



**Application for Planning Permission**

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<b>Reference</b>	PA/18/03089
<b>Site</b>	Site north west of Leamouth Road Roundabout, Leamouth Road, London
<b>Ward</b>	Poplar
<b>Proposal</b>	Erection of 19 storey building (up to maximum height of 64.250 metres AOD) to provide a new 350 room hotel (Use Class C1) together with ancillary restaurant and bar, car parking, cycle parking and landscaping.
<b>Summary</b>	Grant planning permission with conditions and planning obligations
<b>Recommendation</b>	
<b>Applicant</b>	Tarragon Developments Ltd
<b>Architect</b>	Dexter Moren
<b>Case Officer</b>	Julian Buckle
<b>Key dates</b>	<ul style="list-style-type: none"><li>- Application registered as valid on 08/11/2018</li><li>- Public consultation finished on 13/12/2018</li><li>- Car parking levels and landscape agreed end of March 2019</li></ul>

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**EXECUTIVE SUMMARY**

The proposed development would make good use of a vacant site and provide 350 new hotel rooms. The development of this site would facilitate a new data centre nearby (approx. 200m) and the demolition of the existing Travelodge Docklands Hotel.

The height, massing, and design of the scheme would result in a striking building that frames this part of Blackwall and it would respond well to the site constraints. Namely the East India Dock Tunnel running beneath the site which severely restricts the building footprint.

The site layout would be separated into four main parts: a pocket park; a landscape buffer; the southern landscape area; and the car park accommodating 35 spaces. The car parking levels have been substantially lowered since submission and would be in accordance with transport and air quality policies. The site layout would enhance the existing boundary conditions and permeability within the area.

The impacts to neighbouring occupiers would be limited and acceptable for an urban location. The development would have a neutral impact on the setting of the Grade II listed East India Dock Wall.

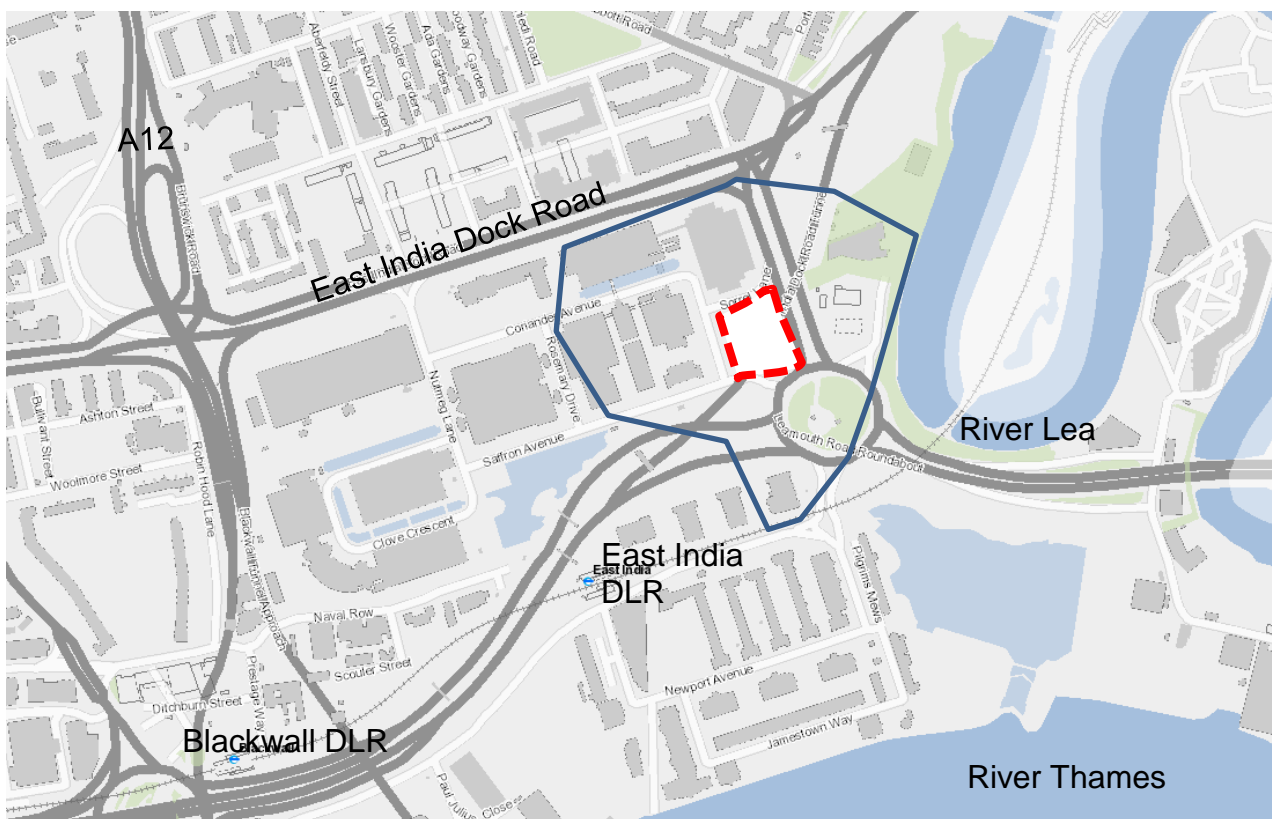


Figure 1 – Site Location

Legend:

Site boundary – dashed line

Consultation boundary: solid blue line

## 1. SITE AND SURROUNDINGS

- 1.1 The site is currently vacant and measures 0.35 hectares. The site is bound by Sorrel Lane, Oregon Drive, Saffron Avenue, and Leamouth Road. The Leamouth roundabout is directly south-east of the site.
- 1.2 The building to the north known as Telehouse North 2 stands at ten storeys in height and the building to the west is lower at five storeys in height; both these buildings are used as data centres. To the east the consented residential development known as Orchard Wharf will be twenty-four storeys in height. However, this is not yet built at the time of this report.
- 1.3 Beyond this site lies Bow Creek a tidal section of the river Lea. South-west of the site is Saffron Pond which is designated as a site for nature conservation (SINC). The green grid network runs along Saffron Avenue, Oregon Drive, and Sorrel Lane.
- 1.4 The site benefits from being close to the East India DLR station (approximately 255m to the south-west) and Canning Town Underground Station (approximately 650m to the east). Several bus routes serve the site along Leamouth Road. The roads that frame the former docks are known as Aspen Way, East India Dock Road, and Leamouth Road, all of which form part of the Transport for London Strategic Road Network (TRLN). Cycle Superhighway CS3 runs around the site along Saffron Avenue, Oregon Drive, and Sorrel Lane.
- 1.5 The site was formerly part of the East India Docks and over-time as the role of shipping declined these have been infilled and built upon. The area has a mix of office uses and data centres, with a few supporting shops and restaurants. This gives the area its functional character.
- 1.6 What remains of the Grade II listed East India Dock wall frames the wider area along the southern and western edge. A section of the wall is also retained between the carriageway of Leamouth Road directly to the east of the site. The site is within an Archaeological Priority Area.

## 2. PROPOSAL

- 2.1 The application proposes a 350 room hotel measuring 19 storeys in height. The building would be positioned on the north-west corner of the site and comprise of:
  - Ground floor - Reception and Back of House
  - First floor - Restaurant/Bar
  - Second to Eighteenth floor - Hotel rooms
- 2.2 The total Gross Internal Area (GIA) would measure 11,759sqm and the maximum height of the building would measure 64.25m. Access and egress to the site would take place from Sorrel Lane and Saffron Avenue.
- 2.3 A total of 35 car parking spaces are proposed, 5 of which would be blue badge spaces. Of the 35 spaces 40% would provide active electric charging points. The site would provide a pocket park and access across the southern landscaped area. The perimeter of the site would be lined with planting and there would be a refuse store located on the north-east corner.



Figure 2: Site layout



Figure 3: CGI looking north

### Link to proposed Data Centre application

- 2.4 The application assessed within this report is linked to an application for the demolition of an existing hotel and erection of a new data centre at Coriander Avenue (under planning reference PA/18/03088).
- 2.5 This is because there is an existing Travelodge hotel at Coriander Avenue and this site will cease to operate once the new hotel - proposed north-west of Leamouth roundabout - is in operation.
- 2.6 The Section 106 agreement for both applications will ensure that there will not be two hotels in operation at the same time. This is to ensure acceptability of the land use. The two sites are approximately 235m apart and are within the same estate.
- 2.7 This 'land swap' is largely driven by the fact the application site has the East India Dock Tunnel running directly beneath it, which severely restricts the developable area and intern the building typology that can be constructed. A hotel use can be delivered on a much smaller footprint than that required to house a data centre (such are their functional requirements) and henceforth the two sites are being proposed in this way.
- 2.8 It must be noted that the two applications will be assessed separately and they must both meet current policy. The link between the two applications is only material in so far as considering the acceptability of the principle of development.

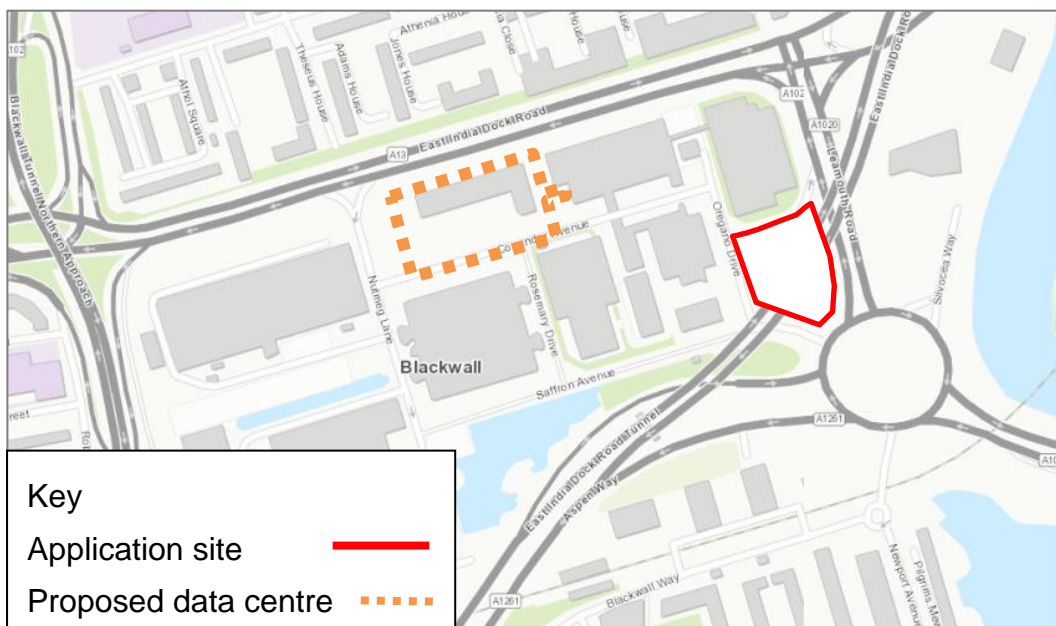


Figure 4: Map showing link to proposed data centre under PA/18/03088

## 3. RELEVANT PLANNING HISTORY

### The Application Site

- 3.1 PA/14/00074 – Permitted 23/10/2014  
Erection on Site 6 of a new 10 storey data centre building of 66m in height comprising approximately 24,370m<sup>2</sup> of floor space including provision of roof top plant and satellite dish; reconfiguration of loading bay area to North building; new first floor bridge link to

existing North building; erection on Site 8 of a new 12 storey office development 65m in height comprising approximately 13,283m<sup>2</sup> of floor space; provision of car and cycle parking; re-routing of existing cycle path on Sorrel Lane; associated landscaping; provision of security fencing, gates and other associated works

#### **4. PUBLICITY**

- 4.1 The applicant carried out public consultation prior to submission of the application (details are set out in the applicant's Statement of Community Involvement dated October 2018). The consultation took place between June and July 2018 and included two public consultation events.
- 4.2 Following the receipt of the application, the Council notified nearby owners/occupiers by post and by site notices. A press advert was also published in a local newspaper. A total of 21 representations were received in favour and none in objection.
- 4.3 The points raised during consultation are summarised below.
- The proposal will create jobs and provide training
  - The scheme will bring investment opportunities to the borough
  - The green space will be usable by local residents
  - Electric charging ports are a benefit
  - They will have little (negative implied) impact to local residents
  - The green space will make the area feel less business oriented
  - The family sized rooms are good for people with disabilities
  - The high quality design and architecture would be welcomed
  - Hotel guests will add to the local economy
  - Working with local charities is supported

Officer comment: The points raised will be considered within the relevant sections of the report.

#### **5. CONSULTATION RESPONSES**

- 5.1 Internal and external consultees were consulted in November 2018.
- 5.2 Transport for London (TfL) and the Greater London Authority (GLA) were shown updated layout plans in March 2019 once the final car parking levels had been agreed. TfL have provided comment whilst the GLA have yet to provide an updated position.

#### **Environment Agency**

- 5.3 No objection, development at low risk of flooding. Council must be satisfied with the emergency access/egress or refuge within the proposed building.



## **Greater London Authority**

### *Principle of development*

- 5.4 The proposed hotel in this accessible location within the Lower Lea Valley Opportunity Area is supported in strategic planning terms.

### *Urban design*

- 5.5 The height, massing and architecture are supported. The scheme is dominated by surface car parking which significantly compromises the design and is contrary to policy; this must be reduced. The proposed landscape strategy should be revised to increase areas of meaningful soft landscaping and public realm. No harm would result to nearby heritage assets.

### *Sustainable development*

- 5.6 The extent of hard surfacing should be reduced with a view to maximise urban greening and contribute towards the reduction of the heat island effect. Details of planting and a calculation of the proposal's Urban Greening Factor should be provided.

### *Transport*

- 5.7 The proposed level of parking generates a mode share of 33.4% of trips by car, which does not comply with the intent of the draft London Plan. Car parking should be reduced and the Transport Assessment should be revised to reflect a higher proportion of trips by foot, cycle or public transport, in line with the Mayor's strategic targets.

### *Energy*

- 5.8 The applicant has followed the energy hierarchy and the proposed strategy is generally supported; however, further information is required before the proposals can be considered compliant with London Plan Policy 5.9 and draft London Plan Policy S12.

### *Drainage*

- 5.9 The surface water drainage strategy for the proposed development does not currently comply with London Plan Policy 5.13 and draft London Plan Policy SI.13, as it does not give appropriate regard to the drainage hierarchy and greenfield runoff rate. Further details on how SuDS measures at the top of the drainage hierarchy will be included within the development, and how greenfield runoff rate will be achieved should be provided. Additional attenuation storage volume calculations, attenuation tank dimensions, and SuDS maintenance information should also be provided.

## **Greater London Archaeology Advisory Service**

- 5.10 No objection subject to conditions requiring a Written Scheme of Investigation to be submitted for approval.
- 5.11 This is on the basis that no basement is proposed and the impact on any buried features connected with the docks, features that have direct associations to the listed dock wall, could be managed with foundation design and/or fieldwork recording.

## **National Air Traffic Services**

5.12 No safeguarding objection.

### **London City Airport**

5.13 No safeguarding objection, request condition on cranes.

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

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

### **LBTH Air Quality**

5.15 Subject to achievement of air quality neutral no objections. A condition is requested in relation to the Construction Management Plan.

### **LBTH Biodiversity**

5.16 Subject to the agreement of the three conditions and precautionary Jersey cudweed survey there are no objections to the proposed development, which will provide net gains in biodiversity required by policy DM11.

### **LBTH Contaminated Land**

5.17 No objections, request a condition for scheme of investigation.

### **LBTH Sustainability**

5.18 The applicant has submitted additional details investigating the option of utilising centralised heat pumps instead of the proposed CHP. The information shows CHP design offers greater carbon savings and this is the system proposed to deliver 36.5% reduction in CO2 emissions compared to the building regulation 2013 baseline.

5.19 At present the proposals fall short of the 45% CO2 emission policy requirement. In order to support the proposed scheme, appropriately worded Conditions and a S106 agreement for a carbon offsetting contribution of £98,424 to be payable prior to commencement of development, should be incorporated to deliver the shortfall in CO2 emission reduction off-site.

5.20 The CO2 figures for the proposed energy statement CHP option are:

- Baseline – 643.26 Tonnes/CO2/yr
- Proposed Design – 408.47 Tonnes/CO2/yr
- Policy Target – 353.79 Tonnes/CO2/yr
- Carbon offsetting contribution to DM29 policy requirement – 54.68 (Tonnes/CO2/yr) x £1,800 = £98,424

5.21 It is recommended that the proposals are secured through appropriate conditions to deliver:

- Delivery of Energy Strategy and CO2 savings to at least 36% and submission of as built calculations to demonstrate delivery of the measures
- Carbon offsetting Contribution of £98,424
- Submission of Final BREEAM certificate to demonstrate scheme delivered to a BREEAM Excellent standard

### **LBTH Noise**



5.22 Noise level of the plant and equipment must be 10dB below the lowest recorded background level at the nearest noise sensitive receptor. An internal noise report required showing compliance with BS8233 is required. Both these issues can be addressed via a condition.

#### **Metropolitan Police - Crime Prevention Officer**

5.23 No objection. Secure by Design measures should be secured by condition.

#### **Natural England**

5.24 Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected sites or landscapes.

#### **Thames Water**

5.25 The current information is insufficient and therefore Thames Water request two conditions in relation to waste water and existing water network infrastructure. Subject to the conditions there is no objection.

#### **Transport for London**

5.26 Car Parking – A total of 82 car parking spaces was initially proposed which was not supported in the strongest terms. This was on the basis that it did not meet existing or draft London Plan policy (2016) or the Mayor's Transport Strategy.

5.27 TfL is now satisfied with the revised level of parking (35 spaces) – it represents a meaningful reduction and supports the strategic policy objectives set out in the Mayor's Transport Strategy and draft London Plan and the Isle of Dogs and South Poplar Opportunity Area Planning Framework.

5.28 Cycle parking and Superhighway – Long and short stay cycle parking will be provided in line with draft London Plan standards, 18 and 8 spaces respectively. The Construction Management Plan should include details of any proposed re-routing of the Cycle Superhighway to avoid conflict between cyclists and construction vehicles.

5.29 Coaches - No specific coach parking is proposed on site. The TA does however demonstrate that a coach is able to access and egress the site in a forward gear. This is considered sufficient by TfL.

5.30 Freight and travel planning – a full delivery and service plan and travel plan should be secured as a condition.

5.31 A13 East India Dock Tunnel - The A13 East India Dock Tunnel runs directly below the site. It is welcomed that the applicant has already engaged with the relevant part of TfL on this matter. Should planning permission be granted, the applicant will need to enter into an Infrastructure Protection / Build Over Agreement with TfL prior to implementation of the development.

#### **Other Consultees**

5.32 The following were consulted but did not comment:

- Docklands Light Railway
- Health and Safety Executive

- LBTH Sustainable Urban Drainage

## 6. 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 (LP)
- Tower Hamlets Core Strategy 2010 (SP)
- Tower Hamlets Managing Development Document 2013 (DM)

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

Land Use - LP4.5, LP2.16, SP06, DM7

(hotel)

Design - LP7.1-7.8, LP7.18, SP09, SP10, SP12, DM10, DM23, DM24, DM26, DM27

(layout, massing, building heights, materials, public realm, heritage)

Amenity - LP7.6, LP7.15, SP03, SP10, DM25

(privacy, outlook, daylight and sunlight, construction impacts)

Transport - LP6.1, LP6.3, LP6.9, LP6.10, LP6.13, LP6.14, SP05, SP09, DM14, DM20, DM21, DM22

(sustainable transport, highway safety, car and cycle parking, waste, servicing)

Environment - LP3.2, LP5.1 - 5.15, LP5.21, LP7.14, LP7.19, LP7.21, SP03, SP04, SP11, DM9, DM11, DM13, DM29, DM30

(biodiversity, energy efficiency, air quality, drainage, contaminated land)

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

- National Planning Policy Framework (2019)
- National Planning Practice Guidance (updated 2019)
- LP Draft New London Plan (2018)
- GLA AQ Neutral Final Report (2014)
- LBTH Employment Land Review (2016)
- LBTH Planning Obligations SPD (2016)
- LBTH Draft Local Plan (2019)

## 7. PLANNING ASSESSMENT

The main planning issues raised by the application are:

- i. Land use
- ii. Design & Heritage
- iii. Neighbour amenity
- iv. Transport
- v. Air Quality
- vi. Environment
- vii. Local Finance Considerations
- viii. Equalities and Human Rights

## **Land Use**

### Background and context

7.1 As outlined in paragraphs 2.4 – 2.8 of this report the proposed hotel is linked to the nearby site of the existing hotel at Coriander Avenue. This 'land swap' to facilitate a new data centre is being secured within the S106 agreements to both developments.

### Principle of hotel use

- 7.2 The site itself is within the Lower Lea Valley Opportunity Area and has good connectivity to City Airport via the Docklands Light Railway (DLR). It also benefits from being near to Canning Town Underground station. Therefore, in strategic policy terms (policy 4.5 London Plan 2016) the site would be suitable for a hotel use and provide a reasonable alternative to central London locations.
- 7.3 Policy SP06(04) seeks to concentrate hotels in town centre locations to attract visitors and support tourism. Supporting paragraph 5.5 recognises the significant role hotels and tourism play in supporting the borough's economy, and the need for other parts of London to reduce pressure on central hotels.
- 7.4 Policy DM7 provides additional guidance to ensure hotel uses are appropriately located and managed; this is split into parts a, b, c, and d and is considered sequentially below.
- 7.5 Part a) states that visitor accommodation will be supported where the size is proportionate to its location within the town centre hierarchy. The site falls just outside of the Blackwall Local Office Location (LOL), is 500m from the Poplar Neighbourhood Centre, and 1.1km from the Canary Wharf Major Centre.
- 7.6 The existing Travelodge hotel site at Coriander Avenue is within the LOL and it is considered that the demolition of the hotel would allow for more B class employment uses to come forward within the LOL. The location of the new hotel would be just outside of the LOL and this use would support the function of the nearby offices, and that of the Canary Wharf Major Centre. The site's proximity to East India DLR station and Canning Town Underground Station meets the aims of the policy which is to locate hotels in areas of good public transport accessibility and for hotels to be complimentary to existing uses.
- 7.7 Part b) seeks to establish if there is a need for visitor accommodation. The existing hotel on Coriander Avenue demonstrates there is a need for such accommodation and officers are satisfied that the increase in the size of the hotel can help meet the growing demand from leisure and business visitors.

- 7.8 Part c) seeks to protect land for housing and ensure visitor accommodation does not compromise housing supply. Whilst the site is currently vacant there is an existing permission for a 14 storey office development (use Class B1) which has not been implemented. The site's location adjacent to a cluster of office buildings would mean housing would not be the most suitable land use in this location. It is not within a housing zone or any site allocation and therefore officers are satisfied the proposal would not compromise the supply of land for new homes.
- 7.9 Part d) seeks to ensure there is not an over-concentration of hotels within the borough. The demolition of the existing hotel and re-provision of a larger hotel does intensify the use within this location. However, this is not comparable to a development of a new hotel near to an existing one. In assessing whether there would be an over-concentration it is necessary to consider the existing provision of hotels in the local area and weigh this against the expected demand for rooms within the borough.
- 7.10 The GLA Working Paper 88 released in April 2017 outlines the projected demand for visitor accommodation in London until 2050. It states that in Tower Hamlets there will be a net change in demand for rooms of 8.9% for the period of 2015-2041, which represents a total of 5,158 additional rooms.
- 7.11 Therefore given the limited number of large scale hotels within the nearby area (as defined within 1km) and the projected demand for hotel rooms in the future, it is considered there would not be an over-concentration of uses and officers are satisfied this part of the policy has been addressed.

#### Draft Policy

- 7.12 The emerging Local Plan policy D.TC6 also seeks to concentrate hotels in the CAZ, Activity Areas and major and district centres but also states that hotels will be supported along primary routes where adjacent to transport interchanges. In light of the close proximity of the A12 and A13, East India DLR station, and bus stops, the proposed location is in conformity with this policy.
- 7.13 However, the emerging Local Plan has also changed the boundary of the Blackwall Local Employment Location (LEL), which now covers this site. The application will therefore have to be assessed in relation to Policy D.EMP4.
- 7.14 The relevant parts of this policy (a and d) require non employment uses within LELs to be: compatible with other uses; to provide a range of units to meet the needs of small-to-medium enterprises; and be capable of supporting B8 uses, such as data storage, within the Blackwall LEL.
- 7.15 It is considered that the hotel use would be compatible with other uses and through the relocation of the hotel it would release land for a data centre and therefore be in conformity with the policy by supporting new B8 uses.

#### Conclusion

- 7.16 Overall the proposed hotel would be in an appropriate location and support the functioning of the nearby office uses. It would help meet a demand for new visitor accommodation and wouldn't result in an overconcentration of such uses. The policy seeks to ensure hotels do not compromise sites for housing, and as outlined above, the site context would be unsuitable for a residential development.

- 7.17 The new hotel would release land for a data centre which is designated as a Local Employment Location in the draft LBTH Local Plan (2019) and specifically the Blackwall area is recognised as being suitable. The proposal would therefore comply with draft LBTH Local Plan (2019).

## **Design & Heritage**

- 7.18 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.

### Layout

- 7.19 The layout to the building has evolved through discussion with officers and once a greater understanding of the buildable area was established. The footprint of the building is largely determined by the exclusion zone required to protect the East India road tunnel, which runs beneath the site. It means only a small portion of the site is developable, and this is why the building is positioned on the north-west corner of the site.
- 7.20 The building layout follows a triangle shape at ground and first floor, and from second floor and above it follows a T-shape to give the building a distinct form. The shape of the building frames what is a corner site to the wider estate. The main entrance to the hotel is positioned on the south-western corner in response to the key desire lines for pedestrians arriving from East India DLR and to ensure a legible entrance that faces away from the surrounding data centres.
- 7.21 The constraints of the site mean that there is considerable plant and back of house facilities that need to be located at ground level. This has resulted in the restaurant and bar area being located at first floor level.
- 7.22 There would be 22 rooms to each floor 2 of which would be wheelchair accessible and the floor plans would be identical from the 2<sup>nd</sup> floor to the 16<sup>th</sup>. The top floor would feature two less rooms on the south western and north eastern corners.
- 7.23 Overall the layout to the building would respond well to the surrounding context and the ground floor reception area would be clearly legible. The floorplan would represent an efficient layout that maximises the buildable area of the site and the building's orientation clearly frames the wider estate.

### Townscape, Massing and Heights

- 7.24 Policy DM26 makes clear that the height and scale of buildings should be proportionate to their location within the town centre hierarchy. Policy DM26 also requires development to achieve a high architectural quality which contributes positively to the skyline, not adversely affecting heritage assets or strategic views, presenting a human scale at street level including not creating unsuitable microclimate conditions.
- 7.25 The site is located in an Opportunity Area and is in an area of relatively tall buildings. Directly north is the TN2 data centre at 66m in height. To the west there are more data centres which are of a similar height albeit with some lower buildings fronting Saffron Avenue. South-west are the three Elektron Towers at 75m in height.

- 7.26 The height of the building would be just below that of the adjacent data centre TN2 and would in townscape terms appear as a good response to the prevailing heights within this area of Blackwall. The building's T-shape would give rise to a relatively slender tower albeit with one dominant and wider elevation facing south-east. The buildings relatively low plot coverage would add grain to an area that is dominated by larger footprint data centres and offices.
- 7.27 The hotel would therefore create a positive relationship to the surrounding buildings by being distinct in its mass and footprint, adding contrast to the data centre typologies located to the north and east.

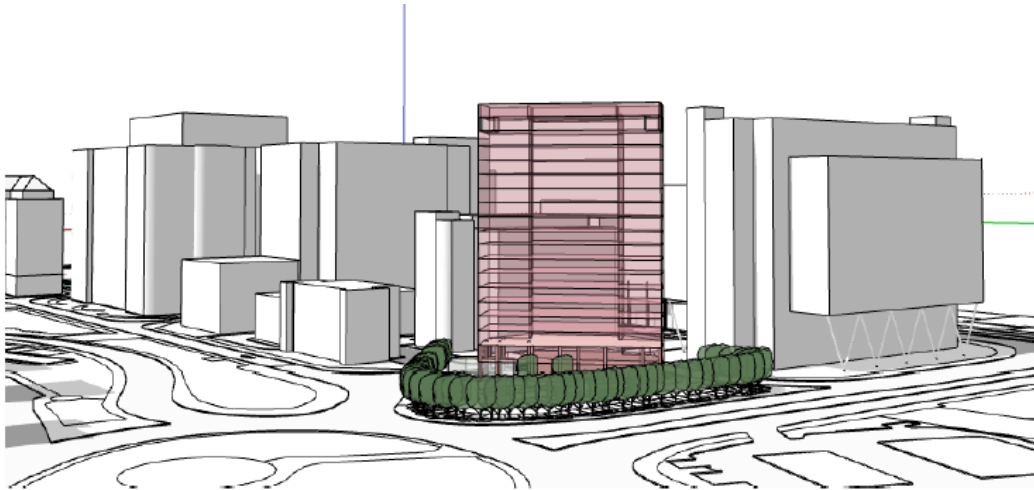


Figure 5: Axonometric showing proposal in relation to surrounding buildings

Form, appearance, and materials

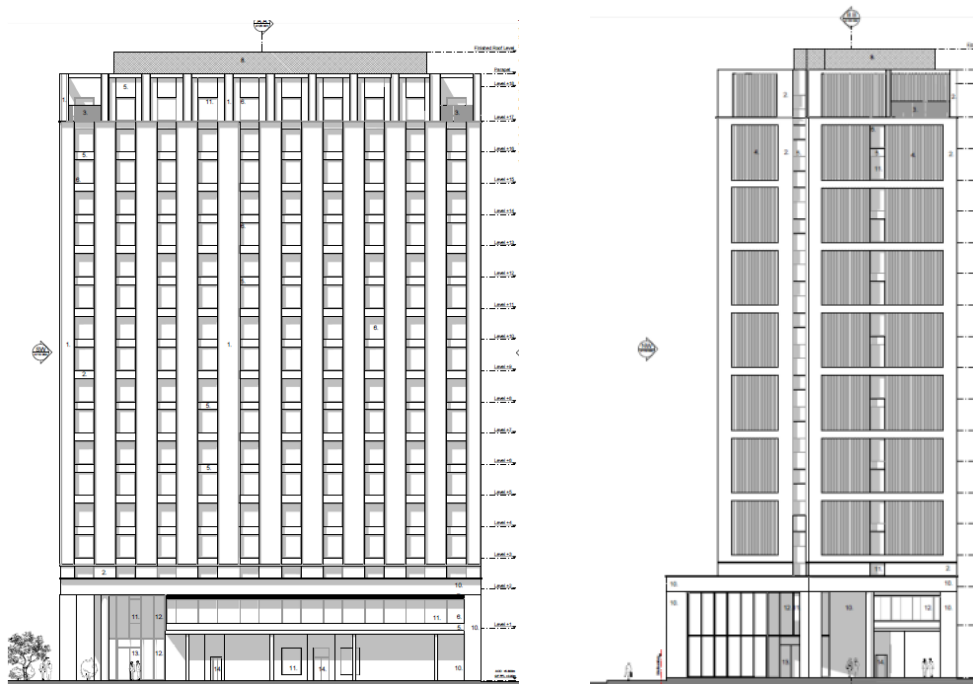


Figure 6: Front (left) and side elevations (right)

- 7.28 The building is designed as a tripartite with a distinct base, middle, and top. The base stands at two stories and appears with four main pillars at each corner. A double height recess creates an obvious entrance area and the base appears as a solid 'table-top' like structure on which the rest of the building sits. The base would be finished in concrete and have a distinctly horizontal emphasis. The structure of the building necessitates other pillars which are structurally significant but appear as visually secondary on the main elevation.
- 7.29 The ground floor features glazing to the entrance way and a glazed curtain wall partway along Oregon Drive. The building overhang allows for car parking underneath the canopy. Above at first floor the restaurant features expansive glazed windows which are in proportion to the base and continue to follow the horizontality that this section of the building clearly expresses.
- 7.30 The middle floors of the building form the majority of the external façade and are articulated with a restrained palette of materials. The projections, folds, and recesses in the façade contribute to an industrial aesthetic that makes reference to the maritime heritage of the area.
- 7.31 The fenestration joins windows in groups of two with grey metal panelling which alternates with the brown metal used for the rest of the building helping to create a strong grid pattern expressed every second floor. The vertical corrugated texture to the sides of the building gives variation and texture to the subservient elevations.
- 7.32 The top of the building features a projecting plimsoll line that clearly marks the top level and the voids on either side of main elevation give a crown to the building. The top floor would deliberately diverge from the strong repetition of the middle section and deliver on the building's design rationale to have three distinct parts.

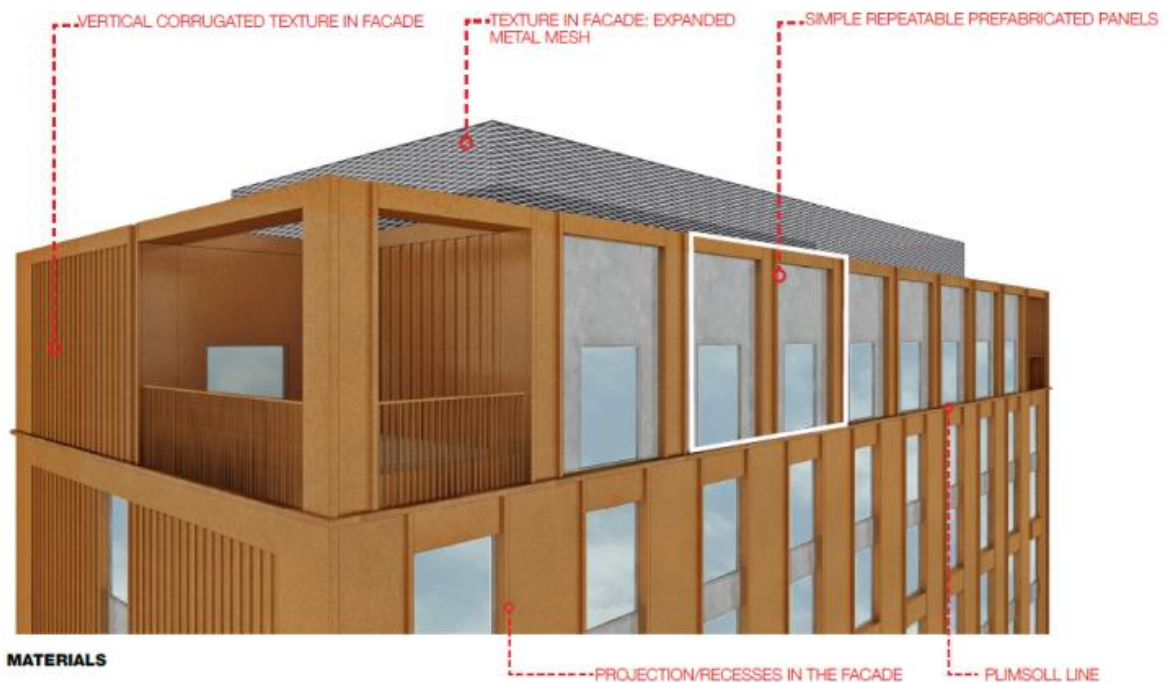


Figure 7: 3D render of building top



- 7.33 To the rear the façade has been simplified whilst still maintaining the key principles in terms projections, folds, and recesses which maintains the buildings industrial aesthetic and seeks to refrain from creating further architectural expressions which result in an honest and functional design.
- 7.34 Officers consider that subject to securing details of materials and architectural detailing by condition, the proposed building represents high quality architecture.

#### Landscaping & Public Realm

- 7.35 The site benefits from a large area which cannot be built upon and therefore the site has an opportunity to provide significant biodiversity enhancements and make improvements to the immediate context.
- 7.36 The site would provide two vehicular access points and 35 car parking spaces, 5 of which would be blue badge spaces. The landscape within the site can be divided into three main areas: the pocket park; the car parking; and the southern landscaped area/route.
- 7.37 The pocket park would be located near to the entrance of the hotel and it is envisaged this area would be for short resting time; it is arranged such that it would be connected to the hotel but segregated from the car park.
- 7.38 The car park area is arranged in response to the two access and egress points which are off Sorrel Lane and onto Saffron Avenue. The car park would be nearest to the building and be segregated where possible with planting. A number of the spaces would also feature grass mats to allow grass to grow through.
- 7.39 The landscaped area to the south would provide a significant amount of additional planting in the form of trees and shrubs compared with the existing vacant site as well as provide a pedestrian route across the site. This would help permeability through the site and create a better pedestrian environment for those coming from Orchard Wharf and walking towards the East India DLR station. It would also provide relief from the busy roads and roundabout and would enhance the landscape.
- 7.40 This route is intended to be open all the time and well-lit at night to ensure that gates are not required. The council will ensure this route is publically accessible for as much of the day as possible, recognising the need to address safety issues and in discussion with the applicant. Access will be secured through the S106 agreement to ensure an acceptable provision is maintained.
- 7.41 Overall the proposed landscaping would offer multiple benefits to both the public and users of the hotel, in the form of the southern access route and the pocket park. The character of these spaces would be well defined and the site would provide a welcome addition to the green grid network. Full details of the boundary treatment, pathways, benches, and planting should be secured via condition.



Figure 8: CGI of entrance area from pocket park

### Safety & Security

- 7.42 The proposal has been designed in a way to ensure that there is natural surveillance of the cycle parking spaces and to the pocket park from the hotel entrance and reception area. Subject to adequate lighting of the proposed new pedestrian access route it is considered this would be safe.
- 7.43 It is likely there will be some CCTV for the car park area and details of this would be subject to a further application or carried out under permitted development rights. Overall the activation of this vacant site and the surrounding public realm is positive and this will increase the level of natural surveillance in and around the site.
- 7.44 A condition will be attached to the schedule requesting that a Secure by Design accreditation is achieved.

### Built Heritage

- 7.45 Development Plan policies call for development affecting heritage assets and their settings to conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

7.46 The Grade II listed East India Dock Wall and Gateway (listing 1357843) is situated between the carriageway along Leamouth Road and the Blackwall Goods Yard Entrance Gateway (Listing 1357528) is situated on the east side of Leamouth Road. These are the only listed structures in which the building would impact upon their setting.



Figure 9: East India Dock Wall (site boundary in blue)



Figure 10: Blackwall Goods Yard Entrance



Figure 11: East India Dock Wall from Leamouth Road roundabout approach



Figure 12: East India Dock Wall (TN2 data centre behind)

7.47 The wall is an important piece of history and links the area to its past as a former dock. The wall itself is made of London stock brick and dates from the early 19<sup>th</sup> century. There is a central gateway which provides access through the wall across the road.

7.48 Opposite the wall is the Blackwall Goods Yard Entrance Gateway which comprises of a pair of gate piers joined by a later brick wall dating from 1807 -15. Originally it was an entrance to East India Company's Cos Pepper group of Warehouses.

7.49 The Blackwall Goods Yard (BGY) Entrance Gateway would be to the east of the East India Dock Wall and its significance as an entrance is most readily appreciated in views looking west-east (see figure 10). The building would be approximately 60m away over the other side of the dock wall and Leamouth Road. It is therefore considered the proposed development would not materially impact the setting of this heritage asset.

- 7.50 The East India Dock Wall is however much longer than the BGY Entrance Gateway running almost the length of the section of Leamouth Road from the roundabout to East India Dock Road to the north (see figure 12).
- 7.51 It's difficult to envisage how the setting of the wall could be enhanced or better revealed without removing traffic from either side of Leamouth Road. This road layout severely limit's people's ability to appreciate the wall's full length, detailing, and structural rhythm.
- 7.52 Whilst the proposed landscaped buffer to the application site would be a marked improvement on the existing perimeter hoarding this would have limited impact on the setting of the wall itself, in the main due to the road dominating its setting. The building itself would be considerably larger in scale and would largely comprise of brown metal cladding. The scale and appearance would clearly differentiate the development as a modern and separate architectural intervention, and would not compete with the scale, appearance, or rhythm of the brick wall.

#### *Balancing harm and benefits*

- 7.53 Therefore, whilst the proposed development would be of a much greater scale than the wall and although it would create an improved boundary treatment this would have a neutral impact, and would neither harm nor enhance the significance of the setting East India Dock Wall.

#### Archaeology

- 7.54 Development plan policies require measures to identify, record, protect, and where appropriate present the site's archaeology. The site is within the Blackwall Archaeological Priority Area.
- 7.55 The Greater London Archaeological Advisory Service (GLAAS) was consulted and advised that there is potential for buried remains of the East India Dock quayside wall present at the site. As a structure closely and functionally associated with the above ground Grade II listed dock wall it may be of heritage significance and therefore conditions for archaeological evaluation for dockside structures and their subsequent management should be included.
- 7.56 This would involve work to evaluate their presence and significance and then further steps to preserve important remains and record remains of lesser significance. Officers are satisfied that subject to the conditions the proposal would be in conformity with the policy requirements for archaeology.

#### **Neighbouring Amenity**

- 7.57 Development Plan policies seek to protect neighbour amenity by ensuring that privacy is safeguarded, that there is an acceptable level of daylight and sunlight conditions for occupiers of new developments and existing surrounding developments. As well as safeguarding privacy, not allowing unacceptable levels of noise.

#### Privacy and Outlook

- 7.58 The closest relationship between the proposed building and neighbouring residential properties would be to the east where the consented development known as Orchard Wharf is currently under construction. The distance between the two buildings at the closest point would be 47m and this is far above the minimum separation distance of 18m between habitable room windows.



- 7.59 The surrounding data centres to the north and west would not be sensitive to any overlooking or privacy.

#### Daylight, Sunlight and Overshadowing

- 7.60 The applicant has submitted a daylight and sunlight report for the application which has been reviewed. The nature of the surrounding buildings to the north and west as data centres is such that the only sensitive receptor is that of Orchard Wharf – located to the east of the application site.

#### *Daylight*

- 7.61 The daylight results for Vertical Sky Component (VSC) show that of the 217 windows impacted by the development only 17 would be less than 80% of their former value. These 17 windows would serve 8 Living/Kitchen/Diners (LKD) and 8 bedrooms. It should be noted that of the 8 LKDs these rooms would be served by other windows which would meet the BRE requirements for VSC, and when measuring the impacts of the development on Daylight Distribution they would be within the BRE guidelines.
- 7.62 With respect to the 8 bedrooms all of them would have a VSC of above 10 with most being within the mid-teens. Therefore, whilst the impact of the development would result in greater than 20% reductions of VSC there would still be adequate daylight given the context. The Daylight Distribution for the bedrooms would be within the BRE guidelines and therefore overall the impacts would be relatively minor to the aforementioned bedrooms.
- 7.63 Overall there would be some minor adverse impacts on a small number of LKDs and bedrooms which would represent 7.8% of the total number of windows impacted by the development. As outlined above there are mitigating factors which mean these impacts would not be unacceptable, and in the context of the site and wider area the affected rooms would still have adequate daylight conditions.

#### *Sunlight*

- 7.64 In general a building which has a particular requirement for sunlight will appear reasonably sunlit provided at least one main window faces within 90degrees of due south and the centre of at least one window to a main living room can receive 25% of annual probable sunlight hours, including at least 5% of annual probable sunlight hours in the winter months between 21 September and 21 March.
- 7.65 In housing the main requirement for sunlight is in living rooms, where it is valued at any time of the day but especially in the afternoon. It is viewed as less important in bedrooms and kitchens where people prefer it in the morning.
- 7.66 Sunlight to an existing dwelling may be adversely affected if the centre of the window receives less than 25% annual probable sunlight hours (APSH), or less than 5% of annual probable sunlight hours in winter, and receives less than 0.8 times its former sunlight hours during either period, and has a reduction in sunlight over the whole year greater than 4% APSH
- 7.67 144 rooms have been assessed for sunlight with at least one window which faces within 90 degrees of due south. Of these 56 would be for Living/Kitchen/Diners and all would meet the BRE guidelines except for one. None of the windows to room R1/102 would

meet the requirements for sunlight however it is considered that the percentage loss to these windows of 28%, 50%, and 24% across the year would not be unacceptable in the context, and given all of the other windows to the development would meet the BRE guidelines that this impact would not be sufficient to warrant any amendments to the proposed development.

### *Summary and Conclusions*

- 7.68 The proposal would result in no overshadowing of any private residential gardens or any communal amenity space. The impacts with respect to daylight would be minor by virtue of the surrounding land uses and distance between the development and the nearest sensitive receptor. With respect to sunlight the development would not have an unacceptable impact to the nearby residential development. Overall the development by way of its orientation and position would not cause any unacceptable daylight or sunlight impacts to the neighbouring residential receptors.

### Noise and vibration

- 7.69 The application is supported by an environmental noise survey which was reviewed by the Council's Environmental Health Noise team. It is not envisaged that the completed development would significantly impact on neighbouring amenity from noise and vibration.
- 7.70 In order to ensure that the internal noise levels to the hotel rooms would be acceptable a condition demonstrating compliance with BS8233:2014 will be recommended. A condition would also be recommended to ensure any necessary mitigation measures related to mechanical plant is installed and maintained so as not to worsen the noise environment for nearby residents.

### Construction Impacts

- 7.71 Demolition and construction activities are likely to cause some additional noise and disturbance, additional traffic generation, and dust. In accordance with relevant Development Plan policies, a number of conditions are recommended to minimise these impacts. These would control working hours and require the approval and implementation of a Construction Management Plan.

### **Transport and highways**

- 7.83 Development Plan policies promote sustainable modes of travel and the limits on car parking for hotel uses is determined by their location and the level of public transport accessibility (PTAL). They also seek to secure safe and appropriate servicing.
- 7.84 According to the TfL WebCAT online tool the PTAL rating for the site is level 4. However this uses data from 2011 and there have been alterations to the transport network in the area since this date. The applicant has put forward information to demonstrate the site is actually in an area with a PTAL rating of 3.
- 7.85 This is relevant in so far as it gives an indication as to the public transport accessibility. However, the site would be within less than a minute's walk of an area with a PTAL rating of 4 and within about 5 minutes' walk of East India DLR station to the west. Around 14 minutes' walk to the east is the Jubilee line at Canning Town station. PTAL ratings are a helpful indicator of access to public transport but should not be regarded mechanistically.

- 7.86 London Plan (2016) policy 6 parking addendum paragraph 6A.8 states that for hotel and leisure uses:
- 7.87 *“In locations with a PTAL of 4–6, on-site provision should be limited to operational needs, parking for disabled people and that required for taxis, coaches and deliveries/servicing. In locations with a PTAL of 1–3, provision should be consistent with objectives to reduce congestion and traffic levels and to avoid undermining walking, cycling or public transport”*

### Car Parking

- 7.88 The applicant initially proposed 84 car parking spaces on the site and there has been continuous dialogue with them to reduce this to an acceptable level. What is acceptable has been determined in accordance with the policy above, and also with regard to the Mayor’s Healthy Streets guidance, air quality policies, and in conversation with TfL on modal share.
- 7.89 The proposed level of 35 car parking spaces, 5 of which would be wheelchair accessible would serve a total of 350 rooms within the hotel. The car park would be restricted to hotel guests only and there would be a provision of 40% active Electric Vehicle Charging Points. 10 of the spaces would be slightly larger in size to accommodate families and electric vehicles – which are on average slightly bigger.
- 7.90 If we accept that the site is within a PTAL 3 then the test is whether the proposal would be consistent with objectives to reduce congestion and traffic levels, and avoid undermining walking, cycling or public transport.
- 7.91 The proposal would not undermine walking or cycling given that the site would provide permeability across the site and therefore improve the pedestrian experience. Similarly for the proposal would not undermine cycling and provide sufficient cycle parking within the site. The landscape buffer around the edge of the site is consistent with the Mayor’s Healthy Streets indicators and would be acceptable.
- 7.92 The site context is heavily dominated by the strategic road network of Aspen Way, Leamouth Road, and East India Dock Road. These busy arterial routes serve wider London and are important connectors to Canary Wharf and the City of London. Whilst the proposal would result in an increase in trips within the borough it is likely these would be in the main on the arterial roads. Hotel guests would be encouraged to park their car and use public transport to access the nearby Excel Centre, O2 arena, Canary Wharf, and central London. Therefore whilst there would be some increase in trips is it not anticipated that the proposal would be inconsistent with the objectives to reduce congestion or traffic levels.
- 7.93 This is further supported by the fact that the majority of guests will not have car parking – as this represents only 10% of the total number of rooms. The car park will be restricted to guests only and a condition for a Car Park Management Plan is recommended.
- 7.94 London more widely and Tower Hamlets is struggling with congestion and the associated impacts on human health stemming from harmful NO<sub>x</sub> and PM<sub>10</sub> emissions from vehicles. In an ideal scenario to address these impacts on air quality there would need to be a removal of parking from many developments, to discourage driving as much as possible.
- 7.95 In reality the policy with respect to hotel uses is not sufficiently stringent to demand zero car parking, and it is incumbent upon the decision maker to apply policy in a reasoned



and justified manner. Therefore as will be outlined in the further sections on modal share and air quality it is considered that the 35 spaces is consistent with the Development Plan, and that the car parking provision would be acceptable.

#### *Coach Parking*

- 7.96 The applicant has provided information to demonstrate that the layout of the site could accommodate coach parking in the future, and therefore whilst none is proposed in this application there is potential for it to be provided in the future, and as such the coach parking has been safeguarded.

#### Trip Generation and modal share

- 7.97 The proposed modal share for cars would be 10.19% which is in line with the Mayor's Transport Strategy (2018) which requires 10% car mode share for hotel guest trips. This is in line with the overall aim of 80% of all trips within London by 2041 to be made by sustainable modes of transport.
- 7.98 The 10% modal share equates to 197 total vehicle trips per day. It is considered that the nature of the use as a hotel means the spread of trips for walking, cycling, the DLR, and Buses will be more even than a residential use, and therefore it is considered that the impacts to the public transport network would be minimal. TfL has raised no objections with respect the modal share subject to the 10% vehicle trips being achieved.

#### Cycle Parking

- 7.99 The proposal includes cycle parking for the employees of the hotel and a number of short and long stay spaces that are located underneath the building canopy. These would be Sheffield type stands and would be easily accessible, overlooked, and sheltered. This is in accordance with the TfL Cycling Design Standards.
- 7.100 The total provision of 28 spaces is in accordance with London Plan (2016) requirements which would be split into 18 long stay spaces, 6 short stay spaces, and 4 staff spaces.

#### Deliveries & Servicing

- 7.101 All delivery and servicing activities would take place within the site and all vehicles would enter and exit in forward gear. A delivery and service plan will be required to help ensure effective management of servicing arrangements. It is recommended that this is secured by condition.

#### Waste

- 7.102 Development Plan policies require adequate refuse and recycling storage and management, and the re-use of demolition and construction materials.
- 7.103 Waste will be stored at ground floor level on the north-east side of the building and collected via the service bay which is adjacent to the building. There is an overspill bin store proposed on the corner of the site however it is intended to be used infrequently and only when there is excess waste that cannot be stored within the building.
- 7.104 The proposed arrangements are considered acceptable with a condition recommended to secure a final waste management strategy prior to occupation of the development.

## Travel planning

- 7.105 It is recommended that the approval and implementation of final Travel Plans is secured via a s106 obligation.

## **Air Quality**

- 7.106 London Plan (2016) policies stress the importance of tackling air pollution and the need to improve London's air quality for the health and well-being of its people. The Mayor's Air Quality and Transport strategies seek to achieve reductions in pollutant emissions and to minimize public exposure to pollution.
- 7.107 The whole of Tower Hamlets is within an Air Quality Management Area (AQMA) and therefore development should be at least 'air quality neutral'. Where provision needs to be made to reduce emissions arising from a development then this should be achieved on-site.
- 7.108 'Air quality neutral' does not mean that the development has no material impact on the air quality at all. It instead means it achieves emission levels that are below the minimum benchmark.
- 7.109 The benchmark emissions have been produced for different building uses and for differing locations within London. They are divided into the CAZ, Inner, and Outer London (see para 4.3.14 of Sustainable Design and Construction SPG). Developments that do not exceed the benchmark will be considered to avoid any increase in NOx and PM emissions across London as a whole. Thus achieving 'air quality neutral'.

### *Emissions from buildings*

Land use	GIA (m2)	NOx Emissions Benchmark (kg/annum)	NOx Emissions Proposed development (kg/annum)
C1	11,759	834	106

Table 1: Benchmark and proposed emissions (kg/annum)

- 7.110 The table above shows that the proposed development would be well below the benchmark emissions for a hotel use. Furthermore the development would result in no PM<sub>10</sub> emissions and therefore in terms of building emissions the proposal would be better than 'air quality neutral'.

### *Transport emissions*

- 7.111 Under the GLA's Air Quality Neutral report (GLA 2014) it states that a Transport Emission Benchmark (TEB) does not exist for some uses as there is insufficient data on trip lengths. Therefore, a benchmark derived from trip rates should be applied (see table A1.1). For a hotel use (Class C1) in inner London the requirement is no more than 5.0 trips/m<sup>2</sup>/annum. The table below shows the variation on trips depending on the location.

Land Use	Number of Trips (trips/m <sup>2</sup> /annum)		
	CAZ	Inner	Outer
C1	1.9	5.0	6.9

Table 2: Benchmark trips per metre squared per annum

7.112 The proposed development would generate 57,801 annual trips which divided by 11,759m<sup>2</sup> (GIA) is 4.92 trips/m<sup>2</sup>/annum. Thus it is below the 5.0 required under the guidance and therefore the proposal would achieve 'air quality neutral'.

### *Summary*

7.113 The proposal would achieve 'air quality neutral' with respect to both building and transport emissions and therefore would be in accordance with the Mayor's Air Quality strategy and policies on air quality.

7.114 In line with the guidance on dust and pollution from demolition and construction activities it is recommended that a Construction Environmental Management Plan is secured by way of a planning condition.

## **Environment**

### Energy & Environmental Sustainability

7.115 The climate change policies as set out in Chapter 5 of the London Plan, policy SP11 of the Core Strategy and the Managing Development Document policy DM29 collectively require developments to make the fullest contribution to the mitigation and adaptation to climate change, and to minimise carbon dioxide emissions.

7.116 The application is supported by an Energy Statement. This sets out how the proposed development addresses policy requirements to reduce the site's contribution to climate change by minimising the emissions of CO<sub>2</sub>. The applicant has submitted additional details investigating the option of utilising centralised heat pumps instead of the proposed CHP. The information shows CHP design offers greater carbon savings and this is the system proposed to deliver 36.5% reduction in CO<sub>2</sub> emissions compared to the building regulation 2013 baseline.

7.117 At present the proposal falls short of the 45% CO<sub>2</sub> emission policy requirement. In order to offset this the applicant is required to agree for a carbon offsetting contribution of £98,424 to be payable prior to commencement of development.

7.118 Policy DM29 also requires sustainable design assessment tools to be used to ensure the development has maximised use of climate change mitigation measures. The proposal for the scheme is to achieve a BREEAM Excellent and a Pre-assessment has been submitted which shows the scheme is anticipated to achieve a score of 76.49%. The delivery of BREEAM Excellent is supported and should be secured via Condition.

7.119 Subject to the conditions the proposal would be in accordance with relevant Development Plan policies and guidance. Policy DM29 requires a 45% reduction in CO<sub>2</sub> and it is therefore recommended that, in accordance with policy and supporting guidance, a s106 obligation secures a financial contribution of £98,424 towards carbon offsetting projects in the borough.

### Biodiversity

7.120 Development Plan policies seek to safeguard and where possible enhance biodiversity value. Policy DM11 requires developments to deliver net gains in biodiversity.

- 7.121 The application is supported by a Biodiversity Strategy and landscape plan. These documents have been assessed by the Council's Biodiversity officer who has advised that the applicant should conduct a preliminary survey for Jersey Cudweed. If it is to be found on the site then mitigation should be to transfer seeds or plants to the biodiverse roof.
- 7.122 The planting scheme across the site would include a diverse range of nectar rich plants and shrubs. The perimeter planting and pocket park would be composed largely of native species and the former would be approximately 140 metres long. A mixed native hedge would contribute to a Local Biodiversity Action Plan (LBAP) target.
- 7.123 The landscaping would also include a number of raised planters and if the planting in these includes a good range of nectar-rich plants, chosen to provide nectar for as much of the year as possible, this will contribute to a LBAP target to provide more forage for bees and other pollinators. Other features that would be appropriate in this location would be bat boxes and nest boxes for birds such as black redstart (associated with the biodiverse roof), house sparrow and swift.
- 7.124 Subject to details of all the features aforementioned the proposal would be sufficient to ensure net gains of biodiversity. These features should be secured by condition which includes details of an on-going maintenance plan to ensure the enhancements are retained for the lifetime of the development.

#### Wind/Microclimate

- 7.125 The application is supported by a Wind Microclimate Assessment. This finds that the site would be suitable for the proposed use and that the impacts on the surrounding streets would not present a risk to pedestrian safety.
- 7.126 The existing wind conditions are largely impacted by the exposed area to the south-east, which includes the site, as it allows a clear approach to the gap between the data centre buildings. And the long flat façade to the building northwards known as TN2.
- 7.127 There would be accelerated wind speeds to the North West corner of the site but these would still be within the limits of 'Business Walking' as defined by the Lawson criteria. This would be acceptable given the context and the fact that Sorrel Lane and Oregano Drive are not places you would typically rest or stand.
- 7.128 The Wind Microclimate Assessment has also not considered the inclusion of landscaping in the proposal, and therefore presents a worst case scenario. There are likely to be additional wind calming effects from the perimeter planting.
- 7.129 Therefore, the proposal would be acceptable from a wind microclimate perspective.

#### Contaminated Land

- 7.130 Subject to the conditions stipulating investigation of the ground for potential contaminants the proposal would be in accordance with policy with regard to contamination.

#### Flood risk

- 7.131 Development Plan policies seek to manage flood risk and encourage the use of Sustainable Urban Drainage.

- 7.132 Although the site is located within flood zone 3 it is protected by the Thames Tidal flood defences from a 1 in 1000 (0.1%) chance in any year flood event. The proposed hotel is outside of the model extent for a breach and it is only the car park that would be impacted by flooding if there was to be a breach in the defence or they were to be overtopped.
- 7.133 A site specific Flood Risk Assessment has been submitted with the application. In line with the Tower Hamlets Strategic Flood Risk Assessment, the development would provide wider sustainability benefits to the community.
- 7.134 The proposed layout of the scheme would mean that access/egress from the new hotel to an area wholly outside the flood risk zone would be possible. Therefore from a flood risk perspective the proposal would be acceptable.

### Aviation

- 7.135 An Aviation Assessment has been submitted as part of the application. NATS and City Airport do not object to the proposals and the proposal would result in no unacceptable aviation impacts subject to conditions in requiring details of cranes being submitted and approved.

### **Infrastructure Impact**

- 7.136 It is estimated that the proposed development would be liable for Tower Hamlets Community Infrastructure Levy (CIL) payments of approximately £2,116,620 and Mayor of London CIL of approximately £1,646,260. These figures have been estimated using the most up to date available floorspace and would be subject to indexation.
- 7.137 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.
- 7.138 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.
- 7.139 The applicant has agreed to meet all of the financial contributions that are sought by the Council's Planning Obligations SPD, as follows:
- £48,104 towards construction phase employment skills training
  - £71,400 towards end-user phase employment skills training
  - £98,424 towards carbon emission off-setting
  - £3000 monitoring fee

### **Human Rights & Equalities**

- 7.140 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.

- 7.141 The proposed provision of new business space, 2 form primary school and residential homes would meet inclusive design standards and 57 homes (10%) would be wheelchair accessible. These standards would benefit future employees and residents, including disabled people, elderly people and parents/carers with children. The proposed affordable housing would be of particular benefit to groups that are socially/economically disadvantaged.
- 7.142 The proposed development would not result in adverse impacts upon equality or social cohesion.

## 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. £48,104 towards construction phase employment skills training
- b. £71,400 towards end-user phase employment skills training
- c. £98,424 toward carbon emission off-setting
- d. £3,000 monitoring fee

Total financial contributions: £220,928

### 8.3 Non-financial obligations

- a. Link Travelodge site
- b. Access to employment
  - 20% local procurement
  - 20% local labour in construction
  - 6 construction phase apprenticeships
  - 1 end-user phase apprenticeships
- c. Transport
- d. Public Access to Open Spaces
- e. Compliance with Considerate Constructors Scheme

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:

### 8.6 Planning Conditions

### 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. Mechanical plant noise standard.
5. Noise insulation standards for hotel rooms.
6. Delivery and retention of waste storage facilities.
7. Car park for hotel guests only

### Pre-commencement

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

8. Control of dust and emissions
9. Land Contamination Remediation Scheme (subject to post completion verification).
10. Precautionary Jersey Cudweed survey
11. Timing of vegetation clearance (breeding birds)
12. Construction Environmental Management Plan and Construction Logistics Plan (in consultation with TfL)
13. Archaeology Written Scheme of Investigation (in consultation with GLAAS)
14. Archaeology Foundation Design (in consultation with GLAAS)
15. Piling method statement
16. Crane / Lifting Management Plan (LCY & TfL)
17. East India Tunnel infrastructure protection (TfL)

### Pre-superstructure works

18. Details of external facing materials and architectural detailing;
19. Details of hard and soft landscaping of all public realm and open spaces including, boundary treatment, benches, paving, and lighting.
20. Details of biodiversity improvement measures, including biodiverse roofs, bird and bat boxes;
21. Energy efficiency and sustainability measures (subject to post completion verification)
22. Details of Secured by Design measures.
23. Details of extract systems for commercial uses.
24. Sustainable Urban Drainage Systems

### Prior to completion of superstructure

25. Electric Charging Points

### Prior to occupation



26. Water network upgrades (Thames Water)
27. Water infrastructure phasing plan (Thames Water)
28. Delivery & Servicing Plan, and Waste Management Plan
29. Car Park Management Plan
30. Standalone condition re car parking – the car park shall be limited to 35 spaces, and shall be for the guests of hotels only.

Post occupation

31. BREEAM Certificate

**8.7 Informatives**

1. Permission subject to legal agreement.
2. Development is CIL liable.
3. Thames Water

## **Appendix 1**

### Drawings

Site Location Plan identifying the land to which the application relates (scale 1:1250)

Proposed Drainage Strategy Rev B and plan ref. CLXX(52)1000 C

L-1935-PRP-001 Rev 17 Landscape Layout Plan

L-1935-PRP-009- Hard Landscape Material Palette

A-000-001 P0 Site Location Plan

A-100-001 P0 Site Plan

A-100-100 P1 Ground Floor Plan

A-100-101 P0 First Floor Plan

A-100-102 P0 Second Floor Plan

A-100-103 P0 Third to Sixteenth Floor Plan

A-100-117 P0 Seventeenth Floor Plan

A-100-118 P0 Eighteenth Floor Plan

A-100-119 P0 Roof Plan

A-110-001 P1 South East Elevation (Front)

A-110-002 P1 North West Elevation (Rear)

A-110-003 P1 South West Elevation (Side)

A-110-004 P1 South East Elevation (Side)

A-120-001 P0 Section A-A

A-120-002 P0 Section B-B

DA Visuals Addendum dated November 2018

Additional CGI View 2 dated 20th February

Materials Board dated 12th February

### Documents

Design and Access Statement – prepared by Dexter Moren Architects

Planning Statement - prepared by CBRE

Air Quality Assessment- prepared by Cundall- 15th October 2018

Air Quality Assessment Addendum- Cundall- 14th March 2019

Archaeology Report- prepared by Durham University

Aviation Study- prepared by Eddowes Aviation Safety Ltd

Built Heritage Assessment -prepared by Cundall

Utilities Tracker- prepared by MRB

Security Strategy- prepared by Toren Consulting

Daylight and Sunlight Report- prepared by Point 2 Surveyors

Preliminary Ecology Appraisal- updated 28th January 2019

Energy Report- prepared by MRB- 1st February 2019

BREEAM Pre-Assessment Report- prepared by MRB

Tall Buildings Assessment- prepared by Cundall

Flood Risk Assessment- prepared by CundallTransport Assessment- prepared by Cundall

Travelodge Coach and Car Parking Letters- from Travelodge

Addendum Transport Statement- prepared by TTP- March 2019

Travel Plan- prepared by Cundall

Electronic Interference Assessment- prepared by Cundall

Statement of Community Involvement- BECG

Wind Assessment and Pedestrian Wind Comfort Study- Cundall

Site Waste Management Plan Rev D- Cundall

Lighting Assessment- Cundall

Environment Report- Cundall

Land Quality Assessment- prepared by Cundall

Noise Assessment Rev B- prepared by Cundall- 16th October 2018

Townscape and Visual Impact Assessment- prepared by Colour

## Appendix 2

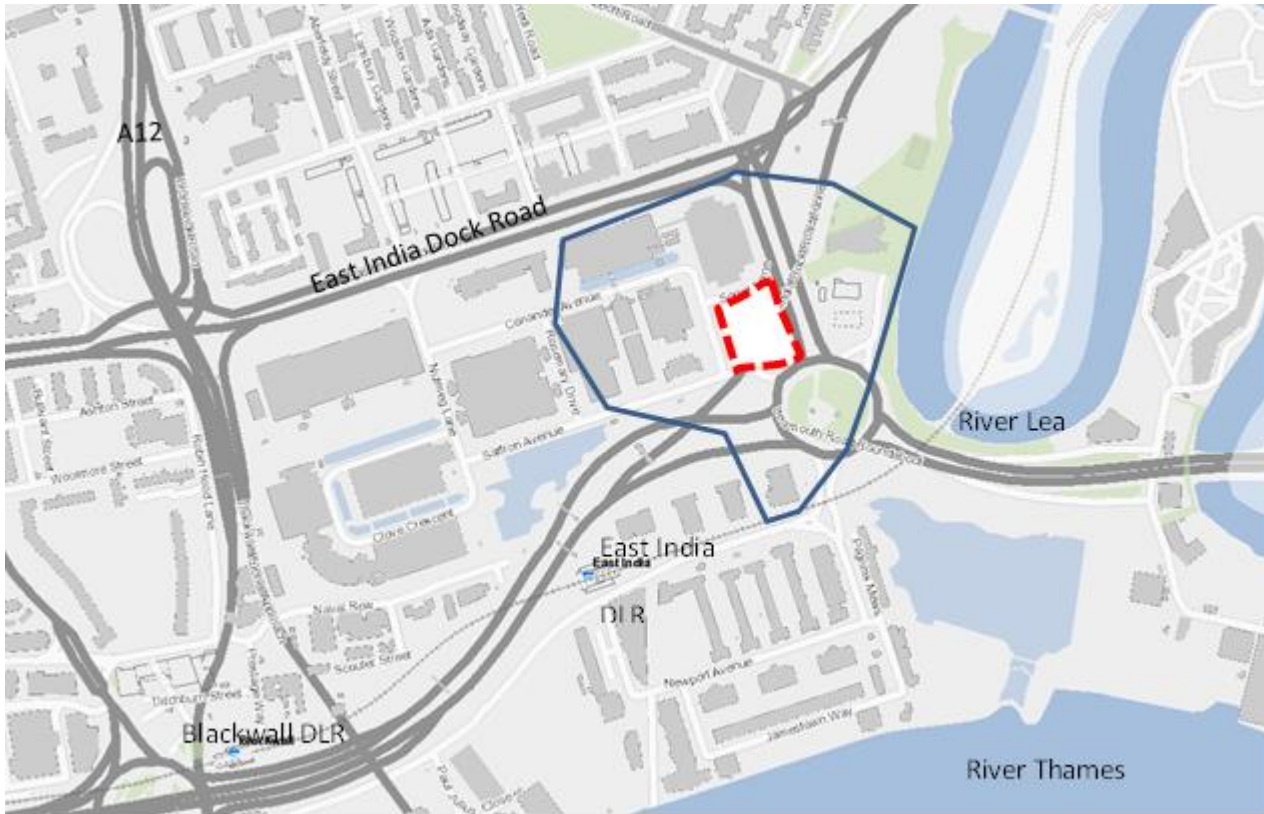


Figure 1 – Site Location

Legend:

Site boundary – dashed line

Consultation boundary: solid blue line



Figure 2: Site layout



Figure 3: CGI looking north

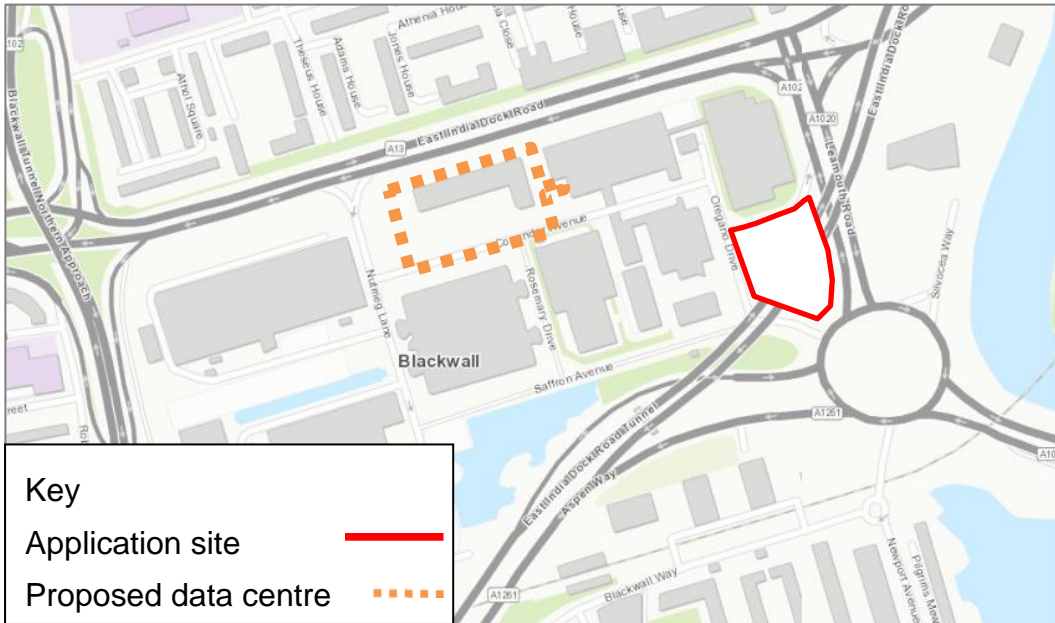


Figure 4: Map showing link to proposed data centre under PA/18/03088

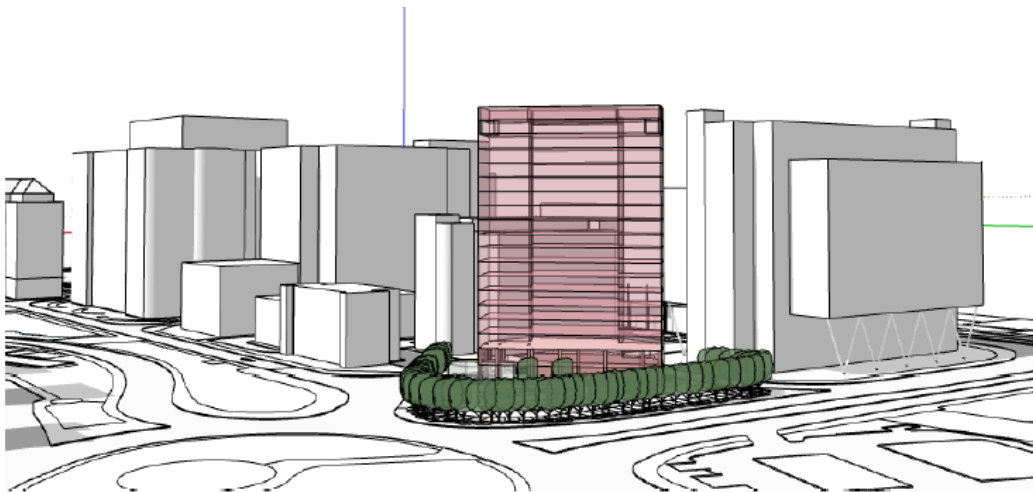


Figure 5: Axonometric showing proposal in relation to surrounding buildings



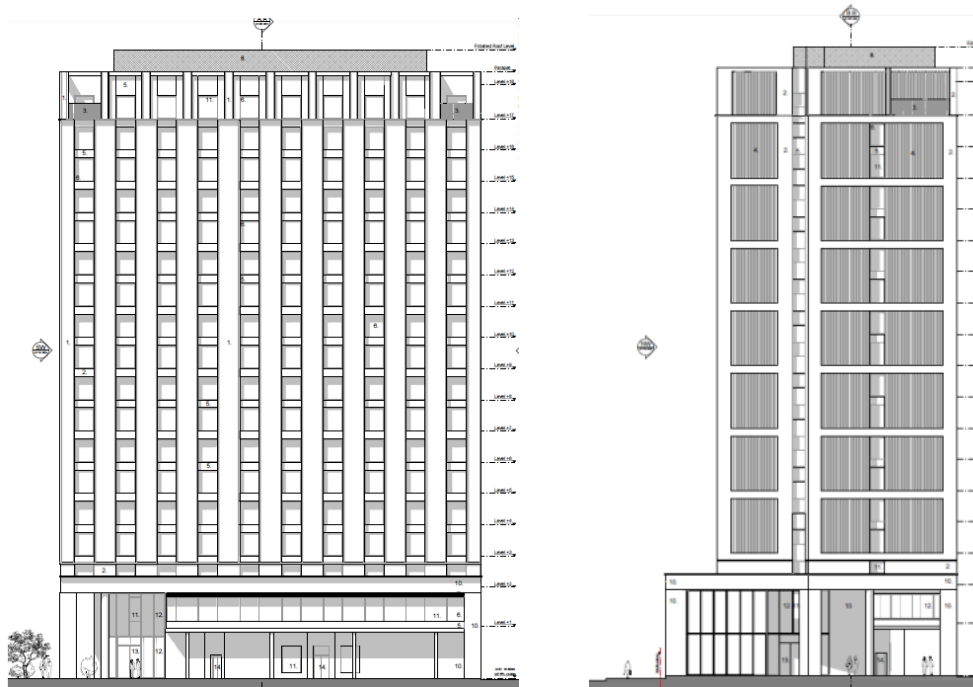


Figure 6: Front (left) and side elevations (right)



Figure 8: CGI of entrance area from pocket park

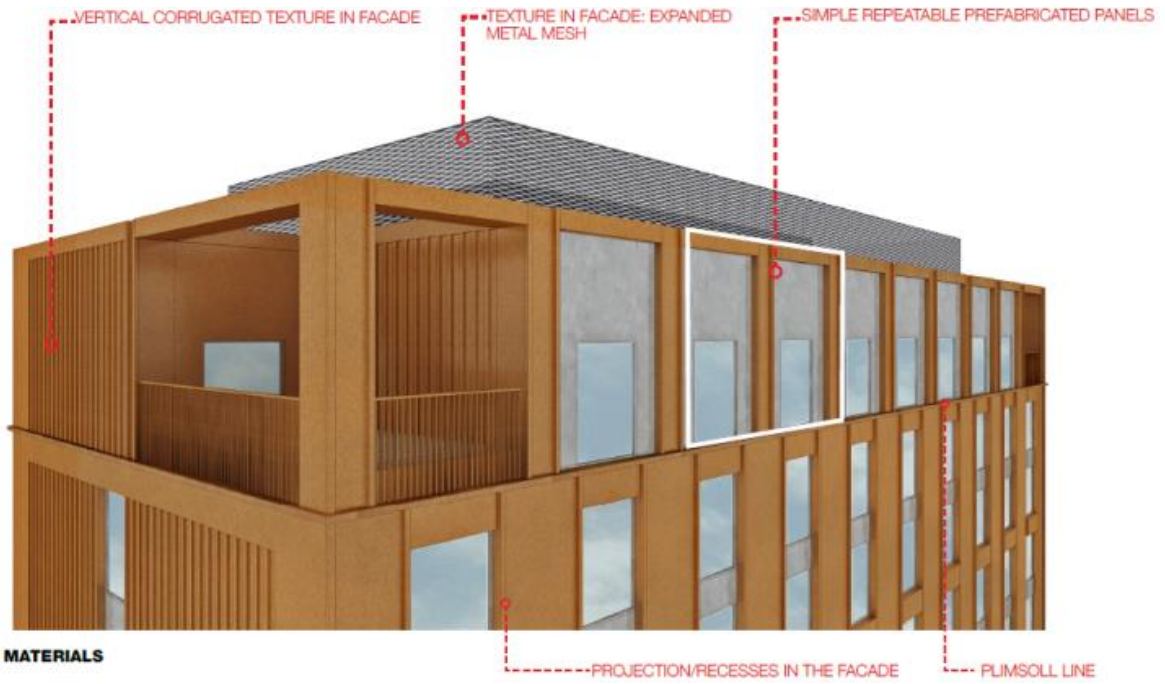


Figure 7: 3D render of building top



Figure 9: East India Dock Wall (site boundary in blue)



Figure 10: Blackwall Goods Yard Entrance



Figure 11: East India Dock Wall from Leamouth Road roundabout approach



Figure 12: East India Dock Wall (TN2 data centre behind)



Land use	GIA (m2)	NOx Emissions Benchmark (kg/annum)	NOx Emissions Proposed development (kg/annum)
C1	11,759	834	106

Table 1: Benchmark and proposed emissions (kg/annum)

Land Use	Number of Trips (trips/m2/annum)		
	CAZ	Inner	Outer
C1	1.9	5.0	6.9

Table 2: Benchmark trips per metre squared per annum