

## Application for Planning Permission

<b>Reference</b>	PA/18/02803
<b>Site</b>	Poplar Gas Works, Leven Road, London
<b>Ward</b>	Lansbury Ward
<b>Proposal</b>	<p>A hybrid planning application (part outline/part full) comprising:</p> <p>1.) In Outline, with all matters reserved apart from access, for a comprehensive mixed-use development comprising a maximum of 195,000 sqm (GEA) (excluding basement and secondary school) of floorspace for the following uses:</p> <ul style="list-style-type: none"><li>• Residential (Class C3);</li><li>• Business uses including office and flexible workspace (Class B1);</li><li>• Retail, financial and professional services, food and drink uses (Class A1, A2, A3 &amp; A4);</li><li>• Community, education and cultural uses (Class D1);</li><li>• A secondary school (Class D1) (not included within the above sqm GEA figure);</li><li>• Assembly and leisure uses (Class D2);</li><li>• Public open space including riverside park and riverside walk;</li><li>• Storage, car and cycle parking; and</li><li>• Formation of new pedestrian and vehicular access and means of access and circulation within the site together new private and public open space.</li></ul> <p>2. In Full, for 66,600 sq.m (GEA) of residential (Use Class C3) arranged in four blocks (A, B, C and D), ranging from 4 (up to 23m AOD) 5 (19.7m AOD), 6 (up to 26.9m AOD), 8 (up to 34.1m AOD), 9 (up to 36.3m AOD) 12 (up to 51.3m AOD) and 14 (57.6m AOD) storeys in height, up to 2700 sq.m GIA of office and flexible workspaces (Class B1), up to 500 sq.m GIA community and up to 2000 sq.m GIA leisure uses (Class D1 &amp; D2), up to 2500 sq.m GIA of retail and food and drink uses (Class A1, A2, A3 and A4) together with access, car and cycle parking, energy centre, associated landscaping and new public realm, and private open space.</p>
<b>Summary Recommendation</b>	Grant planning permission with conditions and planning obligations
<b>Applicant</b>	St. Williams Homes LLP
<b>Architect/agent</b>	WYG
<b>Case Officer</b>	Elizabeth Donnelly
<b>Key dates</b>	<ul style="list-style-type: none"><li>- Application registered as valid on 28/09/2018</li><li>- Re-consultation in relation to amendments to Environment Statement (ES) on 07/03/2019</li></ul>

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## EXECUTIVE SUMMARY

The application site is allocated for large scale redevelopment by the Council's current and emerging Local Plan, it is specifically identified for the delivery a strategic housing development. It is also located within the Lower Lea Valley Opportunity Area, where development proposals are expected to optimise the delivery of housing and employment numbers.

The overall development would deliver up to 2800 homes with 35% affordable housing (up to 980 affordable homes), 4,200sqm of employment floorspace (B uses), 10% of which would be secured at affordable rent. Retail, leisure and community uses are also proposed and considered to contribute to the creation of a sustainable neighbourhood. The proposed development also safeguards the land for the delivery of a secondary school, in line with the emerging Site Allocation policy, contributing to the identified educational needs of the borough.

From a design perspective, it is considered that the proposed development responds positively to its context. The applicant has paid special attention to the areas of built form close to the boundary and the River Lea, resulting in sensitive and neighbourly development.

In line with the Site Allocation policy, the proposed development seeks the delivery of a public park of 1.3ha. Officers have worked closely with the applicant to ensure that the park would be a highly accessible and valued community asset and open space provision, not just for the future residents, but the wider local community too. The public park sits as part of a wider open space provision across the site (over 50% of the site in total being open space), and via the Green Link, is considered to connect into existing green spaces such as the MUGA on Leven Road. The proposed riverside walk, which provides 480m of riverside path facilitates future connections to the west, east and across the River Lea to Newham. The scheme provides access to this part of the river for the first time in over 200 years. As part of this, and in line with the Site Allocation policy, the proposed development seeks to safeguard land in respect of the future delivery of two river crossings from the site. This provides strategically important future opportunities to further connect the application site with Newham, the River Lea Valley walk (via Cody Dock) and Canning Town, a public transport hub.

The application site is presented with some connectivity challenges in respect to pedestrian links to public transport, largely driven by the constraints associated with the A12, A13 and the River Lea, a challenge that has been further highlighted by regional authorities. That said, the proposed development seeks local connectivity improvements in line with the requirements of the Site Allocation policy. This includes a financial contribution towards improved bus connectivity from the site, a local connectivity study which identifies necessary improvements and a financial contribution towards the delivery of the identified improvements. This, in addition to principles of connectivity, permeability and legibility that are considered to be embedded within the design of the proposed development, is considered to result in an acceptable development in this regard.

Further to this, despite extensive community engagement and resultant amendments to the design of the proposed scheme, the proposal would result in some impacts upon neighbouring residents from a daylight and sunlight perspective. Officers are satisfied that the scale and massing of the built form close to the boundary with existing residential development has been designed sensitively to minimise such impacts. Whilst officers have given careful consideration to these impacts and discussed it at length within the report, it should be acknowledged that such impacts are often an inevitable consequence of development that is required by policy to make a significant contribution to the delivery of housing. Officers are required to balance the identified impacts with the benefits of the wider scheme.

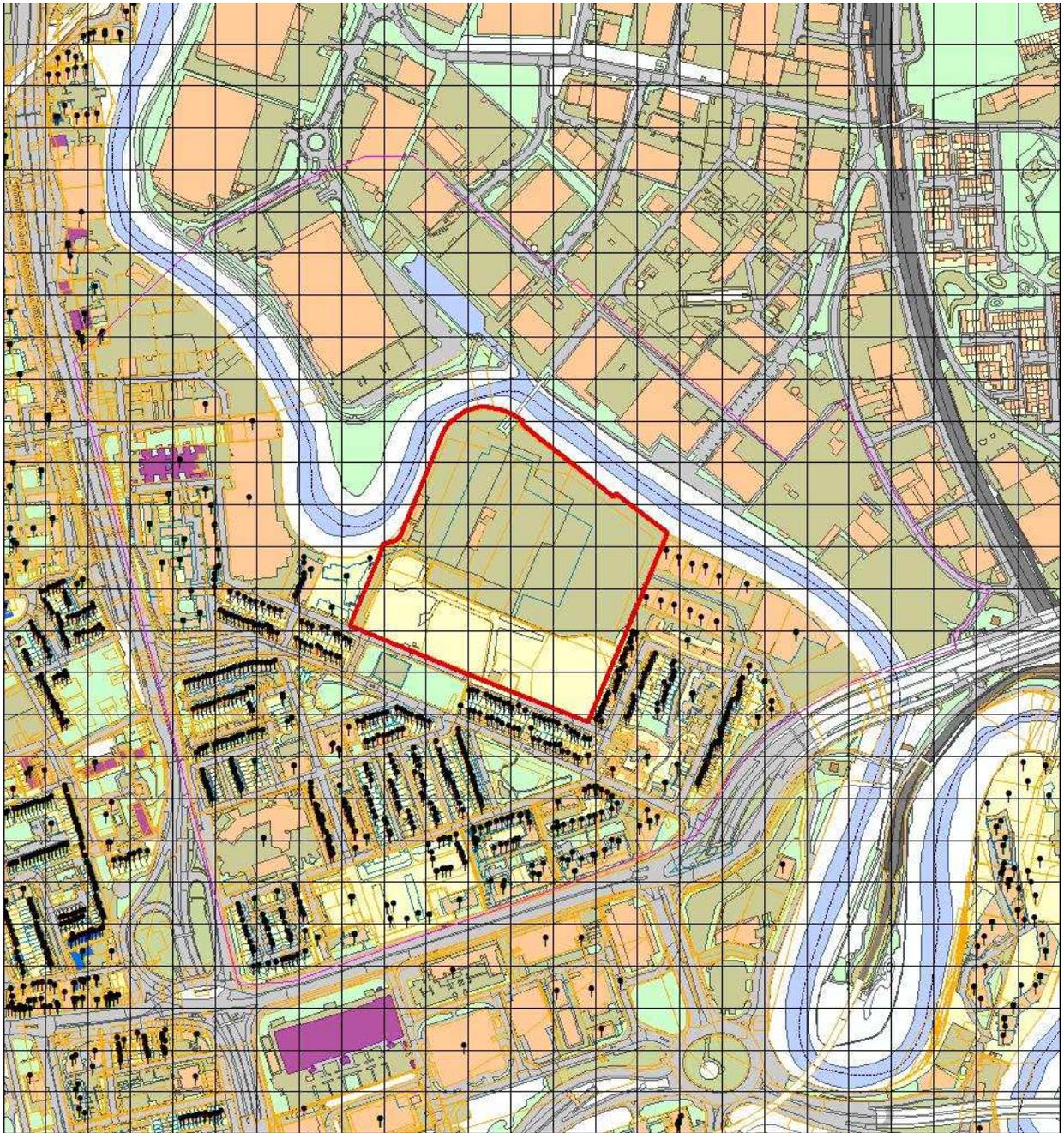
In addition to this, the environmental impacts associated with the proposed development, as set out in detail in the Environmental Statement, have been fully considered. Officers are satisfied that any potential impacts that may arise from the construction or operation of the development can be sufficiently controlled and mitigated through the various recommended planning conditions and obligations.

Considered as a whole, the proposed development delivers the requirements of the Site Allocation policy and is considered to accord with the Development Plan. In doing so, it makes a significant contribution to the delivery of the Council's housing targets and the addressing of Tower Hamlet's identified housing need. It delivers a notable quantum of employment floorspace, open space and facilitates the delivery of a secondary school.

The proposal is considered to be well designed, officers are satisfied that the proposed development would deliver a high quality, well integrated, inclusive sustainable place.

It is on this basis that the grant of planning permission is recommended.

## SITE PLAN



### Legend:

Site boundary: red line

Consultation boundary: purple line

Listed buildings: blue

Conservation areas: shaded area

## 1. SITE AND SURROUNDINGS

- 1.1 Poplar gasworks is a former gasworks site which has now been decommissioned and all three gasholders removed. It is 8.3 hectares in size and is located in the Lansbury Ward, Poplar. It is adjacent to the River Lea which acts as a boundary between Tower Hamlets and Newham to the north.



Figure 1 - Aerial map of application site

- 1.2 In terms of the immediate surrounding context, the site is bound to the south-west by Leven Road which comprises an outdoor play space and two storey residential houses. Oban Street is to the south-east of the site and also comprises two storey residential houses. The gardens of the Oban Street properties are directly adjacent to the south eastern site boundary. To the north of Oban Street is the Blackwall Trading Estate which is also directly adjacent to the south eastern site boundary.
- 1.3 To the north-west, the site is bound by Leven Wharf, a newly constructed residential development of up to 12 storeys in height. Further north-west along the river is Devons Wharf, another recent residential development rising to 11 storeys in height. Beyond this, and the neighbouring industrial sites, is Ailsa Wharf, a site which has planning permission for the construction of 785 homes and buildings of up to 17 storeys in height.
- 1.4 There is a bridge like structure that rises from the northern corner of the site. This is a high voltage electric cable operated by UK Power Networks that serves Canary Wharf. The cable also runs underground at the western part of the site.
- 1.5 In terms of character, the surrounding area is characterised by residential land uses to the west, south and south east. Within the Blackwall Estate, to the east of the site, the land use is commercial and light industrial in nature.
- 1.6 The site is not located within a conservation area, nor are there any listed buildings or conservation areas immediately adjacent to the site. There are however several listed buildings located within 500m of the site. These include the Grade II\* listed Balfron Tower to the south west of the site and the Grade II\* listed East India Dock House, the Grade II listed East India Dock Wall and the Grade II Listed Entrance Gateway to the Blackwall tunnel to the

south of the site. The closest conservation area is the Balfon Tower Conservation Area located to the south west of the site, the other side of the A12.

- 1.7 The site has a low PTAL, ranging between 0 and 2 across the site. The nearest station is Canning Town which is located approximately 1km to the east. Additionally, East India DLR station is approximately 1.2km to the south west and Langdon Park DLR station is approximately 1.2km to the west. In terms of bus stops, the nearest stops are located on Abbott Road, approximately 100m to the south east. Note that the measurements are taken from the front of the site.
- Policy designations and background
- 1.8 The site is allocated for a strategic housing development within both the Council's current and emerging local plan.
- 1.9 The site is also located within the Mayor's Lower Lea Valley Opportunity Area which was designated in 2007. There is a planning framework, the Lower Lea Valley Opportunity Area Planning Framework (OAPF), which sets out strategic guidance for new development in this area.
- 1.10 The Lower Lea Valley Opportunity Area is identified as having huge capacity for new homes and jobs. At the heart of its regeneration, is the creation of an extensive open space network.
- 1.11 The application site falls within the 'Poplar riverside sub-area' of the Opportunity Area. In this area, development is expected to contribute to strategic and local interventions to provide major park space, new bridge connections across the River Lea and new open space links along the river edge.
- 1.12 In addition to this, the site also falls within the Poplar Riverside Housing Zone, which was designated by the Mayor of London in 2016. It was intended to increase housing delivery in a part of the borough with significant infrastructure challenges, and link it to surrounding areas. At this time, funding was available from the strategic body. There are no longer any funding opportunities associated with Housing Zones in London. The Housing Zone has been promoted as the Poplar Riverside Opportunity Area within the Draft London Plan.
- 1.13 Relevant photographs of the application site are included in Appendix 2.

## **2. PROPOSAL**

- 2.1 The applicant has submitted a planning application for part outline and part full planning permission. The 'full' component relates to Phase 1 (2.0 Ha) of the development, for which full details have been submitted. The 'outline' component relates to the wider site (6.3 Ha), the finer details of which would be the subject of reserved matters applications, should planning permission be granted. The planning application is underpinned by a site wide illustrative masterplan.

### **The Full component (Phase 1)**

- 2.2 Full (detailed) planning permission is sought for Phase 1 which is 2.0ha in size and is located towards the front (south-west) of the site, adjoining St Ives Place to the west and Leven Road to the south. Within the planning application submission documents, the applicant has referred to Phase 1 as 'the Yards'. Below is an overview of Phase 1:
- 577 residential units (including 38.7% affordable housing) arranged in 4 blocks, ranging between 4 and 14 storeys in height, comprising a total of 9 cores (A1-D4)

- 2,700sqm of office and flexible workspace
- 500sqm of community uses
- 2000sqm of leisure uses
- 2500sqm of retail, food and drinks uses.

2.3 The image below illustrates the section of the site that is Phase 1.



Figure 2 - plan denoting Phase 1

2.4 The paragraphs below provide greater detail of Phase 1.

Land use

2.5 Phase 1 includes 577 residential homes (Class C3) and 6,271sqm of commercial floorspace, currently proposed to be divided into 18 units. The applicant seeks flexibility surrounding the Use Class of each unit. The range of uses proposed includes retail units, office and flexible workspaces, a café/gallery, a gym and a community use (Use classes: A1, A2, A3, A4, B1, D1 and D2).

- Non-residential floorspace

2.6 Maximum floor area allowances for the non-residential uses have also been proposed in order to ensure a suitable balance of non-residential and community uses. The table below sets out the maximum floor areas:

<b>Phase 1 non-residential maximum floor areas</b>	
<b>Use Class</b>	<b>Up to Maximum GIA (sqm)</b>
A1 Retail	1,000
A2 Professional and Financial services	500
A3 Restaurants and Cafes	500
A4 Drinking Establishments	500
B1 Business	2700
D1 Non-residential Institutions	500
D2 Assembly and Leisure	2,000

- Residential floorspace

2.7 As outlined above, Phase 1 comprises 577 homes, equating to 1619 habitable rooms. An overview of the proposed residential mix is set out below:

<b>Unit size</b>	<b>No. of units (% of units)</b>	
Studio	66 (11.4%)	
1 bedroom	135 (23.3%)	
2 bedroom	272 (47%)	
3 bedroom	89 (15.4%)	104 family homes (18.0%)
4 bedroom	15 (2.6%)	

2.8 58 of the proposed residential units would be wheelchair accessible; this represents 10% of the total units.

2.9 It is proposed that 38.7% of the residential units within Phase 1 would be affordable housing. In terms of tenure mix for Phase 1, a tenure split of 65:35 is proposed in favour of social rent.

2.10 The residential units would be located in the buildings/ cores as set out by the table and plan below.

<b>Tenure</b>	<b>Location (core buildings)</b>
Private	A1, A2, B1, C1 and C2
Social rent	D1 and D3
Intermediate	D2 and D4



Figure 3 - Building cores in Phase 1

- Brief descriptions of built form and design.

2.11 The proposed development for Phase 1 comprises a range of heights, ranging between 4 and 14 storeys. The taller buildings would be both on Leven Road (12 storeys maximum) and adjoining the proposed public park (12 and 14 storeys in height). The sketch drawing below is taken from the Design and Access Statement (page 134) – it illustrates the distribution of height across Phase 1.

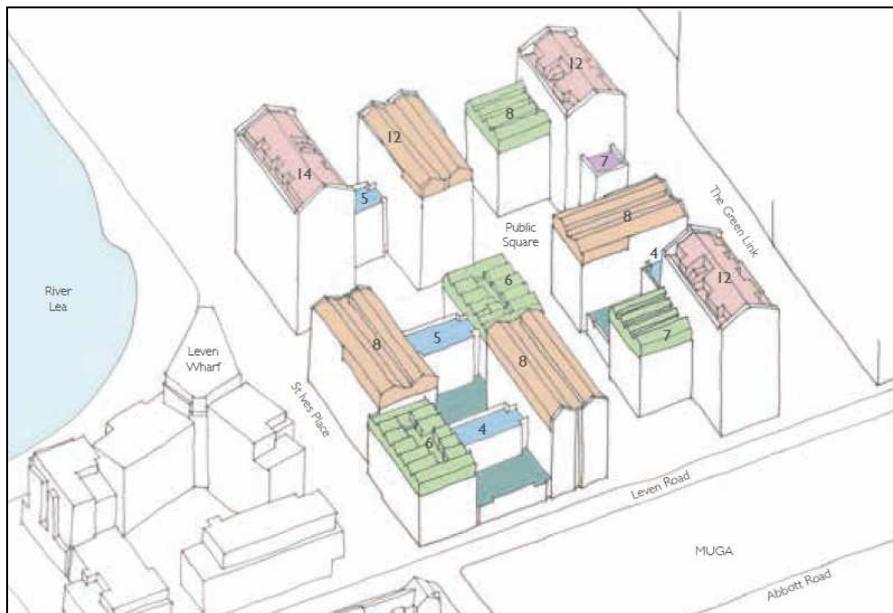


Figure 4 - Sketch of building heights in Phase 1

- 2.12 The Phase 1 development includes three different building typologies: Dominant buildings, transitional buildings and base and link buildings. These will be discussed in greater detail in the design section of the report.
- 2.13 The proposed materials for the Phase 1 buildings would predominantly be brick, expressed through different brick colour/bonding for each set of buildings whilst retaining a tone of red for consistency.
- 2.14 Further details relating to the design evolution and the final design of the buildings within Phase 1 can be found within the Design and Access Statement (prepared by JTP Architects) and dated September 2018.
- Access, servicing and parking (car and cycle)
- 2.15 The existing main vehicular access and egress point for the site is at the south western corner (St Ives Place). It is proposed that this access point is retained and used for Phase 1. It would be used by residents' to access the car park, beyond which, traffic would be limited to commercial deliveries, refuse and emergency vehicles.
- 2.16 It is proposed that the central route through Phase 1 (The Yards) would be pedestrian priority. It is proposed that a one-way system would be operated for emergency, delivery and refuse services to allow servicing of the residential and commercial units. Automated dropped bollards are proposed to control vehicle movement along this route.
- 2.17 The route (The Green Link) proposed at the centre of the wider site (between Phase 1 and the School) would be central link for pedestrians, providing access from the surrounding streets into the site and through the park and riverside walk. Delivery vehicles associated with the residential element of Phase 1 would also service the concierge from designated servicing bays within this space.
- 2.18 In terms of car parking, a total of 101 residential spaces are proposed. This is a ratio of 0.18 spaces per residential unit within Phase 1.
- 2.19 In terms of cycle parking, a total of 1054 residential spaces are provided within the part-basement/part-podium, alongside a further 32 short stay cycle parking spaces for visitors. Further cycle parking for non-residential uses includes 56 long stay cycle parking spaces and 86 short stay spaces.
- Landscaping, public realm and playspace
- 2.20 In addition to the proposed public park that would be delivered in part alongside Phase 1, a new public central square and 'The Green Link' are also proposed within Phase 1. It is proposed that these spaces would provide a range of hard and soft landscaped areas, as well as incorporating play space for a range of ages.
- 2.21 Landscaping is also proposed at podium and roof levels in the form of living roofs, trees, shrubs, playground and shared and private amenity spaces.
- 2.22 The table below provides a breakdown of the proposed children's space. In total, it would amount to 2,314sqm of playspace.

Phase 1 Children's Playspace Provision	
Age category	Area (sqm)
Under 5 years old doorstep play	1,207
5-11 years	542
12+	565

**The Outline component** (referred to as the 'Outline phases' throughout the report)

2.23 It is proposed that the overall masterplan, or the 'Outline component' of the scheme would deliver:

- Up to 2223 homes, including 35% affordable housing
- Approximately 6,000sqm of commercial floorspace
- A public riverside park of at least 1 hectare
- The land for a secondary school
- A riverside walk

2.24 The proposal would be 'controlled' through the use of the two principle documents: the **Parameter Plans** and the **Development Specification/ Design Code**. Together, they set out the ranges and principles (for those parts of the proposal that are submitted in Outline) relating to the detail of appearance, landscaping, layout and scale.

2.25 The **Parameter Plans** define the following:

Parameter Plan	Subject
Parameter Plan 1	Application boundary
Parameter Plan 2	Outline and detailed planning application areas
Parameter Plan 3	Existing site levels
Parameter Plan 4	Development parcels and public park
Parameter Plan 5	Proposed site levels
Parameter Plan 6	Predominant ground floor uses
Parameter Plan 7	Access and movement
Parameter Plan 8	Proposed basements
Parameter Plan 9	Maximum development block footprint
Parameter Plan 10	Maximum building height

2.26 The **Development Specification/ Design Code** document is to be read alongside the Parameter Plans and other submitted documents. It sets out a written account of the parameter plans and details and provides the framework within which the reserved matters must come forward.

2.27 The matters reserved for later determination, in relation to the Outline component of the scheme are:

<b>Reserved Matter</b>	<b>Description</b>
Appearance	The aspects of the development which determine the visual impression the development makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.
Landscaping	The treatment of land other than buildings for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated, including soft and hard landscaping, earthworks, public art and boundary treatment.
Layout	The way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.
Scale	The height, width and length of each building proposed within the development in relation to its surroundings.

- 2.28 The detail of the above elements would therefore be assessed through the four reserved matters and any conditions and S106 obligations attached to the permission. The acceptability of these details at reserved matters stage would be subject to the limitations within the Parameter Plans and Development Specification/ Design Code document.
- 2.29 In order to provide a greater understanding of the Outline component of the scheme, each parameter plan, together with a short commentary, has been set out below. Some of the details on the plans will appear very small; these have been included in order to provide an explanation surrounding the purpose of each Parameter Plan. The plans can be viewed in detail on the Council's website, along with the full suite of planning application documents.

## Parameter Plan 1 – Application boundary

This plan shows the application site boundary. The red outlined box towards the front of the site encompasses the Pressure Reduction Station (PRS). This sits outside of the application boundary and is owned and controlled by National Grid.

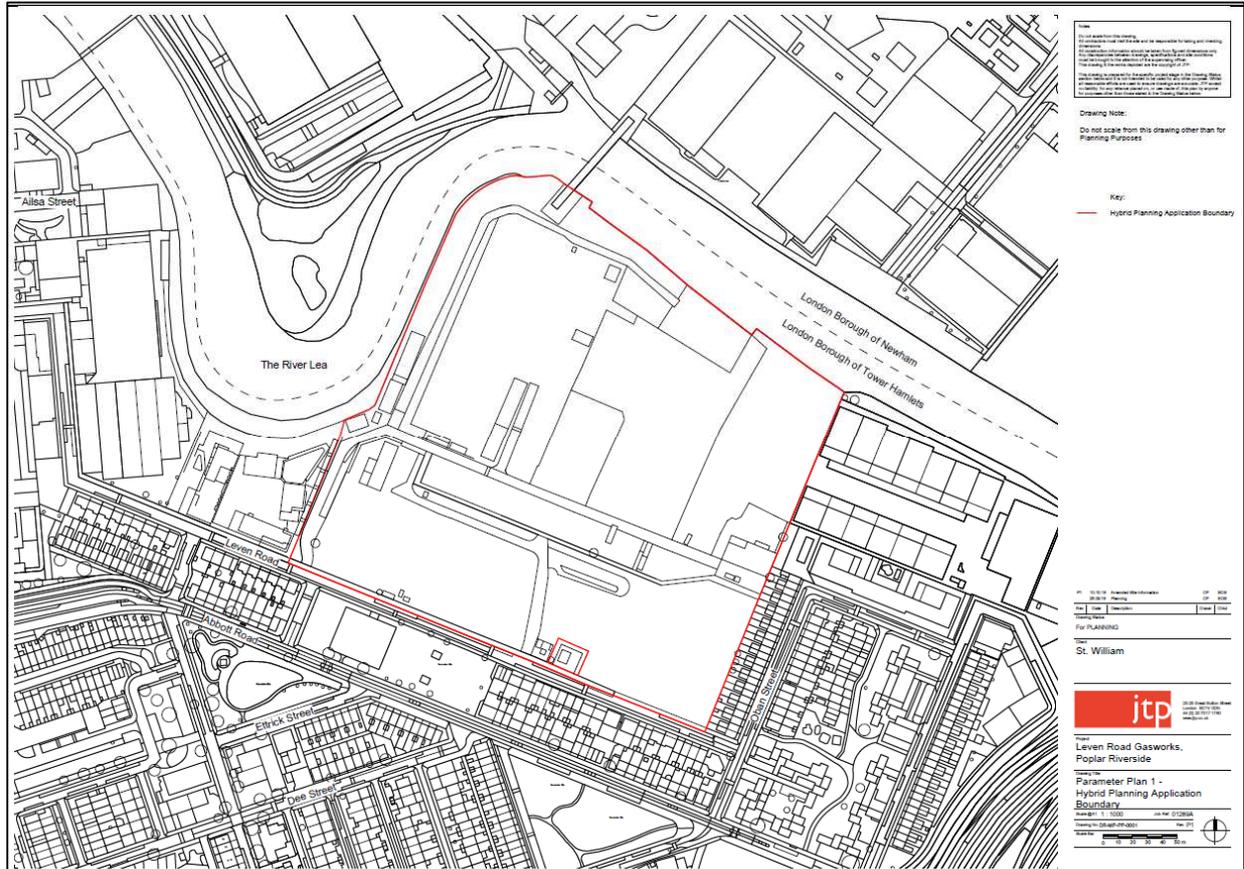


Figure 5 - Parameter Plan 1

## Parameter Plan 2 – Outline and full planning application areas

This plan delineates the Full (Phase 1) and Outline components of the scheme.

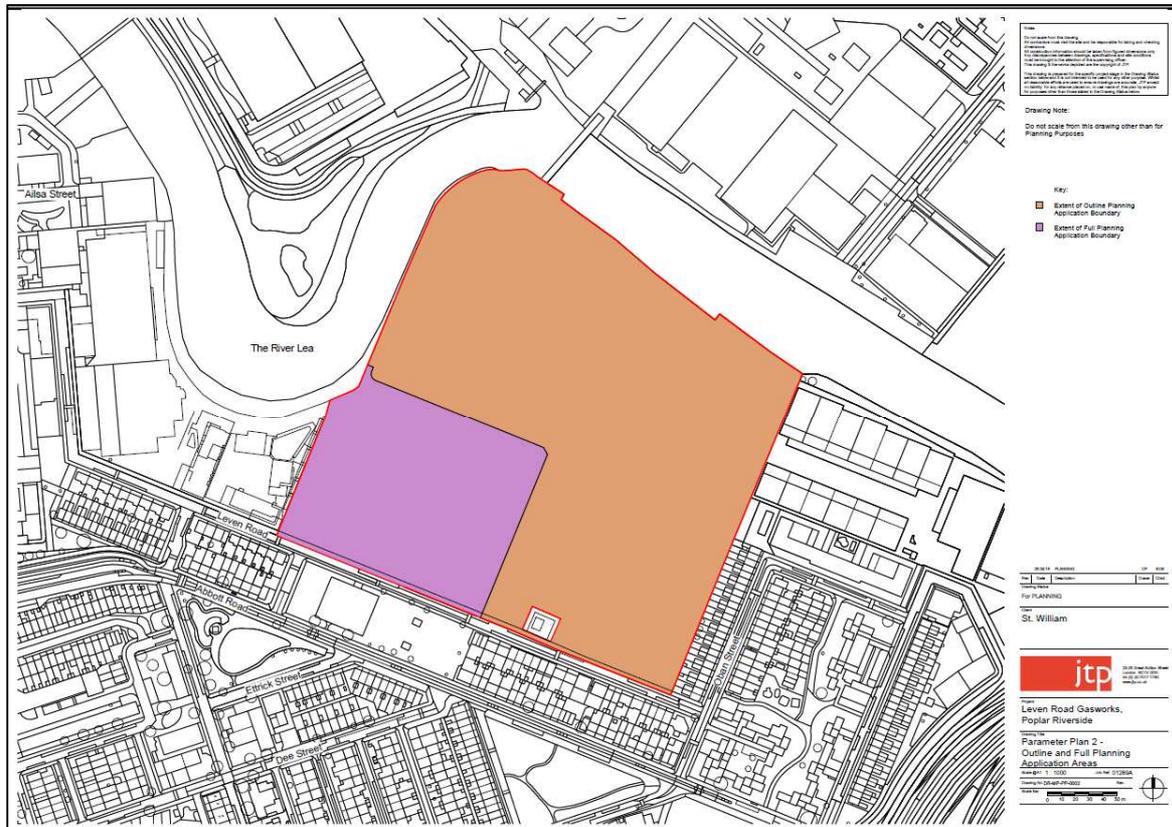


Figure 6 - Parameter Plan 2

## Parameter Plan 3 – Existing Site Levels

This plan outlines the varying levels across the site, the gradient increases towards the river.

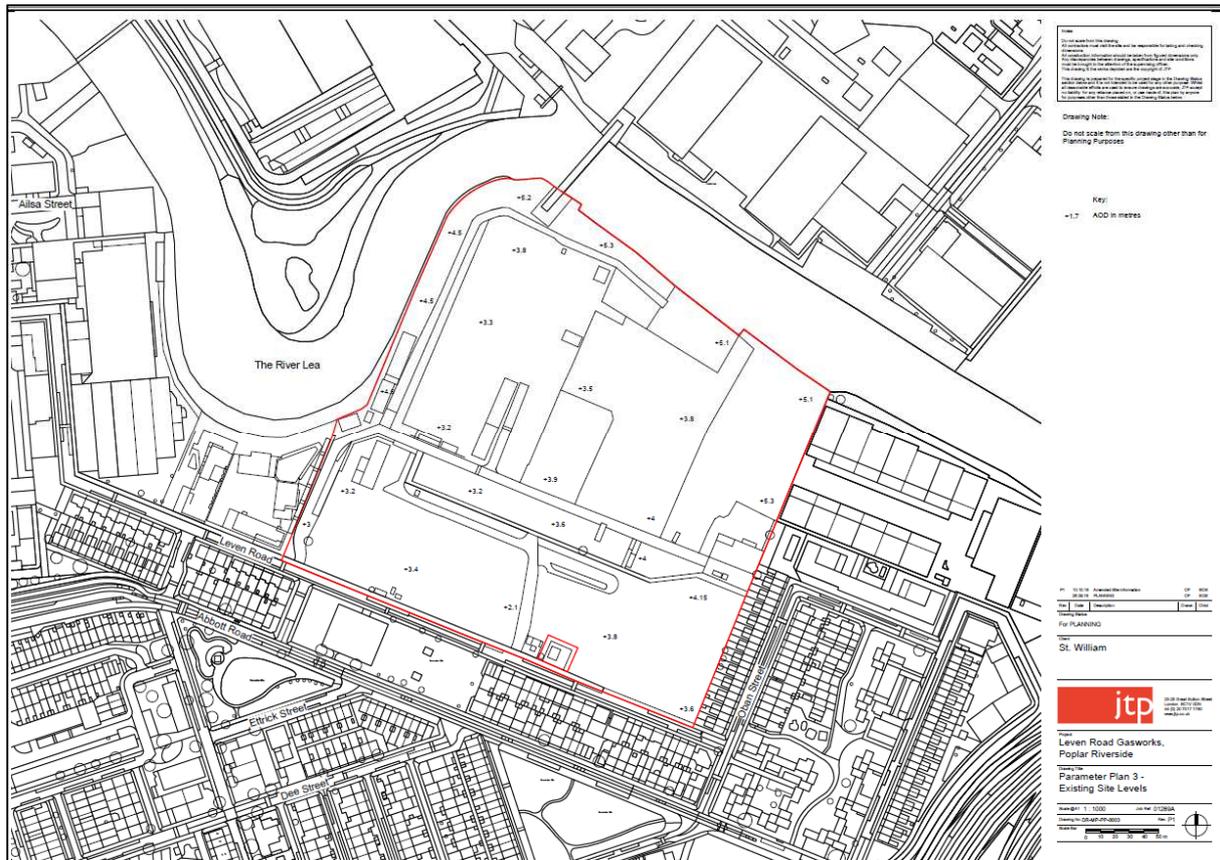


Figure 7 - Parameter Plan 3

## Parameter Plan 4 – Development parcels and public park

For the Outline component, the amount of floorspace sought is up to 195,000sqm (GEA). This excludes the basement and secondary school.

This floorspace would be delivered within the plots/ development parcels (A-H) shown on this plan.

The built form and resident’s communal amenity space would be contained within the plots.

It should however be noted that the plots are subject to an additional allowance of up to 2m for bolt on balconies, canopies and awnings projecting out from the plot extent. The plot areas also do not include the proposed 2.5m of defensible space that would be provided to units at ground floor level.

The plan also shows the park; the development specification states that this would be publically accessible and at least 1ha in size. It is proposed that it would feature soft landscaping, including planting and trees. The delivery of the park will be in two phases – Phase A and Phase B.

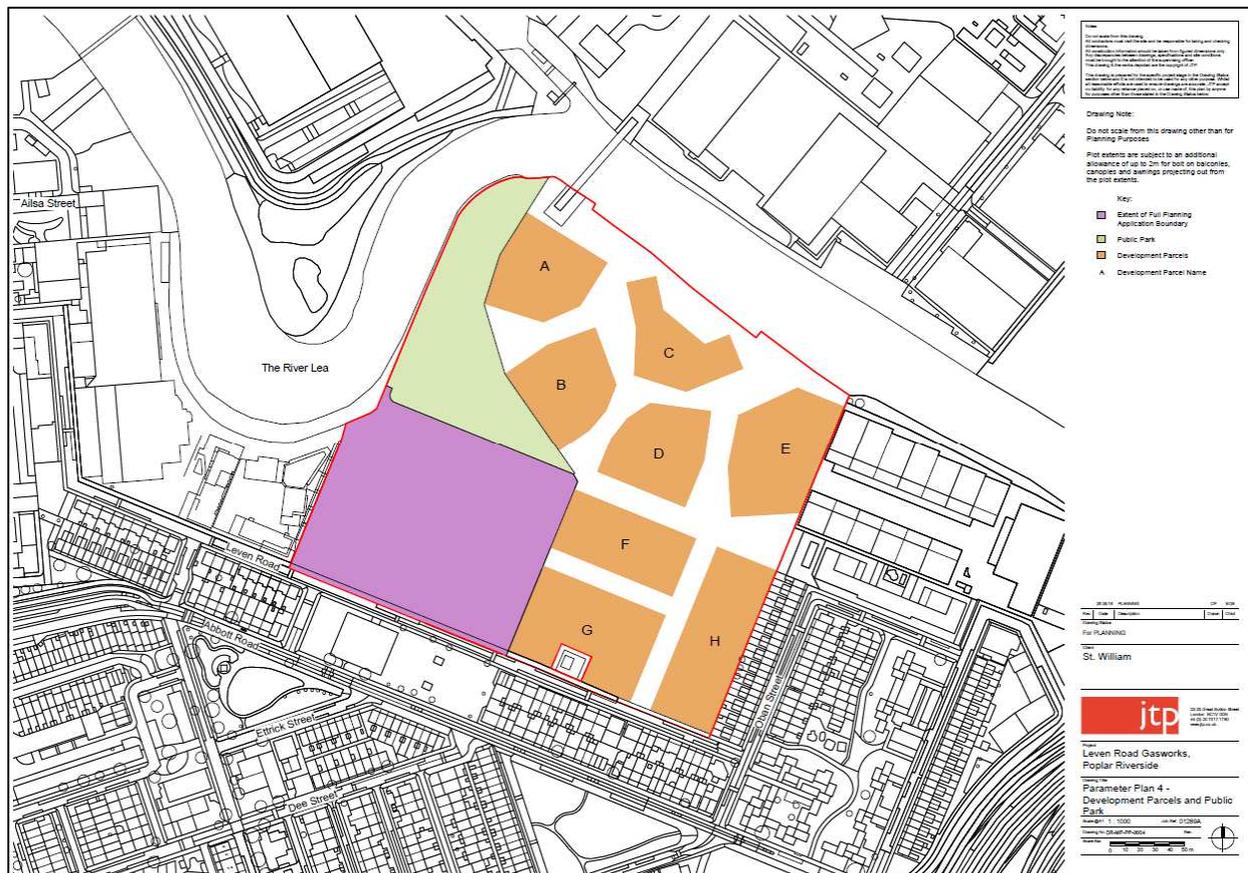


Figure 8 - Parameter Plan 4

## Parameter Plan 5 – Proposed site levels

This plan shows the proposed site levels. If read in conjunction with Parameter Plan 2 (existing site levels), it provides an insight into the proposed levelling works.

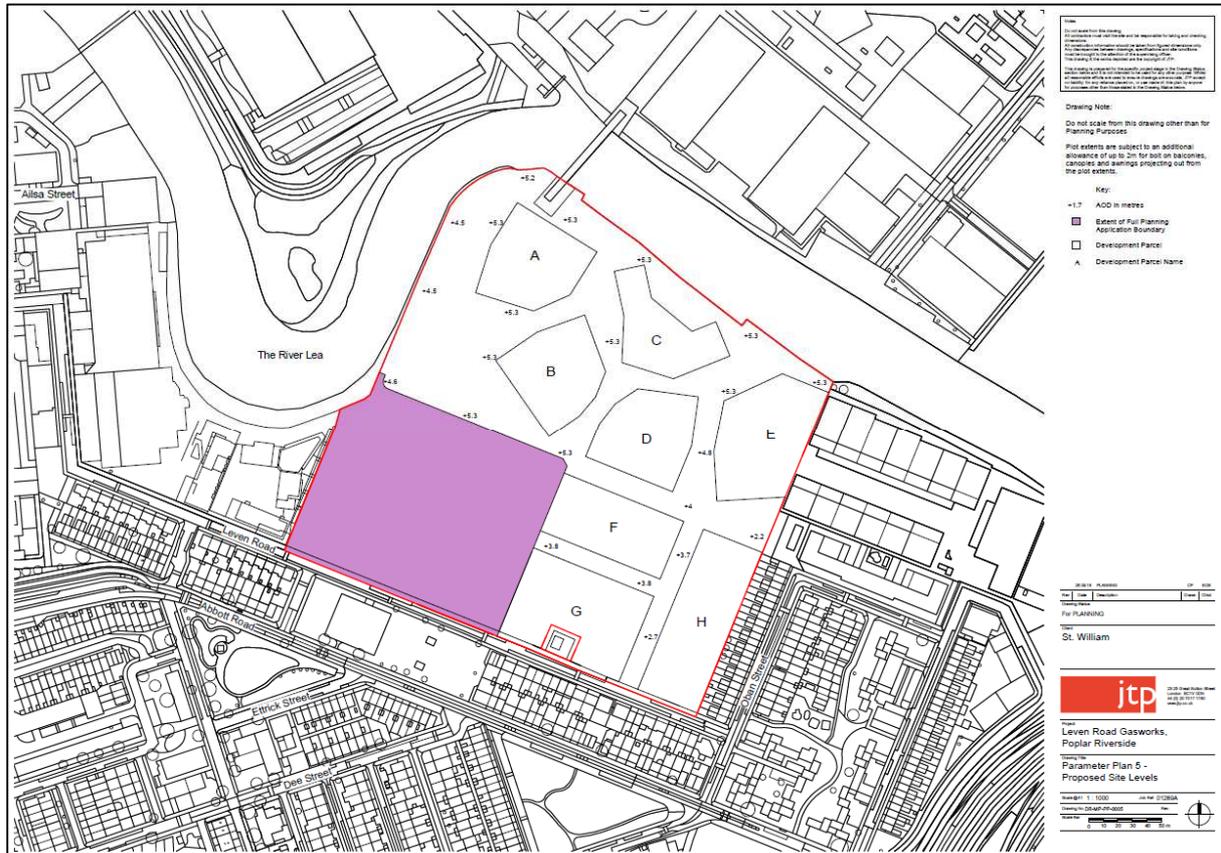


Figure 9 - Parameter Plan 5

## Parameter Plan 6 – Proposed ground floor uses

This plan shows the location of the ground floor uses.

The majority of the ground floor uses across the Outline component would be residential or residents' facilities. Development parcel G would be in school use at all levels.

It is proposed that part of ground floor within development parcel B would be non-residential use. A maximum of 4,500sqm non-residential floorspace would be located here.

The planning application seeks flexible non-residential floorspace; this floorspace could comprise the following use classes: A1, A3, A4, B1, D1 and D2.

The Development Specification proposes a maximum GIA allowance per non-residential use, set out below:

Use Class	Maximum GIA allowance (sqm)
A1	500
A3	500
A4	500
B1	1,500
D1	1,000 (excluding the school floorspace)
D2	500

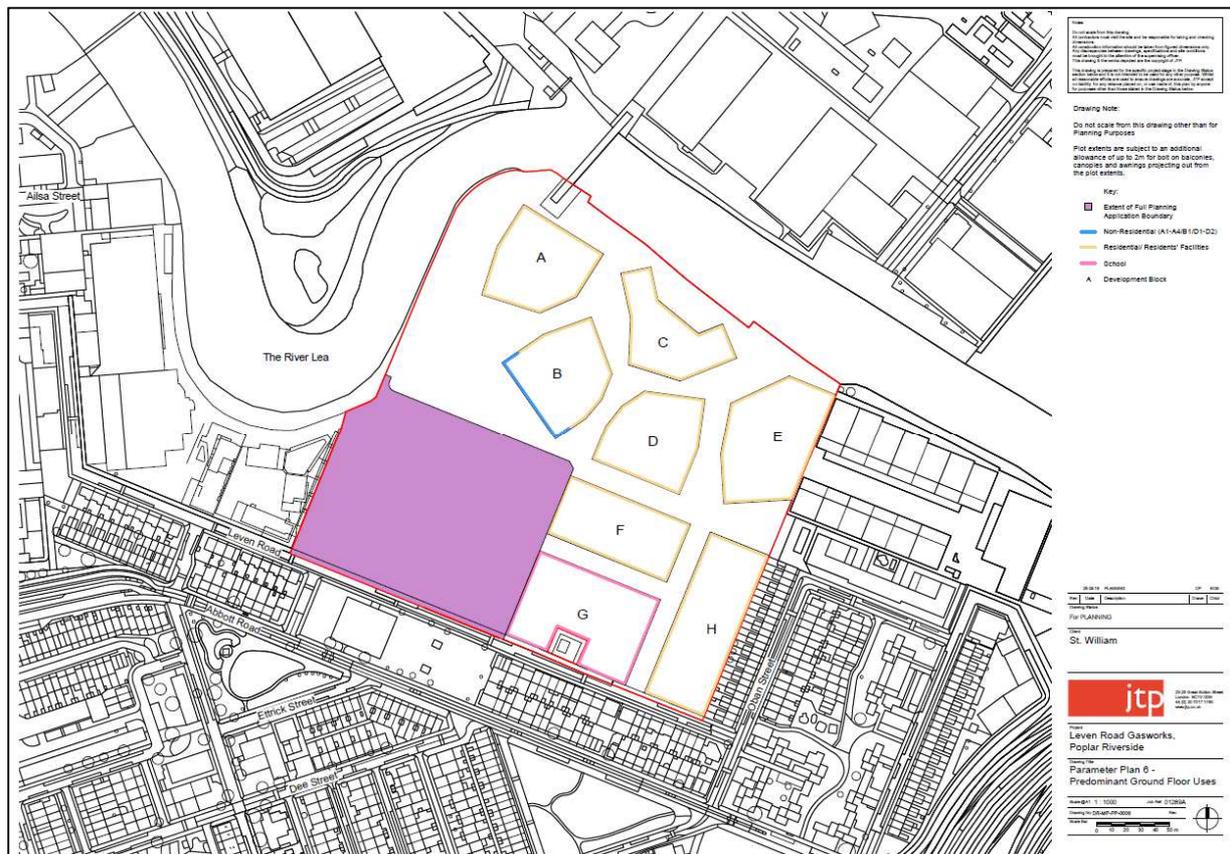


Figure 10 - Parameter Plan 6

## Parameter Plan 7 – Access and movement

Access points into the site from the public highway are to be considered as part of this application.

The internal access arrangements forms part of the Outline component of the scheme. Further detail would therefore be required at reserved matters stage.

This plan and the development specification does however identify the following access routes:

- Primary and secondary routes for vehicles
- Pedestrian, cycle and emergency vehicle routes.

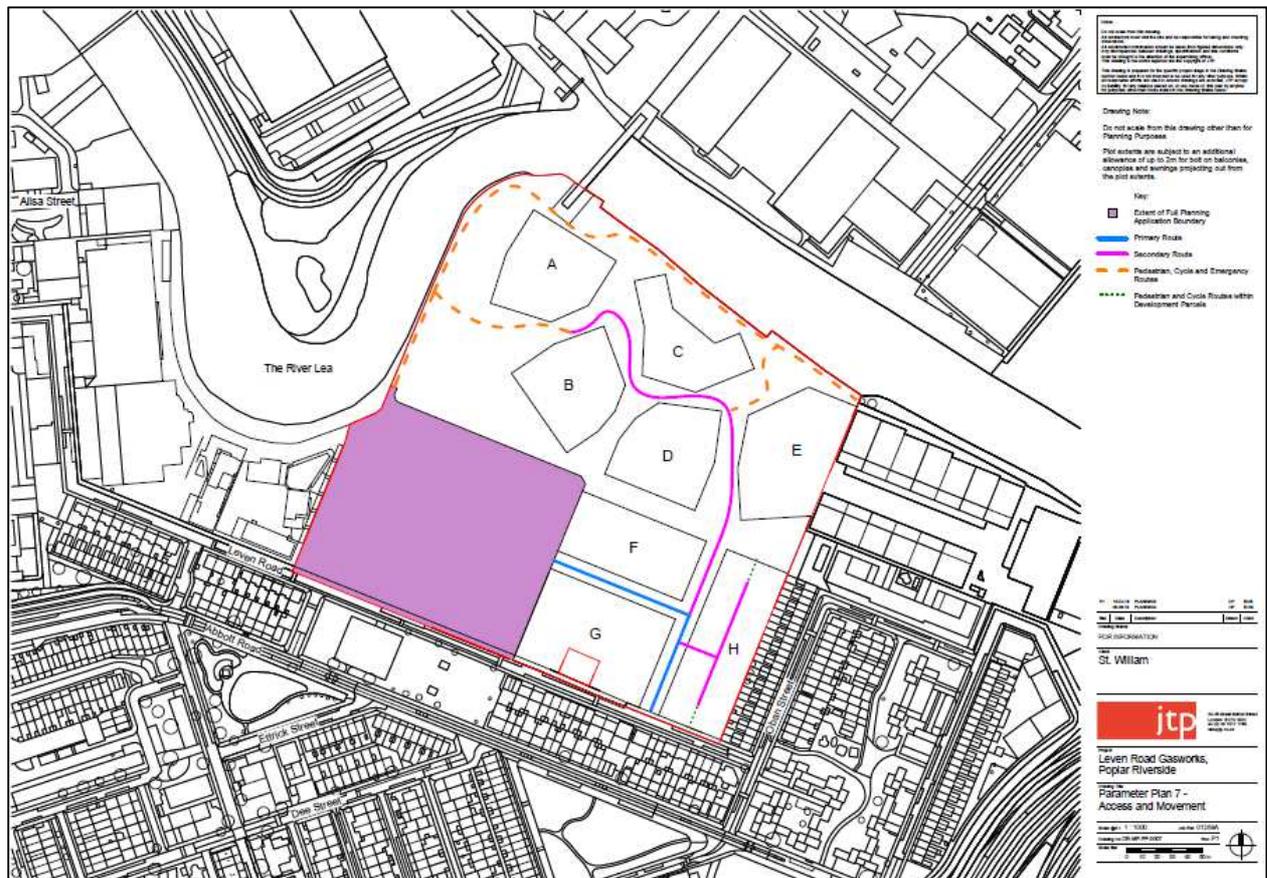


Figure 11 - Parameter Plan 7

## Parameter Plan 8 – Proposed basements.

This plan shows the extent of basement within the Outline component of the scheme. The basement would sit beneath development parcel A, B, part of C and the public realm between the buildings.

The basements would have a maximum depth of -0.7m AOD.

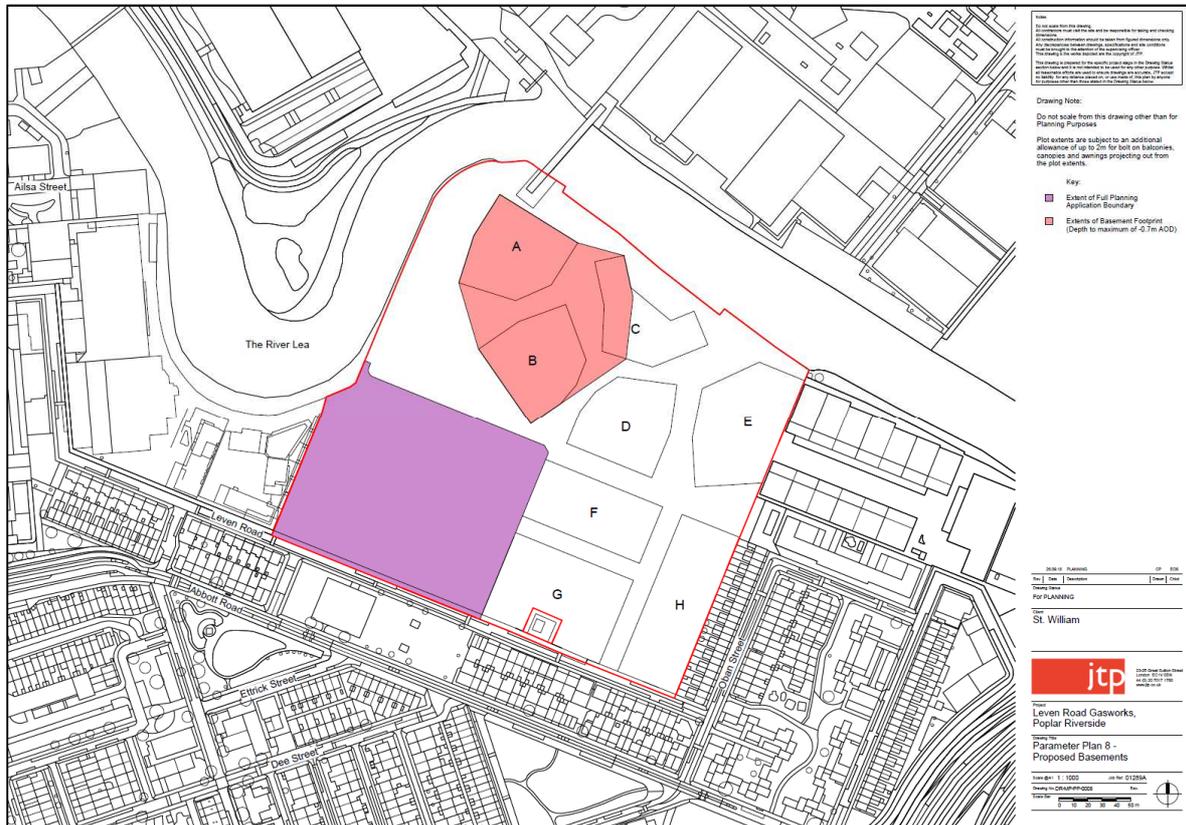


Figure 12 - Parameter Plan 8

## Parameter Plan 9 – Maximum development block footprints

This plan is similar to the development parcels plan (Figure 4) and shows the maximum building footprints and associated dimensions. In addition to stating the dimensions for each side of the footprint, it sets out the minimum separation distances between the footprints.

As set out in the Development Specification, the overall development is grouped into two character areas within which a series of building typologies exist. Most of the buildings within the Outline component would sit within a 'Organic' setting, in comparison to the 'Urban' setting which encompasses Phase 1 (the full component) and development parcel H.

It is proposed that the Outline component would consist of a series of building typologies, some of which also appear in Phase 1. The building typologies include:

- Point buildings
- Courtyard buildings
- Link buildings
- Podium structures
- Urban apartments (Plot H)
- Urban terrace (Plot H; far eastern edge of site)

This is however subject to further details at reserved matters stage.

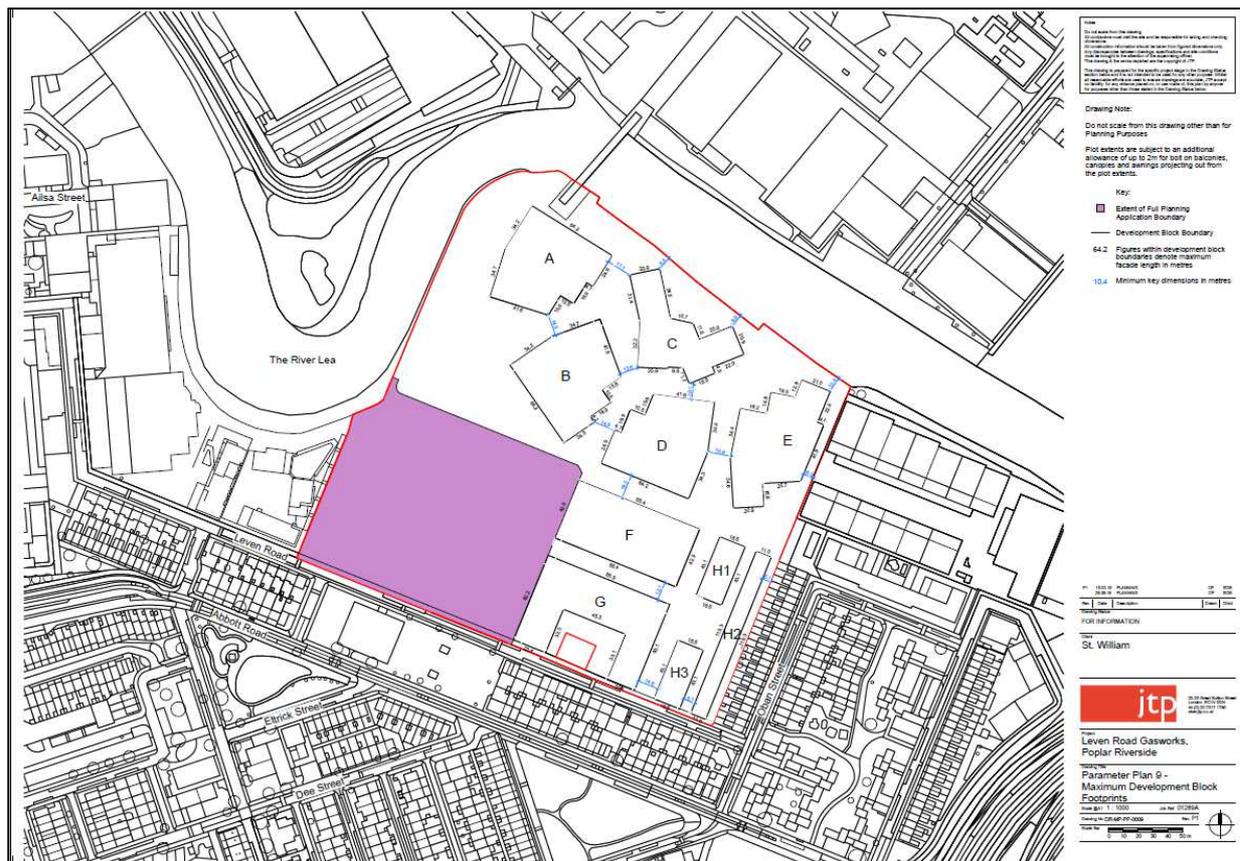


Figure 13 - Parameter Plan 9

## Parameter Plan 10 – Maximum building heights

This plan shows the proposed maximum building heights, expressed in metres above Above Ordnance Datum (AOD). The proposed heights across the site range between 2 and 21 storeys.

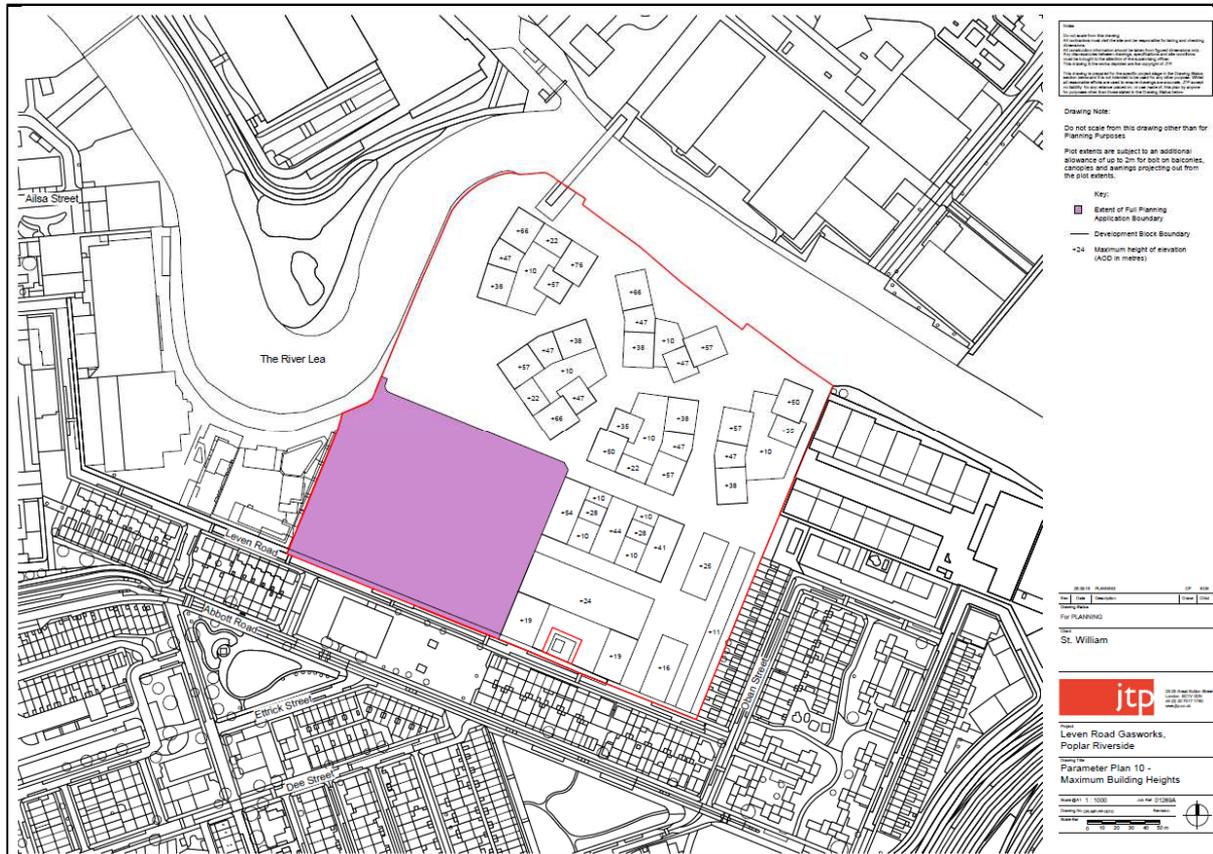


Figure 14 - Parameter Plan 10

## Other key elements of the Outline component:

### Phasing

- 2.30 The implementation of the proposed development would come forward in a phased manner. It is envisaged that the implementation of the development would be phased in the following way:

Phase	
Phase 1	as per the Full component of the scheme
Park Phase A	to be subject to Reserved Matters, but to be delivered alongside Phase 1
Phase 2	comprising plots A, B and C
Park Phase B	to be delivered alongside Phase 2
Phase 3	comprising plots D and E
Phase 4	comprising plots F and H
School Phase	comprising plot G



### Car parking

- 2.31 It is proposed that car parking would be located in either podiums or basements. There may also be limited street parking associated with Plot H, Phase 4.

- 2.32 It is further proposed that the residential car parking would be provided at a maximum of 550 spaces across the site. 10% of this would be available as disabled parking provision.

#### Refuse

- 2.33 For residential waste storage, a combination of Underground Refuse Storage (URS) systems for refuse and recyclables and a separate conventional waste disposal regime for compostable waste is proposed.
- 2.34 For commercial waste storage, facilities would be located at ground level with routes to street level for collection.

### **3.0 RELEVANT PLANNING HISTORY**

- 3.1 The relevant planning history that relates to the site is set out below:

#### **PA/10/00596**

Planning permission was granted on 10<sup>th</sup> June 2010 for the construction of a new bridge with stepped and ramp access to connect the existing public footpath along the prologis Industrial Estate to the east bank of the River Lea with new open space on the west bank together with associated landscape works to create a new park area on the west bank of the River Lea including construction of a way-finding structure, planting, new surfacing, seating and ramped link to Oban Street as part of Phase 1 of the Fatwalk.

This planning permission was never implemented.

#### **PA/15/02562**

Planning permission was granted on 4<sup>th</sup> November 2015 for the creation of new commercial crossover to north side of Leven Road and relocation of parking bay in association with new pressure reduction station within former gas works site (subject to a separate application).

#### **PA/15/02563**

Planning permission was granted on 24<sup>th</sup> November 2015 for the installation of District Gas Governor, bollards and fenced compound with excavation works.

#### **PA/16/02340**

Prior Approval given on 2<sup>nd</sup> September 2016 for the demolition of three gasholders, meter house, small ancillary buildings and above ground pipework.

#### **PA/18/01338**

Planning permission granted on 7<sup>th</sup> November 2018 for environmental improvements works relating to land contamination remediation.

#### **PA/18/01417**

Request for Screening Opinion as to whether an EIA is required in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations') for the proposed Environmental Improvement Works (Remediation).

The Council confirmed on 13<sup>th</sup> June 2018 that an EIA was not required.

## **PA/18/01677**

Request for an Environmental Impact Assessment Scoping Opinion under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for the currently proposed scheme.

The Council provided confirmation of the required scope of the EIA on 7<sup>th</sup> August 2018. The below planning history relates to neighbouring sites and is considered relevant to the proposed development:

### Ailsa Wharf, Ailsa Street

## **PA/16/02692**

Planning permission was granted on 2<sup>nd</sup> October 2018 for the demolition of existing structures/buildings and the redevelopment of the site for a mixed use scheme providing 785 residential units (C3) and 2,954 sqm GIA commercial floorspace (A1/A3/B1/D2) within a series of thirteen building blocks varying between 3 and 17 storeys (Maximum AOD height of 59.9); the creation of a new access road and the realignment of Ailsa Street; the provision of cycle and car parking spaces; and associated site-wide landscaping and public realm works.

### Aberfeldy Estate

## **PA/11/02716**

Outline planning permission, with all matters reserved), was granted on 20<sup>th</sup> June 2016 for the mixed-use redevelopment of the existing Aberfeldy Estate, comprising:

- The demolition of 297 existing residential units and 1,990 sq m of non-residential floorspace, including shops (use class A1), professional services (use class A2), food and drink (use class A3 and A5), residential institution (use class C2), storage (use class B8), community, education and cultural (use class D1); and
- The creation of 1,176 residential units (Use Class C3) in 15 new blocks between 2 and 10 storeys in height plus 1,743sqm retail space (Use Class A1), professional services (Use Class A2), food and drink (Use Classes A3 and A5) and 1,786 community and cultural uses (Use Class D1) together with a temporary marketing suite (407sqm), energy centre, new and improved public open space and public realm, semi-basement, ground and on-street vehicular and cycle parking and temporary works or structures and associated utilities/services.

## **4. STAKEHOLDER ENGAGEMENT AND PUBLICITY**

- 4.1 The applicant undertook extensive pre-application engagement with the Council and local residents and other relevant stakeholders. This included meetings and public exhibitions. The Statement of Community Engagement, submitted with the planning application provides a more detailed summary of the consultation to date and ongoing engagement for the future.
- 4.2 In addition to this, the applicant presented their proposal at pre-application stage to the Council's Conservation and Design Advisory Panel (CADAP) on two occasions (14<sup>th</sup> May 2018 and 9<sup>th</sup> July 2018). The CADAP comments and applicant's response are set out in the Design and Access Statement that supports this application,

- 4.3 At application stage, a total 2064 neighbouring properties were notified about the planning application by the Council. Site notices have also been erected in close proximity to the site. The application was also advertised in the local press.
- 4.4 Statutory consultees and residents that had submitted a representation were also re-consulted on 7<sup>th</sup> March 2019 in respect of amendments to the Environmental Statement, in line with Regulation 25 of the EIA regulations.
- 4.5 A total of 14 letters of objections have been received in relation to the proposed scheme from residents living mainly in Oban Street, Abbott Road and Cody Dock. The concerns that were raised following both initial consultation and re-consultation are outlined and categorised below.
- 4.6 It should be noted that whilst the below provides a summary of the responses received, officers have had regard to the full submissions when assessing the proposed development.

#### Land use

- No consideration given to the re-use of a mooring and its loss
- Over-concentration of certain types of uses would detract from the ability of the Aberfeldy residents to adopt the healthy lifestyles
- Impact on the existing social infrastructure in the area
- No adequate provision of social infrastructure to support such a high density housing
- No allocation for a new primary school to support population growth

#### Design, Density & Site Layout

- No respect to the local context and street pattern or, in particular, the scale and proportions of surrounding two/three storey buildings
- Out of character with the area
- The proposed development would deliver an extremely high density in a direct contravention of the requirement for a lower density housing development in the Aberfeldy neighbourhood as depicted in the Core Strategy
- Site layout and constraints such as high voltage cabling would make it impossible for anyone else to deliver the bridge which was given planning consent
- No precedence for high buildings anywhere near the river
- Change to the nature of the neighbourhood and the Lower Lea Valley
- New dense housing blocks seem almost designed to block view and access to River Lea which also results in no natural flow or route to the River from Leven Road and beyond.

#### Heritage

- No mention of the historic mooring and its importance at the end of 19<sup>th</sup> century
- Harm caused to the Aberfeldy neighbourhood's heritage and historic environment
- No.1 gasholder should be retained.

#### Open Spaces

- Failure to deliver a minimum of 1.2ha to create a large local park for sport and recreation, located adjacent to the River Lea
- Impact on the existing green space
- 1ha of park space is fragmented and spatially incoherent in form that it is wholly contrary to the aims and objectives of the Lea River Park
- No evidence to demonstrate the applicant's consideration to assimilate the park plan's aspiration of 7.85ha and the design guidance in the Lea River Park Primer and Manual documents published by LLDC and adopted by Tower Hamlets and Newham

- Applicant's neglect to create a locally useful park for the wider area, enabling access to the river and beyond
- No guarantee for the delivery of a public park space and new leisure facilities
- The area suffers from an acute deficiency in public open space which will be deteriorated with the proposed development in place
- Recommended innovative tree planting patterns to create a combination of clumps and open space

### Water Spaces

- Overshadowing of the river and creating less desirable and producing poor quality river-scape for biodiversity, wildlife and future river users
- Limited significance and final destination of the proposed riverside walks on the site
- Suggested a condition for all future riverside lighting schemes to minimise spill across the water and reed bed

### Biodiversity

- Recommended further in-depth and licensed surveying of bat populations and roosts, a full scale site monitoring of bat species during 2019, with an investigation into potential roost sites
- Limited resource and inaccuracy of desk surveys relating to the breeding birds surveys
- Recommended further extensive year round, point count monitoring of all unrecorded avifauna
- Unrepresentative initial survey of the diversity of the habitat mosaic in February 2018
- Recommended further botanical survey to ensure rare species are not present, anything recorded of high priority should be considered in the landscape design to demonstrate the recognition of the river intertidal mudflats
- Lighting on site during and after construction, and overshadowing to consider habitats, nocturnal species, predominantly bats
- Works to the river wall, including the removal of plants, should be carried out in a manner consideration of the available habitat on site and the successional stages of implemented habitat creation
- Habitat creation date set at 2035 is not sustainable and it will result in extreme biodiversity loss
- Further details should be provided to show the temporal and spatial distribution of the potential impact on biodiversity and proposed mitigation measures during the development process
- Recommended a staged successional planting scheme
- Recommended creation of diverse riparian habitat should consider coastal, intertidal, semi-aquatic ruderal vegetation.
- Recommended protection of and mitigation for the Cody Wilds Reed bed from overshadowing, effluent and pollution entering the waterway and direct impact of river structure
- Better mitigation of the environmental adverse impacts on the neighbouring riverside wildlife along Cody Dock
- Recommended a full ecology assessment with further meaning wildlife surveys to identify at risk species, a more accurate picture of the likely habitat loss and mitigation measures
- Safeguarding the river, mudflats and reed beds from flood lighting, dust transfer and unnecessary disruption
- Strengthening of the habitat within the neighbouring Cody Wilds and Lea River Park
- More detail on the substance of the planting schemes to secure appropriate habitat for the species that currently reside on the development site

- No information about preserving the current wildlife within the site, including four bat species

#### Amenity

- Impact on the amenity of the surrounding existing residents in terms of overlooking, loss of privacy and visually overbearing impact
- Impact on the daylighting and sunlighting conditions of the properties along Oban Street given the buildings' height and proximity to the boundary
- Additional traffic noise and pollution in the area
- Ineffective stopping of the odour and pollution during de-contamination; example of Southall Waterside site
- High levels of noise, vibration, artificial light, odour, fume or dust pollution during the construction and life of the development
- Better mitigation of the environmental adverse impacts on the Cody Dock's residents
- The proposed school would increase the noise levels, crime and gang rate

#### Construction

- Suggested sympathetic riverside hoarding to mitigate the adverse ground works, dust transfer and noise
- Planning condition to include investment in the creation of temporary habitat during the construction phase
- Impose a condition for the site lighting not to overshadow the river
- Inability of the current roads to cope with increased number of construction vehicles
- Potential accidents on road due to the number of children in the area
- Construction working hours 07:00 to 18:00 hours Monday to Friday over a 20 year period is detrimental to the residents' quality of life
- No mention on the mitigation measures against dust, noise, operational hours and flood-lighting for residents, businesses and visitors on the opposite bank as well as protection of the wildlife on site and in the surrounding area

#### Highways / Connections

- No required level of accessibility to public transport and wider accessibility of the development site to support the proposed high density housing
- Lack of physical linkage with Aberfeldy neighbourhood centre, Langdon Park and East India DLR stations
- No alignment with the existing urban grain to support permeability and legibility
- Pressure on the already high on-street parking pressure
- No sufficient proposed parking
- No delivery of the bridge connection
- Potential risk of having disconnected and disadvantaged neighbourhoods due to absence of the bridge link
- Delivery of the bridge could result in greater public benefits such as creating access to 20 miles of uninterrupted car-free riverside walks, access to four wildlife reserves and a pedestrian highway that links the Queen Elizabeth Park, Hackney Wick, Victoria Park and the Royal Docks
- Unlikely delivery of unfunded bridges in the future without a financial commitment from the developer
- No sufficient testing of the viability of the chosen bridge location to exclude other bridge locations; suggested safeguarding of all three locations
- Inability of the existing single deck bus route to cope with the additional residents
- Car parking for contractors during the build makes it highly unlikely that non-residents will travel to use the retail and leisure facilities

- Recommended condition to engage with the TfL recommendations for improvements to be completed prior to or concurrently with delivery of phase 1
- Access to the site should be from the western end due to congestion along Oban Street and Leven Road
- No reflection of the previous planning consent for the Poplar Reach bridge in the proposed scheme which would result in hindering any future bridge provision

#### Waste

- The adverse impact on the existing poor refuse collection

#### Documentation

- Misleading visualisations and plans by showing inaccurate weather conditions and views of rows of mature trees on the opposite bank that don't exist

#### Community engagement

- Consulted people were led to believe that a river crossing would be included into the proposal
- Effective dealing and clear communications with any future issues should be secured

#### Other environmental matters

- Further deterioration of pollution levels and London's light pollution

#### Other comments

- Concern over proposed residential units not being able to be sold

#### Comments of support (within objections)

- Riverside walks are a great addition to the development plan
- Improvements to wildlife habitat

## **5. CONSULTATION RESPONSES**

- 5.1 Below is a summary of the consultation responses received from both internal and external consultees. As set out above, consultees were re-consulted on 7<sup>th</sup> March 2019 in respect to amendments to the ES.
- 5.2 It should be noted that whilst the below provides a summary of the responses received, officers have had regard to the full submissions when assessing the proposed development.

#### **Internal responses**

##### **LBTH Biodiversity Officer**

- The application site is of significant biodiversity value.
- However, poor-quality open mosaic habitat, with low plant diversity, little structural diversity and predominantly non-native plant species.
- Overall, the site probably meets the criteria for a Site of Borough Grade 2 Importance for Nature Conservation.
- The loss of existing habitat would be a significant adverse impact on biodiversity.
- A bat survey should be undertaken. Depending on the findings, additional survey may be required.
- Demolition of existing buildings and vegetation clearance should take place outside the bird nesting season.

- The Landscape Strategy includes extensive new green spaces with habitats that contribute to LBAP targets.
- The proposed biodiverse roofs and landscaping, along with some additional enhancement suggested.
- Many of the enhancements will not happen for a long time after the start of the development. An opportunity for temporary habitats should be explored.

### **LBTH Building Control**

No comments received.

### **LBTH CIL Team**

No comments received.

### **LBTH Design**

Overall the scheme represents good design and is supported in principle. There are however few issues identified:

- A small percentage of residential units do not fully comply with the standards set out in the London Housing SPG with regards to number of units per core, privacy and overlooking and access to daylight for corner units. This includes a number of single aspect units.
- The proposed indicative design shown for the largest buildings: Point and Courtyard, in the outline part of the application would not be acceptable however it is understood that the details shown are for indicative purposes. Those typologies fail to reflect on the organic, close to nature character of the Leven Central area, exacerbate the visual bulk. As tall buildings should represent exemplary quality and this would be expected at reserved matters stage when the relevant phases come forward.
- The parameter plan asserts a tight relationship between footprints of the block C with B and D. Again, the reserved matters applications would be expected to demonstrate that the proposed built form result in high quality design, including compatible relationships.

### Phase 1

- The proposed layout of the buildings is acceptable. Spaces created are legible and reflect on proposed uses. Active frontages are present. There is a clear distinction between private and public open spaces.
- The proposed scale and massing reflects on immediate surroundings.
- It represents an optimised use of land. The scheme comfortably sits on site, with neutral impact on re-development potential of adjacent areas.
- At the pre-application stage key concerns referred to the building located on the north western corner of the area. Substantial improvements to architectural design introduced visual interest to the building and substantially broke the visual bulk.
- Overall Phase 1 successfully complements the existing neighbourhood.
- The proposed buildings' typology for the Phase 1 is supported. It creates variety but within the style rigidity. It also enables shaping townscape's narrative.
- The complete and detailed landscape design, including signage and lighting, should be prepared.
- The proposed reminders of the former gasworks in the landscape should be delivered in the adequate scale and quality. The currently proposed devices: the preserved gasworks' frame, circular landscape spatial feature continued in the surfacing pattern; are supported in principle.
- The relationship with the western neighbour – Leven Wharf - would be improved through landscaping. The proposal would mask the level difference and create a visual connection with the opening towards the Riverside Park and the River Lea.

## **LBTH Education Development Team**

No comments received.

## **LBTH EIA Officer**

External consultants have been appointed to review the adequacy of the Environmental Statement. Details are provided in the relevant section of the report.

## **LBTH Energy Efficiency Unit / Sustainability Officer**

- The applicant must ensure that they comply with Policy 5.6 of the London Plan and install an energy system in accordance with the following hierarchy: 1) Connect to existing heating or cooling networks; 2) Site wide CHP; 3) Communal heating and cooling.
- The proposals are anticipated to achieve cumulative site wide CO2 emission reduction of 56.6% against a building regulation baseline. On-site savings for the residential are anticipated to be 59.2% and for the non-residential 37.7%.
- A carbon offsetting contribution of £ 2,417,400 is applicable as follows:

Residential units – 1,313 tonnes CO2 x £1,800 = £2,363,400

Non-residential element – 30 tonnes CO2 x £1,800 = £54,000

£2,363,400 + £54,000 = £2,417,400 carbon offset payment to meet current policy requirements.

## **LBTH Enterprise & Employment**

- The developer should ensure that 20% of the construction phase workforce will be local residents of Tower Hamlets and that 20% goods/services procured during the construction phase should be achieved by businesses in Tower Hamlets.
- The Council will seek to secure a financial contribution of £255,500.00 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.;
- Proposed employment/enterprise contributions at end-use phase: The council seeks a monetary contribution of £138,932.18 towards the training and development of unemployed residents in Tower Hamlets.

## **LBTH Environmental Health**

### Air Quality

- The 'sensitivity test' for the 2024 NO2 forecast shows on site levels of pollution very close to and in a few cases above the National Air Quality Objectives.
- A substantial adverse impact on existing receptors if the sensitivity test is applied.
- Phase 1 of the development includes a boiler plant serving the whole development with a flue at the height of 50.6m.
- The flue should be higher than nearby buildings to ensure proper dispersion of the flue gasses. Alternatively, a condition should be secured to ensure proper mitigation measures.
- The development contains A3 hot food uses. High level discharge of extract ventilation is the preferred solution.
- Construction impacts can be mitigated with a construction management plan compliant with the GLA SPG on the control of dust from construction sites.

### Contaminated Land

- A pre-commencement condition should be secured in order to identify the extent of the contamination and the measures to be taken to avoid risk when the site is developed.

### Micro-climate

No comments received.

### Noise & Vibration

- The application proposes various uses and the noise impact of noise sources must be assessed.
- Noise Impact Assessment: A Noise Impact Assessment (NIA) should be undertaken in order to predict the effect of the development as a whole on the surrounding area.
- Control of noise from proposed fixed plant and/or machinery: The noise levels should be at least 10 dB (A) below the existing background noise levels at 1m from the nearest noise sensitive façade during the night time period 23:00-07:00.
- Control of noise from proposed light industrial uses: A suggested pre-commencement condition should specify the mitigation measures to control the noise emanating from the site.
- Demolition and Construction activities: A condition has been recommended to be imposed to control working hours and noise pollution from the demolition and construction works in accordance with the Tower Hamlets agreed policy on construction sites.
- Acoustic noise report: An Acoustic Noise Report should be submitted with regards to sound insulation. The report should demonstrate compliance with the British Standards

### Smell/Pollution

No comments received.

### **LBTH Infrastructure Planning**

Provided CIL calculations and guidance on CIL in kind agreement.

### **LBTH Housing & Occupational Therapist**

- Nine affordable rent flats in buildings D1 and D3 appear acceptable and compliant for wheelchair accessible flats M4 (3-bedroom);
- All 1-bedroom and 2-bedroom units should show level access showers in the layout;
- The wheelchair storage charging spaces internally should not be bounded by doors and walls as shown on the plans;
- It is not clear what floor the units are, but the two lifts are noted. Ideally any fire doors should be held open on magnets or be automated;
- Detailed layouts for the kitchens and shower rooms should be provided;
- It appears that there are 2 lifts from the disabled parking bays. Doors need to be automated or held open to enable easy access.

### **LBTH Parking Services**

- There are some concerns regarding the use of kerb space, and potential relocation of the bus stand to provide space for the central vehicle access point which may result in losing parking space. The location of the bus stand should be confirmed.
- There would be an associated costs with the provision of loading bay(s) and disabled bays on Leven Road should this be the case.
- The introduction of permanent controls to improve traffic flow should be in place as soon as possible following the completion of the development.
- In addition to the associated fee, Parking & Mobility Services need a minimum of 20 weeks to implement a Traffic Management Order (TMO) which can take longer depending on the comments/objections received from stakeholders.

### **Poplar Housing Zone**

No comments received.

### **LBTH Green Grid**

No comments received.

## **LBTH Surface Water Run Off**

No comments received.

## **LBTH Transportation & Highways**

- The site is located in an area with a low Public Transport Accessibility Level (PTAL) and is rated between 1 and 2 over the site on a scale of 1 – 6b (where one is the lowest accessibility level).
- Without any interventions which seek to improve either direct public transport provision or improvements to accessibility to existing public transport accessibility, it is considered that the proposals will not be sustainable in terms of access and the policy aims of reducing car dependency.

## Car Parking

- The Highways Group approach has always been for zero parking with the exception of accessible parking.
- It is acknowledged that some parking may be required in order for the development to function.
- A 3% of accessible parking provision is acceptable for Phase 1, the applicant needs to show how the full 10% provision will be achieved if required. Parking spaces should be split between tenures and opportunity given to the larger family units.
- The applicant is required to provide the standards for electric charging points as required by the London Plan. A robust parking management plan would need to identify how the spaces are managed.
- For the outline permission a maximum parking level of 550 spaces is proposed. This would cause a greater impact on the local road network and the proposed number of spaces should be reduced. An extension of the Car Club bays could assist in reducing the level of general parking proposed.
- Further funding to review and improve the waiting and loading regime in the area to extend the double yellow lines and local loading restrictions should be secured.
- No parking is proposed for the non-residential elements of the proposals. This is generally accepted, however, an accessible parking should be provided.

## Cycle Parking

- The proposed parking is a mix of 'Sheffield' and stacking stands and meets the current cycle standards. For Phase 1, the provision of Sheffield stands would equate to 12%. Whilst the use of 'Sheffield' stands is preferred due to their accessibility, the proposed level is deemed acceptable given the large quantum of cycling.
- Further details to the basement cycle stores, are required.
- Visitor cycle parking is proposed at grade for 32 spaces. The numbers should be able to increase as demand dictates as the public realm will be open to the public.
- For the Masterplan outline application we would expect a similar approach to be taken and should the school proposal be brought forward then the relevant standards at the time must be adhered to and preferably exceeded.

## Public Transport

- The applicant has expressed a willingness to fund improvements where they are deliverable.
- Improvements such as adequate Wayfinding and improvements to the local road network in terms of pedestrian and cycling accessibility then other transport nodes, such as bus services on the A13 and East India DLR station could be considered.
- The applicant is also proposing to safeguard land for a future bridge across the River Lea which will improve permeability north from the site for pedestrians and cyclists.

However, there is no guarantee to the riverside connecting links being deliverable at this stage.

- With regards to improving public transport directly to the site the highways team consider it essential that the Route 488 is extended to serve Canning Town Station. The extended / improved route to come forward and be implemented with the Phase 2 proposals at the latest.
- We would seek a s106 contribution towards improvements to the environment of the local road network in terms of pedestrian and cycle movement and Wayfinding, whilst the extension of the Route 488 funding should be secured in conjunction with TfL.

### Servicing

- All servicing in Phase 1 is proposed to take place within the site boundary. The proposed arrangements for Phase 1 are acceptable.
- Due to the changing nature of how goods are delivered and development period for the masterplan, a method of servicing and this will need to be revisited at each subsequent phase to ensure that the most sustainable proposals are implemented.

### Public Realm

- The public realm areas within the site are to be open to the public and this will provide additional permeability to the improved riverside walk. Areas will be futureproofed in terms of safeguarding land for extending the riverside walk further and for an additional connector to Oban Street as well as for future bridge connection across the River Lea.
- With regards the public highway changes are proposed to Leven Road which will improve pedestrian comfort and accessibility.
- New vehicle and pedestrian accesses will be created on Leven Road and a large area of shared surface is proposed to aid pedestrian movement. Existing accesses will also be closed and reinstated to public highway.
- Changes to the existing bus stand and parking bays will be required to facilitate the layout. These changes and the associated funding (Changes to the highway levels, footway improvements), changes to bus stand, parking bays and associated traffic orders, signing and marking) are subject to the s278 / s106 agreements and the final design, which must be acceptable to the highway authority, will be subject to further discussion.
- The local street network is fairly constrained with regards to cycling facilities. Changes to the public highway should encourage cycling and ensure safe and comfortable provision is made for both pedestrians and cyclists.

### Trip Generation / effect on road network

- Additional modelling for the Phase 1 application is required.
- For the Masterplan outline proposal there is a more marked impact, a reduction in the proposed 0.2% parking levels (550 spaces) is required.
- It has been agreed that further modelling can take place as the other phases come in for the reserved matters applications and that there should be a commitment under the outline application to reduce parking levels to the absolute minimum.

The following should be secured:

- A 'Permit Free' agreement restricting all future residents (other than exemptions) from applying for parking permits on the surrounding public highway to be secured via the s106 agreement (or similar mechanism as agreed by the case officer).
- The applicant is to retain and maintain the cycle facilities for their approved use only for the life of the development.
- A wide range of highways improvement to be secured via s278 agreement which includes (but not limited to) reinstatement and raising of the levels of

Leven Road, providing new vehicle accesses (together with an independent Safety Audit if required), removing existing vehicle accesses and reinstating these to footway, relocation of bus stand (in conjunction with TfL / London Buses), relocation of parking bays and the associated costs, implementation of car club bays and the associated costs and the review and revision of the existing waiting and loading restriction in the locality.

- A s106 agreement for funding for improvements in Wayfinding and the pedestrian and cycling network in the area to encourage the use of public transport in areas which are considered outside the local PTAL area (960m).

The following documents should be submitted:

- A Demolition and Construction Management Plan (to be approved prior to any works taking place);
- A Service Management Plan (to be approved prior to occupation of any unit / commercial space);
- A Parking Management Plan outlining how car park spaces will be allocated to all tenures, particularly the large family homes and how the 10% requirement for Blue Badge Parking will be met;
- A cycle parking management plan identifying how users with specific needs can be allocated the more accessible bays i.e. Sheffield stands or lower bays in stacking units;
- A Travel Plan for the development site and the various uses. A separate School Travel Plan will be required if that element comes forward at a later date.

#### **LBTH Viability Officer**

No comments received.

#### **LBTH Waste Policy & Development**

- Developers must ensure that collections over foot paths should be avoided. Collections planned over parking spaces/parked vehicles will not be permitted.
- URS units for recycling and refuse should sit adjacent to each other no further than 2 metres apart, away from walls, trees, lamp posts, telephone and electricity wires.
- All URS units should have at least a 1.5 metre clearance from any obstruction.
- URS units should not sit under balconies or any fixture to a height of 25 metres.
- The applicant should confirm the agreement on twice per week collection of the URS's.

#### **External responses**

##### **British Waterways**

No comments received.

##### **Canal & River Trust**

###### **Mass/height**

- Height of buildings in Phase 1 are significantly taller than adjacent sites; will be in sharp contrast to the opposite bank of the river. Also, building heights in Phase 2 would be even taller than the predominant character and would make the Riverside Walk/ SUDs overshadowed much of the time.
- As such, the CRT recommend the following: Modulation or reduction of the building heights should be studied; submission of a daylight and sunlight report to aid understanding of the impact on the waterway environment; continue to provide variation in facades to prevent monolithic wall along proposed riverfront park spaces.

### Interaction with Bow Creek

- Welcome the proposed riverside walk and public park. The prioritisation of pedestrians in site circulation strategies is supported.
- The CRT have made the following recommendations for the proposal:
  - Establish and improve good cycling and walking links to Limehouse Cut and Lee Navigation (through wayfinding and signed cycle routes);
  - a buffer along the river where only native plants are used – this will better contribute to the ecological value/ habitat creation along Bow Creek;
  - Provision of access down to the River, particularly within Riverside Park – ramped access could provide kayak/canoe launch and allow residents/visitors opportunities to interact with changing tidal levels.

### Carbon reductions

- Disappointed that the design will achieve 45% reduction of emissions over the 2013 baseline and rely on a Carbon Offset Payment to Tower Hamlets, rather than an ambition for zero carbon and renewable energy generation.

### Surface water drains

- New surface water drains that connect the site with Bow Creek should not provide preferential migration pathways along which contaminants in the ground and perched groundwater could enter Bow Creek.
- The CRT make the following recommendations:
  - The drain material should be selected to prevent the ingress of contaminants.
  - The points raised within the Outline Drainage Strategy in relation to discharge of surface water during the construction phase should be included in the Constructional Environmental Management Plan (CEMP).

### Waterborne freight

The CRT recommend that:

- Opportunities should be taken to use water spaces freight movement;
- Full consideration should be given for the development to utilise its waterside location for waterborne transport – e.g. construction waste could be removed/ building materials delivered by water and during occupation, waste and recyclables could be transported to a Waste Transfer Station by water.

### The Trust as navigation authority

- The CRT should be consulted if there is intention to have any temporary works within or over sailing of the creek, and any other works taking place within the waterway.

### **Crime Prevention Design Officer, Metropolitan Police**

The development shall achieve a Certificate of Compliance to a Secured by Design scheme. A pre-occupation condition should be secured to provide details and demonstrate compliance.

### **Crossrail Safeguarding**

No comments to make – application site outside the limits of land subject to consultation under the Safeguarding Direction.

### **Docklands Light Railway**

No comments received.

### **East End Waterway Group**

- Objections on the basis of the proposed elements for the re-use of two bays of gasholder No.1.
- The re-use of the two retained bays of the 20-bay guide frame is welcomed.

- Concerns that the two bays are being re-erected as a piece of public art rather than a fully representative portion of a unique gasholders guide frame of considerable local interest.
- Concerns about the sloping site and the fact that the unique tapering and curved box-lattice girders would not be seen against the sky.
- The two bays need to be mounted on a flat-topped arc of concrete, set in a level area of resin-bonded gravel (with the fully exposed bases of the three tee-section standards bolted to holding-down bolts in the concrete arc, rather than covered by grass in the proposed inappropriate sloping area of grassland).
- The curving concrete seat wall adjacent to the flat-topped concrete arc and the arc shown on the west side of the intervening L-shaped block of flats should be removed as these elements would interfere with the understanding and appreciation of the two re-erected bays.
- There should be a number of free-standing information boards located in the level area of resin-bonded gravel and on the 'inside' of the two bays. The boards should include the text, an image of the prototype at Hove, a cross-sectional drawings of the No.1 gasholder and a plan of the former Poplar Gasworks.
- The Council should consult on the revised scheme. The location of the structure is acceptable within the Green Grid, but it should not be obstructed by trees and shrubs.
- The revised scheme ignores the desirability of creating a gravel area to represent part of the interior of the circular in-ground concrete tank; and the desirability of the gravel area being sufficiently extensive for people to stand in front of the interpretation board about the structure and also look at the structure. The guide frame was on top of the circular wall of an in-ground concrete tank and the top of the wall was at ground level whilst the revised version states that the structure will be *"on a raised brick plinth that replicates its original foundation"*.
- The curved seat wall has not been omitted from the proposal; it is misleading as the 'curve' extends across the roadway.
- The gradient of the southern path to the school entrance is shown on the plan as MAX 1:30, which is incompatible with a level 'plateau' for the re-erected bays from the guideframe.
- The three proposed boards relate to 'sites former uses' and not solely to the structure. There are concerns about the boards' location.

### **Environment Agency**

No objection, subject to the proposed planning conditions being attached to any planning permission granted. The planning conditions relate to flood risk, ground water and land contamination. In addition, the EA have provided the following advice:

#### Biodiversity

- Current landscape plan ensures that there are green amenity areas; it is felt that opportunities for river enhancement have been missed. The EA encourage the applicant to engage further with the planning authority and EA to see how they can help achieve the ambitions outlined in local policy.

#### Flood risk

- The site is located in Flood Zone 3 – protected to a very high standard by the Thames Tidal flood defences. However, latest flood modelling shows that the site would be at risk if there was to be a breach in the defences or they were to be overtopped.
- The proposal does not have a safe means of access and/or egress in the event of flooding from all new buildings to an area wholly outside of the floodplain. The submitted flood emergency evacuation plan suggests safe refuse within the higher floors of the development. It is for the local authority to assess the adequacy of these

evacuation arrangements. In the event that the local authority are not satisfied that the proposed arrangements are satisfactory, then planning permission should be refused.

- To improve flood resilience, it is recommended that, where feasible, finished floor levels are set above the 2100 breach floor level, which are –

North east of the site: 5.51m AOD

North west: 5.41m AOD

Centre: 3.97m AOD

South west: 3.68m AOD

- A minimum buffer zone of 16m should be maintained from the flood defences from the flood defences and development to enable the inspection, maintenance, renewal and to not preclude the future raising of the flood defences in line with the TE2100 plan.

### **Greater London Authority**

- Principle of development: The residential-led redevelopment is supported. The site suffers from constraints to connections across the River Lea. The proposal must facilitate the delivery of improved connections across the River Lea and connectivity improvements to justify the quantum of development proposed and ensure the Mayor's Good Growth and sustainable transport objectives are achieved.
- Housing: 35% affordable housing by habitable room split 70:30 in favour of affordable rent across the masterplan which is welcomed. The applicant must explore grant funding to further increase the offer. An early review mechanism must be secured in compliance with the Mayor's SPG. (Paragraphs 26-31)
- Design: The optimisation of housing delivery of this site could be supported subject to improved site connections. The general principles of the masterplan are supported. GLA officers will work with the Council and the applicant to ensure the scheme delivers the highest residential and design quality.
- Parameter plans must be revised to include the safeguarded bridge landing points, and these must be secured in the Section 106. (Paragraphs 32-44).
- Transport: The site is isolated in terms of sustainable transport, largely due to its surrounding connectivity barriers in the form of the River Lea, the A12 and the A13. Given the significant uplift in trips generated to and from by the development, cross river connections to Canning Town are crucial to facilitate active travel to and from the site. To deliver this new connection, GLA officers will work with TfL, the Council and the applicant to secure a financial contribution toward connection improvements. (Paragraphs 52-63).

### **Energy**

Be Lean: The applicant should provide the following:

- Submit additional modelling of the energy efficiency measures and commit to higher carbon savings through energy efficiency alone;
- Report the energy demand following the energy efficiency measures;
- Justify the use of MEV units instead of MVHR units, which are considered more efficient;
- Investigate the risk of overheating using the DSY 2 & 3 weather files.

Be Clean: The applicant should provide the following:

- Evidence of communication with the local authority demonstrating that the potential of exporting heat to nearby developments has been fully investigated;
- The applicant should confirm that all apartments and non-domestic building uses will be connected to the site-wide heat network. A drawing showing the route of the heat network linking all buildings/uses on the site should be provided;

- Manufacturer's evidence for the proposed CHP engine including capacity, efficiencies etc.;
- The calculated distribution loss factor in line with the proposed flow and return temperatures;
- A commitment that the CHP operator will be required to monitor and provide evidence on a yearly basis, in the form of an annual maintenance report, to demonstrate continued compliance with the air quality emission limits.
- Further information on the future proofing resilience of the site including the consideration of heat pumps.

Be Green: The applicant is required to reinvestigate the inclusion of PV panels.

#### Carbon savings

- The applicant has confirmed that £ 2,363,821 will be paid into the borough's offset fund; evidence of correspondence with the borough confirming this should be provided.

#### Water

- Flood Risk Management: The Applicant should demonstrate that it is practical to set floor levels for buildings 300 mm above the breach level or propose an alternative method of managing the residual risk from a breach. Additional consideration should be given to how residual breach flood risk is addressed.

#### Sustainable Drainage

- The Applicant should provide a stronger commitment to permeable paving, rainwater harvesting and green roofs, particularly for Phase 1. The Applicant should clarify discharge rates, provide a stronger commitment to other SuDS measures and provide additional information to explain how exceedance has been considered.

#### Water Efficiency

- The proposed development meets the requirements of London Plan policy 5.15 (and draft New London Plan policy SI.5).

#### **Health & Safety Executive**

No comments to make.

#### **Historic England**

No comments to make.

#### **Greater London Archaeological Advisory Service**

- Recommend geo-archaeological borehole work and modelling, followed by evaluation by trench in areas of concentrated piling or other deep impacts.
- The proposed development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation.
- A two-stage archaeological condition is recommended to provide an acceptable safeguard.

#### **Lee Valley Regional Park Authority (LVRPA)**

Objection due to the proposed size of the park. Financial contribution towards the delivery of the bridge should be secured.

#### Park

- The concept and design of the linear park include permeability, connectivity and common palette of materials and wayfinding. The park concept and design guidelines are set out in the Primer and Design Manual completed by London Legacy

Development Corporation (LLDC) in 2016. The policy support for the park's aspirations has been embedded in the emerging local plan for Tower Hamlets and Newham. The Lower Lea Valley Opportunity Area Framework (OAPF 2007) identified a park of 7.85 ha on the application site.

- The proposed park on the site should be larger in area than the proposed 1ha to cater for large numbers of visitors and not just for residents of the scheme.

#### Bridge connection

- The omission of bridge connections which is an essential piece of kit required for the proposed Lea River Park undermines its purposes. The difficulties around locating a landing for a proposed bridge on a site adjacent to Cody Dock have been acknowledged. Financial provision from developer contributions should be secured through the use of planning obligations to enable the delivery of the bridge connections.

#### **Leaway Programme**

No comments received.

#### **London Borough of Newham**

##### Bridge connections

- LBN strongly support for the two bridges outlined in the Draft Local Plan.
- The applicant should contribute to a study that looks at the cost, added development value, and viability of the two crossings supported by the draft site allocation.

##### Lea River Park

- Delivery of the Lea River Park is a key strategic aspiration for both LB Tower Hamlets and LB Newham.
- Delivery of the vision park provides an opportunity to invest in the two boroughs' waterways and green space and aims to create an outstanding public space, enhance access to the Queen Elizabeth Park, the Lee Valley Regional Park and the Thames.
- The proposal fails to reference the established Lea River Park Design Manual.
- Any permission granted for any part of the site should include details of a quantum and position of the open space as well as access routes to it from the riverside.
- Questions were raised about the potential effect from the buildings' heights closest to the river edge

#### **London City Airport**

No objection, subject to two proposed conditions relating to the construction works being attached to the planning permission.

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

- The Brigade needs to confirm that the Access and Water Supplies for the proposed development are sufficient and meet the requirements in Approved Document B (B5, Section 15, 16 & 17) and British Standard 9999.
- The use of sprinklers is strongly recommended for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes.

#### **London Legacy Development Corporation**

- Objection to the size of the public open space, site layout, density, design, and failure to deliver clear routes, access and the new footbridge.

### Park

- Lea River Park would be a strategic green route for walking and cycling which connects Stratford to the Royal Docks and Canary Wharf. The Leven Road site in Tower Hamlets is a major component of the Lea River Park and Leaway.
- The designated green space, shown on page 53 of the Tower Hamlets Core Strategy titled Creating a Green and Blue Grid, appears much greater than that proposed in the planning application.

### Routes

- The configuration of the development does not provide definition or facilities clear routes and access to the park and bridge.

### Density, Design & Site Layout

- The proposed density of 330 dwellings per hectare is too high for a site with PTAL rating of 1b as the proposal does not make suitable provision for transport infrastructure to support the density proposal and enhance connectivity.
- In design terms, the proposal has a poor structure and block pattern and would not be responsive or sensitive to the site context.
- The site layout would prohibit the delivery of the pedestrian and cycle bridge.

### Bridge connection

- The Leven Road bridge would form an essential link from an isolated site in Poplar to the employment area and Star Lane DLR and the Greenway beyond encouraging sustainable transport usage and access to employment. The bridge and the adjacent park should be secured through S106.

### Tower Hamlets Draft Local Plan

- The Lea River Park Primer and Design Manual contain direct references to the bridge and park. These documents form part of the evidence base for the Tower Hamlets Draft Local Plan.
- The application is not compliant with the Tower Hamlets Draft Local Plan Site Allocation for Leven Road Gas Works site with regards to land use, local context, accessibility and integration.

### **London Wildlife Trust**

If the Council is minded to grant permission, then the following conditions should be applied:

- Submit more detailed surveys for bats, breeding birds and invertebrates that are undertaken at an appropriate time of year and are commensurate with adequately providing a comprehensive assessment of the value of the site for these given species groups. Current impact assessments, mitigation proposals and any subsequent changes to development proposals required should be submitted as addendums of the Environmental Statement.
- Submission of a detailed and robust lighting plan setting out how lighting impacts will be biodiversity will be minimised during demolition, construction and post development.
- Submission of detailed plans explicitly identifying all soft and hard landscape proposals including tree planting, living roof designs, planting plans for habitats including wetlands, grasslands, meadows and living roofs and structural layouts of all the open space components including provision of bird and bat boxes etc.
- Submission of a detailed and robust Construction Environment Management Plan, setting out how it will minimise impacts to biodiversity through the relevant phases, with mitigation and contingencies in case of delays in the programme;
- Submission of a detailed 10-year Landscape and Ecological Management Plan (LEMP) setting out how the landscape proposals will be resourced, implemented and

monitored, and to report on progress of key biodiversity and wildlife conservation objectives.

### **Lower Lea Project**

No comments received.

### **Metropolitan Police Service (MPS)**

We believe that this development should be required to deliver DWO that MPS requires.

### **National Air Traffic Services**

No objection.

### **Natural England**

No comments to make on this application.

### **Planning Casework Unit**

No comments to make in relation to the Environmental Statement.

### **Port of London Authority**

- No objection in principle.
- The reactivation of the Blue Ribbon Network through the enhancement of the waterside environment and the provision of public spaces including a riverside park and walk is supported.
- Any proposed lighting along the riverfront areas must be condition to ensure that the impacts on the River, fish, birds and mammals, particularly from overshadowing and light spill should be kept to a minimum.
- The provision of riparian lifesaving equipment must be provided and conditioned.
- The PLA requests that the use of the river for the transport of goods and materials in connection with the proposed development be addressed within a Construction Logistics Plan or Construction Environmental Management Plan, to be submitted at reserved matters stage. Consideration could also be given to maximising use of the River through the supply chain, allowing for river use for a proportion of the journey to the site.
- Any works to the river wall will require a River Works License to be obtained from the PLA.

#### Waterborne Freight Study

- It is accepted that the cost of addressing the issues of repairing the river wall and its inadequacy to moor barges alongside it would not be feasible, although it is not agreed that the tidal constraints render river use impossible. The River Thames is tidal, and many businesses and developments rely upon it for the delivery of freight and goods without issue.

### **Thames Water Authority**

#### Waste

- Thames Water has identified an inability of the existing foul water network infrastructure to accommodate the needs of the proposed development. A pre-commencement planning condition should be secured relating to waste water network.

#### Water

- Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of the proposed development. A pre-commencement planning condition should be secured in relation to the water network upgrades.

- Thames Water do not permit the building over or construction within 3m of water mains. An informative should be included to ensure that appropriate measures are taken.

Updated comments:

- Thames Water are not supporting the developers proposed surface water discharge to the sewer because it is not following London Policy 5.13 and also the proposal discharge rates will have a negative impact on the sewer capacity and future connections/growth/developments.
- Thames Water have signalled to the Developer that a reduce 2l/s of SW discharge can be accommodated which is within the sewer threshold and everything else needs to be either directed to the river or increased attenuation must be installed on site.
- Also, Thames Water is still awaiting further info on Foul discharge from the developer and until then sewer capacity assessment for the whole development cannot be completed.

Surface water

- The implementation of the surface water disposal hierarchy should be demonstrated. All surface water should be directed to the river.

**Transport for London**

- We do not share the applicant's conclusion that the site has excellent links to a variety of sustainable travel networks.
- We do not consider that there are any rail stations within comfortable walking distance of the site. This is reflected in the low to zero range of PTAL score (0-2) across the site.

Connections

- Delivery of pedestrian/cycle bridge links over the River Lea as integral to the vision of the scheme - a bridge connection would to enhance walking / cycling connectivity to Canning Town transport interchange and to Canning Town district centre.
- TfL have put forward a potential option based upon TfL's proposed A13 Connector. The Connector would cost £13m and TfL expects this development should make a significant contribution to help deliver this link, or an agreed alternative to address the substantial connectivity issues.
- TfL regards the A13 Connector (or alternative link to Canning Town) as the necessary site specific mitigation for the development.

Transport assessment

- The omission of assessment of DLR and London Underground demand by station, and walking route to the Canning Town station are material shortcoming of the transport assessment.
- Serious concerns regarding the existing walking route between the site and Canning Town transport interchange including accessibility, distance, safety, air quality and walking environment. Consequently we consider that necessary site specific mitigation to be secured through the s106 to address these issues.
- Trip generation forecast is satisfactory in terms of the overall numbers of trips generated by the development. The transport assessment does not forecast a material impact on the A13 from vehicular traffic, which we accept as a reasonable forecast.
- The proposed rail mode split of c.40% is a reasonable forecast. The assumption that no children will walk or cycle to the school from the Newham side is not satisfactory outcome. Lochnagar Street and potential queuing back should be assessed.

### Cycling

- The proposed residential and commercial cycle parking is aligned to draft London Plan minimum standards. The cycle parking areas on the eastern side of the Phase 1 development are not fit-for-purpose.
- The carriageway widths of Leven Road and Abbott Road (TA 2.22, 2.29) are both problematic for cycling. Clarity is required regarding how the cycling routes within the site boundary are being delivered, as well as how the developer is improving routes beyond its boundary.

### Car parking

- The quantum of residential car parking for Phase 1 and a cap of 0.2 per unit for the Masterplan are acceptable. The applicant should provide at least one on or off-street disabled persons parking bay for non-residential uses.
- The applicant must demonstrate on plan and as part of the Car Parking Design and Management Plan, how the remaining bays to a total of one per dwelling for ten per cent of dwellings can be requested and provided when required as designated disabled persons parking in the future
- The applicant must demonstrate the delivery of 80% electric vehicle charging provision.

### Buses

- A condition is required for the new stand nearer Oban Street to be fully delivered before the old stand is removed.
- We will not be seeking bus capacity contributions for Phase 1 of the development; TfL may seek bus capacity contributions as mitigation for these phases beyond Phase 1. As with highways assessment, the bus trip generation should be provided and assessed under Reserved Matters for the Masterplan development.
- The proposed 488 route extension would require a financial contribution.
- The following should also be secured:
  - A full Delivery and Servicing Plan (condition),
  - A Detailed Construction Logistics Plan (pre-commencement condition), and
  - A full Travel Plan (section 106).

5.3 Officers have however given full consideration to the points raised when assessing the acceptability of the proposed development.

## **6. RELEVANT PLANNING POLICIES AND DOCUMENTS**

6.1 Legislation requires that decisions on planning applications must be taken in accordance with the Development Plan unless there are material considerations that indicate otherwise.

6.2 In this case the Development Plan comprises:

- The London Plan 2016
- Tower Hamlets Core Strategy 2010
- Tower Hamlets Managing Development Document 2013

6.3 The key development plan policies relevant to the proposal are:

### **Spatial Development Strategy for Greater London - London Plan 2016 (MALP)**

## Policies

- 2.1 London
- 2.13 Opportunity Areas
- 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
- 3.16 Protection and enhancement of social infrastructure
- 3.18 Education facilities
- 4.1 Developing London's economy
- 4.2 Offices
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.5 Decentralised energy networks
- 5.6 Decentralised energy in development proposals
- 5.7 Renewable energy
- 5.8 Innovative energy technologies
- 5.9 Overheating and cooling
- 5.10 Urban greening
- 5.11 Green roofs and development site environs
- 5.12 Flood risk management
- 5.13 Sustainable Drainage
- 5.14 Water quality and 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
- 6.4 Enhancing London's transport connectivity
- 6.5 Funding Crossrail and other strategically important transport infrastructure
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road network capacity
- 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
- 7.13 Safety, security and resilience to emergency

- 7.14 Improving air quality
- 7.15 Reducing noise and enhancing soundscapes
- 7.18 Protecting local open space and addressing local deficiency
- 7.19 Biodiversity and access to nature
- 8.2 Planning obligations
- 8.3 Community Infrastructure Levy (CIL)

### **Tower Hamlets Core Strategy (adopted September 2010)**

- SP01 Refocusing on our town centres
- SP02 Urban living for everyone
- SP03 Creating healthy and liveable neighbourhoods
- SP05 Dealing with waste
- 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
- SP13 Planning Obligations

### **Managing Development Document (adopted April 2013)**

- DM0 Delivering Sustainable Development
- DM1 Development within the town centre hierarchy
- DM3 Delivering homes
- DM4 Housing standards and amenity space
- 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
- DM22 Parking
- DM23 Streets and the public realm
- DM24 Place sensitive design
- DM25 Amenity
- DM29 Achieving a zero-carbon borough and addressing climate change
- DM30 Contaminated Land

### **Emerging Planning Policy**

- 6.4 The Examination in Public (EiP) took place in respect of the draft London Plan, resulting in further suggested changes for the policy wording. The current 2016 consolidated 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.
- 6.5 Weighting of draft policies is outlined in paragraph 216 of the National Planning Policy Framework (NPPF) (2018) and paragraph 19 of the National Planning Practice Guidance (Local Plans). The degree of weight that can be attached to the Local Plan will depend upon how much progress has been made with the emerging plan and the number of unresolved objections to it, and the degree of consistency with the NPPF (2018). The more advanced the preparation and the fewer the number of objections to plan policies, the greater the weight it may be given in the determination of planning applications.

- 6.6 As the Local Plan has reached an advanced stage, decision makers can now attach more weight to its policies in the determination of planning applications. This is because:
- a. the Local Plan has been subject to three rounds of public consultation in accordance with regulations; both Cabinet and Full Council approved the publication and submission of the final draft Local Plan (on 19 September 2017 and February 21 2018 respectively) and consider that it is both sound (i.e. positively prepared, justified, effective and consistent with national planning policy) and legally compliant;
  - b. the Local Plan is currently undergoing an independent public examination by a government-appointed inspector (Mrs Christa Masters). The examination hearings ran between 6-21 September and 11-15 October 2018;
  - c. the Mayor of London has indicated that the Local Plan (submission version) is in general conformity with the current adopted London Plan (note the draft London Plan which itself reached an advanced stage) and has raised no soundness or legal objections to the draft Local Plan in response to the regulation 19 consultation stage and examination in public; and
  - d. the Local Plan is subject to a number of main modifications in response to the examination in public, which the inspector considers are necessary to make the Local Plan sound. Consultation on the main modifications is now live. At the close of the consultation, the inspector will consider the main modifications and the responses made on them during the consultation period. The inspector will subsequently publish a report. However, the Local Plan does not carry full weight until it has been formally adopted.

6.7 The following draft policies are relevant to the proposed development:

**Draft London Plan (2018)**

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG3 Creating a healthy city
- GG4 Delivering the homes Londoners need
- SD1 Opportunity Areas
- D1 London's form and characteristics
- D2 Delivering good design
- D3 Inclusive design
- D5 Accessible housing
- D6 Optimising density
- D7 Public realm
- D8 Tall buildings
- D10 Safety, security and resilience to emergency
- D11 Fire safety
- D12 Agent of change
- D13 Noise
- H1 Increasing housing supply
- H5 Delivering affordable housing
- H6 Threshold approach to applications
- H7 Affordable housing tenure
- H12 Housing size mix
- S3 Education and childcare facilities
- S4 Play and informal recreation
- S5 Sports and recreation facilities
- E1 Offices
- E3 Affordable workspace
- E2 Low-cost business space

- E4 Land for industry. Logistics and services to support London's economic function
- E11 Skills and opportunities for all
- HC3 Strategic and Local views
- HC5 Supporting London's culture and creative industries
- G1 Green Infrastructure and natural environment
- G4 Open space
- G5 Urban greening
- G6 Biodiversity and access to nature
- SI1 Improving air quality
- SI2 Minimising greenhouse gas emissions
- SI3 Energy infrastructure
- SI4 Managing heat risk
- SI5 Water infrastructure
- SI8 Waste capacity and net waste self-sufficiency
- SI12 Flood risk management
- SI13 Sustainable drainage
- SI15 Water transport
- SI16 Waterways – use and enjoyment
- SI17 Protecting and enhancing London's waterways
- T1 Strategic approach to transport
- T2 Healthy streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T6.2 Office parking
- T6.4 Hotel and leisure uses parking
- T6.5 Non-residential disabled persons parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning

### **Draft Local Plan (to 2031)**

- S.SG1 Areas of growth and opportunity within Tower Hamlets
- S.SG2 Delivering sustainable growth in Tower Hamlets
- D.SG3 Health impact assessments
- D.SG4 Planning and construction of new development
- D.SG5 Developer contributions
- S.DH1 Delivering high quality design
- D.DH2 Attractive streets, spaces and public realm
- S.DH3 Heritage and the historic environment
- D.DH4 Shaping and managing views
- D.DH6 Tall buildings
- D.DH7 Density
- D.DH8 Amenity
- D.DH9 Shopfronts
- S.H1 Meeting housing needs
- D.H2 Mixed and balanced communities
- D.H3 Housing standards and quality
- S.EMP1 Creating investment in jobs
- D.EMP2 New employment space
- S.TC1 Supporting the network and hierarchy of centres
- D.TC2 Protecting retail in our town centres
- D.TC3 Retail outside our town centres

D.TC5	Food, drink, entertainment and the night-time economy
S.CF1	Supporting community facilities
D.CF3	New and enhanced community facilities
D.CF4	Public houses
S.OWS1	Creating a network of open spaces
S.OWS2	Enhancing the network of water spaces
D.OWS3	Open space and green grid networks
D.OWS4	Water spaces
S.ES1	Protecting and enhancing our environment
D.ES2	Air quality
D.ES3	Urban greening and biodiversity
D.ES4	Flood risk
D.ES5	Sustainable drainage
D.ES6	Sustainable water and wastewater management
D.ES7	A zero carbon borough
D.ES8	Contaminated land and storage of hazardous substances
D.ES9	Noise and vibration
D.ES10	Overheating
S.MW1	Managing our waste
D.MW2	New and enhanced waste facilities
D.MW3	Waste collection facilities in new development
S.TR1	Sustainable travel
D.TR2	Impacts on the transport network
D.TR3	Parking and permit-free
D.TR4	Sustainable delivery and servicing

Chapter 4: Sub-area 3 – Lower Lea Valley (visions, objectives and principles)  
Site allocation 3.1 – Leven Road Gas Works

6.8 Other policy and guidance documents relevant to the proposal are:

- National Planning Policy Framework (2019)
- National Planning Practice Guidance (updated 2019)
- London Housing SPG (updated 2017)
- London Housing Affordable Housing and Viability SPG (2017)
- LBTH Employment Land Review (2016)
- LBTH Planning Obligations SPD (2016)
- BRE 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice' (2<sup>nd</sup> edition, 2011)

## 7. PLANNING ASSESSMENT

7.1 The key issues raised by the proposed development are:

- i. Land Use
- ii. Housing
- iii. Design & Heritage
- iv. Neighbour Amenities
- v. Transport and highways
- vi. Environment
- vii. Infrastructure

- viii. Local Finance Considerations
- ix. Equalities and Human Rights

### **Principle of development**

- 7.2 The London Plan identifies the application site as falling within the Lower Lea Valley Opportunity Area. It sets out the strategic policy directions for these areas and provides minimum guidelines for housing and employment capacity (indicative employment capacity of 50,000sqm and a minimum of 32,000 new homes). Development proposals within Opportunity Areas are expected to optimise residential and non-residential output and densities - contributing to the minimum guidelines for employment and housing numbers.
- 7.3 London Plan Policy 2.13 identifies Opportunity Areas as the capital's major reservoir of brownfield land with significant capacity to accommodate new housing, commercial and infrastructure improvements that will contribute to the wider regeneration of the area.
- 7.4 As set out in paragraph 5.13 of this report, the site also falls within the Poplar Riverside Housing Zone, introduced by the Mayor of London in 2016 to boost housing and employment delivery in areas such as Poplar Riverside. Whilst there is no longer any funding available to boost delivery, it identifies the area as a key location for the delivery of housing and employment.
- 7.5 Draft London Plan Policy GG2 prioritises the development of sites within Opportunity Areas, alongside brownfield land, surplus public sector land and sites which are well connected. In draft London Plan Policy SD1 'Opportunity areas', it is further recognised that Opportunity Areas are the capital's most significant locations with development capacity to accommodate new housing, commercial development and infrastructure.
- 7.6 At a local level, the Core Strategy sets out a vision for Poplar Riverside which seeks to change the area from largely industrial to predominantly residential.
- 7.7 The application site is also identified as Site Allocation 12 'Leven Road Gasworks' within the MDD, for: *"A large local park integrated as part of the wider Lea River Park with a strategic housing development, primary school, a district heating facility (where possible) and other compatible uses. The Local Park will be required to incorporate flood mitigation measures"*.
- 7.8 The redevelopment of the site is required to address the following design principles:
  - The large local park should be of a usable design for sport and recreation and located adjacent to the River Lea, incorporating the River Lea Park Walk and water spaces. It should meet a minimum size of 1.2ha;
  - Development should respect and be informed by the existing character, scale, height, massing and urban grain of the surrounding built form and its riverside location;
  - Development should be stepped back from the River Lea to avoid excessive overshadowing and enable activation of the riverside;
  - Development should successfully include and deliver family homes;
  - Walking and cycling connections should be improved to, from and created within the site, specifically to link with the River Lea Park walk, Aberfeldy neighbourhood

centre to Langdon Park DLR station and East India DLR station. These should align with the existing urban grain to support permeability and legibility;

- The public realm should be improved at active site edges, specifically along Leven Road;
- The Green Grid route should be well integrated into the site, helping to activate the riverside and improve access from the local park to the wider Lea River Park and further north to the Queen Elizabeth Olympic Park;
- Safe pedestrian and cycling access should be provided to the primary school.

7.9 The emerging local plan in Draft Policy S.SG1 'Areas of growth and opportunity within Tower Hamlets' echoes the London Plan and states that significant amounts of new housing will be delivered in the Lower Lea Valley Opportunity Area.

7.10 The emerging local plan also identifies Leven Road Gasworks as Site Allocation 3.2, for the delivery of housing, the provision of new employment floorspace through a range of floorspace sizes which support small to medium enterprises, creative industries and retail, strategic open space (minimum of 1 Ha) and a secondary school.

7.11 It should be noted that the applicant engaged with the Council as part of the Regulation 19 process. This resulted in a Statement of Common Ground in respect of Site Allocation 3.2 between St. William, the applicant, and the Council. This was submitted to the Planning Inspector for consideration during the Examination in Public (EiP) process.

7.12 The Council and the applicant have therefore established an agreed position in relation to the requirements of Site Allocation 3.2. In addition to being agreed between parties, the requirements of the emerging site allocation are based upon an up to date evidence base and response to local conditions, including financial viability considerations. It is further appropriate as should planning permission be granted, the majority of the scheme would be delivered within the new Plan period. This is considered to ensure effective planning for the future.

7.13 For these reasons, and in agreement with officers, the applicant has designed the scheme in line with the requirements of the draft Site Allocation for this site. The proposed development will be assessed on this basis – throughout the report it will be referred to as the 'Site Allocation policy'.

7.14 In line with Site Allocation 3.2, the redevelopment of the Leven Gasworks site is expected to address the following design principles:

- Respond positively to the existing character, scale, height and massing and fine urban grain of the surrounding built environment and its riverside location. In particular, it should deliver an appropriate transition in scale, sensitive to the amenity of adjoining residential properties and buildings in close proximity. The new streets should complement the existing network and deliver active frontages;
- Retain and re-use parts of the dismantled gas holder no.1 within the future development;
- Reflect the industrial heritage of the site through measures such as, but not limited to, public art, landscaping and building design;

- Step back from the River Lea to avoid excessive overshadowing and enable activation of the riverside;
- Maximise the provision of family homes;
- Consider opportunities to provide bespoke waste collection (e.g. underground waste systems);
- Ensure the open space is designed and usable for sport and recreation and located adjacent to the river Lea, featuring the Leaway and water spaces. It should meet the minimum size of 1 hectare;
- Improve walking and cycling connections to, from within the site - specifically to link with the river Lea Park walk, Aberfeldy neighbourhood centre to Langdon Park DLR station and East India DLR station;
- Improve public realm with active site edges, specifically along Leven Road;
- Integrate the site with the green grid route to assist with activating the riverside and improve access from the open space to the wider Lea River Park and further north to the Queen Elizabeth Olympic Park;
- Provide safe pedestrian and cycling access to the secondary school;
- Improve biodiversity and ecology along the water edges and within open spaces;
- Safeguard land within the site to facilitate the delivery of new crossings over the River Lea to improve access to the major transport interchange at Canning Town and ensure continuity of a green link to Cody Dock; and ensure that the safeguarded land is carefully incorporated into the future development and the Leaway; and
- Facilitate a new or extended bus route to serve the site to enhance access to public transport.

7.15 Given the site falls within an Opportunity Area and is subject to a Site Allocation within both the current and emerging local plans, the redevelopment of the site is supported in principle. This is however subject to the scheme meeting the requirements of the emerging site allocation and other policy requirements. The acceptability of the overall scheme is assessed throughout the various sections below.

### **Land Use**

7.16 The main issues to consider in relation to land use are listed below:

- the acceptability of the loss of the existing land uses: Gasworks (Class B2) and temporary storage uses (Class B8)
- the acceptability of the proposed land uses: Residential (Class C3), Business uses (Class B1), Retail, financial and professional services, food and drink uses (Class A1, A2, A3, A4), Community, education and cultural uses (Class D1), Assembly and leisure uses (Class D2)

### Loss of Utilities

- 7.17 The site has been historically used for gasworks. Its redevelopment is possible as a result of technological advancement and modernisation of the infrastructure used to distribute gas. The modernisation process still allows the site to perform its critical function of providing gas but is achieved in more efficient way and with no net loss of industrial capacity. The only remaining infrastructure associated with the continued utility use is the Pressure Reduction Station (PRS) that sits towards the front of the site, and outside of the red line.
- 7.18 The site was partially occupied by temporary open storage uses which were the subject of short-term leases. However, all temporary uses vacated the site in December 2018.
- 7.19 Whilst the principle of site redevelopment is supported by the Site Allocation policy, officers have had regard to the loss of the 'utilities' function that has historically existed at the site from a wider policy perspective. Development Plan Policies seek to ensure that development does not result in the net loss of viable employment floorspace.
- 7.20 Having regard to the above policies, officers raise no objection for the following reasons:
- (i) there is no net loss in the site's capacity and utility function;
  - (ii) all redundant infrastructure had been removed and demolished;
  - (iii) the proposal would not result in a direct loss of employment resulting from the change in its operating status;
  - (iv) the proposed development provides up to 4,200sqm (approx.) employment generating floorspace within the B use class, and a further 9,200sqm (approx.) of additional commercial floorspace that would also generate some employment.
- 7.21 Officers have also considered the impact of the proposed redevelopment of the site upon the temporary open storage uses that previously occupied part of the site. Given the uses were temporary and the site is allocated for redevelopment within the Council's current and emerging local plans, officers also raise no objections in this regard.

### Proposed uses

#### - Residential

- 7.22 The proposed development seeks up to 235,069 sqm of residential floorspace (up to 2,800 units).
- 7.23 The Site Allocation policy seeks a residential-led redevelopment of the site. The principle of new residential accommodation on the site is therefore supported.

#### - Non-residential

- 7.24 The applicant seeks flexible non-residential floorspace across the whole development. The non-residential floorspace is proposed in the Lower and Upper Ground Floors within Phase 1. It is proposed that it would be within Building B of the Outline Component. The distribution of non-residential floorspace across the development is presented in tabulated form below. This sets out the maximum parameters proposed for each land use.

Land Use	Full Component (Phase 1) (GIA)	Outline Component (Building B) (GIA)	Scheme total
A1	1,000 sqm	500 sqm	1,500 sqm
A2	500 sqm	-	500 sqm
A3	500 sqm	500 sqm	1,000 sqm

A4	500 sqm	500 sqm	1,000 sqm
B1	2,700 sqm	1,500 sqm	4,200 sqm
D1	500 sqm	1,000 sqm	1,500 sqm
D2	2000 sqm	500 sqm	2,500 sqm
Total non-resi floorspace	7,700 sqm	3,600 sqm	11,300 sqm

- 7.25 Officers consider that the range of uses provide a well balanced mix of commercial activity across the site that would generate employment opportunities, as well as services and facilities for residents of the development and the wider local community.
- 7.26 In the context of the provision of maximum floorspace parameters, officers raise no objections to principle of flexibility surrounding the distribution of non-residential floorspace quanta across the scheme. The overall acceptability is however dependent upon the assessment of each land use against the relevant policies. This exercise has been undertaken below.
- Office/ workspace
- 7.27 Development Plan Policies require development to maximise and deliver investment and job creation. It therefore seeks to ensure that new development that includes employment generating floorspace would contribute to delivering growth in locations outside designated employment policy areas. This includes a requirement for new employment floorspace to provide a range of flexible units less than 250sqm and less than 100sqm to meet the needs of Small and Medium Enterprise (SMEs).
- 7.28 In addition to this, the Site Allocation policy requires the delivery of new employment floorspace through a range of floorspace sizes which would support small-to-medium enterprises, creative industries and retail. Officers have had regard to the nature of the proposed floorspace in the context of the above requirements and wider policy requirements that relate to employment uses.
- 7.29 The proposed development seeks up to 4,200sqm of office (B1) floorspace. It is expected that circa. 2,700sqm of this floorspace would be delivered as part of Phase 1.
- 7.30 The proposed development provides a range of unit sizes. Phase 1 of the development includes units less than 250sqm and 100sqm. In addition to this, the applicant confirms that the units within Phase 1 have been designed to be flexible and adaptable to suit a wide range of occupiers and business needs, including SMEs and start-ups.
- 7.31 In addition, the applicant has sought to collaboratively work with the Council and other stakeholders in relation to the management and/or occupation of the proposed B1 floorspace. The applicant is keen to ensure that the proposed development delivers employment floorspace that provides for local businesses and makes a genuine contribution to the local economy, particularly the Poplar area. The applicant has initiated discussions with the Council's Economic Development team.
- 7.32 The above is considered to be positive and has the potential to make a notable contribution to achieving the policy objectives surrounding new employment space. It is however a requirement of draft Policy D.EMP2 that 10% of the proposed employment floorspace is secured at an affordable rent (80% of market rent). It is therefore recommended that a commitment to work with the Council's Economic Development team and 10% affordable floorspace is secured by S106 agreement.

- 7.33 In light of the above, officers are satisfied that the proposed office use is acceptable in principle. Officers are further satisfied that the scale and nature of the units proposed accord with the current and emerging policy requirements, including the Site Allocation policy.

#### Retail and leisure

- 7.34 Development Plan Policies require the submission of an impact assessment for retail and leisure development outside of a town centre where the gross floorspace exceeds 2,500sqm. Local planning authorities are also required by national policy to apply a sequential test to planning applications for main town centre uses which are outside of an existing centre.
- 7.35 The land use requirements for the Site Allocation policy, includes retail. Policy therefore supports the principle of the provision of retail floorspace as part of this development. Nevertheless, for completeness the scheme is supported by a Retail Impact Assessment and officers have had regard to this, and the sequential test.
- 7.36 In total, the proposed development includes up to 12,200sqm of non-residential floorspace; up to 6,500sqm of this total figure is retail or leisure. This includes the following use classes – A1, A2, A3, A4 and D2. This includes a retail unit of circa. 500sqm at the front of the site.
- 7.37 The application site does not fall within a designated centre within the town centre hierarchy. The NPPF however has regard to ‘edge of centre’ locations and defines it as: “For retail purposes, a location that is well connected to, and up to 300m from the primary shopping area”. In this instance, the application site is approximately 230m from the boundary of Aberfeldy Street Neighbourhood Centre – the nearest designated centre. Officers are therefore content that the front part of the site at least lies within an edge of centre location.
- 7.38 Having regard to the sequential approach, it is important to note that the proposed retail and leisure provision forms part of a wider strategic development that seeks to deliver a large quantum of residential floorspace. Rather than a stand-alone retail/leisure provision, the non-residential components of the scheme are expected to have a specific function related to the development, i.e. mainly serving those residents from the development itself. Although it is expected (and encouraged from a wider placemaking perspective) that the retail and leisure uses across the site would be used more widely given that the site sits in close proximity to existing residential properties and includes the provision of a public park and riverside walk, it is not considered that it would be appropriate to site the retail and leisure uses elsewhere. On this basis, officers are satisfied, in the context of the sequential approach, that the retail and leisure floorspace in this location is acceptable.
- 7.39 Officers have also had regard to the Retail Impact Assessment submitted by the applicant, which has assessed the impact of the proposal in line with the requirements of the NPPF. It is reported that the proposed leisure and retail floorspace would not have a significant adverse impact on the nearby designated centres. Officers are satisfied with the findings of the report and conclusions drawn.
- 7.40 As such, the proposed retail and leisure floorspace is considered to be acceptable in principle. The proposal also accords with the Site Allocation policy in this regard.

#### Community and cultural uses

- 7.41 Development Plan Policies requires the delivery of social infrastructure and community facilities that serve a wide range of users.
- 7.42 The proposed development seeks a total of 1,500sqm of D1 use floorspace. This is in addition to the land for the secondary school which is addressed separately below. This is considered to be in accordance with policy and would contribute to wider placemaking objectives.

### Educational facilities

- 7.43 Development Plan Policies seek to deliver the education facilities that the borough needs and ensure access to adequate, affordable and high quality education. They further set out where new schools should be located in order to achieve this objective.
- 7.44 The current Site Allocation policy seeks the delivery of a primary school. The emerging Site Allocation policy differs in that it seeks the delivery of a secondary school. This has been updated in line with the Council's most recent identified need/ pupil projections.
- 7.45 In agreement with the Council, the applicant would not deliver the secondary school itself as part of the redevelopment of the site, instead the proposal seeks to safeguard the land which would be transferred to the Council to deliver the school building in line with their requirements.
- 7.46 From a policy perspective, the delivery of a school is a requirement of the Site Allocation policy. An educational use in this location has therefore been accepted in principle by policy and is supported by an up to date evidence base. The safeguarding of land for the delivery of a secondary school in this location is therefore supported.
- 7.47 The school phase of the development sits within the outline component of the scheme. As it would be delivered by the Council, the application submission does not propose detailed design/layout of the school, but seeks to establish maximum building heights and a maximum building footprint for the school, as set out on the relevant parameter plans.
- 7.48 The applicant has however demonstrated that the proposed parameters are capable of accommodating a school that meets the size requirements of the emerging Site Allocation policy (6 form entry secondary school, approx. 1,200 students and staff). The indicative design of the school was informed by the 'Area Guidelines for mainstream schools' published in 2014 by the Department for Education and reference to the Education and Skills Funding Agency (ESFA, formally the EFA) guidelines).
- 7.49 It is however noted that the maximum parameters and associated indicative school layout presented within the Design and Access Statement do rely on roof top playspace. This is not considered to be the ideal solution to the delivery of the playspace required by the school. It is however a common scenario within dense urban environments such as London, where space is often constrained. For this reason, officers do not raise objections.
- 7.50 Officers are therefore satisfied that the proposal is policy compliant in this regard. This would be dealt with under the CIL agreement discussed in the relevant section below.

### **Housing**

- 7.51 Development Plan policies set minimum housing targets for Tower Hamlets and seek to ensure that the amount of housing is optimised on all sites where it is appropriate. The Council has a housing target of 3931 new units per annum.
- 7.52 The proposed development on a site wide basis would deliver up to 2,800 new residential units. This figure is based upon the maximum parameters and thresholds proposed by the applicant.
- 7.53 It is proposed that Phase 1 of the development would deliver 577 homes. The proposed amendments to the floor layouts to address officers concerns surrounding the quality of accommodation within some of the units resulted in a reduction in the number of studio units within Phase 1 and an increase in the number in 4 bedroom units. The overall amount of units as a result decreased from 580 to the 577.

- 7.54 It is considered that the proposed development would make a considerable contribution to the achievement of the Council's housing targets. This is a significant benefit of the scheme.

Affordable housing and unit mix

- 7.55 Development Plan Policies promote mixed and balanced communities and seek to secure the maximum reasonable amount of affordable housing. Policy H5 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG (2018) set a strategic target of 50% affordable housing.
- 7.56 Policy H6 of the draft London Plan and the Mayors Affordable Housing and Viability SPG also set out a 'threshold approach' whereby schemes meeting or exceeding a specific threshold of affordable housing (35%) are not required to submit viability information, nor be subject to a late stage viability mechanism. The draft London Plan Policy H7 does however seek a threshold of 50% where a site has been in industrial use. Nevertheless, the GLA in their Stage 1 report have regard to the specific set of circumstances before us and state: "*St William is a joint venture between National Grid and the Berkeley Group to regenerate a portfolio of sites across London used for utilities infrastructure. St William will unlock technically complex brownfield sites with high site enabling costs...Given these circumstances, the provision of 35% affordable housing weighted towards low cost rent housing is supported*" (Paragraph 27).
- 7.57 In line with the above, the Core Strategy seeks 35-50% affordable housing (by habitable room) to be provided by developments that provide 10 new residential units or more. Policy also requires a tenure split for affordable homes of 70% affordable/social rented and 30% intermediate housing. In terms of intermediate housing, draft and current policy support shared ownership, London Living Rent and other recognised intermediate products.
- 7.58 Beyond the requirement for affordable housing, planning policy requires an overall mix of housing that responds to the identified housing need within Tower Hamlets. The required mix is set out in the Council's policy. This is considered a vital component of achieving mixed and balanced communities.
- 7.59 In accordance with the policy framework set out above, the proposed development seeks to deliver 35% affordable housing, on a habitable room basis, across the whole site. That equates to a potential 980 affordable homes. It is proposed that this is delivered with an affordable housing tenure split of 70% (social rent) 30% (intermediate). This would be secured by S106 agreement. An early stage review mechanism and an obligation for the applicant to explore the potential for Mayoral grant funding would be further secured by S106 agreement. This provides a further opportunity to maximise the delivery of affordable housing.
- 7.60 Additionally, in order to maximise the affordability for Tower Hamlet's residents, policy further requires a rent split within the social rented tenure. 50% of the units would be secured as London Affordable Rent (LAR) (as set by the GLA) and 50% as Tower Hamlets Living Rent (THLR). This, and the rent levels, would also be secured within the S106 agreement.
- 7.61 Thus, the above sets out the commitment to deliver a policy compliant quantum of affordable housing across the whole development. This means that when added together, the affordable housing within each phase of the development would equate to an overall 35%. The individual affordable housing offer for each phase would be assessed at reserved matters stage.
- 7.62 Officers endeavour to ensure that the details put forward at each phase of development present a close reflection of a policy compliant breakdown. It is however acknowledged that there may be a particular phase of development that offers opportunities to deliver a greater quantum of a particular type of housing. For example, unlike the other phases, Phase 4 proposes terraced family housing, meaning that it may be appropriate to secure a greater

amount of family housing in this phase. Officers therefore consider it appropriate for some flexibility to be applied when assessing the proposed housing mix at the reserved matters phase – however, the overall policy objective of ensuring the creation of mixed and balanced communities should be met in any event.

7.63 In relation to the Phase 1, the application submission includes details of the proposed affordable housing offer for Phase 1. It would deliver 38.7% affordable housing (177 units), at a tenure split of 65/35 in favour of social rent. As set out in relation to the overall site offer, the social rented proportion of units would be further broken down to deliver 50% LAR and 50% THLR. The proposed housing mix for Phase 1 has been tabulated below:

Phase 1 Proposed Housing Mix							
		Studio	1 bed	2 bed	3 bed	4 bed	Total
Private tenure							
Market	No. units	66	101	208	25	0	400
	No. hab rooms	66	202	624	100	0	992 (61.3%)
Affordable tenure							
Affordable/Social rent	No. units	0	32	32	37	15	116
	No. hab rooms	0	64	96	162	90	412
Intermediate	No. units	0	2	32	27	0	61
	No. hab rooms	0	4	96	115	0	215
Total	No. units	66 (11.4%)	135 (23.3%)	272 (47%)	89 (15.4%)	15 (2.6%)	577
	No. hab rooms						1,619

7.64 As outlined above, the affordable housing offer for Phase 1 proposes a 65/35 tenure split. Whilst this is not strictly in line with the required 70/30 split, officers note that Phase 1 is a component of a site wide policy compliant affordable housing offer. Officers also note that the split is driven by the arrangement of the blocks and the necessity to provide separate cores across the different tenures. This is advantageous to an extent in that it secures the delivery of more social rented housing at an earlier point in time.

7.65 Officers are further satisfied on the basis that the reserved matters stage would allow ongoing review of the affordability of larger shared ownership units.

7.66 In terms of unit mix, Phase 1 of the proposed development seeks to deliver a range and mix of unit types and sized, including family sized accommodation. With the support of the Council, the applicant has targeted a unit mix that seeks to reflect that set out in draft Policy D.H2. This is illustrated in the table below:

Phase 1 Proposed Housing Mix by Size and Tenure					
Tenure		Studio/1 bed	2 bed	3 bed	4 bed
Private	Proposed	28%	62%	10%	
	LBTH Draft local plan policy* requirement	30%	50%	20%	
Affordable/Social rented	Proposed	16%	25%	47%	12%
	LBTH Draft local plan policy* requirement	25%	30%	30%	15%
Intermediate	Proposed	2%	45%	53%	
	LBTH Draft local plan policy* requirement	15%	40%	45%	

\* draft Policy D.H2 (Mixed and balanced communities)

7.67 Whilst the unit mix largely reflects that set out in draft Local Plan Policy D.H2, some areas of difference are noted. For instance, there is a greater quantum of 1 and 2 bedroom units and slightly less 3 bedroom units in the private tenure, but a greater number of family units within the affordable tenure.

7.68 Given that the proposal for Phase 1 would make a strong contribution to addressing the acute need for affordable family housing in the borough and that the later phases of development present an opportunity to balance out this shortfall, officers are satisfied with the proposed unit mix.

- Accessible housing

7.69 Development Plan policies require 90% of new housing to meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings,' and 10% to meet requirement M4 (3) 2B 'wheelchair user dwellings' i.e. designed to be wheelchair accessible, or easily adaptable.

7.70 All proposed homes would meet the 'accessible and adaptable dwellings' standard and 10% of homes would meet the 'wheelchair user dwellings' standard.

7.71 The 10% wheelchair user dwellings would be distributed across various buildings in the development and at different floor levels to enable the greatest choice, size and positioning.

With this approach, the applicant has sought to ensure that wheelchair units are not concentrated in a particular location.

- 7.72 The Council's Occupational Therapist has reviewed the proposed wheelchair units within the social rented part of Phase 1 and consider that the units are compliant with requirement M4 (3) 2B. The provision of two lifts throughout the development and from the car park is noted and welcomed.
- 7.73 The following aspects are however further recommended:
- All the wheelchair accessible units should show level access showers in the layout.
  - The wheelchair storage charging spaces internally should not be bounded by doors and walls;
  - Any fire doors should be held open on magnets or be automated;
- 7.74 It is recommended that a planning obligation secures the submission of 1:50 details and fit-out of the proposed rented affordable 'wheelchair user dwellings'. The details should address the points set out above.

#### Quality of Residential Accommodation

- 7.75 Development Plan Policies set out a series of design standards for new residential development. The objective of the policies is to achieve high quality residential development.
- 7.76 The residential accommodation associated with the Outline phases of the proposed development would be designed in detail and assessed at reserved matters stage. However, in order to ensure that the buildings within the Outline phase are capable of achieving an acceptable standard of residential accommodation at this later stage, officers seek to make a high level assessment.
- 7.77 This includes a review of the separation distances between the maximum building footprints as shown on the parameter plans, the daylight and sunlight levels at each elevation, the indicative layouts and a series of design controls proposed by the applicant.
- 7.78 In their stage 1 response, the GLA requested additional information in order to assess the above elements. This additional information was provided by the applicant as part of the February 2019 version of the 'Development Specification and Design Code'. The GLA have been provided with a copy of this document and raise no further comments.
- 7.79 The first part of this section largely refers to the Full component (Phase 1) of the proposed development given that it has been designed in detail. The second part addresses the Outline component of the scheme in the context of the above.

#### **Phase 1:**

- Minimum space standards

- 7.80 Both current and draft local and regional planning policy, in addition to the guidance set out in the London housing SPG, sets minimum space standards for new residential units. All residential units are also required to have a minimum floor to ceiling height of 2.3m. This is achieved throughout the development with proposed floor to ceiling heights of 2.5m.
- 7.81 The minimum space standards (GIA) that new residential accommodation is expected to meet are set out in the table below:

Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings
<b>1b</b>	1p	39 (37)
	2p	50
<b>2b</b>	3p	61
	4p	70
<b>3b</b>	4p	74
	5p	86
	6p	95

7.82 Officers are satisfied that all of the proposed residential units within Phase 1 are compliant with the space standards. The development is therefore considered to be acceptable in this regard.

- Layouts and circulation

7.83 Standard 12 of the London Housing SPG requires new residential development to have a maximum of eight units per core. In response to concerns raised by Council and GLA officers during the consultation period in respect to an unacceptable exceedance of this standard in Blocks C1 and C2 (private tenure), amendments have been made to the internal configuration of these blocks.

7.84 The amended floorplans for these blocks demonstrate a reduction to 10 units per core in Block C1 and 11 units per Core in Block C2 at the lower levels. At the higher levels, this would reduce to 7 units per core (at Level 4 and Level 7 respectively).

7.85 Noting that the amended ratio continues to exceed the guidance at the lower levels of these blocks, the applicant has sought to demonstrate that this would result in an acceptable standard of accommodation. The applicant has had regard to the unit sizes within the blocks and outlined the number of bed spaces per core that this would equate to, demonstrating that the number of bed spaces per core would not necessarily exceed the number of bed spaces in an eight unit per core scenario.

7.86 Officers have considered the above and had regard to the objective attached to Standard 12. The guidance seeks to ensure that those sharing a circulation core and landing areas have a sense of ownership over such space, enabling a community to develop.

7.87 Acknowledging the importance of this, officers seek to consider this shortfall of the guidance in the context of the wider scheme. At this point, officers highlight the strong placemaking principles that underpin the overall scheme, including the creation of high quality community assets for future residents and the existing local community, such as communal amenity spaces, public park, community uses.

7.88 In light of the above points, officers are satisfied that in this instance, the increased number of units per core on the aforementioned floors, would not result in a materially detrimental impact upon the quality of residential accommodation from the perspective set out in Standard 12.

Officers are further satisfied on the basis that when taken collectively, the average number of units per core across Phase 1 is eight, in accordance with Standard 12.

- 7.89 Further to this, officers have had regard to the distribution of residential tenure across Phase 1.
- 7.90 Officers recognise the necessity of arranging the private, intermediate and social rented units within different buildings/cores for practicalities such as management and service charge. The requirement for separate residential entrances is therefore also acknowledged. Officers are satisfied that the residential entrances have been designed to ensure the delivery of tenure blind residential development.
- 7.91 On this basis, officers are satisfied with the proposed tenure distribution and residential entrances in principle. The report will however have further regard to the standard of residential accommodation proposed for the units within the tenures.

- Aspect, outlook and privacy

- 7.92 Standard 29 of the London Housing SPG also seeks the minimisation of single aspect dwellings. It further states that single aspect dwellings that are north facing, or which contain three or more bedrooms, should be avoided.
- 7.93 Phase 1 of the proposed development would deliver 55.5% dual aspect homes. 7% of the total units within this phase would be single aspect and north facing, all of which would be one bed or two bedroom units. All of the proposed three bedroom units are dual aspect.
- 7.94 Ideally, a greater percentage of the proposed units would be dual aspect. It is however acknowledged that the proposed scheme is representative of the high density nature of development that characterises many parts of the Borough. Unfortunately, single aspect and north facing residential units are often a symptom of high density development in an urban context. This is reflected in surrounding development, for example, the Ailsa Street development to the northwest of the application site was approved with 52% dual aspect units. In most instances, officers are required to balance the factors such as those discussed above with the identified need for housing and associated infrastructure.
- 7.95 In addition to the concerns raised in relation to the unit to core ratio discussed above, officers did however highlight some areas where the standard of residential accommodation, due to their aspect, was not supportable. This included the standard of accommodation achievable by some of the north facing single aspect units located at the junction with the link blocks in Block C2.
- 7.96 In response, these were amended from single aspect, north facing studio units to oversized dual aspect 1 bedroom units. Officers also highlighted further opportunities where the number of windows that serve units within this same Block could be increased in size or quantum. The amended drawings also addressed this, including additional windows to kitchen spaces in several of the units within Block C1 and Block C2.
- 7.97 Although this resulted in a slight decrease to the number of residential units overall, it also decreased the number of single aspect north facing units from 8% across Phase 1 to 7% and improved the daylight levels and outlook for those units. Officers maintain that the proposed amendments were imperative to achieving an acceptable standard of residential accommodation.
- 7.98 In terms of outlook, the building arrangement and floor layout would result in outlook over either private communal amenity areas, activated space within the Site or the Riverside Park. The development is therefore considered to be acceptable from an outlook perspective.

7.99 Given that each unit would achieve an acceptable outlook and all of the family units proposed are dual aspect, officers are satisfied that the proposed development is acceptable in this regard.

7.100 In terms of privacy, officers have had regard to the separation distances between the proposed blocks within Phase 1. Given that the minimum distance between the elevations is 16m, officers are satisfied that this would result in an adequate level of privacy for future occupiers.

- Daylight and sunlight

7.101 New residential units are also required by policy to result in an adequate level of daylight.

7.102 The application submission includes an internal daylight and sunlight report, prepared by eb7 on behalf of the applicant. It demonstrates the daylight and sunlight levels that would be achieved at the windows of the proposed units. An updated report was submitted in January 2019, reflecting the changes made to the layouts as discussed above. It also includes the assessment of the upper ground floor inclusive of a small number of residential units that were missed from the initial assessment in error.

7.103 The applicant's report states that the daylight and sunlight levels have been assessed by reference to the Average Daylight Factor (ADF) and the Annual Probable Sunlight Hours (APSH). The lowest floors (upper ground to 5<sup>th</sup> floor) of the proposed residential accommodation have been assessed to present a worst-case scenario, as light levels would be naturally higher on the upper floors of the buildings. This resulted in 1027 rooms within Phase 1 being analysed. 643 of these are bedrooms and 384 are studios, living rooms, dining rooms and kitchens, or a combination thereof.

7.104 In terms of methodology, the assessment has been undertaken in line with the criteria provided by the BRE guidelines. The also Council appointed an independent review of the original daylight and sunlight assessment submitted by the application which amongst other things sought to confirm whether all the relevant rooms have been assessed, whether the methodology meets the guidance contained within the BRE 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice' (2<sup>nd</sup> edition, 2011) and whether the conclusions of the assessment are technically correct.

7.105 The internal daylight levels have been tested using the Annual Daylight Factor (ADF) test. This is considered, by the BRE guidelines, to be the appropriate test to check daylight provision in new rooms.

7.106 Officers have had regard to the results of the assessment which have been summarised in Table 1 (page 5) of the applicant's January 2019 update report. The results indicate that 934 (91%) of the 1027 proposed habitable rooms assessed within Phase 1 would satisfy or exceed the ADF targets outlined in the BRE guidance. This marks an improvement on the pre-amended scheme that presented 90% compliance.

7.107 It is further noted that the applicant's report states that the overall compliance rate is anticipated to increase to the mid to high nineties if one was to introduce the rooms within the 6<sup>th</sup> floor and above into the assessment.

7.108 Officer's note a high level of adherence to the BRE guidelines, but consider it important to have regard to those rooms that do not satisfy the recommended targets. These include 29 bedrooms and 62 living/kitchen/dining rooms or a combination of thereof (following the amendments referred to below).

7.109 During the application process, officers raised concerns that many of the rooms that would not satisfy the BRE guidelines were living rooms within Block D (social rented tenure). In

response, the applicant made a series of amendments to these units in order to improve the daylight levels. This involved moving the balconies so that they did not result in an increased level of obstruction to windows serving living rooms. The resultant daylight levels for the affected living room windows improved to between 1.0% and 1.8% ADF (BRE standard being 1.5%). Whilst this resulted in decreased daylight levels for the bedrooms within the affected units, officers support the prioritisation of daylight to living rooms. This is considered to be in line with the principles of the BRE guidelines.

- 7.110 This exercise further highlighted that the low daylight levels achieved within these rooms was largely a consequence of overhanging balconies – a constraint recognised within the BRE guidelines. Officers also acknowledge that balconies present daylight constraints, but consider their provision essential in achieving amenity space within dense residential development.
- 7.111 That said, some of the living room windows (7) within Block D would remain sub 1.5% ADF, nevertheless, it is noted that they all benefit from other attributes such as being oversized or being dual aspect.
- 7.112 Taking all into account, including the requirement to balance policy requirements to ensure the delivery of the housing planned and required across the borough, officers are satisfied that the proposed development is acceptable in this regard.

Amenity space (and child playspace)

- Private external amenity space

- 7.113 Both local policy and the London Housing SPG requires a minimum of 5sqm of private outdoor space to be provided for 1-2 person dwellings. An extra 1sqm should be provided for each additional occupant.
- 7.114 All of the proposed residential units in Phase 1 have been provided with private external amenity space in the form of balconies. Officers are satisfied that the balconies meet the minimum space requirements in this regard.

- Communal amenity space

- 7.115 Further to this, new residential development is required by local policy to provide communal amenity space for future residents. The policy requirement is 50sqm of communal amenity space for the first 10 units, then 1sqm per unit thereafter. This equates to a total requirement for 617sqm communal amenity space for Phase 1.
- 7.116 A total of 1,002sqm of communal amenity space is proposed across Phase 1. This is provided through podium and roof gardens.
- 7.117 Officers are satisfied that the communal amenity space is acceptable in terms of quantum and location. A planning condition is however proposed, requiring the submission of full details of the proposed communal amenity space. This would form part of the recommended landscaping condition.

- Child playspace

- 7.118 Development Plan Policies require each new residential development to provide child playspace and informal recreation facilities based on the expected child population generated by that scheme. This process is undertaken in line with the guidance and requirements set out in the Mayor's London Housing SPG (2016) and the Play and Informal Recreation SPG (2012). New development is expected to provide 10sqm of playspace per child. The Mayor's Play and Informal Recreation SPG sets a criteria to inform the type, quantity and location of

required play provision for different age groups, placing particular emphasis on on-site provision.

7.119 In terms of the proposal development, playspace for different age groups is provided across Phase 1; the Landscaping Strategy (prepared by BMD) demonstrates that play elements and facilities are provided in a range of forms for the different age groups within both the public and private realms. These comprise Doorstep Play/ Local Areas of Play (LAPs, Play on the Way/Incidental Play and Space for Imaginative Play.

7.120 Having regard to the GLA benchmark standards, as set out in the Child and playspace SPG, Phase 1 generates a requirement for 2051.6sqm of playspace. The proposal seeks to provide approximately, 2,314sqm of playspace for the residential units within Phase 1 with the playspace broken down into the different types of play in line with the proportion of children expected within the scheme. The below table was calculated using the GLA's Child and Playspace SPG calculator:

Proportion of children		
Age group	No. of children	%
Under 5	82	40
5 to 11	72	35
12+	51	25

7.121 Officers are satisfied that the proposal is acceptable in this regard, subject to the submission of further details. It is recommended that this is secured by planning condition.

#### **Outline phases:**

7.122 The residential units associated with the Outline phases of the development would be expected to meet the minimum space standards as prescribed by the relevant policy when assessed in detail at reserved matters stage. The Development Specification (updated February 2019) provides a section of 'Design Controls' which states that the Outline phases of the development would achieve the following:

- Residential floor to ceiling heights should meet or exceed 2.5m in all habitable rooms.
- No more than 5% of the dwellings will be single aspect and north facing.
- The provision of dual aspect dwellings should be maximised throughout the development.
- Over 50% of homes will be dual aspect.
- All residential units will be designed to be tenure blind externally.
- Each core should generally serve no more than 8 dwellings per floor.
- Opening windows and/or balcony/terrace doors will be provided to all habitable rooms.
- The minimum face-to-face distance between windows to habitable rooms of directly facing dwellings will be 12m.

- A minimum depth of 2.5 metres of defensible space will be provided to all residential units at ground level facing out onto the streets and to the communal courtyards at the relevant level. This area will include a low-rise landscaped buffer to the communal open space and street environment beyond.

Further to this, the application submission demonstrates that:

- A policy compliant quantum of child playspace, applying the same principles as applied in phase 1, is deliverable.
- Separation distances between maximum building footprints would range between approximately 8.1m and 17.1m.
- Reasonable daylight and sunlight levels are achievable

The above elements are considered to constitute a set of high level principles or controls that demonstrate that the Outline phases of the proposed development are capable of achieving an acceptable standard of residential accommodation. It should however be noted that many of the above elements are minimums and the applicant would be expected to demonstrate compliance with the planning policy framework in any event. At reserved matters stage, officers would be seeking to secure high quality residential development.

#### Air Quality

- 7.123 The application submission has had regard to the potential impact of the proposed development on air quality at nearby residential properties and the impact of existing local air quality conditions on future residents. This has been assessed using local air quality monitoring sites. The impacts relating to dust were also considered as part of the assessment.
- 7.124 Officers are satisfied that the proposal for Phase 1 is acceptable, subject to the proposed embedded mitigation measures and recommended condition. This includes optimising the location and height of the CHP and boiler plant stack and installing low emission natural gas boilers.
- 7.125 Given that the proposed buildings within Phase 2 would be taller, the Council's Air Quality officer seeks to further ensure that the flue associated with the boiler plant that is located within Phase 1 and serves the whole development would not give rise to an unacceptable level of nuisance to nearby taller buildings. It is therefore recommended that the applicant is required to undertake further assessment surrounding the flue gases in the consented boiler house in Phase 1 and proposed any remedy if required.

#### Wind/Microclimate

- 7.126 The application submission is inclusive of a Wind Assessment (prepared by Temple) as part of the ES (Chapter 10). As part of this, wind tunnel testing has been undertaken to fully assess the impact of the Proposed Development upon pedestrian comfort and the potential for strong winds which would impact of pedestrian safety.
- 7.127 Wind conditions have been assessed at the pedestrian thoroughfares, entrances, balconies and amenity spaces within the proposed development and surrounding the Site. The assessment has been undertaken in line with the Lawson Comfort Criteria. Officers consider this methodology to be appropriate.
- 7.128 In terms of the result of the testing, the Assessment concludes that the proposed development would result in an acceptable environment subject to a few exceptions at ground level at entrance or outdoor seating areas. Whilst it is expected that the site would become less windy

when Phase 2 is constructed, officers recommend that wind mitigation measures are incorporated into the landscaping, for example, through trees, planters, hedges. It is recommended that this is secured by condition.

### Density

- 7.129 Development plan policies seek to ensure that development makes the optimum use of land, with reference to public transport accessibility levels, local context and character and design principles. The London Plan provides a '*Sustainable residential quality density matrix*' for differing locations based on character and PTAL.
- 7.130 In the Planning Statement (prepared by WYG), the applicant has calculated the residential density of the proposed development in line with the methodology set out in the GLA Housing SPG (2016). Officers consider this to be appropriate.
- 7.131 The SPG advises that density should be calculated based on net site area and that in mixed-use buildings, the proposed non-residential floorspace should be taken into account by reducing the net site area proportionately. On this basis, the maximum residential floorspace, including all communal entrances, hallways, stairways, servicing and plant, totals 235,941sqm (a site area for density purposes of 7.7ha)
- 7.132 This would result in a residential density of 370 units per hectare (u/ha) or 886 habitable rooms per hectare (hr/ha). Having regard to the location and PTAL of the site, the site is considered to have an Urban character. For such sites, the density matrix set out in Policy 3.4 of the London Plan (2016) provides an indicative density of 150-250 habitable rooms per hectare.
- 7.133 The proposed development exceeds this indicative figure by some way. Nevertheless, officers will go on to demonstrate the acceptability of the proposed scheme in both design and highways terms. It is further highlighted that the proposed development is underpinned by a site wide masterplan which is embedded in placemaking principles and fully considered in terms of fostering a positive relationship with its context. It also seeks to deliver the requirements of the Site Allocation policy including infrastructure requirements, the delivery of which relies on a density that exceeds that set out in the London Plan. The density proposed at the nearby Aisla Street development is the equivalent of 931hr/ha.
- 7.134 Officers therefore raise no objections in relation to the density of the proposed scheme.

### **Design & Heritage**

- 7.135 Development Plan policies call for high-quality designed schemes that reflect local context and character and provide attractive, safe and accessible places that safeguard and where possible enhance the setting of heritage assets.
- 7.136 The Full component of the proposed development (Phase 1) has been designed in detail. Officers have assessed this element of the proposal accordingly.
- 7.137 The Outline component of the development is supported by the parameter plans and Development Specification which identifies maximum building footprints and heights, minimum separation distances and indicative building typologies. It also has regard to elements such as percentage of active frontage at ground floor elevations.
- 7.138 It should also be noted that the applicant undertook extensive pre-application discussions with the Council and has continued to work positively with officers throughout the planning application process. Various minor elements of the scheme have been amended during the planning application process in response to concerns highlighted by officers and the consultation process. Given the nature of the application, most of the amendments relate to

Phase 1 of the development, this includes minor changes to the bay details, roof details, internal residential layouts and elevational details and the Landscaping Strategy with respect to the retained gasholder bays.

7.139 In this section of the report, officers will consider the acceptability of the design of the proposed development, having regard to:

- Townscape, massing and heights
- Detailed design, appearance and materials
- Public realm, connections, open space and landscaping

#### Townscape, massing and heights

7.140 The proposed development ranges from 2 to 21 storeys in height; the buildings of greater height are located at the north of the site whilst the lower building heights are located at the eastern and southern boundaries of the site in response to surrounding existing building heights. The scale of the overall scheme marks a notable increase when compared to the existing context.

7.141 It is however considered that the application site is large enough (at circa. 8ha) to form a character area in its own right. That said, the scale of the proposed development broadly aligns with the scale of new development in the surrounding area, including the Aberfeldy Estate (8-10 storeys) Gillinder Street (8-20 storeys) and Ailsa Street (3-17 storeys), and therefore, is considered to respond to an emerging context.

7.142 Officers support the distribution of height across the site, including the siting of the tallest buildings at the northern part of the site, closest to the river, the proposed riverside walk and proposed public park. Whilst it is noted that the application site does not fall within a tall building zone as defined by policy, urban design officers are satisfied, from a townscape perspective, that the tallest buildings play a key role in improving wayfinding in relation to key open spaces on the site and are therefore appropriate.

7.143 Objections received have raised concerns relating to the impact of the scale and massing of the proposed built form upon the River Lea. Officers are satisfied that the proposed development would not have an unacceptable impact upon the River Lea from a design perspective. It is felt that the set-back distance from the river and the space between the buildings provides sufficient fragmentation in the built form, mitigating any potential unacceptable overbearing impact upon the river arising from an increase to the scale of development in this location. The landscaped spaces that sit between the buildings, which are considered to form a series of pocket parks, in addition to the park to the west, is considered to further improve the relationship, softening the transition from built form to river.

7.144 Further to this, the buildings at the other edges of the site are also considered to sensitively relate to their immediate adjacencies. It is felt that the Leven Road frontage sits well in the surroundings context. The section of the development that is directly opposite to the MUGA ranges between 4 and 12 storeys, whilst the school building that lies further to the east and opposite to existing two storey houses, drops down to a maximum height of 4 storeys. Additionally, the row of residential terraces at the eastern boundary of the site are considered to respond successfully to the existing two storey scale of development located immediately parallel on Oban Street. The applicant also proposes to level the land (currently the site sits 3m higher than the rear gardens of the Oban Street properties) to further ensure a positive relationship between the site and existing surrounding development. This is welcomed and supported.

- 7.145 Further to the above, the applicant has sought to demonstrate the acceptability of the proposed scale and massing upon the wider surrounding area. The proposal is supported by a Townscape and Visual Impacts Assessment (prepared by Arc) which forms part of the Environmental Statement (Volume 3). This document assessed the likely significant effects of the proposed development on the local townscape character, including during construction. It has regard to an extensive range of townscape views, locations of which were agreed with officers.
- 7.146 The site is not located within a conservation area, nor does it contain any listed buildings. The Assessment does however have regard to the impact of the proposed development upon a number of designated and non-designated heritage assets within the surrounding area. Officers have considered this in line with their statutory duty, as required by legislation, and have had special regard to the desirability of preserving the setting of the listed buildings.
- 7.147 In terms of impact to built heritage, it is considered that once the proposed development is completed, there would be some impact to the setting of Balfron Tower, St Leonards House and the Former Bromley Hall School. Nevertheless, officers consider that this impact would not be significant and would be expected given the emerging nature of this area. Having regard to this in the context of the NPPF (paras 193-196), it would be considered to amount of less than substantial harm, outweighed by the wider benefits of the scheme.
- 7.148 The Assessment also has regard to wider townscape views, including viewpoints at Cody Dock, Aberfeldy Street, the River Lea footpath and Oban Street. It concludes that the proposed development would not have a detrimental impact upon views of local importance. It is further concluded that these views would be enhanced with the proposed development in place. Officers agree with the conclusions drawn and are therefore satisfied that the proposed development is acceptable in this regard.

#### Character (including layout)

- 7.149 The proposed design introduces two types of urban character across the site: gridded and organic. The masterplan has evolved, and is underpinned, by these two character areas.
- Gridded character
- 7.150 The gridded character has been adopted for the southern half of the site which sits adjacent to existing housing and an established streetscene. This includes Phase 1 of the development, which, as the Full component of the scheme, has been designed in detail. Phase 4 and the school phase also sit within this character area.
- 7.151 The design for the gridded character area is based upon rigorous geometry and industrial and urban inspirations that reflect the historic use of the site and surrounding area.
- 7.152 Three building typologies sit within Phase 1. The Planning Statement describes the building typologies as set out below:
- **Dominant buildings:** the dominant buildings will occupy primary corners and relate to significant new and existing green spaces.
  - **Transitional buildings:** the transitional buildings perform a different role within the proposals by marking and responding to routes.
  - **Base buildings and link buildings:** the base and link buildings are subservient to the dominant and transition buildings and define the public and private spaces, providing a human scale and a complexity in the urban grain within the larger urban block.

- 7.153 Urban design officers are satisfied that the types of buildings proposed for Phase 1 would result in a high quality built environment. It is felt that the proposed materials demonstrate clear reference to the existing urban context, but with the addition of sophisticated architectural detailing.
- 7.154 Other references to the existing urban context have also been incorporated into the proposed design. This includes a preserved section of the original gas holder structure and freeze pieces within the balcony designs – conveying memories about the industrial past. The gas holder element is discussed in greater detail in below.
- 7.155 It is felt that the arrangement of the ground floor commercial uses within Phase 1 of the development would, through their function, further anchor the scheme in the local heritage.

#### Organic character

- 7.156 The organic character area was developed on the basis that the northern boundary faces almost entirely onto the River Lea. This has resulted in a looser, more organic approach to the arrangement of the buildings and spaces.
- 7.157 Given that this character area sits within the Outline component of the proposed development, the detailed design has not yet been established. The planning application seeks to secure maximum design parameters and a design specification/code which sets key design principles for this part of the scheme. The application submission does include visuals of the entire scheme, including the buildings and open spaces that sit within the outline component – it should be noted however that these are for indicative purposes only. At reserved matters stage, the applicant would be required to demonstrate the acceptability of the detailed design of the building/spaces in the context of the organic character area, and associated design principles, secured at this stage.
- 7.158 As set out above, the Council's urban design officers are supportive of the architecture conveyed by the gridded part of the scheme. They are also supportive of the principle of the organic character area and consider it to be an appropriate response to the northern part of the site. Nevertheless, it is not considered that the indicative architectural design for this part of the scheme successfully realises the design principles upon which the masterplan and the character area were based.
- 7.159 Urban design officers have raised specific concerns in relation to the proposed building envelopes, their mass and proximities to each other. It has been maintained throughout the process that this part of the development requires innovative and inspirational architectural design to maximise the benefits originating from the unique spaciousness of the public realm, visual and physical access to the river and rich landscaping. This is also considered in the context of the public park and riverside walk.
- 7.160 Whilst it has been acknowledged earlier in this section that the height of the buildings in this location are acceptable and that they play a key role in wayfinding and marking important spaces within the scheme, the indicative images do not yet demonstrate that the overall mass of the buildings are compatible with the objectives and design principles upon which this character area evolved.
- 7.161 As set out in policy, it is a requirement for tall buildings to respond positively to their existing environment. It is also a policy requirement for tall buildings to achieve high architectural quality. The details submitted in respect of any reserved matters application would be required to meet the requirements of the design policies; this will be considered in the context of the design principles upon which the character area emerged as part of the overall masterplan.

- 7.162 For this reason, officers are satisfied that any concerns emerging from the indicative images presented at this stage can be addressed at the detailed design stage associated with a reserved matters application.
- 7.163 It is however important to outline at this stage that the architectural design would be expected to mitigate potential impacts upon the surrounding open spaces arising from the scale and massing of the buildings.

#### Detailed design, appearance and materials (Phase 1)

- 7.164 This section sets out an overview of the detailed assessment of Phase 1 of the proposed development. It is likely that there will be some overlaps with the above.
- 7.165 In terms of layout, the proposed buildings within Phase 1 are considered to be acceptable. The spaces created are legible and reflect the proposed uses. The ground floor frontages are active and provide a good level of natural surveillance to the routes and spaces that sit between the buildings. There is also a clear distinction between the private and public open spaces across the development; this is considered to enhance the legibility for both future residents of the scheme and members of the public visiting the site.
- 7.166 Having regard to the proposed scale and massing of Phase 1, the proposed scale and massing is considered to both reflect its immediate surroundings and represent an optimised use of land. Officers are satisfied that the scheme sits comfortably on the site and, in design terms, relates successfully to neighbouring existing development and spaces. This includes Leven Wharf, which sits higher than the application site. The applicant has sought to ensure that through their landscaping proposals the transition between the two sites is seamless and inclusive.
- 7.167 Throughout pre-application discussions, the applicant worked closely with officers to ensure that the proposed buildings, particularly, the larger building fronting Leven Road, sit comfortably within the streetscene. Officers are satisfied that the proposed architectural design achieves visual interest and successfully breaks down the visual bulk.
- 7.168 Further to this, the proposed building typologies, as set out previously, are supported. It is felt that they create variety across this phase of development, but adopt commonalities which ensure compatibility and group value. This is considered to contribute to the townscape narrative.
- 7.169 It is felt that the architectural design of each building typology has been developed in great detail - officers have reviewed detailed drawings associated with the bays and balconies and proposed material palette. It is considered that the buildings within Phase 1 represent a high quality design response. Officers do however seek further details of the final materials (in terms of product); it is recommended that these details are secured by planning condition.

#### Public realm, connections, open space and landscaping

- 7.170 At present, the site is not publicly accessible and restricts access between Aberfeldy and the River Lea. The proposed development would result in the opening up of the site and the creation of several attractive and varied routes, together with new public open spaces.
- 7.171 The overall illustrative masterplan for the 8.3ha site comprises over 50% of publically accessible open space and 490m of publically accessible river frontage. This is in addition to the communal amenity space associated the residential component of the scheme.
- 7.172 The proposed development would deliver a public park, a continuous and uninterrupted riverside walk and a network of open spaces between buildings and around streets. These would all be publically accessible and have been discussed in greater detail below.

7.173 In terms of character, the southern section of the site (including Phase 1) takes cues from the industrial legacy that exists in the area. The public realm at this part of the site therefore generally comprises more hard landscaping. In comparison, the landscaping and public realm in the northern section of the site is inspired by natural ecosystem of the river and comprises primarily soft landscaping, including the park, the riverside walk and pockets of open green space, including Sustainable Urban Drainage Systems (SUDS), between the buildings. As the majority of the public realm across the site sits within the Outline phases of the proposed scheme, the landscaping has not yet been designed in detail.

7.174 The application is however supported by a site wide landscaping strategy. The document sets out a high level proposal which seeks to instil the design principles and character areas, which underpin the site wide masterplan, into the landscaping across the site. It is recommended that all phases of the scheme, including Phase 1, are subject to a planning condition that required the submission of detailed landscaping plans.

7.175 In terms of delivery, the landscaping would be delivered as per the phasing strategy. Phase 1 includes the Green Link; it is also proposed that Park Phase A would be delivered simultaneous to Phase 1. It is further proposed that Park Phase B would be delivered with Phase 2 of the proposed development. The early delivery of the public park is considered imperative from a placemaking perspective – for this reason, the delivery of the park, at these proposed phases, would be secured within the legal agreement.

- Connections

7.176 In terms of connections, the applicant has sought to integrate the open spaces within site and connect into the existing surrounding streets and adjacent open spaces. Officers feel that the proposed development achieves this particularly well, resulting in permeability, legibility and a seamless extension of existing streets and spaces.

7.177 The proposal includes four entrances routes into the site from Leven Road. Each has a different character, but are considered to be inviting by virtues of landscaping, long views towards open spaces, active frontages and physical generosity (e.g. 20-30m between building lines). For example, the Green Link, which is considered to be the central spine into the site, has been aligned with Dee Street to the south with the intention of pulling the wider local community into the site and towards the river, riverside walk and public park.

7.178 In addition to this, and as stated above, the proposed riverside walk provides a continuous and uninterrupted path aside the River Lea. This opens up a route that has been inaccessible for at least 200 years. It is considered to make a huge contribution towards the creation of a riverside walk on the Tower Hamlets side of the River Lea, in addition to the riverside access secured as part of the Leven Wharf, Devon's Wharf and Ailsa Street approved/ constructed developments to the north west. The scheme also anticipates and enables its continuation to the east in the future.

7.179 The proposal also seeks to level the site to ensure positive relationships with existing surrounding streets and sites. This facilitates a connection between the site and Oban Street to the east and ensures a compatible relationship with the Leven Wharf development to the west which currently sits higher than the application site.

7.180 The text below has specific regard to the proposed park, safeguarded land for future bridge landing and the Green Link. In addition to the connections referred to above, these elements are considered central to the success of the proposed development from a placemaking perspective.

- The riverside public park

- 7.181 The proposed public park would be 1.3ha and located in the north western corner of the application site directly adjacent to the River Lea. The park would include 250m of river frontage and sit opposite to the ecological reed bed which is located on Cody Dock, on the Newham side of the River Lea.
- 7.182 The safeguarded land for a future bridge connection to Newham (Cody Dock) is also located in the north western corner of this space. It would provide opportunities for connection between the park, the wider site, the existing River Lea walk and into the network of green spaces within the wider Lower Lea Valley. This is further discussed in the transport and highways section of this report.
- 7.183 The park itself has been designed to serve the existing and future residents. The relationship between the park and other routes and spaces within the site seeks to ensure that the park is accessible to the wider community. The park would provide a consolidated 1.3ha of open space, including a large unobstructed space, for informal recreational activities. A Local Area of Play (LAP) for under 5 children would also be incorporated into the park.
- 7.184 Local stakeholders have raised concerns in relation to the proposed public park, mainly in respect of its size. It is considered to be inadequate in that it does not deliver the quantum of open space prescribed within the Lower Lea Valley Opportunity Area Planning Framework (LLV OAPF).
- 7.185 The LLV OAPF is a strategic planning framework, providing a strategic vision for an area and objectives for achieving that vision. It is a high level document that was published to guide development proposals within the Opportunity Area. The Opportunity Area is considered to have huge capacity for new homes and jobs. At the heart of its regeneration is the creation of an extensive open space network. For the Poplar riverside sub-area, within which the application site is located, development is expected to contribute towards strategic and local interventions to provide major park space, new bridge connections across the River Lea and new open space links along the river's edge.
- 7.186 Any proposal that comes forward within the Opportunity Area is however also subject to assessment against the local planning policy for that area. Officers would consider the LLV OAPF to constitute a material consideration and note that it is referenced within the Council's emerging Local Plan, together with some other documents which relate to the regeneration of the Lower Lea Valley. It is however further noted that it is a relatively old document when considered in the context of the planning policy framework. It also precedes the CIL regulations which limit the use of planning obligations to secure strategic infrastructure.
- 7.187 That said, the document provides a useful guide regarding the regeneration vision for the area. It is considered that this vision aligns with the principles required by the Site Allocation policy and the design principles that underpin the illustrative masterplan. Whilst the Site Allocation policy reflects the high level vision for the regeneration of the LLV, it differs from the OAPF in that it has been formulated to reflect a deliverable scheme. It balances the regeneration vision for the wider area, the policy requirements for a strategic housing led development and additional infrastructure requirements. It is also underpinned by a strong evidence base, including a viability exercise surrounding what a proposal for the redevelopment of this site can viably deliver. This accounts for the costs associated with the remediation of the land and infrastructure requirements.
- 7.188 The proposed public park would therefore be a minimum of 1ha (1.3ha proposed) in line with the Site Allocation policy. From a policy perspective, this is considered to be acceptable. As far as the regeneration of the LLV goes, the proposed public park, together with the proposed riverside walk and additional publicly accessible open space within the development, is considered to contribute to the objectives set out in the OAPF.

- 7.189 Furthermore, the safeguarded land for the future bridge crossing to the Newham side of the River Lea also presents a potential contribution for realising the vision set out in the LLV OAPF with regards to further integrating the proposed public park into the linear network of existing green spaces along the River Lea corridor.
- 7.190 Given the potential future relationship between the bridge landing and the public park, officers have sought to ensure that the two components would have a compatible relationship, for example, that a bridge crossing could seamlessly link into the riverside walk. Although the landscaping strategy is only a high level proposal at this stage, the applicant has confirmed that this would be the case. This would be further ensured at planning condition stage.
- 7.191 As set out in relation to the Green Link below, officers consider it imperative that the proposed park is an inclusive community asset – one that benefits future and existing local residents. This is also key to realising the contribution to the LLV regeneration vision. The Green Link and other routes into the site are considered to be vital components to achieving inclusive open space, drawing residents from the surrounding area.
- 7.192 The recommendation further includes a condition that would prevent the use of permitted development rights to install gates or fences or other means of enclosure that could negatively impact on the permeability of the site and discourage its integration into the local community. This is likely to be most relevant to Phase 4 which contains single family houses.
- 7.193 In terms of quality, it is recommended that the final design of the landscaping across the scheme, including the public park, is subject to a planning conditions as set out above. The landscaping strategy and the illustrations that have been submitted with the planning application provide officers with the comfort that the proposed public park would be high quality and capable of achieving open space provision that would be highly accessible and valued by the community.
- 7.194 In terms of delivery, the proposed park will be delivered in two parts; the first half being delivered with Phase1, the second half with Phase 2.
- 7.195 In addition to the landscaping condition that would require full details in this regard, it is recommended that the delivery of the park be subject to a planning condition that requires the submission of an Open Space Management Plan. This condition would require the applicant to agree further details with the Council relating to the timing, delivery and management following the delivery of the park.

- The Green Link

- 7.196 The Green Link runs through the centre of the site and is considered to play an essential role in connecting the proposed riverside park and riverside walk to the north with the existing green infrastructure in the surrounding local area.
- 7.197 It is also proposed that the retained gasholder bay structure would be situated within the Green Link, close to Leven Road.
- 7.198 Officers have maintained throughout the process that the Green Link should play an integral role in ensuring a positive relationship between the proposed development and surrounding area, especially with regards to drawing local residents into the site and towards the public riverside park and walk. This route should be a 'green gateway' into the site.
- 7.199 During the evolution of the illustrative masterplan at pre-application stage, officers worked closely with the applicant to ensure that the green link would fulfil this key role. Officers sought that the width, proportion of green landscaping and active ground floor uses along the route were maximised. Officers were also keen to secure signage and wayfinding that would help the route to fulfil this role.

- 7.200 As proposed at submission stage, the green link would be 30m wide and is flanked by active frontage, including community uses and the school. The siting of the retained gas holder bays at the front part of the Green Link is considered to present a positive 'place marker' for the site.
- 7.201 Further to this, officers consider that a wayfinding and signage strategy should form an integral part of the landscaping and public realm. It would play an important role in ensuring that the placemaking objectives referred to above are realised. It is felt that the park and riverside walk should be welcoming and easy to find by the wider local community – maximising the legibility of the Green Link, as a gateway into the site, through wayfinding and signage, is vital to achieving this. Officers recommend that this is secured by condition. Any proposed wayfinding and signage strategy should be considered in relation to both design and connectivity.
- Retained gasholder bays
- 7.202 As referred to above, the proposed development includes two bays of the original Gasholder no.1 which was removed from the site, along with the other gasholders. This is considered to provide contribution to the scheme in terms of instilling the local heritage into the design and acting as a place marker for the site.
- 7.203 By way of background, National Grid (who owned the site at that time) secured Prior Approval to demolish the three gasholders, the meter house, small ancillary buildings and above ground pipework on 2nd September 2016 (Planning ref. PA/16/02340). During the demolition process, National Grid were approached by the Council, following discussions with the East End Waterways Group (EEWG) and the Greater London Industrial Archaeology (GLIAS) to see whether it was possible to retain any of Gasholder no.1. In response to this, the applicant and National Grid agreed to takedown the structure in accordance with the methodology suggested by EEWG and GLIAS, retain two bays of the structure and incorporate it into the development. This has involved funding its safe storage and refurbishment.
- 7.204 The requirement to re-use the retained bays of Gasholder No.1 has been secured within the Emerging Site Allocation, in agreement with the applicant via the Statement of Common Ground. The planning application submission makes reference to the inclusion of the retained bays at the front of the site, within the Green Link. At the point of submission, the retained bays appeared in the high level landscaping strategy and within indicative sketches within the Design and Access Statement.
- 7.205 Since the planning application was submitted, representations have been received in relation to the retained bays of Gasholder No.1 from both the EEWG and GLIAS. Their concerns have been summarised in section 5.0 of this report, this includes reference to an absence of any detail. In response to this, the applicant met with EEWG and GLIAS to better understand their concerns and submitted further details in response. Officers too highlighted the requirement for the submission of some further information in this regard. The applicant submitted updated landscaping details which show a level (ground) base to the retained bays and commitment to include information boards relating to their history and heritage value. The applicant is committed to working with the EEWG and GLIAS to formulate some appropriate wording for the information boards.
- 7.206 Officers have welcomed the applicant's desire to work closely with the Council, EEWG and GLIAS to ensure that Gasholder No.1 is incorporated into the scheme in a way that respects and enhances the local heritage value attached to the structure. It is evident that the applicant has welcomed the opportunity to evolve this element of the scheme with representatives from EEWG and GLIAS and have submitted further details that reflect this process.

- 7.207 Nevertheless, the EEWG have submitted a further representation to the scheme, stating their dissatisfaction with the level of detail provided at this stage and too raise objections to some of the details that have been proposed.
- 7.208 Officers have taken on board the comments raised by both the EEWG and GLIAS and feel that the further detail submitted by the applicant provides a good response to the concerns raised. Officers, and the applicant too, recognise that there is further work to do regarding the re-erection of the retained bays and its immediate setting. That said, the landscaping strategy is a high level document that seeks to demonstrate that the design principles and policy objectives embedded within the Masterplan is realised by the proposed development. In any event, given the scale of the overall scheme, further details would be required by planning condition, to be submitted at an appropriate stage in the context of the overall scheme – until then, the final design for this part of the development remains unestablished.
- 7.209 That said, officers acknowledge that there are points raised by EEWG in their latest response that, if incorporated into the final design, would conflict with other principles and objectives that underpin the overall Masterplan. Officers refer specifically to the suggestion that the amount of hardstanding around the base of the retained bays should be increased. Whilst this is appreciated from a heritage perspective, officers have had careful regard to the impact upon the Green Link, as the key 'green' route into the site, connecting the proposed public park and riverside walk with the existing wider network of green and open spaces in the local area, including that on Leven Road. This route is considered key to realising the placemaking objectives that underpin the Masterplan – this includes ensuring a positive relationship between the proposed development and the surrounding area, including the existing local community.
- 7.210 Officers are satisfied that the additional details provided by the applicant addresses some of the concerns raised by GLIAS and EEWG and represent an enhancement to the scheme from a local heritage perspective. This has also been recognised by the EIA process. Officers are also satisfied that the level of detail provided to date secures the delivery of the retained bays and landscaping that seeks to respect and enhance the heritage value. With the knowledge and willingness of the GLIAS and EEWG representatives, it is felt that a planning condition provides further opportunity to build upon this. The applicant has also outlined their commitment to continue their engagement with interested parties over the coming months. It should however be noted that the retained gasholder bays are one element of a large and strategically important development. For this reason, the final design would be expected to represent a balance between best realising the heritage value attached to the gasholder bays and achieving the wider placemaking and landscaping objectives that underpin the proposed development and are required by policy.
- 7.211 On this basis, a planning condition, requiring the submission of the detailed design of the retained bays of Gasholder No.1 and associated landscaping, is recommended.

- Design conclusion

- 7.212 Having regard to the overall scheme and based on the level of detail available at this stage, officers are satisfied that the proposed development would comply with the development plan policies and deliver good design.

#### Safety & Security

- Fire Safety

- 7.213 The application submission is supported by an Outline Fire Strategy (dated December 2018). This document describes the key fire strategy principles for Phase 1 of the proposed development and provides a commentary and guidance on the fire safety design principles for the residential and non-residential floorspace within the scheme. It also highlights fire

engineering options for the design of common areas that take into account sprinklers and other enhanced safety measures. It is however stated that variations from conventional guidance may be necessary for some of the buildings within Phase 1.

- 7.214 It is noted that further detailed analysis would be needed to fully develop building specific fire strategies. Officers are satisfied that this would be undertaken at the Building Regulations process.
- 7.215 The Outline Fire Strategy provides a level of comfort that the proposed building designs are capable of supporting the required fire engineering solutions.
- 7.216 In addition to this, the London Fire Brigade have reviewed the application submission. It is stated that they are required to confirm that the Access and Water Supplies for the proposed development are sufficient to meet the requirements in Approved Document B (B5, Section 15, 16 & 17) and British Standard 9999. Officers are satisfied that this would progress as part of the building regulations process. The London Fire Brigade also strongly recommend the use of sprinklers for new development, particularly where proposals relate to schools. Officers are further satisfied that the Outline Fire Strategy considers the use of sprinklers across Phase 1 of the development.
- 7.217 Officers raise no concerns from a fire safety perspective at this planning stage. The applicant would however be required to further develop their fire safety strategy at building regulations stage, as acknowledged within the application submission.

- Designing out crime

- 7.218 Development plan policies seek to ensure that new development would result in a safer environment for future residents and visitor to the site and reduce the fear of crime. In line with this, the application submission has been reviewed by the Design out Crime officer from the Metropolitan Police. The proposed development is required to deliver a Secured by Design scheme and achieve a Certificate of Compliance from the Metropolitan Police.
- 7.219 It is recommended that this is secured by condition.
- 7.220 A further response has been received from Lambert Smith Hampton on behalf of the Metropolitan Police Service (MPS) suggesting that a DWO property requirement is agreed as part of the S106 agreement. Officers are unfamiliar with this requirement and as it has not been referred to during consultation with the Secure by Design team at the London Metropolitan Police, the suggested requirement has not been pursued.

Archaeology

- 7.221 The proposed development has been assessed in relation to its potential impact upon any archaeological remains that may exist at the site.
- 7.222 Whilst the findings suggest that the proposed development has the potential to give rise to archaeological impact, due to the unlikelihood of there being any archaeological interest on the site, it is recommended that further geo-archaeological works are secured by condition to ensure that any potential impacts are reduced during construction. It is however likely that any archaeological remains were removed during the remediation process. It is recommended that the further investigation is undertaken to establish the likelihood of further remains. Further work would have particular regard to the impact of the proposed basements.

**Impact on neighbouring amenity**

- 7.223 Development Plan policies seek to protect neighbour amenity safeguarding privacy, not creating allowing unacceptable levels of noise and ensuring acceptable daylight and sunlight conditions.
- 7.224 In design terms, it is considered that the proposed development achieves a positive relationship with surrounding existing development. It has therefore been confirmed that the scale and massing of the proposed development would not give rise to a visually uncomfortable neighbouring relationship, for example, by way of overbearing impact. Officers are however required to be satisfied that the proposed development, due to its scale or proximity to neighbouring development, would not give rise to an unacceptable loss of daylight and sunlight, privacy or outlook for neighbouring occupiers.
- 7.225 This section considers the potential impacts of Phase 1, in addition to those associated with the maximum parameters proposed in respect of the Outline phases.
- 7.226 It should also be noted that the applicant has worked closely with officers and residents of the Oban Street properties. It is in response to concerns raised by the residents during community engagement sessions at pre-application stage that the applicant sought to level to eastern part of the site and revise the Masterplan to include just two storey development close to this boundary. Officers are very supportive of this.
- 7.227 Privacy & Outlook
- 7.228 The proposed development shares its western boundary with the Leven Wharf development. With a separation distance of approximately 23m between the closest building within Phase 1 and the Leven Wharf built form, officers are satisfied that the proposed development would not give rise to an unacceptable impact upon the privacy levels or outlook experienced by the residents of this existing development.
- 7.229 At its southern boundary, the application site abuts Leven Road. Directly opposite Phase 1 is the MUGA, further to the east and opposite to the School Phase and Phase 4 of the proposed development is existing two storey housing. The proposed development is considered to share a typical relationship with these houses whereby the separation distance maintained is largely driven by the existing street pattern/ street width. With a minimum separation distance of approximately 13m, this relationship is considered to be acceptable, and fairly typical of distances between built form in the surrounding area.
- 7.230 The application site also abuts existing neighbouring development on its eastern boundary, namely the two storey houses that front Oban Street. As earlier noted, the applicant has worked closely with officers and the residents of these properties to ensure a compatible relationship. The built form closest to the boundary in Phase 4 would be the terraced housing, it would be set approximately 18m from the rear wall of the main houses on Oban Street, and approximately 13m from their two storey rear projections. Officers are therefore satisfied that the proposed development would not give rise to unacceptable impact upon privacy or outlook.
- 7.231 The maximum building footprint that is proposed for Phase 3 sits approximately 8.6m from the existing built form at the neighbouring Blackwall Trading Estate to the east. This neighbouring site is currently in industrial use. The acceptability of this separation distance would be largely dependent upon the circumstances at the neighbouring site when the reserved matters application for Phase 3 is submitted. For example, should there be active redevelopment proposals for this site at that time, this relationship should be considered in the context of that. Given that the parameter plan refers to maximum building footprints, officers are satisfied that this relationship would be appropriately managed from a privacy and outlook perspective at that time – the proposed set back from the boundary is considered to facilitate this.

7.232 In light of the above, officers considered the proposal to be acceptable with regards to outlook and privacy.

Daylight, Sunlight & Overshadowing

7.233 The application submission is supported by a Daylight and Sunlight, Overshadowing, Solar Glare and light pollution assessment which forms part of the Environmental Statement (Chapter 9 and associated Appendix E). The Council appointed an independent consultant to review the assessment submitted by the applicant.

7.234 The effects on existing surrounding properties from a daylight perspective have been assessed using Vertical Sky Component (VSC) and No Sky Line (NSL) tests. The effects upon sunlight levels have been tested using the Annual Probable Sunlight Hours (APSH) test. Officers are satisfied that this accords with the BRE assessment methodology, as required by policy. It is further noted that an additional test, Average Daylight Factor (ADF), has been applied. As this is primarily a test for new dwellings, officers have focused on the VSC and NSL results.

7.235 In terms of overshadowing, this has also been assessed using the BRE methodology, including the two-hours sun-on-ground assessment on 21st March (spring equinox), 21st June (summer solstice) and 21st December (winter solstice).

7.236 The categories of magnitude of effect that have been adopted are those used for the purposes of EIA. The relationship between these categories and the BRE guidelines, is illustrated in the table below:

Effect satisfies the BRE guidelines	Effect does not satisfy the BRE guidelines		
	20.1% to 30% reduction	30.1% to 40% reduction	more than 40% reduction
Negligible effect	Minor adverse effect	Moderate adverse effect	Major adverse effect

7.237 The properties that have been assessed are listed below and denoted on the aerial photo:

- 9-57 Oban Street (odds)
- 200-258 Leven Road (evens)
- 2-18 Abbott Road (evens)
- 177-187 Abbott Road (odds)
- 134-146 Leven Road (evens)
- Leven Wharf
- Devon's Wharf
- Oban House



Figure 15 - Assessed neighbouring properties

- 7.238 In line with Policy DM25 and draft Local Plan Policy D.DH8, officers are expected to consider the following: (i) whether the proposed development would give rise to a material deterioration in the daylight and sunlight levels at neighbouring windows and, (ii) if there is a material deterioration (determined using the BRE guidelines), is that material deterioration acceptable.
- 7.239 For daylight levels to accord with the BRE guidelines, the VSC or NSL values with the proposed development in place, should not be less than 0.8 their former value (or 27% in the case of VSC) .
- 7.240 Officers have had regard to the results of the daylight and sunlight assessments – it is noted that a proportion of the windows tested would experience a material deterioration in the amount daylight and/or sunlight that they receive. The groups of properties that would experience significant daylight effects (that is moderate or major adverse) are 9-57 Oban Street (odds), 200-258 Leven Road (evens) and flats at Leven Wharf. The properties that would experience significant sunlight effects (that is moderate or major adverse) are the flats at Leven Wharf.
- 7.241 In terms of 9-57 Oban Street, although the main rooms in the rear projections would experience moderate VSC losses and in some instances major NSL losses, it is considered that the retained VSC values would remain reasonable for an urban area. The retained VSC values, when considered as a group, are in and around the 20% mark.
- 7.242 At 200-258 Leven Road (evens), Nos. 202 to 208 and 222 to 242 Leven Road would experience major VSC losses and in some instances major NSL losses. Similarly, when considered as a group, it is considered that the retained VSC values would not be unreasonable for an urban area. In this case, the retained VSC values would be in excess of 15% mark.

- 7.243 For example, one of the tested windows at No.51 Oban Street is recorded as experiencing a 'moderate adverse' effect in terms of its VSC, whereby it would become 0.62 its former value (38% loss). The retained VSC for that window would however be 23.6%. That is considered to be reasonable in the context of the BRE guidelines where 27% is the standard, especially when accounting for the urban context.
- 7.244 There are some windows that would experience major VSC and/or NSL losses (a tabulated summary of the results can be found in the Appendix). However, in most cases daylight to these windows is already significantly compromised. For example, at Oban Street where the houses include two storey rear projections, many of the ground floor windows are side facing and arranged around the narrow side return where they would sit very close to the boundary. At No.15 and 17 Oban Street, the side return sits beneath a canopy. This largely drives the low VSC levels at these windows.
- 7.245 At Leven Wharf, there would be major VSC, NSL and APSH losses and the retained levels would be poor in many instances. However, the additional tests show that the balconies and the baseline cleared site condition are both factors in the relative light loss. It is also demonstrated that the proposed development would cause less impact than if it had been designed to match exactly the height and proportions of Leven Wharf an equal distance away from the boundary.
- 7.246 Officers have had regard to the daylight and sunlight results in respect to the properties listed above. Whilst the proposed development would give rise to an impact to nearby residential windows, officers consider this impact to be acceptable. Officers have reached this conclusion based on the factors listed below:
- The proposed development sits within an emerging context where changes to the amenity (including daylight and sunlight) experienced by neighbouring properties are expected. The change in daylight levels are also reflective of the change of intensity of development within the site boundary, the contrast would be particularly stark given the nature of the former use of the site. Further to this, officers are also satisfied that the applicant has taken a neighbourly approach to the design response to the scale and massing of built form close to its boundaries. As a result, the proposed development shares a relatively typical relationship with existing neighbouring development, when considered in the context of the wider borough. This is demonstrated by the separation distances between the proposed development and neighbouring properties. This is considered to further demonstrate that a level of associated impact is an inevitable consequence of the redevelopment of a large site within a dense urban context.
  - Other than where the VSC is strikingly low as existing, both the Oban Street and Leven Road properties would retain VSC values that are considered to be reasonable, when accounting for the surrounding urban context.
  - The houses impacted by the proposed development are dual aspect. They would therefore have a number of windows that remain unaffected and retain existing daylight levels.
  - The mirror exercise undertaken by the applicant in relation to the Leven Wharf development demonstrates that the proposed development presents less impact than if the proposed development mirrored this neighbouring development. This is considered to further reiterate that the applicant has sought to appropriately manage adjacencies and reduce the impacts associated with the proposed development.

- The applicant has demonstrated that the balconies at the Leven Wharf development are a large contributor to compromised daylight levels. So whilst the proposed development would result in reduced levels, such other factors have been considered.

To conclude, in the context of Policy DM25, the proposed development would result in material deterioration to the daylight and sunlight levels at neighbouring properties and therefore, result in a level of impact to neighbouring amenity. Nevertheless, in the context of the factors set out above, officers consider this impact to be acceptable.

- Overshadowing to gardens, amenity spaces and River Lea

- 7.247 Further to the above, officers are satisfied that the proposed development would not give rise to unacceptable impact on sunlight to gardens and amenity spaces.
- 7.248 In terms of the overshadowing to the River Lea, the Canals and River Trust raised concerns in relation to the overshadowing of the waterspace.
- 7.249 Although the daylight and sunlight results demonstrated that 100% of the area of the River Lea assessed would achieve at least two hours direct sunlight on the 21st March in line with the BRE guidelines, the applicant undertook additional technical analysis to further understand the impacts with the proposal in place. The analysis looked at how much sunlight the river would receive beyond the BRE guidelines two hour threshold, with the proposal in place.
- 7.250 The results of this additional study are reported to show that the vast majority of the River Lea would receive 6 hours or more of direct sunlight, with all areas achieving levels well in excess of the 2 hour threshold.
- 7.251 Officers are satisfied that the proposed development would not have an unacceptable level of impact upon the River Lea with regards to overshadowing.

#### Noise & Vibration

- 7.252 The Council's Environmental Health officer has reviewed to the application submission with regards to noise and vibration. Any comments received have been incorporated into the below assessment.
- 7.253 A baseline noise survey has been undertaken by the applicant in order to determine the existing noise conditions at the application site. The main sources of noise incident at the site and surrounding receptors are aircraft and road traffic noise. Other sources of noise include neighbouring commercial sites and traffic noise related to those uses. It is not considered that the existing noise conditions would detrimentally impact upon the amenities of future residents.
- 7.254 In terms of the impact of the proposed development upon the surrounding area and itself, it is considered necessary for a Noise Impact Assessment (NIA) to be undertaken. It is recommended that a planning condition is attached to secure this. It should predict the effect the development as a whole on the surrounding area and outline the following:
- a ranking of the noisiest items of services/ plant/ equipment and associated activities;
  - their location;
  - the duration of the specific noise(s);
  - the predicted noise level as the various noise sensitive properties.

- 7.255 In terms of noise from fixed plant and/or machinery, the noise levels should be at least 10 dB (A) below the existing background noise levels at 1m from the nearest noise sensitive façade during the night time period (23:00-07:00). It is recommended that a planning condition is imposed to ensure that the proposed development does not exceed the above.
- 7.256 Further to this and in order to ensure the suitability of the proposed commercial uses, the proposed development is expected to comply with the noise limits set out in the Local Plan. It is proposed that mitigation measures (i.e. sound insulation) are incorporated into the proposed design to ensure that the limits are complied with. On this basis, it is recommended that a planning condition is attached, requiring the submission of an Acoustic Noise Report. The report should demonstrate compliance with the relevant British Standards.
- 7.257 Noise impacts associated with construction and demolition have been addressed in the construction section of this report.

### Lighting

- 7.258 The applicant has undertaken a survey of the existing light fittings at the application site which demonstrates that there is currently no light spill.
- 7.259 Local residents have raised concerns that the proposed development would result in an unacceptable level of light pollution upon the River Lea and associated ecology.
- 7.260 In terms of the proposed development, a final and fixed lighting scheme has not yet been developed. The Landscape Strategy does however include a description of lighting types for Phase 1.
- 7.261 The applicant undertook a qualitative review of potential light pollutions for Phase 1, this includes the column lighting to the main vehicular routes and the bollard lighting within pedestrian areas, pathways and steps. It is further recognised that the residential redevelopment of the site would give rise to increased light spillage from the residential units.
- 7.262 The receptors that have been considered in relation to the potential light pollutants are the future residents of the neighbouring Leven Wharf development and the ecology with the River Lea.
- 7.263 The applicant proposes to control the aforementioned light sources in order to comply with the Independent Lighting Professional (ILP) guidelines (2011) so that light levels would be less than 25 lux pre-curfew and 5 lux post curfew. It is further proposed that light spill to the River Lea would be limited 5 lux.
- 7.264 In order to ensure that the proposed development accords with the above and would not result in an unacceptable impact upon adjoining residents and the River Lea, it is recommended that compliance with the ILP guidelines across the whole development is secured by planning condition. In terms of increased light levels resulting from the lighting of residential units within the scheme, officers consider this to be an inevitable of redeveloping the site and raise no objections given the context.
- 7.265 It is also recommended that a planning condition is further added, requiring the submission of a Sensitive Lighting Strategy. It would be required to demonstrate that the proposed development would not give rise to unacceptable lighting of the River Lea.
- 7.266 Subject to the recommended condition, officers consider the proposal to be acceptable in this regard.

### Construction Impacts

- 7.267 Officers have had regard to the construction impacts of the proposed development in relation to many of the different topic areas. These impacts have mainly been explored through the EIA process. It is noted that local residents have raised concerns relating to the impact of the construction phase with regards to dust, odour, noise, light pollution, increased traffic.
- 7.268 Officers are satisfied that the impacts of the various phases of construction would be controlled and mitigated through various recommended planning conditions, as well as through other (non-planning) regulatory requirements.
- 7.269 The first stage of construction to be carried out would be to remediate the site. This process would be subject to approval by the Environment Agency who would then monitor and verify the satisfactory completion of the works. In addition, the applicant would be required to submit a Remediation Construction Management Plan for approval by the Council. This document would establish acceptable baseline conditions in respect of potential nuisances such as noise, odour and vibration which would be agreed by the Council's Environmental Health team and then detail how these conditions would be managed by the applicant.
- 7.270 Furthermore, the document would set out how the applicant would continue their engagement and maintain communication with the local community and specifically residents living adjacent to the site, through the duration of the works.
- 7.271 Following the completion of the site remediation, the applicant submit a further Construction Management Plan for approval by the Council which would confirm how the construction process for the various development phases would be controlled and delivered. This document would again establish acceptable baseline condition in respect of potential nuisances but would also include details of how the applicant would manage site conditions in respect of its new residents who would be occupying completed phases alongside those being built out.
- 7.272 Standard planning conditions would also be in place to control hours of work, vehicular movements to and from the site, contractor parking, as well as the requirement to comply with the Code of Construction Practice.
- 7.273 Subject to the above being secured, officers are satisfied that the construction phase would be appropriately managed to protect the amenity of neighbour residents and future residents of the scheme.

#### Waterbourne transport of freight

- 7.274 In their consultation response, the Canals and River Trust and Port of London Authority sought that the applicant explored opportunities for using the River Lea to transport freight to and from the site.
- 7.275 In response to this, the applicant submitted a Water Freight Study (prepared by Peter Brett Associates). The report assessed the navigation conditions of the River Lea and other considerations in respect of waterbourne freight transport.
- 7.276 The report demonstrates that with the implementation of engineering solutions, waterborne freight transport could be facilitated.
- 7.277 The applicant acknowledges this, but notes the significant cost considerations and logistical issues associated with this approach. This includes delays to the build programme, and therefore the delivery of new homes and costs associated with dredging and improvements to the river wall. It is therefore not proposed that this method of transport forms part of the proposals.

7.278 Having regard to the above, in the context of the wider infrastructure requirements that the applicant is required to deliver, waterborne freight transport is not considered to be feasible in this instance.

7.279 Officers raise no objections in this regard.

### **Highways and transport**

7.280 Development Plan policies promote sustainable modes of travel and limit car parking to essential user needs. They also seek to secure safe and appropriate servicing.

#### Vehicular, pedestrian and cycle access

7.281 For Phase 1, the proposal includes three main access points from Leven Road. Two of these access points are existing – one is located at the south west corner of the site (referred to in the application submission as St Ives Place), the second is approximately half way along the site frontage (referred to as the Green Link). In terms of a third access point, an additional service vehicle and pedestrian/cycle access (referred to as the Yards).

- The St Ives Place access would continue to provide for two-way traffic, predominantly serving as access to the residential basement car parking for Phase 1. Service vehicles would also use this access when either servicing the proposed pub or egressing from the Yards.
- The Yards access would be entry only, managed by the site manager/ concierge. It has been designed to incorporate vehicle passing points for waiting/loading vehicles servicing the commercial units located on either side of the Yards. The Yards is proposed to be a shared surface, with level section between inclines incorporated into the design to achieve DDA compliance.
- It is proposed that the Green Link would be a two-way vehicle access from Leven Road for Phase 1. It is however proposed that this would become egress only when the later phases are developed, forming part of a loop with a fourth development access.

7.282 As referred to above, the Outline phases would provide a further access point into the site from Leven Road. This would be located between the Secondary school and buildings associated with Phase 4. When this access is implemented, it is proposed that the Green Link becomes one-way in operation (egress only onto Leven Road). It is felt that this would better allow the management of school related traffic associated with drop off/ pick up.

7.283 Further to this, it is proposed that a new pedestrian and cyclist access from Leven Road (referred to as Mews Street within the Transport Assessment) would come forward with the related phases of development.

7.284 The above would require various amendments to Leven Road itself. As set out by the applicant within the Transport Assessment, this includes amendments to the existing parking bays and bus stand that is currently located on the northern side of Leven Road. It is proposed that the bus stand would be relocated to the eastern end of the site and it is expected that there would be a reduction of 10 car parking spaces to accommodate the proposed access junctions, passing points and set down for Leven Road residents.

7.285 The applicant has undertaken parking surveys to support the above. The surveys that were carried out on the 27th and 28th March 2018 demonstrated that parking stress was at 87%, that is 88 spaces (of 107 available spaces). The applicant further explains that with the proposed reduction of parking bays, 88 vehicles would park on Leven Road with a capacity of 97 vehicles, rather than the existing 107, equating to a new parking stress of 91%. The

applicant further sets out how, with the proposed 4 car club spaces, there would be a remaining 5% of the total capacity remaining for use (based on the survey data from March 2018).

7.286 Officers raise no objections to the above. It is recommended that the requirement for the applicant to enter into a S278 agreement (in respect to the proposed works to the public highway), is secured by S106 agreement.

Public transport accessibility and connectivity

7.287 The Assessment has regard to the accessibility of the site from a public transport perspective in the context of the low PTAL rating.

7.288 The applicant is however of the view that this does not represent the true connectivity of the site. In terms of connection to public transport, the applicant has demonstrated that the application site sits in relatively close proximity to a number of stations that provide opportunity to access the local rail network. This includes both the London Underground and the Docklands Light Railway (DLR). As well as setting out the walking distances to the relevant stations, the applicant has referenced the various bus services that serve the site, or adjacent streets. This is set out below:

Station	Walking distance	Means of transport
Canning Town Station	Circa. 1km	Jubilee Line and DLR
East India Dock Station	Circa. 1.2km (reduced to 880m when Aberfeldy development complete)	DLR
Langdon Park Station	Circa. 1.2km	DLR
Bromley-by-Bow Station	Circa. 1.5km	Hammersmith and City Line and District Line
Canary Wharf Station	Circa 2.3km	Jubilee Line, DLR and Cross Rail
West Ham Station	Circa 2.2km	District Line, Jubilee Line, DLR and C2C Mainline Services

7.289 In terms of bus connections, it is envisaged that residents would be able to access their destination by bus, or use bus services to reach the stations referred to above. The applicant has had regard to the following bus connections within the Transport Assessment:

Route	Origin – destination	Weekday frequency	Distance from site
108	Stratford – Lewisham	6 services during the peak hours	940m on Chrisp Street
115	East Ham - Aldgate	7 services during the peak hours	690m on A13 East India Road

309	Canning Town – Bonner Road	5 services during the peak hours	80m on B125 Abbott Road
D8	Stratford bus station – Isle of Dogs	5 services during the peak hours	320m on A12 Blackwall Tunnel Northern Approach
N15	Oxford Circus Station/Margaret Street – Romford Market	6 services during the peak hours	690m on A13 East India Road
N550	Trafalgar Square – Canning Town Station	2 services during the peak hours	690m on A13 East India Dock Road
N551	Trafalgar Square – Gallions Reach Shopping Park	2 services during the peak hours	690m on A13 East India Dock Road

- 7.290 In light of the above, officers would consider the application site to be relatively well connected by the local bus network as existing, providing residents with opportunities to reach public transport hubs by bus, but also likely end destinations. Nevertheless, it is noted that some of the bus stops would require residents to walk a distance of up to 940m. It is further noted that this distance is taken from the front of the site, meaning a likely longer walk for future residents of the Outline phases.
- 7.291 Therefore, and in line with the requirements of the Site Allocation policy, officers have worked closely with TfL and the applicant to ensure that the proposed development delivers improvements to the bus connectivity of the site. It is recommended that a financial contribution to extend the 488 bus route is secured by legal agreement. This would provide enhanced connectivity between Bromley-by-Bow (where the bus currently terminates), the site and Canning Town (where it is proposed that it would terminate).
- 7.292 It was agreed with TfL that the proposed development did not generate the demand for a bus stop within Leven Road given the existing local bus network. Officers also note the highways constraints associated with bus movement on Leven Road, for example, width constraints generated by the presence of existing car parking bays.
- 7.293 Leven Road does however include a bus stand as existing which is used in instances where buses may be required to divert from their regular routes. It is also recognised that the site sits within an emerging context and there may be increased demand for a bus route to serve Leven Road directly. Officers have therefore sought to ensure that the Leven Road bus stand is retained on this street in perpetuity, in order to safeguard for potential future demand.
- 7.294 At this stage however, officers and TfL are satisfied that a financial contribution towards the extension of the 488 route meets policy requirements in terms of achieving better connections to public transport hubs and mitigates the impacts of the proposed development on the local bus network.
- 7.295 In addition to accessing public transport through walking and local bus services, the applicant has regard to the cycle routes accessible to the site. Of particular note is the Cycle Superhighway 3 (CS3) which is within a short cycle of the site, leading into Central London and considered to be of a high standard, with no obstructions preventing the flow of cyclists. It links Barking, Tower Gateway and Westminster. Using a Cycle Environmental Review System (CERS) Audit, the applicant has had regard to the wider cycling network and concludes that cycle route provision near the site, due to the presence of the CSC is of high

quality. The Audit did however highlight that there could be improvements to some routes in proximity of the site to improve their effectiveness, including improved signage, an increase in public cycle parking and where possible, increased segregation of cyclists from busy carriageways.

- 7.296 Overall, officers are satisfied that the local cycle network provides opportunities for cyclists. The presence CS3 is considered to further encourage sustainable travel to/from the site. Officers do however note it has been identified that there is scope for improvement to the wider cycle network that surrounds the site to further encourage sustainable travel. It is envisaged that such improvements would be explored by the applicant as part of the local connectivity study referred in greater depth below.
- 7.297 The applicant has also had regard to the quality of the existing pedestrian environment surrounding the site, using a Pedestrian Environment Review System (PERS). The PERS style audit has regard to key criteria relating to performance, environmental context, and perception of the respective link, public transport waiting area and crossing. The Transport Assessment refers to the conclusions of the audit which found that the links, junctions and bus stops were of an acceptable, good or very good standard.
- 7.298 Despite the findings of the above audit, officers highlight the challenges presented by the surrounding pedestrian environment so far as pedestrian links to public transport hubs are concerned. For example, the requirement to use routes that include the A12 or A13 to reach public transport destinations such as Canning Town and East India DLR station on foot.
- 7.299 This is also recognised within the Council's Local Policy, illustrated through the requirement for the proposed development to deliver improved local connections (cyclist and pedestrians), bus improvements and safeguarded land for the delivery of future bridges within the Site Allocation policy.
- 7.300 As well as acknowledging the requirement for improvement to local connectivity to support a development of the proposed scale, officers feel that it is important to reiterate that the application site sits within a strategically important emerging context - an Opportunity Area which is well under transformation, transitioning from its former industrial self into an area characterised by large scale residential-led development. Indeed supporting transport related infrastructure is vital for the sustainable regeneration of the area; it is however considered important to note the inevitability of the above challenges in a context of the described nature.
- 7.301 The planning application process presents an opportunity to secure connectivity improvements directly associated with the proposed development itself, for example, those required by the Site Allocation policy. The Community Infrastructure Levy (CIL) is however the mechanism that has been employed by legislators at a national level to deliver strategic infrastructure.
- Local connectivity (and safeguarded land for delivery of future river crossings)
- 7.302 The proposed development seeks to safeguard land in respect of the future delivery of two bridges. This is a requirement of the Site Allocation policy and has been designed into the illustrative masterplan. It should be noted that the delivery of the bridges themselves is not required by the Site Allocation policy. The safeguarded bridge landing areas can be seen on the plan included below:



Figure 16 - Safeguarded land for bridge crossings

- 7.303 The land that is proposed to be safeguarded in respect of the future delivery of a bridge crossing to Cody Dock would be located in the north western corner of the site and within Park Phase 2. The second piece of land that is proposed to be safeguarded is located within Phase 3 and would provide opportunity for a future connection between the application site and Newham with the intention of improving connections from Tower Hamlets to Canning Town. The safeguarded land would be secured by legal agreement.
- 7.304 Local stakeholders, including TfL, have raised concerns that the proposed development does not include the delivery of the bridges themselves. This will be discussed by officers in greater detail below, however, in short the planning application before us is not considered to be a platform from which strategic infrastructure can be delivered. The CIL regulations (and the Council's CIL 123 list) restrict the use of planning obligations in the delivery of infrastructure that is strategic in nature.
- 7.305 The site allocation requires the safeguarding of the land for the future river crossings referred to above – this is what the proposal seeks to do.
- 7.306 Having particular regard to the representations from local stakeholders in relation to the Cody Dock bridge, objection have been made on the basis that the delivery of this bridge is considered vital to achieving the regeneration objectives of the Lower Lea Valley Opportunity Area (LLVOA). Some of the representations make reference to planning permission that was previously secured by a third party for a bridge connection between the site and Cody Dock. This permission has since expired. It is felt by various stakeholders that the proposed development should be seeking to incorporate this previously designed bridge crossing.
- 7.307 Despite the absence of the bridge itself, the proposed development through safeguarding the land is considered to provide the opportunity for future enhanced connectivity with Newham.
- 7.308 In order to ensure that the safeguarded land is sufficient in terms of facilitating the future delivery of the bridges themselves, the Council appointed an external independent consultant to review the applicant's feasibility work surrounding the safeguarded land/ bridges. Whilst the review report written for the Council highlighted the high level nature of the feasibility work and made recommendations in relation to further work required, it did not present any significant obstacles that would prevent the delivery of a bridge from the proposed locations.

- 7.309 Considering that cooperation of a number of parties would be required to deliver bridges in these locations, officers are satisfied that the applicant has sufficiently safeguarded the delivery the future connections.
- 7.310 In a similar light, TfL raised objections to the proposed development from a connectivity perspective. TfL consider that the density of the proposed development, in the context of the low PTAL rating and barriers to reaching key public transport hubs, such as Canning Town, is unacceptable. TfL also consider the safeguarding of the land for the future delivery of the bridge crossings to be insufficient in terms of addressing the above. To this end, TfL have requested that the applicant contributes a significant proportion of the reported £13 million to the cost of their 'A13 connector' project further along the River Lea. In the GLA's Stage 1 report, GLA officers set out a requirement for the proposed development to deliver a 'step-change' in connectivity to make it acceptable.
- 7.311 Officers have undertaken considerable discussions with the GLA and with TfL in regard to their representation and request for financial contribution. The Council has maintained the position that, in the context of the requirement for local connectivity improvements, a financial contribution in respect of the delivery of a River crossing further up the River Lea, is not required to make the development acceptable. In any event, the CIL regulations, particularly the Council's CIL 123 list, restricts the Council from securing financial contribution towards strategic infrastructure that appears on the CIL 123 list, strategic defined by the List as :
- 7.312 'For the purposes of the CIL Regulation 123 List, 'strategic' is defined as infrastructure that is designed to serve more than those residents or workers within one particular development by contributing to infrastructure improvements across the wider Borough'.
- 7.313 GLA officers have accepted this position and have worked closely with the Council to ensure that the proposed development offers the local connectivity improvements required to meet the requirements of policy. Given the scale of the proposed development, the expected duration for the build-out period and the general emerging nature of the surrounding area, beyond bus improvements it is not considered appropriate to secure the detail or delivery of specific improvements at this stage. Rather, the applicant has worked closely with officers to provide a scope for a local connectivity study that they would fund and carry out, in conjunction with the Council and interested parties, at an appropriate time. The Council also seek to secure a financial contribution towards the delivery of the improvements identified by the study. In order to meet the CIL regulations, the money would be ring fenced for only those local improvements which are specific to the proposed development. The financial contribution would be £5 million, inclusive of the extension of the 488 bus route identified in paragraph 7.292 above.
- 7.314 For example, the study would be expected to identify necessary improvements to routes to and from the site, along key routes, to key destinations, for example, Aberfeldy, Crisp Street Town Centre, local bus stops, East India DLR station, Canning Town Station, the proposed Public Park, the proposed riverside walk. It is the delivery of such improvements that the financial contribution would be ring fenced for. Examples from the scope include: Potential improvements to cycle lanes/road surfaces/lighting and signposting for cyclists travelling to Canning Town, investigate improving cycle/pedestrians paths alongside River Lea (River Lea Park walk) to access major services in Stratford and investigate improving wayfinding/lighting/pavements and cycle routes to the Market. It is proposed that the scope is appended to the S106 agreement.
- 7.315 The study would also be required to have regard to strategically important connections, given the relationship of the safeguarded land on the application site with Newham. This is reflected in the high level scope prepared by the applicant and reviewed by both Council and GLA officers.

7.316 Officers are satisfied that a planning obligation that requires the applicant to undertake and fund the aforementioned local connectivity study and make a financial contribution to the delivery of identified measures would meet the legal tests (as set out in the CIL regulations).

This is set out below:

1. The local connectivity improvements are required by the site allocation, and therefore, they are required to make the scheme policy compliant (and therefore acceptable).
2. The local connectivity improvements would directly relate to key routes to key destinations to and from the site and are therefore directly related to the proposed development.
3. The requirement to undertake and fund a study and provide a financial contribution is considered to be fair and reasonable in scale and nature. Officers have had regard to the density of the proposed scheme in the context of the financial viability testing undertaken for the purposes of the Emerging site allocation.

7.317 In addition to the above, the applicant and officers have worked closely throughout the process to ensure that the proposed development would improve local connectivity improvements as required by the site allocations. Connectivity, permeability and legibility, as vital components of successful placemaking, formed underpinning design principles that strongly influenced the way in which the proposed development evolved. Officers are therefore satisfied that in addition to the financial contribution secured in lieu of wider local connectivity improvements, elements of improved connectivity are embedded within the design of the proposed development.

7.318 Subject to the recommended planning obligation, the proposed development is considered to be acceptable in this regard.

#### Deliveries & Servicing (including waste)

7.319 For Phase 1, it is proposed that all servicing would take place within the site boundary. It is further proposed that residential deliveries would be delivered to the concierge and associated post room at the front of the site, rather than directly to the residential blocks. The post room would be served by three servicing bays for vehicles.

7.320 The applicant has also shown a keenness to work with delivery companies such as Amazon to ensure that deliveries are consolidated to ultimately reduce the number of delivery trips to the site. This is encouraged.

7.321 Officers are satisfied that the proposed arrangements for Phase 1 are acceptable.

7.322 In regard to the Outline phases, given the timescales associated with build out period, it is considered appropriate for the method of servicing to be established at each phase. This would allow future arrangements to incorporate the most sustainable methods.

7.323 In terms of refuse collection, the application submission provides an Operational Waste Management Strategy (prepared by Iceni projects) in respect of Phase 1. The applicant has stated that the Outline phases would also provide adequate refuse storage space, with details to be secured at the reserved matters stage.

7.324 In respect of Phase 1, the residential refuse storage would consist of Underground Refuse Storage (URS) for refuse and dry recyclables and 240 litre wheeled bins associated to residential lobbies for compostable waste. To best facilitate this, it is proposed that each unit would be fitted with a three compartment waste bin, with each compartment corresponding to

the relevant waste stream collection by the Council. The URS collection points themselves would be located 30m from the residential entrances across Phase 1.

- 7.325 The refuse storage associated with the non-residential uses within Phase 1 would be located within the curtilage of the building, adjacent to the relevant spaces for ease of use.
- 7.326 Officers welcome the use of URS as the predominant means of refuse storage, this aligns with the policy objective set out in draft local plan policy D.MW3 which seeks to secure non-conventional waste storage for new residential development as a more sustainable solution.
- 7.327 It is noted that the proposed development would require bi-weekly collection. Although single weekly collection is more common across the borough, officers recognise the additional requirements associated with schemes of this scale and acknowledge that a non-conventional method of waste storage would likely see additional collection requirement.
- 7.328 For the Outline phases, the Transport Assessment suggests that the strategy for refuse and servicing/deliveries would mirror the Phase 1 strategy. A detailed proposal would however be required at reserved matters stages and would be expected to reflect the best strategies available at that time.

#### Car Parking (disabled and car club)

- 7.329 Development Plan Policies promote sustainable modes of transport and seek to limit the number of private vehicle trips. Development proposals are therefore required to eliminate or minimise the quantum of car parking, and associated vehicular trips, dependent upon the specific set of circumstances presented by the application site. As part of this, the Council seeks to ensure that major new development provides car club opportunities and electric charging points.
- 7.330 In this instance, the proposed development does seek a quantum of car parking across the development. The car parking would be located at basement or podium level across the development.
- 7.331 Officers have had regard to the quantum of parking proposed in the context of the Council's policy drive towards car free development. This is highlighted by the Council's highways in their consultation response.
- 7.332 That said, the low PTAL rating is recognised and it is accepted that there may be some requirement for a level of parking across the site. It is also noted that the recent approval at Ailsa Street secured car parking at a ratio of 0.26 spaces per unit.
- 7.333 In response to highways officers concerns surrounding the quantum of car parking proposed, officers have worked with the applicant to achieve an improved car parking proposal.
- 7.334 The applicant has agreed to an overall cap of 550 parking spaces across the whole development, which would be reviewed prior to the occupation of each phase of development. The objective of the review would be to deliver the minimum level of parking required by that phase, at that point in time. It is recommended that the requirement to review the parking at each phase is secured by S106 agreement.
- 7.335 Taking the worst case scenario (550 spaces), the car parking across the site would equate to 0.2 parking spaces per residential unit. The original proposal included disabled parking which amounted to 3% of the overall accessible unit provision across the site (that's 280 accessible units).
- 7.336 In line with officers concerns, this figure was increased so that the proposal would provide the opportunity for all of the accessible units to have access to a car parking space. Recognising

that not all accessible units generate demand for disabled parking, officers agreed to secure flexibility to ensure that spaces were not unused in the long term for this reason.

- 7.337 On this basis, 4% (122 spaces) of the total disabled parking would be fixed and retained in perpetuity for that purpose. The remaining 6% (168 spaces) would be allocated to disabled residents upon demand at first occupation. Therefore on the basis that the disabled parking spaces were not required in respect of the accessible units, they could be allocated for mainstream parking purposes. The applicant would be required to evidence the process that would manage this.
- 7.338 In addition to this, it is proposed that a further 270 spaces would be secured mainstream residential parking. Therefore, when accounting for the 4% fixed accessible parking provision, the maximum number of spaces that could be used for mainstream parking purposes is 438 – that's 0.16 spaces per residential unit.
- 7.339 Whilst overall quantum remains at 550 spaces – this proposal represents a better outcome so far as ensuring that the site is easily accessible by those occupying the wheelchair units within the scheme. The flexibility surrounding this allows for the spaces to be used more widely should there not be that level of take up within the wheelchair units, or occupants of those units do not have cars. The fixed percentage of disabled parking is considered to ensure future provision. Officers also seek to ensure that priority is given to family units in all tenures as part of the allocation process.
- 7.340 In addition to the above, Development Plan Policies require 20% of all parking spaces to have electric charging points. This is proposed and the applicant would be required to provide further details to demonstrate this provision.
- 7.341 It is proposed that the parking provision would be subject to a condition requiring the submission of a Parking Management Plan for each phase. The plan would be required to govern the allocation of car parking spaces in line with the agreed strategy set out above, ensure that the electric charging points and disabled parking is providing in line with the relevant guidance and that a percentage of spaces are allocated to family sized units within the social rented tenure as required by Policy DM22 of the Managing Development Document (2013).
- 7.342 Furthermore, in order to ensure that the proposed development does not result in increased on-site parking in the vicinity, the proposed development should be subject to a 'Permit Free' agreement that would restrict all future residents (other than exemptions) from applying for parking permits on the surrounding public highway. It is proposed that this is secured by way of legal agreement.
- 7.343 The applicant confirms that they have consulted with car club companies in respect to the proposed provision. It has been suggested that 4 spaces, located on Leven Road to be accessible for both future residents of the proposed development and existing neighbouring residents, would be adequate for Phase 1. Officers are satisfied with this.
- 7.344 Further car club provision would be required in respect of the Outline phases of development. The applicant has suggested that the number of car parking spaces for Phases 2-4 could be up to 10, with their locations to be established at reserved matters stages.
- 7.345 Subject to planning conditions and planning obligations referred to above, officers raise no objections to the proposed development in relation to car parking.

#### Cycle Parking and Facilities

- 7.346 Development Plan Policies require the proposed development to maximise opportunities to support and encourage sustainable transport modes. This includes the provision of safe and

secure cycle storage on site to encourage residents and employees to cycle. It further prescribes the quantum and quality of cycle storage facilities required by new development.

- 7.347 In line with policy, Phase 1 of the proposed development would provide a total of 1054 long stay cycle parking spaces for the residential units. These would be located within the basement in secure rooms. The cycle parking proposed would comprise a mix of Sheffield stands and stacking stands. The provision of Sheffield stands would equate to 13% - whilst this is the preferred product due to their accessibility, the proposed proportion is considered to be acceptable given the large quantum of cycle parking overall.
- 7.348 It is proposed that a further 32 short stay cycle parking spaces for visitors associated with the residential use are provided. The applicant is however required to demonstrate that there is potential for this provision to increase as demand dictates. This is particularly important given the public accessibility of the open space across the site.
- 7.349 The proposal also provides cycle parking for the non-residential uses; this includes 56 long stay cycle parking spaces and 86 short stay spaces. The applicant has proposed to locate these in convenient places. Officers further note that washing and changing facilities should be provided with non-residential cycle parking to encourage cycling to the work place.
- 7.350 Whilst officers consider the proposed arrangements to be acceptable in principle, further details of the Phase 1 cycle storage arrangements are required. It is proposed that a planning condition is imposed, requiring the following details:
- Details of basement cycle storage facilities and access;
  - Demonstration that the quantum of residential visitor (short-stay) can be increased;
  - Consider the provision of washing and changing facilities in association with non-residential cycle parking
  - Details non-residential cycle parking facilities (including location and products) (demonstration that London Cycle Design Standards have been complied with)
- 7.351 In terms of the Outline phases, the cycle parking arrangements have not yet been established – these would largely depend on the detail of each phase and would therefore be considered at the reserved matters stages. Officers would however expect a similar approach to that of Phase 1 to be adopted. It should be further demonstrated that the visitor cycle parking provides adequate provision for the publically accessible open space across the site.

#### Trip generation

- 7.352 A trip generation assessment has also been undertaken by the applicant to enable consideration of the potential level of additional trips that would be generated by the Proposed Development.
- 7.353 The application submission is further supported by a detailed traffic distribution assessment which considers how traffic associated with Phase 1 and wider development would route to and from the application site. The methodology was agreed with officers at pre-application stage.
- 7.354 The Assessment reported that the impact of the vehicle traffic associated with Phase 1 was considered to be minimal with less than one vehicle per minute forecast. It further sets out how junction modelling demonstrated that all junctions within the study are forecast to operate well under practical capacity with little or no queuing on any link. This is considered to be acceptable in principle, nevertheless, officers encourage the reduction of parking (from the maximum number of spaces agreed) to further reduce the impact of the scheme.

7.355 The applicant had further regard to the impact of the Outline phases of the proposed development. The assessment, using future forecasts, demonstrated that if taking the worst case scenario (with Secondary School in place) the traffic impact would be slightly over 3% on the A12 in the AM peak hour and 2% in the PM peak hour.

7.356 Officers note that the Outline phases would have more of a marked impact in this regard. Nevertheless, it has been agreed that further modelling can take place as the Outline phases progress to reserved matters stage. As set outlined in relation to Phase 1, a reduction of parking levels, from the agreed maximum of 550 parking spaces, would contribute to further reducing the impact associated with an increased number of trips.

#### Travel Planning

7.357 The application submission was also inclusive of draft Travel Plans (prepared by Icen projects), setting out proposed measures to encourage sustainable travel. It is recommended that the approval and implementation of final Travel Plans for both the residential and commercial uses within each phase of the development is secured through a S106 obligation.

### **Environment**

#### Environmental Impact Assessment

7.358 The planning application constitutes an EIA development. The application was submitted in September 2018 accompanied by an Environmental Statement (ES) produced by Temple on behalf of St William Homes LLP, and provided assessment of the following topics:

- Socio-economics;
- Traffic and Transport;
- Air Quality;
- Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution;
- Wind Microclimate;
- Noise and Vibration;
- Ground Conditions and Contamination;
- Water Resources and Flood Risk;
- Built Heritage;
- Archaeology;
- Climate Change;
- Ecology; and
- Townscape and Visual Impact.

7.359 The ES has been reviewed in accordance with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (EIA Regulations).

7.360 The application has been supported by an ES, an ES Interim Review Report Response (March 2019), and an ES Final Review Report Response (March 2019), both review report responses included a revised Non-Technical Summary (NTS).

- 7.361 The ES Interim Review Report Response (March 2019) and its appendices, were considered to be 'further information' under Regulation 25, and was processed as required under the EIA Regulations.
- 7.362 The Council's EIA Officer has confirmed that the submitted ES meets the requirements of the EIA Regulations, supported by an ES Review undertaken by the Councils retained EIA consultants.
- 7.363 The 'environmental information' has been examined by the Council and has been taken into consideration by officers to reach a reasoned conclusion of the significant effects of the Proposed Development, which forms the basis of the assessment presented in this report. Appropriate mitigation / monitoring measures as proposed in the ES will be secured through planning conditions and/or planning obligations. The environmental information comprises the ES, including any further information and any other information, any representations made by consultation bodies and by any other person about the environmental effects of the Proposed Development.

#### Energy & Environmental Sustainability

- 7.364 Development Plan Policies seek to ensure that new development achieves an overall reduction in carbon dioxide emissions. In terms of carbon reduction targets, LBTH policy maintains that new residential development should be zero carbon and non-residential developments should achieve a 45% carbon reduction target beyond Part L 2013 of the Building Regulations.
- 7.365 Policy further requires the use of sustainable design assessment tools to ensure that new development has maximised use of climate change mitigation measures. The current interpretation of this policy is to require non-residential development to achieve BREEAM Excellent. The emerging local plan further requires new non-residential development, greater than 500sqm, to meet at least BREEAM 'Excellent' rating.
- 7.366 The Council's Sustainability officer and the GLA's energy team have reviewed the submitted Energy Statement and Sustainability Statement, both prepared by Hodkinson and dated September 2018. Their comments are incorporated into the assessment below.
- Energy Efficiency and Carbon Reduction Requirements
- 7.367 The submitted Energy Statement (Hodkinson – September 2018) details how the design has sought to reduce emissions through the energy hierarchy and deliver emission reduction through energy efficiency measures, delivery of a site wide CHP (1.5MWe) led heating network, and renewable energy technologies.
- 7.368 Paragraph 6.8 of the submitted Energy Statement identifies that all residential and non-residential uses will have a connection to the site-wide heating network, while Paragraph 6.27 identifies that the system is designed to allow future decarbonisation through utilising a more efficient fuel source in the future. A pipe work route plan for the energy strategy has been submitted as by the applicant. The proposals are anticipated to achieve cumulative site wide CO<sub>2</sub> emission reduction of 56.6% against a building regulation baseline. On-site savings for the residential are anticipated to be 59.2% and for the non-residential 37.7%

- Carbon Offsetting

- 7.369 The Planning Obligations SPD includes the mechanism for any shortfall in CO<sub>2</sub> to be met through a cash in lieu contribution for sustainability projects. The submitted energy strategy identifies the shortfall to meeting zero carbon for the residential elements is: 1,313 tonnes of CO<sub>2</sub>, while the carbon emission reduction shortfall to meet the non-residential 45% requirement is identified as 30 tonnes of CO<sub>2</sub>.

7.370 That applicant has proposed to meet the shortfall in CO2 emission reductions will be offset through a cash in lieu payment. In this regard, the current identified cost for a tonne of CO2 is £1,800 per tonne of CO2, and therefore for the proposed scheme the energy strategy identifies that a carbon offsetting contribution of £2,417,400 is applicable.

7.371 The calculation for this figure is as follows:

Residential units – 1,313 tonnes CO2 x £1,800 = £2,363,400;

Non-residential element – 30 tonnes CO2 x £1,800 = £54,000;

£2,363,400 + £54,000 = £2,417,400 carbon offset payment to meet current policy requirements.

7.372 Subject to conditions securing the delivery of the approved energy strategy and the CO2 emission reduction shortfall being met through a carbon offsetting contribution (secured by S106 agreement), the proposals would be considered in accordance with adopted policies for decentralised energy, integration of renewable energy technologies and emission reductions.

- Sustainability

7.373 It is noted that as set out within the proposed development, all non-residential units would achieve BREEAM Very Good, a level below BREEAM Excellent for all non-residential. The justification provided by the applicant is that: *'Very Good' rating (between 55% and 70%) is considered the most technically appropriate and feasible at this stage. Notwithstanding this, the non-residential units will endeavour to meet all other minimum requirements for 'Excellent' as far as reasonably practical.'*

7.374 In addition to this, it is noted the Draft Local Plan seeks to ensure that larger non-residential units (over 500 square metres floorspace (gross)) are encouraged to meet or exceed BREEAM 'excellent' rating. In this regard, it is recommended that the condition be imposed which requires the applicant to agree in writing the BREEAM rating for all non-residential units.

7.375 Further to this, the proposed development seeks to further mitigate climate change through a commitment to install 100% led lighting across the development, ensuring energy efficient white goods and energy display metres in homes. As this forms part of the mitigation proposed within the ES, it is proposed that this is secured within the S106 agreement.

#### Air Quality

7.376 The application submission has had regard to the potential impact of the proposed development on air quality at nearby residential properties and the impact of existing local air quality conditions on future residents. This has been assessed using local air quality monitoring sites. The impacts relating to dust were also considered as part of the assessment.

7.377 Officers are satisfied that the proposal for Phase 1 is acceptable, subject to the proposed embedded mitigation measures and recommended condition. This includes reviewing the location and height of the CHP and Boiler plant stack to ensure that it would not give rise to an unacceptable level of nuisance to nearby taller buildings.

7.378 Given that the proposed buildings within Phase 2 would be taller, the Council's Air Quality officer seeks to further ensure that the flue associated with the boiler plant that is located within Phase 1 and serves the whole development would not give rise to an unacceptable level of nuisance to nearby taller buildings. It is therefore recommended that the applicant is required to undertake further assessment surrounding the flue gases in the consented boiler house in Phase 1 and proposed any remedy if required.

## Biodiversity

- 7.379 Development Plan Policies require development proposals to make positive contributions to biodiversity in terms of its protection, enhancement and management.
- 7.380 The application submission is supported by a Site Ecology survey which was submitted as part of the Environmental Statement.
- 7.381 The Council's biodiversity officer has reviewed the proposed development. Officers have also had regard to consultation responses received in relation to this topic area, this includes a response from the London Wildlife Trust.
- 7.382 It is considered that the application site is of significant biodiversity value. The site is recognised as being largely composed of bare artificial/hardstanding habitats and that a patchy mosaic distribution of scrub, tall ruderals, bare ground and ephemeral/ short perennial and species poor semi-improved grassland has developed on site since the removal of the gas works buildings. These habitats in combination have been recognised as Open Mosaic Habitats of Previously Developed Land (OMHPDL). Overall, it is also considered that the site would meet the criteria for a Site of Borough Grade 2 Importance for Nature Conservation. The loss of existing habitat would therefore result in an initial significant adverse impact upon biodiversity.
- 7.383 In the absence of a bat survey, officers raised concerns in relation to the impact of the proposal upon bats. Although the applicant had assumed a low potential for roosting bats, it was considered that a survey should support this assertion. As part of the EIA process, the applicant submitted a preliminary bat roost assessment which concludes that there is no evidence of roosting bats across the site. Officers accept this, but as a pre-cautionary measure consider that prior to the demolition of the two storey timber office building that currently exists towards the centre of the site, a single emergence bat survey should be undertaken to definitively establish the presence/ absence of bats and any required mitigation measures proposed. It is proposed that this is required by condition prior to the demolition of such building(s).
- 7.384 In terms of the impact of the proposed development upon birds, the application submission has identified that the site may support a population of black redstarts. It further lists other birds present but have not surveyed whether they have been breeding at the site – these are considered to include locally important bird species. In light of this, it is recommended that appropriate measures secured by condition, this includes further surveys and associated demolition strategy.
- 7.385 Further to this, the London Wildlife Trust also draw attention to the potential for OMHPDL to support nationally important invertebrates, such as the streaked bombardier beetle which is known only to be found within the Thames Gateway on OMHPDL habitats. Whilst the application submission does include survey data from a single day in relation to part of the site, it is considered necessary for more comprehensive survey work to be undertaken to better determine the value of the OMHPDL. It is also recommended that this further survey work is secured by condition.
- 7.386 In terms of the proposed development, the Landscape Strategy includes extensive new green spaces, with habitats that contribute to LBAP targets, as required by policy. These include 0.59ha of biodiverse roofs, 0.655ha of wildflower meadow, four ponds with native marginal vegetation and an unspecified length of mixed native hedge, native shrub planting, other wildlife-friendly planting, nectar-rich ornamental planting and a significant number of new trees.
- 7.387 The proposed biodiverse roofs and landscaping, along with some additional enhancement suggested by the Council's biodiversity officer, would ensure a net gain in biodiversity once

the development is completed. The additional enhancement features should include the following:

- River wall enhancements in the landscaping. This should be in accordance with the Environment Agency's "Estuary Edges";
- Bat boxes and nest boxes for black redstarts within biodiverse roofs;
- A nest box for peregrine falcons (which used to breed on the gas holders) to be placed on the tallest building;
- Boxes for swifts, house sparrows and house martins;
- Loggeries and bee boxes.

7.388 Having regard to the above, the proposed development is considered to be acceptable in principle from a biodiversity perspective, subject to the submission of further details including biodiverse roof designs, numbers and types of bats and bird boxes, overall quanta for LBAP priority habitats with indicative quanta of these to be delivered in each Phase. It is proposed that this is secured as part of the landscaping condition.

7.389 It is further recommended that a planning condition is Submission of a detailed 10-year Landscape and Ecological Management Plan (LEMP) setting out how the landscape proposals will be resourced, implemented and monitored, and to report on progress of key biodiversity and wildlife conservation objectives.

7.390 As a final note, officers acknowledge that many of the enhancements referred to throughout this section would not be implemented until Phase 2 of the proposed development is built out. Officers therefore encourage the applicant to explore temporary habitats to bridge this gap in time. The applicant has shown a keen interest in this; officers welcome any commitments in this regard.

#### Flood Risk & Drainage

7.391 The application submission is supported by a Water Resources and Flood Risk Chapter within the Environment Statement (Chapter 13). This is supported by a Flood Risk Assessment (prepared by Temple). An Outline Drainage Strategy (prepared by Patrick Parsons) has also been submitted. These documents have been reviewed by the Council through the EIA process by the Environment Agency (EA). The GLA have also submitted water related comments as part of their Stage 1 response.

7.392 The Flood Risk Assessment confirms that the application site is located within Flood Zone 3a and that protection from combined fluvial and tidal flooding is provided by the Thames Tidal Defences (TTD) up to the 1 in 1000 flood event. In their consultation response, the EA maintained that the site is protected to a very high standard by the Thames Tidal flood defences. They do however note that latest flood modelling shows that the site would be at risk if there was to be a breach in the defences or if they were to be overtopped.

7.393 The application submission includes an emergency evacuation plan which suggests safe refuse within high floors of the development, should flooding occur. It also has further regard to the likely necessity for the future raising of the river wall. The applicant is required to demonstrate at reserved matters stage, that no part of the proposal associated with the Outline phases of the development, or the site wide Landscaping Strategy, would preclude the rising of the river wall in the future, as and when required. Officers are satisfied that subject to the conditions recommended by the EA, the proposed development would be acceptable in this regard.

- 7.394 The proposed drainage strategy has also been reviewed. It is considered to be acceptable, subject to surface water drainage being appropriately managed during the construction phase, when there is potential risk of contaminants entering the surrounding waterway. In relation to this, the Canals and Rivers Trust recommend that drain material is selected to prevent the ingress of contaminants and that the inclusion of the points raised within the Outline Drainage Strategy in relation to the discharge of surface water during the construction phase is included in the Construction Environmental Management Plan (CEMP). Officers are satisfied that the CEMP would mitigate potential impacts in this regard.
- 7.395 Thames Water have however raised concerns relating to the capacity of the sewer with regard to the discharge of foul water from the proposed development. It is therefore recommended that a condition, requiring the applicant to undertake upgrade works in consultation with Thames Water, is attached should planning permission be granted.

### Land Contamination

- 7.396 Due to the historic use of the application site, a variety of contaminants have been identified to be present within the ground.
- 7.397 The application submission includes a Land Contamination Assessment (prepared by MML) which assesses the scope for receptors to be subject to contamination during the construction and operation stages of development. A series of contaminated land assessments have been undertaken to determine the baseline conditions. These include desk-based studies to determine potential sources of contamination and monitoring to determine the concentrations of ground gases. Further ground investigations are required for parts of the site that have been inaccessible to the applicant.
- 7.398 It is noted that since 2011, National Grid, the former land owner, has undertaken some remediation of the site to reduce the levels of contamination present in soil and groundwater. National Grid have planning permission for further remediation of the site, but this would only bring the site to a level that is suitable for commercial/open storage use. The applicant therefore proposes to undertake the remediation works necessary to make the site acceptable for residential use.
- 7.399 The Council's Environmental Health officer and the Environment Agency have reviewed the Assessment and propose a series of planning conditions, requiring the applicant to undertake further ground investigations to fully establish the contaminants present. The proposed conditions include the submission of a remediation strategy and any mitigation measures required to mitigate potential adverse effects to future occupiers.
- 7.400 The applicant proposed the following mitigation measures:
- Clean capping soils to be placed in all private gardens, landscaped areas and public open space;
  - Buried services to be constructed in corridors of clean soil
  - Potable water supply pipework to be specified by the water supply company
  - Ground gas and organic vapour protection will be designed into new buildings as required.
- 7.401 Further regard has been had to the impact of the land contamination and associated remediation on neighbouring residents. Concerns have been raised within the objections in relation to odour. Concerns are exacerbated by the length of construction on this site.
- 7.402 The Applicant has also submitted an Outline Construction Management Plan with respect to remediation to demonstrate that the any potential impacts would be mitigated through appropriate management. The proposed mitigation measures and associated recommended conditions have been further discussed in the 'Construction' section of this report.

7.403 Therefore, subject to the planning conditions recommended, officers are satisfied that the proposed development is acceptable in this regard.

### **Infrastructure Impact**

7.404 It is estimated that the proposed development would be liable for Tower Hamlets Community Infrastructure Levy (CIL) payments of approximately £6,880,506.59 (inclusive of social housing relief and exclusive of indexation) and Mayor of London CIL of approximately £10,085,386.42 (inclusive of social housing relief and exclusive of indexation). These figures are indicative only and have been estimated using the most up to date available information on floorspace and would be subject to indexation.

7.405 The CIL Regulations 2010 (as amended) allow the Council to accept full or part payment of CIL liability by way of transfer of land to the Council. The Council may also enter into agreements in writing (subject to the criteria in Regulation 73A) to receive infrastructure payments, before the chargeable development is commenced. The infrastructure to be provided must be related to the provision of the types of projects listed in the Council's Regulation 123 list.

7.406 The proposed development includes the provision of land for a school and at least 1 hectare of public open space and the developer is therefore permitted to apply for a reduction in the CIL amount liable were the Council to take up the option of the school and open space. The CIL reduction would be calculated to be equivalent to the financial cost of the value of land and the delivery costs associated with the park.

7.407 Alongside CIL, Development Plan policies seek financial contributions to be secured by way of planning obligations to offset the likely impacts of the proposed development on local services and infrastructure.

7.408 The applicant has agreed to meet all of the financial contributions that are sought by the Council's Planning Obligations SPD, as follows:

- £255, 500.00 towards construction phase employment skills training
- £138, 932.10 towards end-user phase employment skills training
- £2, 417, 400.00 toward carbon emission off-setting

### **Local Finance Considerations**

7.409 Assuming that the Council delivers its annual housing target of 3,931 units, the Council would be liable for a New Homes Bonus payment of approximately £2,402,400m over 4 years for Phase 1 only. Due to the introduction of a new threshold approach by the Government it is not possible to provide an exact amount of New Homes Bonus the proposed development would deliver; officers estimate that all phases of the proposal could deliver up to £23,900,000 over 4 years following the delivery of each phase

### **Human Rights & Equalities**

7.410 The proposal does not raise any unique human rights or equalities implications. The balance between individual rights and the wider public interest has been carefully considered and officers consider it to be acceptable.

7.411 The proposed development does however provide a series of benefits in this regard, including the provision of wheelchair units, associated disabled car parking, the provision of affordable work space, the creation of jobs and the provision of community space.

7.412 Officers are satisfied that the proposed development would not result in adverse impacts upon equality or social cohesion.

## CONCLUSION

- 7.413 Officers assessed the proposed development against the relevant Development Plan Policies, having regard to the consultation responses received and other material considerations. In drawing conclusions, officers have given full consideration to the Environmental Statement and are satisfied that the significant effects that would have been considered likely to occur during both construction and operations would be adequately mitigated by the proposed measures. On this basis, Officers are further satisfied that the proposed development would not give rise to an unacceptable environmental impact.
- 7.414 Taking all into account, the proposed development is considered to be acceptable and it is recommended that planning permission is granted, subject to the planning conditions and obligations set out in this report.

## 8. RECOMMENDATION

- 8.1 That subject to any direction by the Mayor of London, **conditional planning permission is GRANTED** subject to the prior completion of a legal agreement to secure the following planning obligations:

### 8.2 Financial obligations

- a. £255,500.00 towards construction phase employment skills training
- b. £138,932.18 towards end-user phase employment skills training
- c. £2,417,400.00 toward carbon emission off-setting
- d. £5,000,000.00 towards local connectivity improvements (including bus improvements)
- e. Monitoring fee at £500 per heads of term

### 8.3 Non-financial obligations:

- a. Affordable housing across the development (35% by habitable room)
  - 70% Social rented units (50% at London Affordable Rent and 50% at Tower Hamlets Living Rent)
  - 30% Intermediate units
  - Early Stage Review
  - Details and implementation of London Affordable Rent/Tower Hamlets Living Rent 'wheelchair accessible' dwellings (to M4 (3)(b) standard)

Affordable housing across Phase 1 of the development (38.7% by habitable room)

- 65% social rented units (50% at London Affordable Rent and 50% at Tower Hamlets Living Rent)
  - 35% Intermediate units, delivered as shared ownership
- b. Economic incentives
    - Access to employment
      - 20% local procurement
      - 20% local labour in construction
      - 124 construction phase apprenticeships
      - 2 x end-user phase apprenticeships

- Commitment to work collaboratively with Council's Economic Development team in respect to delivering workspace that provides for local businesses with minimum requirement of delivering 10% Affordable workspace (at 80% market rent).

c. Implementation of mitigation measures as per the ES documents

d. Transport matters:

- Safeguarding of land for future bridge connections
- Local connectivity study (in line with agreed scope)
- Permit free development (residential)
- Car Parking Strategy Review (secure 550 spaces cap and management of allocation of accessing car parking spaces)
- Car Club
- Residential and non-residential Travel Plans
- S278 Agreement (works to Leven Road).

e. Public access to site (including river and park)

f. Compliance with Considerate Constructors Scheme

g. Energy efficiency measures (including 100% led lighting in homes, energy efficient white goods, energy display devices in homes)

8.4 That the Corporate Director of Place is delegated the power to negotiate the legal agreement. 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.

8.5 That the Corporate Director of Place is delegated the power to impose conditions and informatives to address the following matters:

### **Planning Conditions**

8.6 The conditions apply to each phase of the proposed development, insofar as they are relevant to that phase.

#### Compliance

1. 3 years deadline for commencement of development.
2. Development in accordance with approved plans.
3. Restrictions on demolition and construction activities:
  - a. All works in accordance with Tower Hamlets Code of Construction Practice;
  - b. Standard hours of construction and demolition;
  - c. Air quality standards for construction machinery;
  - d. Ground-borne vibration limits; and
  - e. Noise pollution limits.
4. Removal of PD rights for houses within development (means of enclosure and brick painting)
5. Light levels in line with ILP guidelines
6. Inclusive access standards and wheelchair housing
7. Extension of riverside footpath
8. Surface water - Implementation of Outline Drainage Strategy

9. No surface water infiltration into ground
10. Piling
11. Re-location of bus stand before occupation of Phase 2.
12. Water usage
13. Noise standards from mechanical plant and equipment
14. Energy and efficiency standards
15. Air quality emission standards for boilers & CHP

#### Monitoring

16. TV reception
17. Surface and groundwater conditions

#### Pre-commencement

The inclusion of the following pre-commencement conditions has been agreed in principle with the applicants, subject to detailed wording

18. Submission of Reserved Matters (prior to commencement of each of the Outlines phases of the development): **Scale, Layout, Appearance, Landscaping**
19. Phasing plan
20. CIL phasing plan
21. Code of Construction Practice
22. Construction Waste Management Plan
23. Construction and Demolition Plan
24. Construction Environmental Management Plan and Construction Logistics Plan (including construction methodology re. cranes in consultation with London City Airport)
25. Land Contamination Remediation Scheme, including (subject to post completion verification) (in consultation with the EA).
26. Flood defences (in consultation with the EA)
27. Written Scheme of Investigation (WSI) (Archaeology)
28. Bat, bird and invertebrate surveys and associated strategies.
29. Potable water and Waste water network upgrades (in consultation with Thames Water)

#### Pre-superstructure works

30. Details of external facing materials and architectural detailing.
31. Details of signage (Phase 1)
32. Details of gasholder and associated landscaping (Phase 1 only)
33. Basement impact assessment – geoarchaeology borehole work and modelling.
34. Details of hard and soft landscaping of all public realm and open spaces including details relating to play equipment, street furniture and lighting, wind mitigation measures, biodiversity mitigation and enhancements, sensitive light strategy, LEMP.
35. Details of flue emissions

36. Details of cycle parking
37. Car parking (details of provision and Management Strategy relating to allocation of parking including parking for social rented units)
38. Wayfinding and signage strategy
39. Delivery, Servicing and Waste Management Plan (Phase 1 – compliance with submitted details)
40. Operational noise impact assessment and mitigation (plant and machinery etc)
41. Bird Strike Risk Assessment (in consultation with London City Airport)
42. Foundation Works Risk Assessment (FWRA)

Prior to occupation

43. Car Club Plan
44. Open Space Management Plan and delivery times of Park
45. Secured by design compliance
46. Lifesaving equipment (prior to occupation of Phase 2)

**8.7 Informatives**

1. Permission subject to legal agreement.
2. Development is CIL liable.
3. Thames Water – proximity to assets.
4. River works licence required from PLA for works to river wall

## APPENDIX 1

### Drawings

<b>Drawing number</b>	<b>Title of Drawing</b>
DR-P1-XX-1004_P1	Site Location Plan
<b>Parameter Plans (Outline)</b>	
MP-PP-0001_P1	Hybrid Planning Application Boundary
MP-PP-0002	Outline and Detailed Planning Application Areas
MP-PP-0003_P1	Existing Site Levels
MP-PP-0004	Public and Private Realm
MP-PP-0005	Proposed Site Levels
MP-PP-0006	Predominant Ground Floor
MP-PP-0007_P1	Access and Movement
MP-PP-0008	Proposed Basements
MP-PP-0009_P1	Maximum Building Heights
MP-PP-0010	Development Block Footprints
<b>Phase 1 (Detail Design)</b>	<b>Location Plans</b>
DR-P1-XX-1001_P1	Phase 1 – Location Plan (1:1250@A1)
DR-P1-XX-1002	Phase 1 – Proposed Block Plan (1:500@A1)
	<b>Proposed Plans (All 1:250@A1)</b>
DR-P1-00A-1011_P3	Phase 1 – Proposed Plan – Lower Ground
DR-P1-00B-1012_P2	Phase 1 – Proposed Plan – Upper Ground
DR-P1-01-1013_P2	Phase 1 – Proposed Plan – Level 01
DR-P1-02-1014_P2	Phase 1 – Proposed Plan – Level 02
DR-P1-03-1015_P2	Phase 1 – Proposed Plan – Level 03
DR-P1-04-1016_P2	Phase 1 – Proposed Plan – Level 04
DR-P1-05-1017_P2	Phase 1 – Proposed Plan – Level 05

DR-P1-06-1018_P2	Phase 1 – Proposed Plan – Level 06
DR-P1-07-1019_P2	Phase 1 – Proposed Plan – Level 07
DR-P1-08-1020_P2	Phase 1 – Proposed Plan – Level 08
DR-P1-09-1021_P2	Phase 1 – Proposed Plan – Level 09
DR-P1-10-1022_P2	Phase 1 – Proposed Plan – Level 10
DR-P1-11-1023_P2	Phase 1 – Proposed Plan – Level 11
DR-P1-12-1024_P2	Phase 1 – Proposed Plan – Level 12
DR-P1-13-1025_P2	Phase 1 – Proposed Plan – Level 13
DR-P1-14-1026_P2	Phase 1 – Proposed Plan – Level 14
DR-P1-15-1027_P2	Phase 1 – Proposed Plan – Roof
	<b>Proposed Elevations (All 1:250@A1)</b>
DR-P1-ELE-1101_P2	Phase 1 – Proposed Elevations – North & South
DR-P1-ELE-1102_P2	Phase 1 – Proposed Elevations – East & West
	<b>Proposed Sectional Elevations (All 1:250@A1)</b>
DR-P1-SEC-1201_P2	Phase 1 – Proposed Sectional Elevations – AA & BB
DR-P1-SEC-1202_P2	Phase 1 – Proposed Sectional Elevations – CC & DD
DR-P1-SEC-1203_P2	Phase 1 – Proposed Sectional Elevations – EE & FF
DR-P1-SEC-1204_P2	Phase 1 – Proposed Sectional Elevations – GG & HH
DR-P1-SEC-1205_P2	Phase 1 – Proposed Sectional Elevations – JJ & KK

	<b>Landscape Drawings</b>
BMD.17.030.DR.P001	Illustrative Landscape Masterplan (1:1250@A1)
BMD.17.030.DR P002	Illustrative Phase 1 Landscape Masterplan

	(1:1250@A1)
BMD.17.030.DR.P101	Illustrative Landscape General Arrangement (1:200@A0)

### Documents list.

<b>Title of Document</b>	<b>Date/Author</b>
Access Statement	September 2018 (Systra)
Aboricultural Survey and Impact Assessment	September 2018 (The Ecology Consultancy)
Car Park Management Plan	September 2018 (Iceni)
Construction Logistics Plan	September 2018 (St William)
Delivery and Servicing Plan	September 2018 (Iceni)
Design and Access Statement	September 2018 (JTP)
Draft Construction Environment Method Statement	September 2018 (St William)
Energy Statement	September 2018 (Hodkinson)
Heritage Statement	September 2019 (JLL)
Framework Travel Plan: Residential	September 2018 (Iceni)
Framework Travel Plan: Commercial	September 2018 (Iceni)
Landscape Strategy	September 2018 (BMD)
Operational Waste Strategy	September 2018 (Iceni)
Outline Drainage Strategy	September 2018 (Patrick Parsons)
Outline Fire Strategy	December 2018 (JGA)
Dynamic Overheating Assessment	September 2018 (Hodkinson)
Planning Statement	September 2019 (WYG)
Planning Statement Addendum	January 2019 (WYG)
Rapid Health Impact Assessment	September 2018 (Temple)
Retail Impact Assessment	November 2018 (WYG)
Statement of Community Involvement	September 2018 (Iceni)
Sustainability Statement	September 2018 (Hodkinson)
Transport Assessment	September 2018 (Iceni)
Environmental Statement	September 2018 (Temple)
Overshadowing to River Lea	January 2019 (EB7)
Remediation Construction Management Plan	January 2019 (St William)

Transport Note – A12 & A13 Traffic Impact Note	January 2019 (Iceni)
Internal Daylight and Sunlight Report	January 2019 (EB7)
Response to GLA Energy Statement Comments	December 2018 (Hodkinson)
Clarifications following independent review of daylight and sunlight	February 2019 (EB7)
Development Specification/Design Code	February 2019 (WYG)
Waterborne Freight Assessment	February 2019 (St William)

## APPENDIX 2

### Site photos



Aerial photograph looking south west



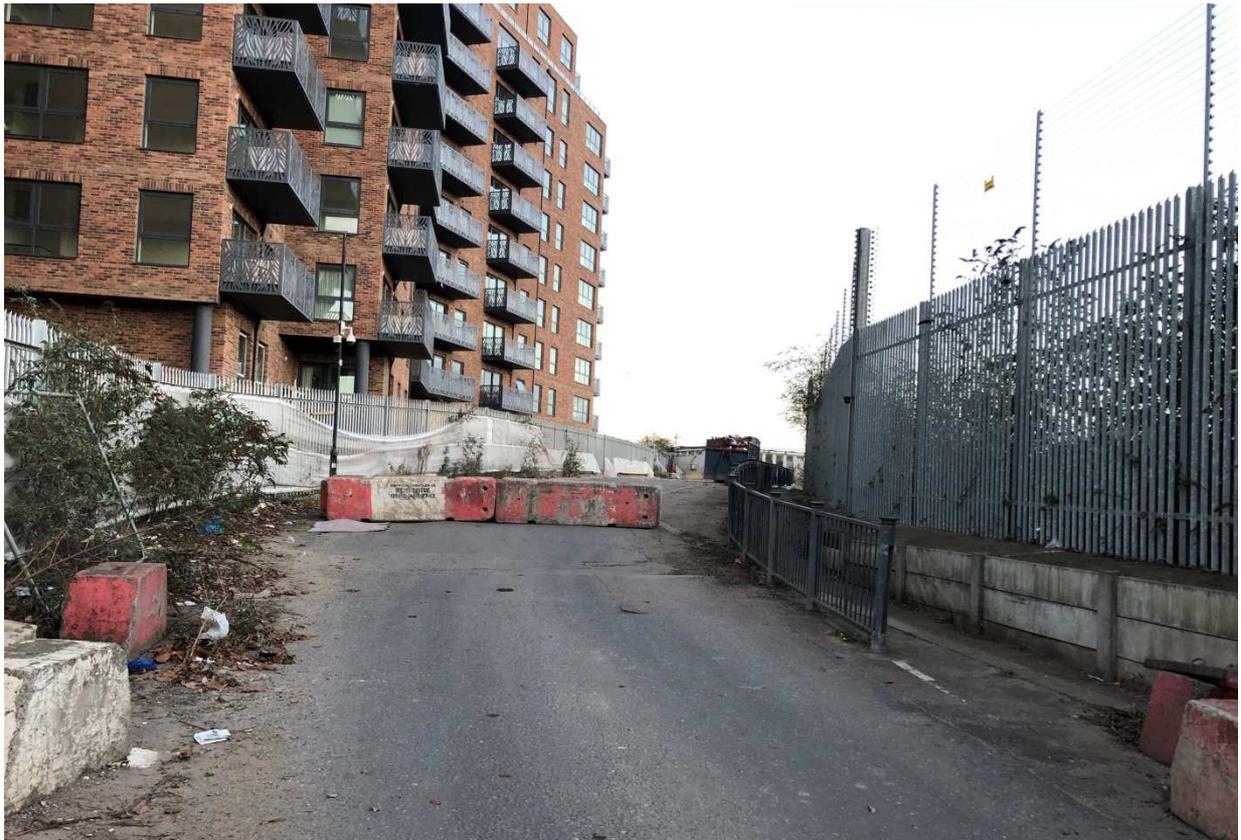
Aerial photograph looking north east



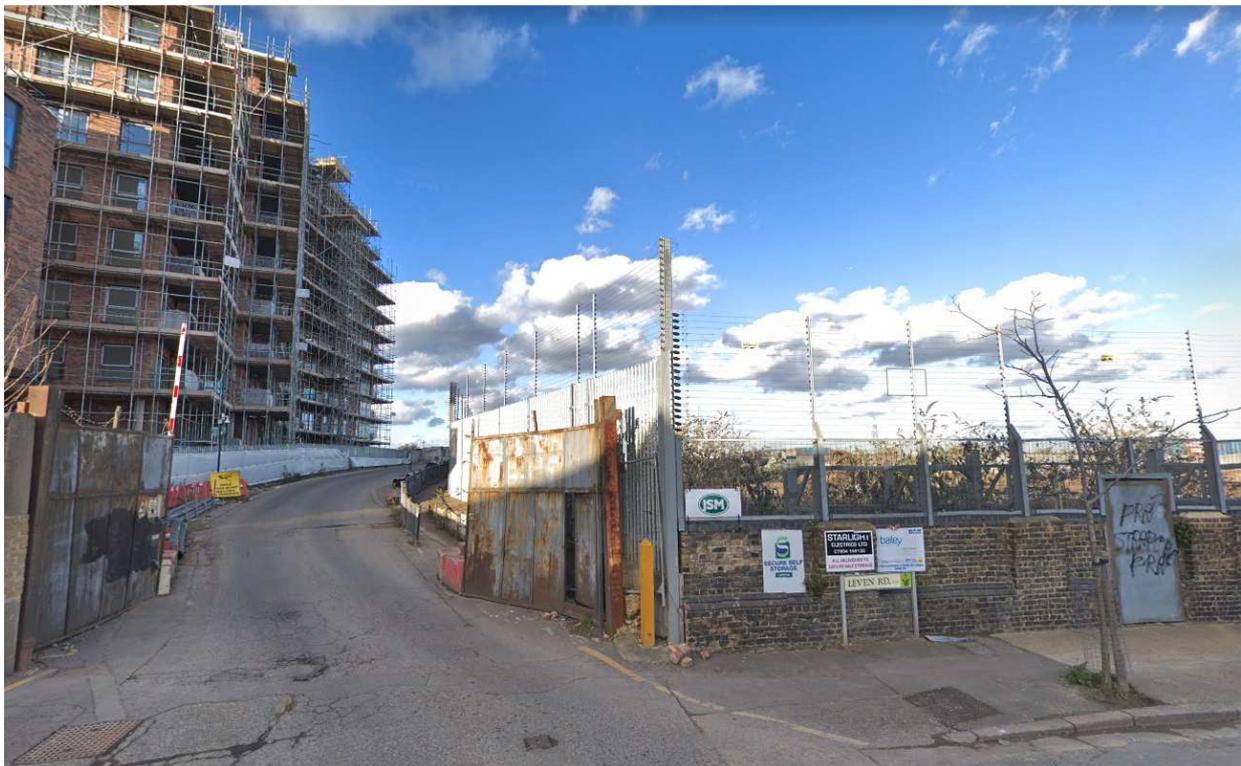
Within the application site looking south east



Within the application site – looking east



Off Leven Road, within the application site and its boundary with neighbouring Leven Wharf Development



Existing site entrance off Leven Road



Looking south along Leven Road (Google Streetview)



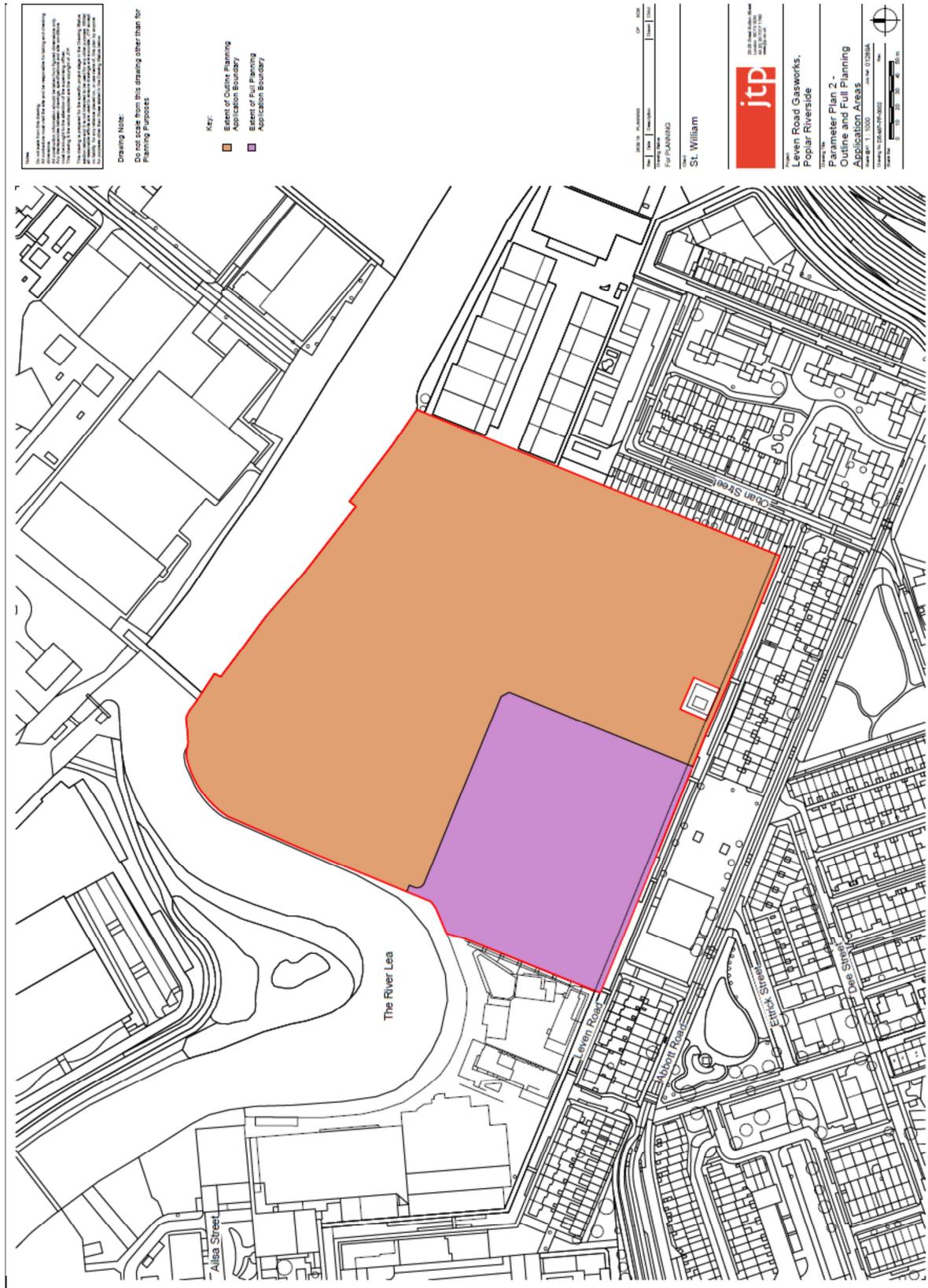
Looking north along Leven Road (Google Streetview)



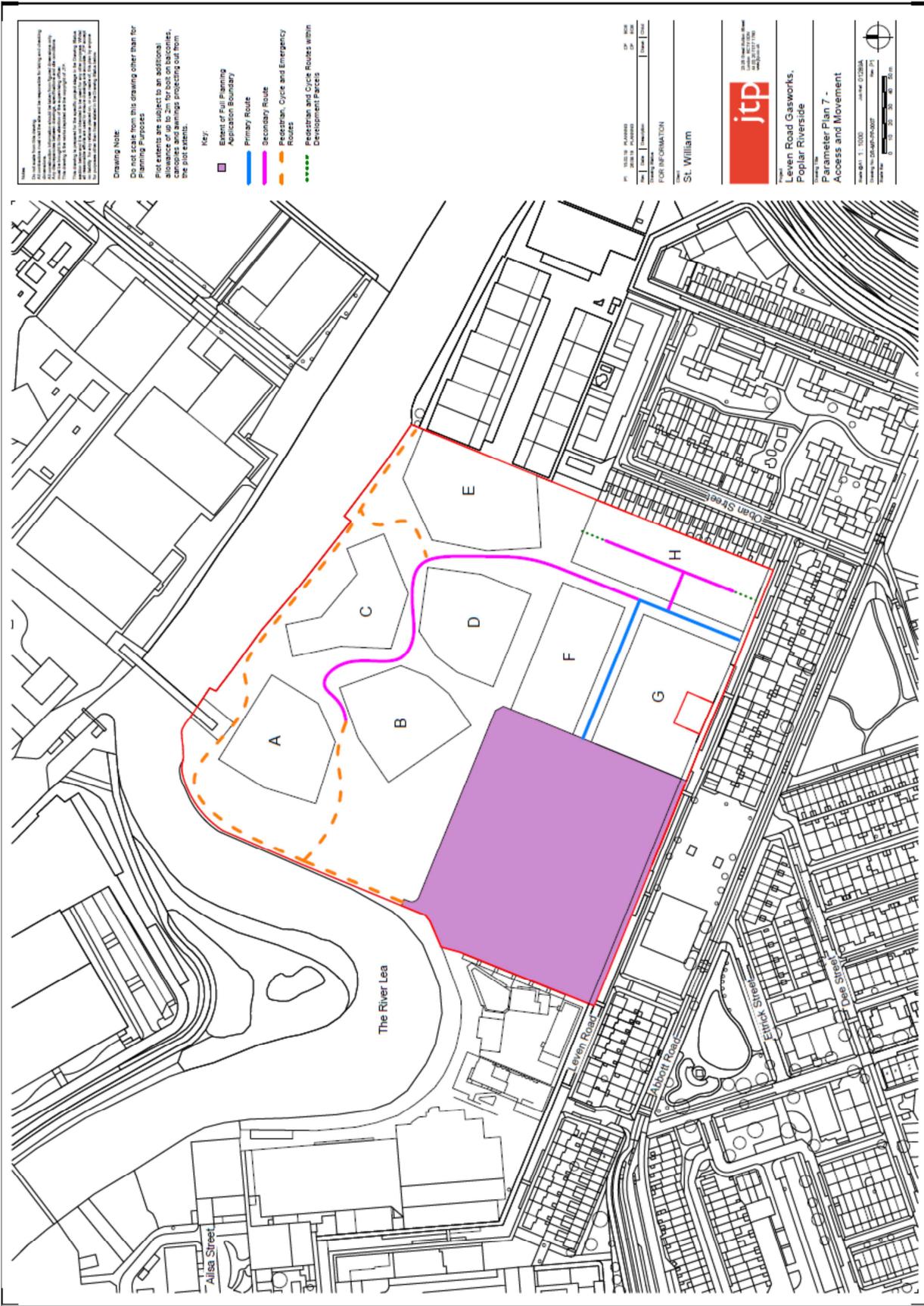
Junction with Oban Street and Leven Road (Google Streetview)

# APPENDIX 3

## Selection of plans and images



Outline and full planning application areas



Parameter plan – access and movement





LEVEN RD GASWORKS - ILLUSTRATIVE OUTLINE LANDSCAPE MASTERPLAN  
BMD17\_080.DWG.p001 | 26.09.2018  
Bradley Murphy Design Ltd, 6The Courtyard, Hazon Technology Park, Dark Lane, Hazon, Warwickshire, CV35 9JH  
T: 01526 876 686 | E: info@bradleymurphydesign.co.uk | W: www.bradleymurphydesign.co.uk

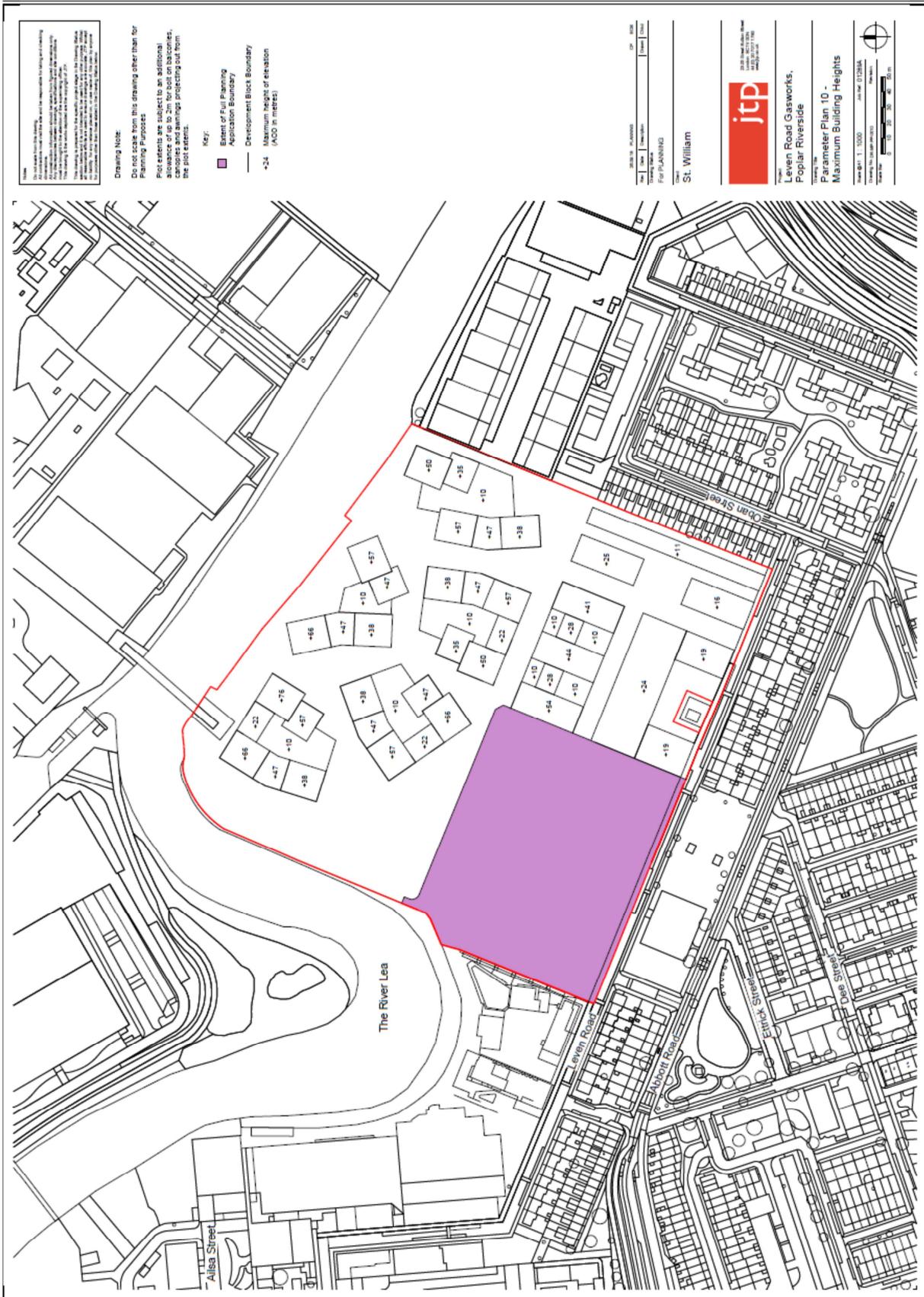


Landscape Masterplan



Development parcels

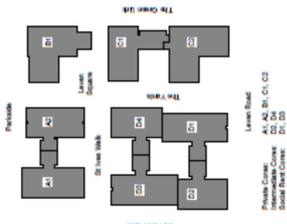




Maximum building heights

**Notes**

1. This plan is for information only. It is not to be used for construction purposes. It is not to be used for any other purpose without the written consent of the Engineer. It is not to be used for any other purpose without the written consent of the Engineer. It is not to be used for any other purpose without the written consent of the Engineer.



**Level Road**  
 A1, A2, B1, C1, C2  
 Road Street Cover  
 D1, D2

No.	Date	Description	Drawn	Check
01	2024.10.10	Issue for Information		
02	2024.10.10	Issue for Information		
03	2024.10.10	Issue for Information		
04	2024.10.10	Issue for Information		
05	2024.10.10	Issue for Information		
06	2024.10.10	Issue for Information		
07	2024.10.10	Issue for Information		
08	2024.10.10	Issue for Information		
09	2024.10.10	Issue for Information		
10	2024.10.10	Issue for Information		
11	2024.10.10	Issue for Information		
12	2024.10.10	Issue for Information		
13	2024.10.10	Issue for Information		
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49	2024.10.10	Issue for Information		
50	2024.10.10	Issue for Information		

**For Information**

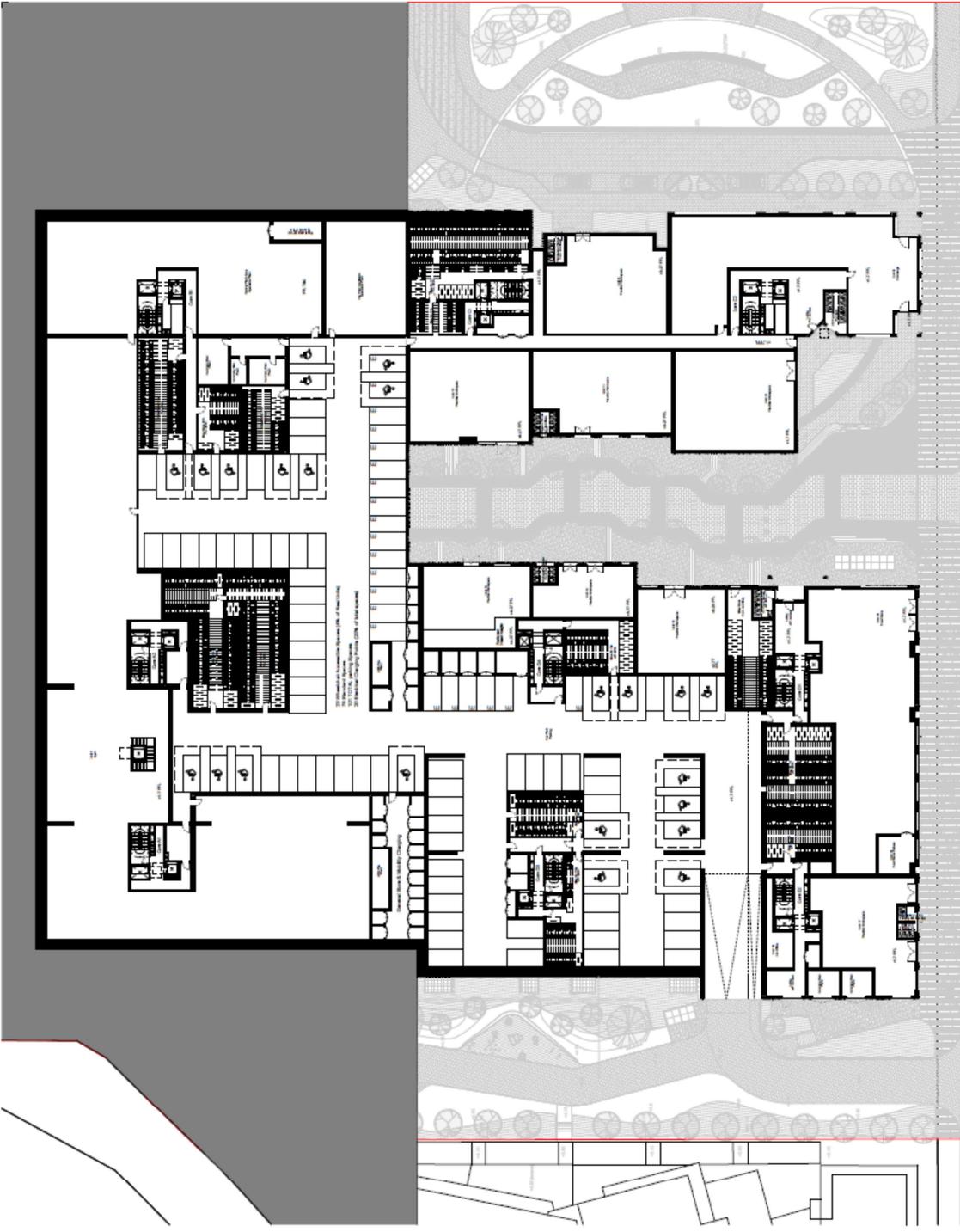
St. William



**Phase 1 - Proposed Plan Lower Ground**

Scale: 1:250

North Arrow



Proposed Plan - Lower Ground  
 1:250

Phase 1 – Lower lower ground level



Phase 1 –upper ground floor level

Phase 1 Ground floor level











Elevated view of proposed Leven Square



Images – Elevated views of proposed Leven Square



Images – elevations



Image – view of The Yards from Abbott Road



Images – View from the Park (open Space)



Image – View from the Park



Image – view from the River side