assesses the environmental effects of the development under the following topics:
- Air Quality;
  - Archaeology;
  - Townscape and Visual Effects;
  - Daylight Sunlight and Overshadowing;
  - Drainage and Flood Risk;
  - Ecology;
  - Ground Conditions;
  - Wind Microclimate;
  - Noise and Vibration;
  - Socio-Economics;
  - Traffic and Transport;
  - Heritage, Townscape and Visual; and

- Cumulative Effects.

9.318 In addition, the Applicant submitted ‘further information’ under Regulation 22 of the 2011 EIA Regulations, which was processed as required under the regulations.

9.319 Regulation 3 prohibits the Council from granting planning permission without consideration of the environmental information. The environmental information comprises the ES, including any further information submitted following request(s) under Regulation 22 and any other information, any representations made by consultation bodies or by any other person about the environmental effects of the development.

9.320 LBTH’s EIA consultants were commissioned to undertake an independent review of the ES, to confirm whether it satisfied the requirements of the EIA Regulations. The ES has also been reviewed by the Council’s EIA Officer and internal environmental specialists.

9.321 The EIA consultants and EIA Officer have confirmed that, in their professional opinion, the ES is compliant with the requirements of the EIA Regulations.

9.322 LBTH, as the relevant planning authority, has taken the ‘environmental information’ into consideration when determining the planning application. Mitigation measures will be secured through planning conditions and/or planning obligations where necessary.

**Impact upon local infrastructure/ facilities**

9.323 Core Strategy Policy SP13 seeks planning obligations to offset the impacts of the development on local services and infrastructure in light of the Council’s Infrastructure Delivery Plan (IDP). The Council’s Planning Obligations SPD (2016) sets out how these impacts can be assessed along with appropriate mitigation measures.

9.324 The NPPF requires that planning obligations must be:

- (a) Necessary to make the development acceptable in planning terms;
- (b) Directly related to the development; and,
- (c) Fairly and reasonably related in scale and kind to the development.

9.325 Regulation 122 of the CIL Regulations 2010 brings the above policy tests into law, requiring that planning obligations can only constitute a reason for granting planning permission where they meet such tests.

9.326 Securing necessary planning contributions is further supported Core Strategy Policy SP13 ‘Planning obligations’ which seek to negotiate planning obligations through their deliverance in kind or through financial contributions to mitigate the impacts of a development. This is explained in the Council’s Draft Planning Obligations SPD that sets out the borough’s key priorities:

- Affordable Housing
- Employment, Skills, Training and Enterprise
- Education

- 9.327 If permitted and implemented, the proposal would also be subject to the Council’s community infrastructure levy.
- 9.328 The proposed development would place additional demands on local infrastructure and facilities, including local schools, health facilities, idea stores and libraries, leisure and sport facilities, transport facilities, public open space and the public realm and streetscene. Should planning permission be granted, the LBTH CIL contribution is estimated at £1,430,000.
- 9.329 In addition the development would be liable to the London Mayor’s CIL estimated at £1,840,000. The development does not sit within 1km of a proposed Crossrail station and thus would not attract the Mayor’s Crossrail levy.
- 9.330 The applicant has also offered 35.7% affordable housing by habitable room with a tenure split of 82%/18% in favour of social/affordable rented accommodation (131 at social rent, 38 Tower Hamlets living rent and 37 shared ownership) and shared ownership housing, respectively. This offer has been independently viability tested and the information submitted is considered to be comprehensive and robust. The maximum level of affordable housing has been secured in accordance relevant development plan policy. A development viability review clause to identify and secure any uplift of affordable housing if the development has not been implemented within 48 months from the grant of permission (with the definition of ‘implementation’ to be agreed as part of the S.106 negotiations) would also be secured should permission be granted. A mid stage review mechanism (prior to commencement of phase 2) and a late stage review mechanism (75% occupation) would also be secured.
- 9.331 Should permission be granted, several non-financial contributions (a-s on page 9) would be secured via section 106 agreement.
- 9.332 The financial contributions offered by the applicant are summarised in the following table:

<b>Planning Obligation</b>	<b>Financial Contribution</b>
Employment, skills, training and enterprise during the construction phase	£338,232
Employment, skills and training to access employment within the final development.	£256,377
Carbon offsetting	£157,464
Monitoring	£9,500
<b>Total</b>	<b>£761,573</b>

- 9.333 These obligations are considered to meet the tests set out in guidance and the CIL regulations.

#### **Other Local Finance Considerations**

- 9.334 Section 70(2) of the Planning Act provides that in dealing with a planning application a local planning authority shall have regard to:

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

9.335 Section 70(4) defines “local finance consideration” as:

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

9.336 In this context “grants” include the New Homes Bonus Scheme (NHB).

9.337 NHB was introduced by the Government in 2010 as an incentive to local authorities to encourage housing development. The initiative provides un-ring-fenced finance to support local infrastructure development. The NHB is based on actual council tax data which is ratified by the CLG, with additional information from empty homes and additional social housing included as part of the final calculation. The grant matches the additional council tax raised by the Council for each new house built for each of the six years after that house is built. This is irrespective of whether planning permission is granted by the Council, the Mayor of London, the Planning Inspectorate or the Secretary of State.

9.338 Using the DCLG’s New Homes Bonus Calculator, this development, if approved, would generate in the region of £962,843 in the first year and a total payment of £577,061 over 6 years.

### **Human Rights Act 1998**

9.339 In determining this application the Council is required to have regard to the provisions of the Human Rights Act 1998. In the determination of a planning application the following are particularly highlighted to Members:

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

- Entitlement to a fair and public hearing within a reasonable time by an independent and impartial tribunal established by law in the determination of a person's civil and political rights (Convention Article 6). This includes property rights and can include opportunities to be heard in the consultation process;
- Rights to respect for private and family life and home. Such rights may be restricted if the infringement is legitimate and fair and proportionate in the public interest (Convention Article 8); and,

- Peaceful enjoyment of possessions (including property). This does not impair the right to enforce such laws as the State deems necessary to control the use of property in accordance with the general interest (First Protocol, Article 1). The European Court has recognised that "regard must be had to the fair balance that has to be struck between the competing interests of the individual and of the community as a whole".

- 9.341 This report has outlined the consultation that has been undertaken on the planning application and the opportunities for people to make representations to the Council as local planning authority.
- 9.342 Both public and private interests are to be taken into account in the exercise of the Council's planning authority's powers and duties. Any interference with a Convention right must be necessary and proportionate.
- 9.343 Members must, therefore, carefully consider the balance to be struck between individual rights and the wider public interest.
- 9.344 As set out above, it is necessary, having regard to the Human Rights Act 1998, to take into account any interference with private property rights protected by the European Convention on Human Rights and ensure that the interference is proportionate and in the public interest.

### **Equalities Act 2010**

- 9.345 The Equalities Act provides protection from discrimination in respect of certain protected characteristics, namely: age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs and sex and sexual orientation. It places the Council under a legal duty to have due regard to the advancement of equality in the exercise of its powers including planning powers. The Committee must be mindful of this duty when determining all planning applications and representations to the Mayor. In particular, the Committee must pay due regard to the need to:
1. Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
  2. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and,
  3. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 9.346 It is considered the proposed development would not conflict with any of the above considerations. It is also considered that any impact in terms of fostering relations and advancing equality with regard to sex, race, religion and belief would be positive. In particular, it should be noted that the development includes access routes and buildings that would be accessible to persons with a disability requiring use of a wheelchair or persons with less mobility.
- 9.347 Given that the proposals retain and expand the market stalls; that the council retains the responsibility of pricing and issuing licenses for the market stalls and that; the proposals would facilitate the continued operation of the market

during construction, the proposals would not disadvantage any market traders.

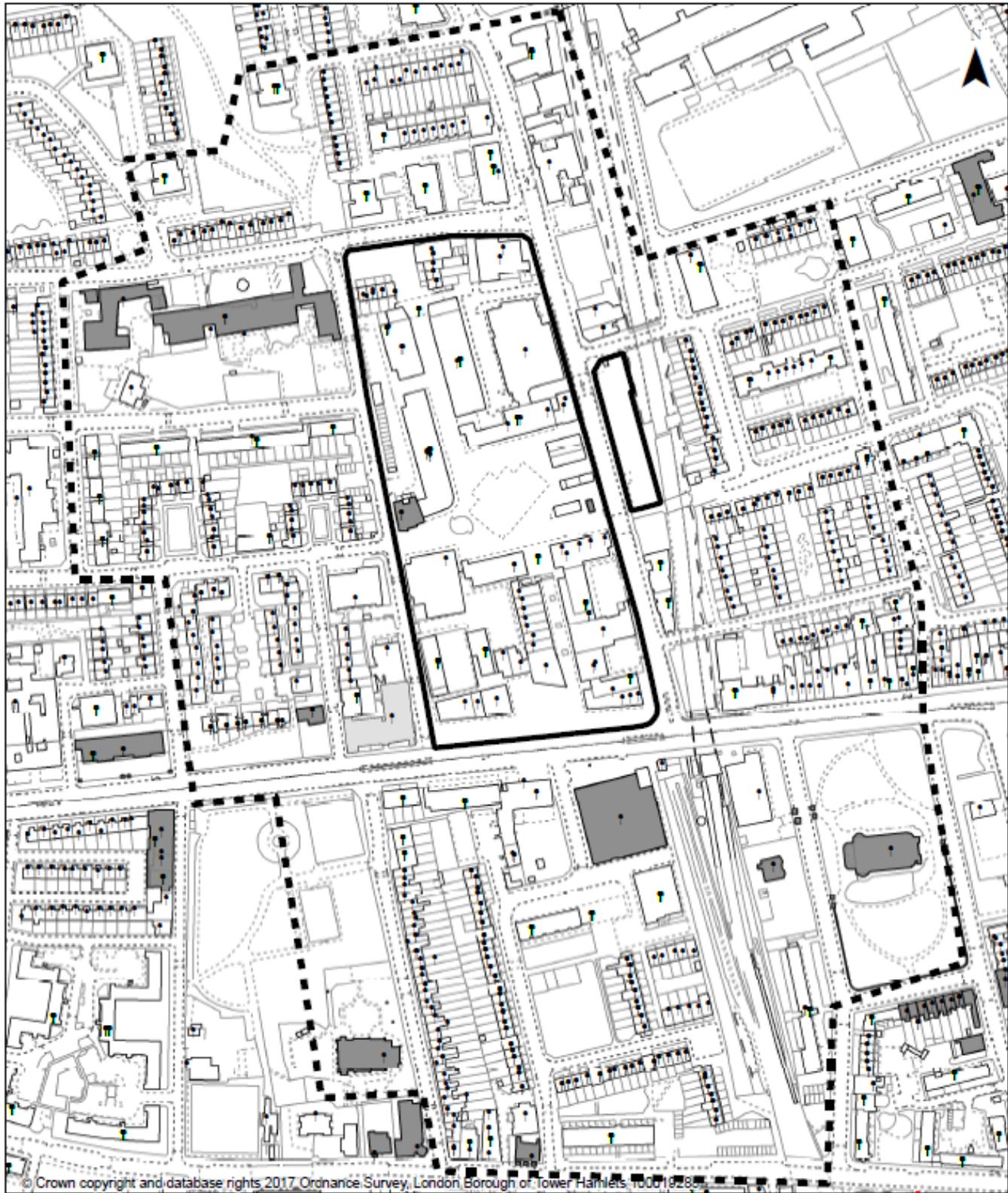
## **10.0 CONCLUSION**

- 10.1 All relevant policies and considerations have been taken into account. Planning Permission should be **GRANTED** for the reasons set out in the MATERIAL PLANNING CONSIDERATIONS section of this report and the details set out in the RECOMMENDATIONS at the beginning of this report.

## Appendix 1- Ownership

1. Abdul Awal: 7, Woodall Close, London, E14 0HB
2. Kobir Ahmed: 28 Giraud Street, London, E14 6EA
3. Helal Nasimuzzaman: 32 Market Way, London E6
4. Joshim Uddin Ahmed: 47 OffenbaceHouse, Bethnal Green, London E2 0RB
5. Attn: Keith Tracey: Iceland Foods Ltd, Second Avenue, Deeside Industrial Park, Deeside, Flintshire
6. CH5 2NW
7. Attn: Hilary Witts, Group Valuation Manager, 5th Floor, One Angel Square, Manchester M60 0AG
8. Post Office Counters, Royal Mail, 22 Market Square, London, E14 6AB
9. Bargain Zone, 11 Blue Anchor Yard, Royal Mint Street, London E1 8LR
10. Tower Hamlets Council, Town Hall, Mulberry Place, 5 Clove Crescent E14 2BG
11. The Spitalfields Crypt Trust, Acorn House, 116-118 Shoreditch High Street, London, E1 6JN
12. The Captains Table, 20 Unity Road, Enfield, London. EN3 6PA
13. Attn: Hazel Kindred: Enterprise Inns plc, 3 Monkspath Hall Road, Solihull, West Midlands, B90 4SJ
14. MAZ Bazaar Ltd, 299A Bethnal Green Road, London, E2 6AH
15. Jean Cuomo and Rob Cuomo, 59 Romford Rd, Chigwell Row, Essex, I7 4QS
16. Razia Khutan, 51 Berkeley Walk, London N7 7RS
17. Davia and Ginteras Kartavicene, 22 Brewhouse Road, Woolwich, London SE18 5SJ
18. Mr Nourzai, 22 Hilltop Avenue, London NW10
19. Qamar Ul Raja Zaman, 11 Grosvenor Road, Leyton, London E10 6LG
20. Aklas Miah, Apartment 906, Jessop Building, 14 Dominion Walk, London E14 9FN
21. H&T Group, Times House, Throwley Way, Sutton, SM1 4AF
22. Percy Ingle Bakeries, 210 Church Road, Leyton, London E10 7JQ
23. Greggs Plc, Fernwood House, Clayton Road, Jesmond, Newcastle upon Tyne NE
24. Carl Wooton, 61 Mill Park Avenue, Hornchurch, Essex. RM12 6HD
25. Terry Watts, 24 Litten Close, Collier Row, Romford, Essex. RM5 2LG
26. Gary Watts, 13 Elder Way, Rainham Essex, RM13 9SX
27. London Community Credit Union, c/o 473 Bethnal Green Road, London E2 9QH
28. Vijay and Beena Parmar, c/o 473 Bethnal Green Road, London E2 9QH
29. Boots the Chemist, Boots UK Ltd, Nottingham, NG2 3AA
30. Joseph Dredge, 29 Giraud Street, Poplar, London, E14 6EE
31. Pervez Iqbal Butt, 59 Hill crest Road, London, E17
32. Paul Martin Davis, 68 Sycamore Avenue, Upminster, Essex.
33. Plumpstead Investments Ltd, Pelham Associates, 90 Long Acre, London WC2E 9RA
34. Alphacorp Inc, 273 Preston Road, Harrow, Mddx HA3 0PX
35. Owner, 44 Kerbey Street, London, E14 6AW
36. Owner, 52 Kerbey Street, London, E14 6AW
37. Owner, 56 Kerbey Street, London, E14 6AW
38. Owner, 58 Kerbey Street, London, E14 6AW
39. Owner, 62 Kerbey Street, London, E14 6AW
40. Owner, 66 Kerbey Street, London, E14 6AW
41. Owner, 72 Kerbey Street, London, E14 6AW
42. Owner, 78 Kerbey Street, London, E14 6AW
43. Owner, 80 Kerbey Street, London, E14 6AW

44. Owner, 84 Kerbey Street, London, E14 6AW
45. Owner, 4 Market Square, London, E14 6BU
46. Owner, 6 Market Square, London, E14 6BU
47. Owner, 7 Market Square, London, E14 6BU
48. Owner, 26 Market Way, London, E14 6AH
49. Owner, 28 Market Way, London, E14 6AH
50. Owner, 28 Market Way, London, E14 6AH
51. Owner, 2 Aurora House, Kerbey Street, London, E14 6AP
52. Owner, 4 Aurora House, Kerbey Street, London, E14 6AP
53. Owner, 1 Clarissa House, Cordelia Street, London, E14 6AR
54. Owner, 2 Clarissa House, Cordelia Street, London, E14 6AR
55. Owner, 3 Clarissa House, Cordelia Street, London, E14 6AR
56. Owner, 4 Clarissa House, Cordelia Street, London, E14 6AR
57. Owner, 11 Clarissa House, Cordelia Street, London, E14 6AR
58. Owner, 4 Ennis House, Vesey Path, London E14 6BW
59. Owner, 11 Ennis House, Vesey Path, London E14 6BW
60. Owner, 15 Ennis House, Vesey Path, London E14 6BW
61. Owner, 12 Fitzgerald House, East India Dock Road, London, E14 0HH
62. Owner, 17 Fitzgerald House, East India Dock Road, London, E14 0HH
63. Owner, 27 Fitzgerald House, East India Dock Road, London, E14 0HH
64. Owner, 32 Fitzgerald House, East India Dock Road, London, E14 0HH
65. Owner, 37 Fitzgerald House, East India Dock Road, London, E14 0HH
66. Owner, 44 Fitzgerald House, East India Dock Road, London, E14 0HH
67. Owner, 48 Fitzgerald House, East India Dock Road, London, E14 0HH
68. Owner, 12 Kerbey Street, London, E14 6AW
69. Owner, 16 Kerbey Street, London, E14 6AW
70. Owner, 1 Kilmore House, Vesey Path, London, E14 6BP
71. Owner, 3 Kilmore House, Vesey Path, London, E14 6BP
72. Owner, 4 Kilmore House, Vesey Path, London, E14 6BP
73. Owner, 5 Kilmore House, Vesey Path, London, E14 6BP
74. Owner, 7 Kilmore House, Vesey Path, London, E14 6BP
75. Owner, 36 Market Square, London, E14 6BU
76. Owner, 37 Market Square, London, E14 6BU
77. Owner, 38 Market Square, London, E14 6BU
78. Owner, 40 Market Square, London, E14 6BU
79. Owner, 42 Market Square, London, E14 6BU
80. Owner, 43 Market Square, London, E14 6BU
81. Owner, 44 Market Square, London, E14 6BU
82. Owner, 45 Market Square, London, E14 6BU
83. Owner, 47 Market Square, London, E14 6BU
84. Owner, 48 Market Square, London, E14 6BU
85. Owner, 49 Market Square, London, E14 6BU
86. Owner, 50 Market Square, London, E14 6BU
87. Owner, 52 Market Square, London, E14 6BU
88. Owner, 55 Market Square, London, E14 6BU
89. Owner, 59 Market Square, London, E14 6BU



### Planning Application Site Map PA/16/01612

This Site Map displays the Planning Application Site Boundary and the neighbouring Occupiers / Owners who were consulted as part of the Planning Application process.

-  Consultation Area
-  Planning Application Site Boundary
-  Statutory Listed Buildings
-  Locally Listed Buildings

Scale @ 1:2,850  


 GIS for Place Directorate  
 LONDON BOROUGH OF TOWER HAMLETS  
 Date: 19/01/2018

