

# Development & Environment Directorate

Mr J Carter  
GVA Grimley  
10 Stratton Street  
LONDON W1J 8JR

City Hall  
The Queen's Walk  
More London  
London SE1 2AA  
Switchboard: 020 7983 4000  
Minicom: 020 7983 4458  
Web: [www.london.gov.uk](http://www.london.gov.uk)  
**Our ref:** PDU/2350/06  
**Date:**

## **Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008**

**Application No: PA/08/02709**

**Applicant: Commercial Estates Group for and on Behalf of GMV Ten Ltd**

### **GRANT OF FULL PLANNING PERMISSION SUBJECT TO PRIOR WRITTEN CONCLUSION OF A SECTION 106 AGREEMENT**

The Mayor of London, as the Local Planning Authority, hereby grants planning permission for the following development, in accordance with the terms of the above mentioned application (which expression shall include the drawings and other documents submitted therewith):

Demolition of existing building. Erection of ground and 63-storey building for office (use class B1), hotel (use class C1), serviced apartments (sui generis), commercial, (use classes A1-A5) and leisure uses (use classes D2) with basement, parking, servicing and associated plant, storage and landscaping (maximum height 242 AOD).

At: Hertsmere House, 2 Hertsmere Road, London E14 4AB

Subject to the following conditions and reasons for conditions: -

- The development hereby permitted shall be built out in accordance with the details as shown on the plans listed below:  
A1/PL/000 REVA, A1/PL/001 REVC, A1/PL/002 REVA, A1/PL/003 REVB, A1/PL/004 REVA, A1/PL/005 REVB, A1/PL/007 REVA, A1/PL/008 REVA, A1/PL/019 REVA, A1/PL/021 REVB, A1/PL/028 REVA, A1/PL/029 REVA, A1/PL/030 REVB, A1/PL/031 REVA, A1/PL/032 REVA, A1/PL/033 REVB, A1/PL/034 REVA, A1/PL/046 REVA, A1/PL/047 REVA, A1/PL/048, A1/PL/049, A1/PL/056 REVA, A1/PL/057 REVA, A1/PL/058 REVA, A1/PL/059 REVA, A1/PL/060 REVA, A1/PL/062 REVB, A1/PL/063 REVB, A1/PL/064 REVB, A1/PL/065 REVB, A1/PL/066 REVA, A1/PL/067 REVA, A1/PL/068 REVA, A1/PL/069 REVA, A1/PL/070 REVA, A1/PL/071 REVA, A1/PL/072

REVA, A1/PL/073 REVA, A1/PL/074 REVB, A1/PL/075 REVB, A1/PL/076 REVA, A1/PL/080 REVA, A1/PL/081 REVA, A1/PL/082 REV A, A1/PL/083 REVA, A1/PL/085 REVA, A1/PL/086 REVA, A1/PL/087 REVA, A1/PL/088 REVA, A1/PL/090 REV A, A1/PL/091 REVB, A1/PL/092 REVB, A1/PL/093 REVA, A1/PL/094 REVB, A1/PL/095 REVB, A1/PL/096 REVB, A1/PL/097 REVB, A1/PL/098 REVB, A1/PL/099 REVB, A1/PL/101 REVA, A1/PL/102 REVB, A1/PL/103 REVB, A1/PL/104 REVA, A1/PL/105 REVA, A1/PL/106 REVA, A1/PL/107 REVA, A1/PL/108 REVA, A1/PL/109 REVA, A1/PL/110 REVA, A1/PL/120 REVA, A1/PL/121 REVA, A1/PL/122 REVA & A1/PL/123 REVA.

Reason: So that the development is carried out as permitted

- The development hereby permitted shall be begun before the expiration of five years from the date of this permission

Reason: As required by Section 91 of the Town and Country Planning Act 1990 to avoid the accumulation of unexercised planning permissions.

- Building, engineering or other operations including demolition in pursuance of this permission shall be carried out only between the hours of 8am and 6pm Mondays to Fridays and between the hours of 8am and 1 pm Saturdays and shall not be carried out at any time on Sundays or Public Holidays unless otherwise agreed in writing by the local planning authority.

Reason: To safeguard the amenities of the area.

- Any hammer driven or impact breaking out of material carried out in pursuance of this permission shall not be carried out other than between the hours of 8am and 6pm Mondays to Fridays and shall not take place at any time on Saturdays, Sundays or Public Holidays unless otherwise agreed in writing by the local planning authority.

Reason: To safeguard the amenities of the area.

- The hours of operation of the ground floor commercial floorspace (Class A1, A2, A3, A4, B1, D2) hereby permitted shall be submitted to and agreed in writing by the Local Planning Authority prior to first occupation of the relevant premises and shall not operate other than in accordance with the agreed hours unless agreed in writing by the local planning authority.

Reason: To protect the amenities of future occupiers and the surrounding area

- The buildings hereby permitted shall not be occupied until the relevant stage of construction has been completed in accordance with the submitted drawings as detailed by this notice and reserved matters approved.

Reason: To ensure that the external appearance of the building is implemented in accordance with the submitted drawings and application documentations, given that the appearance and design of the building were an important factor in the decision to grant approval.

- Prior to implementation, full particulars of the following shall be submitted to and approved in writing by the local planning authority prior to the relevant stage of construction commencing (other than the construction of a below grade guide wall and excavation of trenches for services and other introductory works) and the development shall not be carried out otherwise than in accordance with the particulars so approved:

- the design and external appearance of the building(s);

- the materials to be used on the external faces of the building;
- details of fenestration systems, including the exact rake between the tinted and clear glazing;
- drawings showing the architectural treatment of the roof form in relation to the lift overrun;
- details of how the glazing in the top 162.7m of the building will avoid usage of reflective coatings containing a metal base, to reduce reflectiveness for airport safety purposes;
- details of methods proposed to break up the regularity of the top 41.7m of the surface to assist in minimizing the total reflections from the building.
- provision of 1:20 scale sample of materials

Reason: The particulars reserved are considered to be material to the acceptability of the development hereby approved and the local planning authority wishes to ensure that the details of the development are satisfactory

- Prior to commencement of the development hereby permitted, a detailed scheme for hard and soft landscaping including details of replacement trees (the scheme to be in accordance with the Tower Hamlets Council's Biodiversity Action Plan) shall be submitted to the local planning authority for approval and thereafter to be carried out in accordance with the approved plans.  
Reason: To contribute to the biodiversity and visual amenity of the area.
- Prior to commencement of development, a wind study should be submitted to and approved in writing by the LPA. The study should include the assessment of appropriate screening measures at pedestrian level for location 20 to ensure that wind levels are acceptable. The study shall be implemented as approved prior to occupation.  
Reason: To mitigate any impacts from wind.
- The car parking and motorcycle parking shall be provided on site in accordance with the approved drawings and shall not be increased beyond the approved 75 car parking spaces and 42 motorcycle spaces.  
Reason: To ensure that the development complies with regional and local policies for sustainable transport
- Full details of car parking allocation for the various mix of uses (with not more than 50 of the spaces to be allocated for employment uses and a minimum of 5 spaces to be provided as electric car charging points) within the development hereby permitted shall be submitted to and approved by the local planning authority prior to commencement of the development and thereafter implemented in accordance with the approved details.  
Reason: To ensure that the proposed number of car parking spaces are allocated accordingly across all uses to comply with regional and local planning policy.
- Full details of the 168 secure cycle spaces including associated storage and washing facilities within the development hereby permitted shall be submitted to and approved by the local planning authority prior to commencement of the development and thereafter shall be implemented in accordance with approved details.  
Reason: To enhance the amenity for future occupiers of the development and to improve the cycle environment.

- Full details of access for disabled people in compliance with Unitary Development Plan Policy DEV1 and Planning Standard No.5 shall be submitted to and approved in writing by the local planning authority before the development is commenced other than construction of a below grade guide wall and excavation of trenches for services other than introductory works and the development shall be completed in accordance with the details so approved.  
Reason: To ensure adequate access to the building for disabled people.
- A minimum of 5% of the hotel rooms and serviced apartments as shown on the approved drawings shall be built out as wheelchair accessible rooms prior to occupation of the development and thereafter shall be retained as wheelchair accessible rooms.  
Reason: To ensure adequate access to the building for disabled people.
- No development shall take place until the developer has prepared and submitted to the local planning authority a programme in accordance with a written scheme and programme of investigation and archaeological work.. The development shall only take place in accordance with the detailed scheme submitted to and approved by the local planning authority, pursuant to this condition. The archaeological works shall be carried out by a suitably qualified investigating body acceptable to the local planning authority.  
Reason: To safeguard the heritage of the borough providing an adequate opportunity to archaeologically investigate and excavate buried remains on this site before ground-works are carried out.
- The existing ground level adjacent to the river dock wall shall not be altered nor shall the river dock wall be subjected to any additional horizontal or vertical loading, either temporary or permanent.  
Reason: To maintain the integrity of the river dock wall.
- Prior to commencement of the development a survey (including intrusive investigation / testing) of the dock wall adjacent to the site, to establish the landward extent, structural integrity and stability of the wall, shall be carried out and the detail of the survey shall be submitted to and approved by the local planning authority.  
Reason: To establish the condition of the existing river wall to both inform the assessment of needed remedial/replacement works and the detailed design for any construction close to the river wall. The scope and details of this survey shall be agreed with the Environment Agency prior to commencement.
- The development shall not be commenced until a scheme based on the findings of condition 17 detailing works to bring the river wall up to the design life of the development has been submitted to and approved by the local planning authority in writing. Thereafter the approved works shall be carried out by the developer in accordance with an agreed timetable.  
Reason: To protect the development from flooding
- Prior to the commencement of the development, a method statement demonstrating how the development will avoid adversely affecting the structural integrity of the listed dock wall shall be submitted to and approved by the local planning authority in writing. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority.  
Reason: The construction phase of the proposed development poses significant risk to its structural integrity of the dock wall.

- Prior to commencement of the development works calculations demonstrating the structural integrity of the basement must be submitted to and agreed in writing with the local planning authority. These calculations must ensure that the basement roof is designed to support the tracking of plan vehicles required for any future repairs on the dock walls and ensure that the basement wall is designed to protect the development to withstand water pressures to at least the Statutory Defence Level of 5.23m AOD.

Reason: To protect the development from flooding

- Piling or any other foundation design using penetrative methods shall not be permitted other than with express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: The site may be contaminated and the construction depth of piling is likely to extend into the Thanet Sand, which is hydraulic connection to the major aquifer in the Chalk. The construction of boreholes will provide a pathway for contaminated material in the minor aquifer at the surface to migrate into the major aquifer in the underlying chalk.

- Prior to the commencement of development other than construction of a below grade guide wall and excavation of trenches for services other than introductory works, a scheme limiting any light spill from external artificial lighting into the dock shall be submitted to the local planning authority for approval. The location and direction of external artificial lights should be such that the lighting levels within 5 metres of the top bank of the dock are maintained at the background levels. The Environment Agency considers background levels to be a Lux level 0-2.

Reason: To minimise light spill from the new development into the watercourse or adjacent river corridor habitat. Artificial lighting disrupts the natural diurnal rhythms of a range of wildlife using and inhabiting the dock.

- Development of the site shall not begin until a scheme has been submitted to the local planning authority for written approval. The scheme will identify the extent of the contamination and the measures to be taken to avoid risk to the public, buildings and environment when the site is developed. Details of the scheme should include:

- A 'desk study report' documenting the history of the site.
- A proposal to undertake an intrusive investigation at the site based on the findings of the desk study.
- A 'site investigation report' to investigate and identify potential contamination.
- A risk assessment of the site.
- Proposals for any necessary remedial works to contain, treat or remove any contamination.

Where remediation is required, it shall be carried out before the site is occupied and a certificate or validation report stating that remediation has been completed as agreed with the local planning authority must also be prepared by a suitably qualified person and submitted to the local planning authority for written approval. Occupation of the site must not occur until the certificate or validation report has been approved by the local planning authority.

Reason: To ensure that contaminated land is properly treated and made safe before development, to protect public health and to meet the requirements of the following policy in the London Borough of Tower Hamlets Unitary Development Plan (adopted December

1998). DEV51 Contaminated Land”

- During any demolition and subsequent building operations carried out in pursuance of this permission, wheel cleaning equipment shall be maintained at all vehicle exits to the site and shall be used to prevent the carriage of mud and other materials onto the adjoining highways.  
Reason: To safeguard the amenities of adjoining occupiers and to ensure the safe flow of traffic along adjoining highways.
- Ramp access to basement areas should be provided through the use of a semi-automatic signalling system in accordance with the Method Statement for the proposed management regime and ramp controls, as submitted by the applicant on as Appendix 12 to letter dated 20 August 2003.  
Reason: To ensure the safety of all vehicles entering and exiting the site.
- Details of the means of ventilation to the premises shall be submitted to and approved by the local planning authority before the use hereby permitted commences and the use shall take place only with the benefit of ventilation.  
Reason: To safeguard the amenities of neighbouring occupiers.
- The refuse stores shall be provided in accordance with the approved drawings prior to the occupation of the development and thereafter shall be made permanently available for the occupiers of the buildings.  
Reason: In compliance with the Council's policies seeking to protect amenity and ensure adequate provision for the storage of refuse.
- A recycling plan indicating the measures to be taken for the storage and collection of refuse to be recycled, shall be submitted to and approved in writing by the local authority before development is commenced other than construction of a below grade guide wall and excavation of trenches for services other than introductory works.  
Reason: To encourage the recycling of waste and to provide adequate provision for the storage of this waste prior to collection in accordance with Council's policies.
- Details on the external lighting and security measures proposed shall be submitted to and approved in writing by the local planning authority prior to the commencement of development (other than the construction of a below grade guide wall and excavation of trenches for services and other introductory works) and the development shall be completed in accordance with the particulars so approved.  
Reason: To ensure safety for pedestrians and vehicles in and around the proposed development.
- The uses hereby permitted shall not commence other than construction of a below grade guide wall and excavation of trenches for services other than introductory works until the building has been insulated in accordance with details, which shall be submitted to and approved by the local planning authority so as to ensure that noise from operations conducted on the premises, including the future installation of any equipment for A3 and A5 uses, is not audible above the ambient noise level of the surrounding area. Tower Hamlets Policy is for noise levels to be 10 decibels below current background levels.  
Reason: To safeguard the amenities of neighbouring occupiers and to minimise the potential noise impacts.

- In accordance with recommendations made by the London Fire & Emergency Planning Authority, an evacuation plan should be prepared and submitted to the local planning authority for approval prior to the commencement of the development (other than the construction of a below grade guide wall and excavation of trenches for services and other introductory works).

Reason: To ensure the safety of future occupiers of the building.
- Detailed design of the elevations shall include the full details of the bat and bird boxes to be provided, shall be submitted to the Council in writing for approval prior to the commencement of the development other than construction of a below grade guide wall and excavation of trenches for services other than introductory works and thereafter should be provided and retained as approved.

Reason: To provide suitable nesting locations for local bird life.
- When the design studies for the crown of the building are complete, the full technical requirement for Peregrine Falcon nesting boxes should be integrated into the design and coordinated with the requirements of the buildings services and access equipment. Details to be submitted to the local planning authority and the CAA in writing for approval prior to the commencement of the construction of the crown of the building.

Reason: To provide suitable nesting locations for local bird life.
- Full details of the green wall, as shown on the approved plans, shall be submitted for approval to the local planning authority prior to the commencement of the development other than construction of a below grade guide wall and excavation of trenches for services other than introductory works and thereafter should be provided and retained as approved.

Reason: To improve visual amenity, biodiversity and mitigate the impacts of climate change.
- Groundwater monitoring to be undertaken during the detailed geotechnical exploration to determine the contamination source of hydrocarbon. Additional gas monitoring also to be undertaken. These investigations should be fully monitored and reported to the local planning authority for their assessment, prior to the commencement of development.

Reason: To identify and mitigate any site contamination.
- The development hereby permitted shall be carried out to include the measures and technologies indicated in the energy strategy accompanying the application, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the environmental impacts of the development are acceptable
- No development shall take place until the applicant has provided to the Local Planning Authority for approval an independently verified BREEAM pre-assessment report that demonstrates how a minimum 'Very Good' rating will be achieved, unless otherwise agreed with the local planning authority. The approved scheme shall then be provided in accordance with these details. A certificated BREEAM Post Construction Review, or other verification process agreed with the Local Planning Authority, shall be provided, confirming that the agreed standards have been met, prior to the first occupation of the development.

Reason: To ensure the development meets wider objectives of energy efficiency in new building design and construction.
- Development should not be commenced until: impact studies of the air quality have been submitted to, and approved in writing by, the local planning authority. This shall include

detail on measure to mitigate dust impacts during construction and with detail on the chimneystack heights. The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

Reason: To safeguard the amenities of neighbouring occupiers and to minimise the potential air quality impacts.

- Prior to occupation of the hotel a heating network of sufficient capacity to supply the whole development with heating, hot water and ventilation, either by external district heating system or by a single energy centre incorporating Combined heat and Power technology with a capacity of at least 200 kilowatt electricity, shall be secured or provided and prior to implementation the developer shall submit detailed plans to the local planning authority of the proposed heating network for its approval (in consultation with the Greater London Authority). The approved scheme shall then be provided in accordance with these details and thereafter shall be retained and used for energy supply for so long as the development remains in existence.

Reason: To reduce carbon emissions

- Aviation warning light shall be provided as required by Article 133 of UK Air Navigation Order

Reason: For aviation safety

- The develop shall give 90 days prior written notice to the local planning authority of its intention to commence the demolition works and site clearance and 180 days prior written notice to the local planning authority of its intention to commence piling. Within 28 days of the receipt of such a prior written notice, the local authority may issue a counter notice to the developer prohibiting the commencement of the Foundation Works during any period when the construction of the Crossrail structures and tunnels are in progress or is scheduled to commence.

Reason: To ensure the delivery and construction of Crossrail

- In the event that the Crossrail tunnels are constructed before substantive works are commenced on the construction of the approved basement, Construction work (other than the construction of a below grade guide wall and excavation of trenches for services and other introductory works to a maximum depth of 9m below grade) shall not begin until detailed design and method statements for all of the ground floor structures, foundations, basements and other structures, including demolition of the existing building, the programming and excavation of both temporary and permanent piling works below ground level (the Foundation Works) and measures for the mitigation of the effects of noise and vibration arising from the use of the running tunnels have been submitted to and approved in writing by the local planning authority. All such works that form part of the design and method statements shall be completed before any part of the building is occupied and the development shall be completed in accordance with the particulars so approved.

Reasons: To ensure the delivery and construction of Crossrail.

- The construction of the surface water drainage system shall be carried out in accordance with the details to be submitted to and approved in writing by the local planning authority prior to the commencement of development (other than the construction of a below grade guide wall and excavation of trenches for services and other introductory works).

Reason: To prevent pollution of groundwater and ensure appropriate drainage

- Development should not be commenced until: impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.  
Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.
- Prior to implementation full details of the engineering of the foundations, basement and ground level shall be submitted for approval to the local planning authority (in consultation with the Environment Agency).  
Reason: To ensure the integrity of the dock wall
- Barges should be utilised, where appropriate, to reduce the impacts of construction traffic, however given the use of the Dock area by the Museum in Docklands for a floating exhibition, the programme for the movement of barges in and out of the Dock should be coordinated with Museum in Docklands and detailed in the Code of Construction Practice, as required by the Section 106 agreement.  
Reason: To minimise the impact of construction traffic, whilst minimising impact on the Museum in Dockland Floating Exhibition.
- Works to be undertaken at the detailed design stage to ensure that potentially unfavourable impacts to the Museum in Docklands regarding water table are controlled. Mitigation measures to be submitted to Council for approval prior to the commencement of the development (other than the construction of a below grade guide wall and excavation of trenches for services and other introductory works). Practicable and appropriate mitigation shall be undertaken during these introductory works to ensure that potentially unfavourable impacts to the Museum in Docklands are controlled to the satisfaction of the local planning authority.  
Reason: To safeguard the Museum.
- The maximum duration of occupation in serviced accommodation as shown on the approved drawings shall be no more than 90 consecutive days.  
Reason: To ensure that the purpose of serviced accommodation is maintained

In granting permission the local planning authority had regard to the following:

1 The Mayor, acting as the local planning authority, has considered the particular circumstance of these applications against national, regional and local planning policy, relevant supplementary planning guidance and any material planning considerations. He has also had regard to the Tower Hamlets Development Control Committee report of 4 August 2009 and draft reasons for refusal. He has found this application acceptable in planning policy terms for the following reasons:

- The application proposes an acceptable quantum and mix of uses on an underutilised site in the economic cluster of Canary Wharf, which is located in the northern part of the Isle of Dogs Opportunity Area. This application helps facilitate London's continued attractiveness as an international business location. The scheme accords with London Plan policy 2A.5, 3B.1, 3B.2, 3B.3, 3D.7, 5C.1 and 5G.3. At the local level the scheme accords with policies ART7, DEV3 and CAZ1 of Tower Hamlets saved UDP (1998), and policies CP8, CP13 and EE4 of Tower Hamlets Interim Planning Guidance (IPG) Core Strategy (2007), and policies IOD13 and IOD15 of the IPG Isle of Dogs Area Action Plan.

- A financial contribution has been secured towards the provision of off-site affordable housing in lieu of the absence of any on-site affordable housing. This is in line with London Plan policy 5G.3, which identifies Canary Wharf as an area where an off-site provision of housing should be accepted, as on-site housing could compromise the broader objectives of sustaining important clusters of business activities.
- Transport matters, including parking, access and servicing, are acceptable and accord with London Plan policies 3C.1, 3C.22, 3C.23 and 3C.25 and local policies ST34, T16 and T19 of Tower Hamlets UDP (1998) and policies DEV17, DEV18 and DEV19 of the Council's IPG (2007), which seek to ensure developments minimise parking and promote sustainable transport options.
- This application will increase trip generation both to this site and within Canary Wharf; to mitigate any transport capacity impacts appropriate financial contributions have been secured to assist the delivery of Crossrail and bus capacity improvements. These contributions have been secured in line with London Plan policies 3C.2, 3C.9, 3C.12 and 6A.4 and emerging London Plan policies 3C.12A and the London Plan draft Supplementary Planning Guidance on the 'Use of planning obligations in the funding of Crossrail'.
- The building achieves a high quality design that complements the existing buildings in Canary Wharf. The building would provide a striking addition to the London skyline. The height, scale, bulk and the open spaces around the base of the building accord with the design policies set out in chapter 4B of the London Plan and with Tower Hamlets saved (1998) UDP policies DEV1, and DEV2 and Tower Hamlets IPG (2007) policies CP48, DEV1, DEV2, DEV3, CP46, DEV27 and IOD16.
- The introduction of a tall building onto this site in Canary Wharf would continue to preserve the existing character of the West India Dock conservation area and the setting of the various listed buildings within it, whilst the demolition of the existing Hertsmere House office building and its replacement with a building of high quality design will serve to enhance this conservation area. This accords with London Plan policies 4B.11, 4B.12 and 4B.13 and with Tower Hamlets saved UDP (1998) policies DEV27 and DEV28 and with Tower Hamlets IPG (2007) policies CON1 and CON2.
- The introduction of a 63-storey building onto this site will serve to expand the existing cluster of tall buildings at Canary Wharf and will have an impact on views to and from the area. However, the building will be seen as a slender and moderate addition to this existing and growing cluster that is consistent with the character of the area. The proposal accords with London Plan policies 4B.16, 4B.17 and 4B.18, with London Plan supplementary planning guidance on the 'London View Management Framework' and with Tower Hamlets IPG (2007) policies CP48, CP50, CON3 and CON5.
- The application proposes the development of a fully accessible building, with sufficient wheelchair accessible hotel rooms, serviced apartments and blue badge car parking. The inclusive design and access arrangements for this application accord with London Plan policies 3D.7 and Tower Hamlets IPG (2007) policies CP.13
- The application will result in some impacts on daylight and sunlight in the surrounding area, given the small-scale nature of these impacts along with the context of the surrounding area, these impacts are acceptable and are in line with London Plan policy 4B.10, Tower Hamlets UDP (1998) saved policies DEV2 and IPG (2007) policies DEV1 and DEV27 and broadly in line with the guidance set out in the Building Research Establishment (BRE) handbook 'Site Layout Planning for Daylight and Sunlight – A guide for good practice, 1991'.

- The energy strategy for this application has been prepared in line with the Mayor's energy hierarchy, London Plan policies 4A.1 to 4A.19 and with Tower Hamlets IPG (2007) policies CP28, DEV5 and DEV6, and is acceptable.
- The environmental impacts of this development are acceptable and are in line with London Plan policies 4B.15, 4A.33, 4B.10, 4A.14, 4C.11, 4A.12, 3D.14, 4A.20 and 4A.19 and with Tower Hamlets IPG (2007) policies DEV5 to DEV9.
- Contributions have been secured towards the provision of transport infrastructure improvements; open space and public realm improvements; and access to employment for local people in line with Government Circular 05/05, London Plan policy 6A.4 and Tower Hamlets UDP (1998) saved policy DEV4 and Tower Hamlets IPG (2007) policy IMP1, which seek to secure contributions toward infrastructure and services required to facilitate proposed development.
- There are no, or insufficient, grounds to withhold consent on the basis of the policies considered and other material planning considerations.

Informatives:

- This permission does not imply approval of any entertainments licensing requirements of the licensing authority. Further advice should be sought from the Council's Licensing Section.
- Arrangements should be made to ensure that no surface water from the proposed development would drain onto the public highway.
- If the development is carried out it will be necessary for a crossing to be formed over the public highway by the Borough Council and Highway Authority at the applicant's expense in accordance with Section 184 of the Highways Act 1980. Applications for such a crossing should be made to the Council's Highways Development Services, Southern Grove, London, E3.
- Having regard to the environment of the locality and the prominence of the site, a sympathetic and high standard of design is appropriate and expected by the local planning authority.
- The applicant must ensure that building foundations abutting areas to be landscaped are suitably designed to enable tree planting to be carried out in accordance with the landscaping scheme.
- During the course of site works and until the completion of the development a notice board should be affixed on the hoarding of the site in a prominent position specifying the name, address and telephone of the contractor including an emergency number. This is to allow direct communication between the Council and contractor in respect of vandalism, outbreak of fire etc., as well as ensuring the appropriate and expeditious discharge of the conditions of the planning permission.
- The applicant's attention is drawn to the requirements of the Control of Pollution Act 1974, Section 13, and is advised that adequate storage facilities for refuse must be provided.
- Crossrail Limited (25 Canada Square, Canary Wharf, London E14 5LQ, telephone 020 3229 9100) has indicated its preparedness to provide guidelines in relation to the proposed location of the cross rail structures and tunnels, ground movement arising from the construction of the

running tunnels, and noise vibration arising from the use of running tunnels. Applicants are encouraged to discuss the guidelines with the Cross Rail Engineer in the course of preparing detailed design and method statements.

- Construction cranes should make every effort not to penetrate above 245 metres AOD. All contractors should be aware of the height limitation and the construction process should proceed in consultation with London City Airport.
- Movement of construction traffic via West Ferry Road, West Ferry Circus and Hertsmere Road should be restricted. Traffic management details will be included in the Code of Construction Practice for the development of the site.
- There are public sewers crossing this site, and no building works will be permitted within three metres of the sewers without Thames Water's approval. Should a building over / diversion application form, or other information relating to Thames Water's assets be required, the applicant should contact Thames Water Developer Services.
- Thames Water recommends that petrol / oil interceptors be fitted in all car parking areas. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
- Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. In line with best practice for the disposal of fats, oils and grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel is recommended. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

Signed

**Giles Dolphin**

**Assistant Director Planning**

Notes:

This is a planning permission only. It does not convey any approval or consent that may be required under Building Regulations or any other enactment.

Further to the guidance set out in paragraph 5.38 of the GOL Circular 1/2008 the Mayor has agreed with Tower Hamlets Council that Tower Hamlets Council will be responsible for decision on all subsequent approval of details pursuant to conditions set out in this decision notice.