



**Application for Planning Permission**

[click here for case file](#)

<b>Reference</b>	PA/18/03088
<b>Site</b>	London Docklands Travelodge Hotel, Coriander Avenue, London, E14 2AA
<b>Ward</b>	Poplar
<b>Proposal</b>	Outline application (with all matters reserved) for the demolition of existing Travelodge Hotel (Use Class C1) and erection of a data centre (Use Class B8).
<b>Summary</b>	Grant outline planning permission with conditions and planning obligations
<b>Recommendation</b>	
<b>Applicant</b>	Telehouse International Corporation of Europe Limited
<b>Architect</b>	Nicholas Webb Architects
<b>Case Officer</b>	Julian Buckle
<b>Key dates</b>	<ul style="list-style-type: none"><li>- Application registered as valid on 30/11/2018</li><li>- Public consultation finished on 28/12/2018</li><li>- Piling and Archaeology Strategy received 29/03/2019</li></ul>

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**EXECUTIVE SUMMARY**

The outline application seeks to demolish the existing Travelodge Hotel and erect a data centre in its place. This application is linked to the erection of a new hotel nearby (approx. 200m) under planning reference PA/18/03089 and is in essence an expansion of the existing Telehouse Data Centre Campus to the east.

In land use terms the application is supported by both strategic and local policy, which seek to ensure London has sufficient data centre capability to support a growing economy. The site's proximity to Canary Wharf and City of London make it highly desirable and the agglomeration of data centres in this location would ensure efficiencies in the communications infrastructure.

The height, scale, and mass of the proposal would respond well to the surrounding buildings and contribute to a coherent townscape. The building would have a neutral impact on the setting of the Grade II\* East India Dock House directly to the west.

The layout and access to the site would be acceptable and the site boundary to Nutmeg Lane (connecting to East India DLR) would be enhanced by the scheme. The proposal would have a minor impact with respect to daylight/sunlight to some of the residential properties to the north.

The proposal would not cause any adverse impacts on the highway network or public transport network.

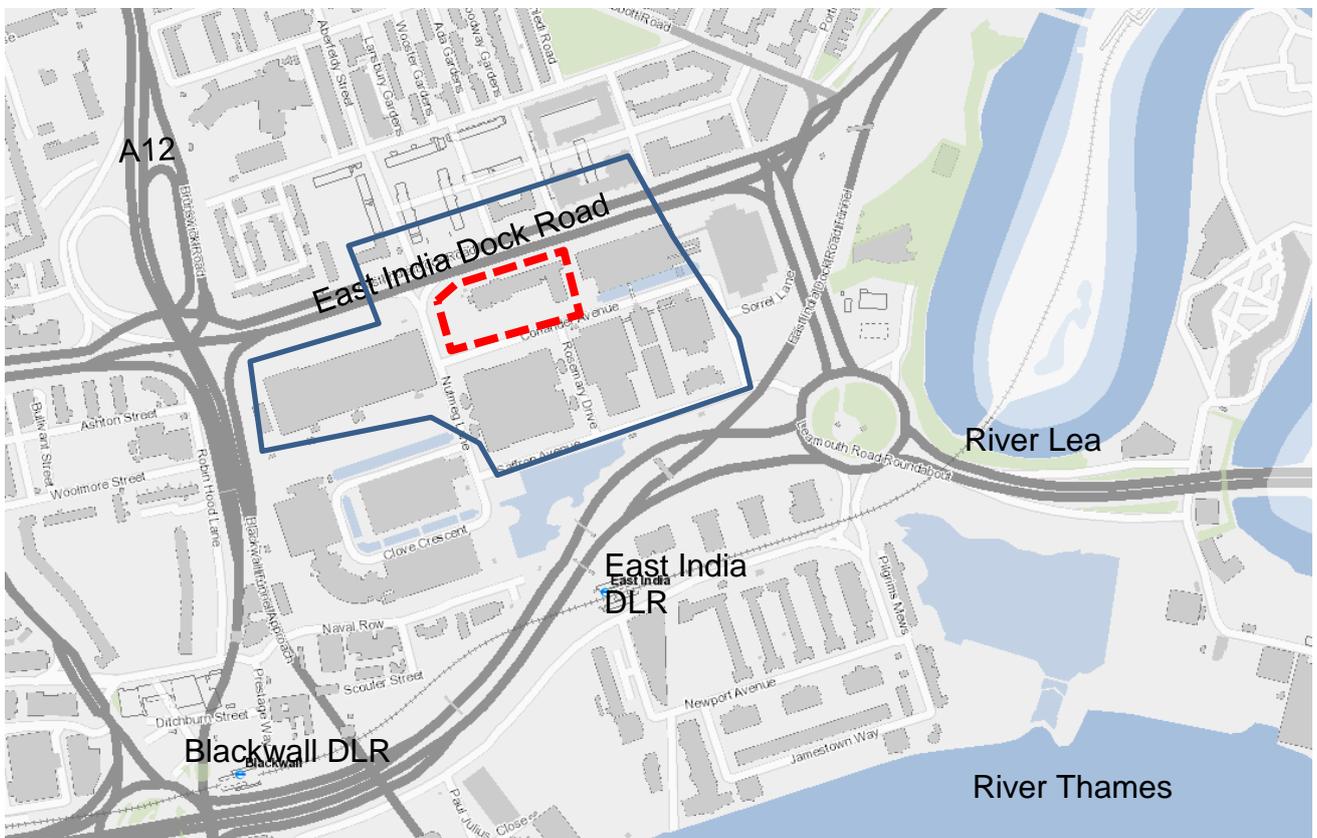


Figure 1: Site Location

Legend:

Site boundary: dashed red line

Consultation boundary: solid blue line

## 1. SITE AND SURROUNDINGS

- 1.1 The application site is approximately 0.67 hectares and is located within the former East India Docks. The site is bound by East India Dock Road to the north, Coriander Avenue the south and Nutmeg Lane to the west.
- 1.2 The Travelodge Hotel is a five storey 232 bedroom hotel with 94 car parking spaces. The hotel is setback from Coriander Avenue to accommodate the car park, and the northern frontage is in line with the building adjacent. East India Dock Road is to the north.
- 1.3 To the west of the Hotel is 240 East India Dock House, a Grade II\* listed building that is four storeys in height and used as a data centre. The surrounding buildings to the west, south, and east are all data centres, and the dominant land use within this area is for this purpose.
- 1.4 To the north on the other side of East India Dock Road is residential housing, and further south-west are a number of office buildings that include Mulberry Place and Anchorage House. The scale of these buildings is relatively large, ranging from four to eleven storeys in height with considerable footprints.
- 1.5 The site has a Public Transport Accessibility Level (PTAL) of 4 on a scale of 0-6, where 6 is the most accessible. East India Dock DLR station is the nearest station, approximately 400 metres south of the site. Canning Town underground station is located approximately 900 metres to the east

## 2. PROPOSAL

- 2.1 The application seeks to demolish the existing hotel and construct a new data centre. The total maximum Gross Internal Area (GIA) would measure up to 27637sqm and the parameters would be as follows:

Parameter	Minimum in metres	Maximum in metres
Height	60	65
Width	41.8	46.8
Length	86.8	91.8

Table 1: Parameters for proposed data centre

- 2.2 Access and egress to the site is suggested to take place from Coriander Avenue and there would be one wheelchair parking bay. The western edge of the site is proposed to be landscaped and the perimeter fencing set back from the boundary edge. As the application is an outline with all matters reserved the details will therefore be subject to further applications with respect to Access, Appearance, Landscape, Layout and Scale.



Figure 2: 3D view of proposal (view from north-east to south-west)

[Link to proposed hotel application](#)

- 2.3 The application assessed within this report (planning reference PA/18/03088) is linked to an application for the erection of a new 19 storey hotel northwest of Leamouth Road roundabout (under planning reference PA/18/03089). The two sites are approximately 235m apart and are within the same estate.
- 2.4 The linking of the applications stems from the desire of the applicants to facilitate the re-development of the Coriander Avenue site for the data centre and to ensure a nearby site could accommodate a new hotel. The Section 106 agreement for both applications will ensure that there will never be two hotels in operation at the same time to ensure acceptability of the land use.
- 2.5 This 'land swap' is largely driven by the fact the application site is far more suitable for a large footprint building and the requirements of a data centre. There is no tunnel running beneath the site and as such a data centre typology 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.
- 2.6 It must be noted that the two applications are 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.

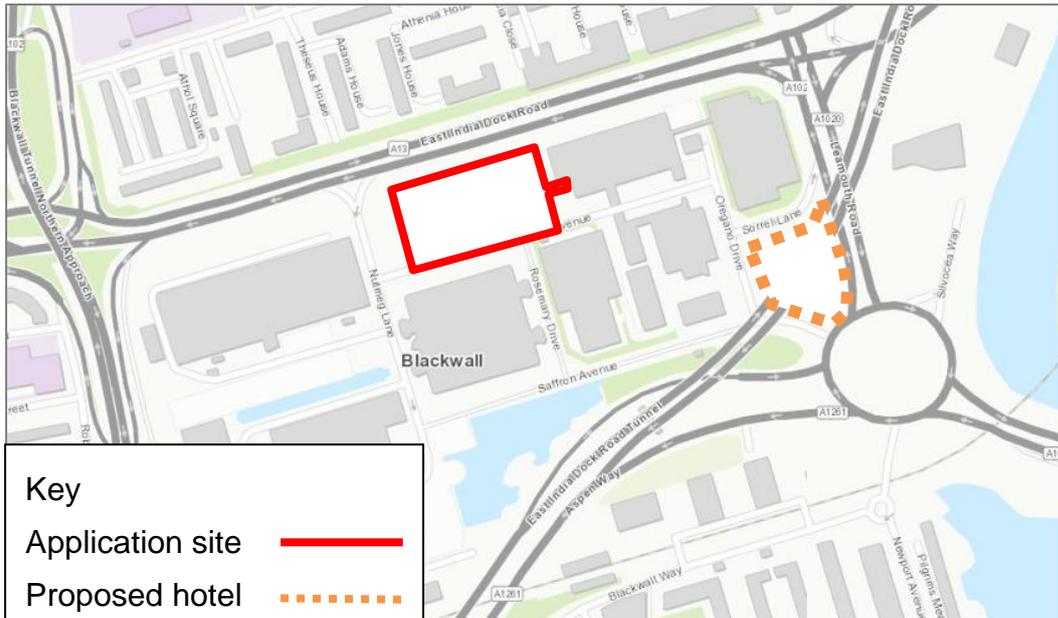


Figure 3: Map showing application site in relation to new hotel proposed under PA/18/03089

### 3. RELEVANT PLANNING HISTORY

- 3.1 ID/96/00151/L – Permitted 16/12/1996  
Redevelopment by the erection of 5 storey building totalling 4693 sqm for use as Travelodge (132 bedroom) with restaurant bar and ancillary facilities with associated car parking and landscaping.
- 3.2 PA/98/00605 – Permitted 25/08/1998  
Erection of 70 bedroom extension to existing Travelodge
- 3.3 PA/99/00650 – Permitted 22/09/1999  
Erection of a single storey front extension to existing Bar/Cafe, cycle storage comprising of 10 cycle stands and relocation of sculpture stone.

### 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 5 in objection.
- 4.3 The points raised during consultation are summarised below.

*In support*

- 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

*In objection*

- Data centres are unsightly and provide no enjoyable use
- Can the site not provide space for retail, supermarket, another hotel, bars, restaurants or even a new wholesale fresh produce market area
- Why can't the hotel remain
- Data centre will block views and impact on daylight/sunlight
- Data centre will create privacy issues and be open 24/7
- Construction noise will be a problem
- The development will affect house prices
- The size of the hotel is not justified
- The development will impact traffic flow on East India Dock Road
- Increase danger to cycle super highway
- Higher air pollution and noise
- Pedestrian access for East India DLR station is likely to be impacted
- The proposal will reduce sunlight during winter months

Officer comment: The points raised (where material planning considerations) will be considered within the relevant sections of the report.

## **5. CONSULTATION RESPONSES**

5.1 Internal and external consultees were consulted in December 2018.

### **Environment Agency**

5.2 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*

- 5.3 The proposed data centre would allow for the expansion of the existing Telehouse Data Campus, in line with London Plan Policy 4.11 and draft Policy SI6. Development in this location is driven by the need for the campus to be near Canary Wharf.

### *Urban design*

- 5.4 The height, massing and layout generally responds well to the existing context, providing sufficient distance between neighbouring buildings. Access, pedestrian permeability and the frontage to East India Dock Road require further consideration.

### *Heritage*

- 5.5 The outline nature of the proposal limits the ability to make a full assessment of the level of harm to the adjacent listed building. Details relating to siting, design and appearance should be shared with the GLA to enable a full assessment of the level of harm. Any harm would be considered against the public benefit of the expansion of the Telehouse Data Campus

## **Greater London Archaeology Advisory Service**

- 5.6 No objection subject to conditions requiring a Written Scheme of Investigation to be submitted for approval.
- 5.7 *This is Given the applicant's useful work to date in assessing options and the relatively small changes to a basement and/or foundations that would be needed to secure preservation of the wall, I advise that a bespoke condition, reserving details of basement design and foundation design as well as any other intrusive works in the area of the wall such as attenuation tanks, would be acceptable.*
- 5.8 *This condition should be paired with a condition for archaeological fieldwork, to first find the dock wall and precisely record its location so that decisions under the design condition can be made, and also to mitigate any unavoidable loss to the dock and associated features from a final, consented basement design.*

## **National Air Traffic Services**

- 5.9 No safeguarding objection.

## **London City Airport**

- 5.10 No safeguarding objection, request condition on cranes and Unexploded Ordnance site safety.

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

- 5.11 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**

- 5.12 Concur with the assessment that emissions from the proposed development will be less than the existing land use. As such an 'air quality neutral' assessment will not be required. A condition is requested in relation to the Construction Management Plan and to restrict the back-up generators.

### **LBTH Biodiversity**

- 5.13 The site has very limited biodiversity value. The existing trees and shrubs on the site provide habitat for common birds. This should be cleared outside the nesting season, or a survey for nesting birds undertaken immediately before clearance.
- 5.14 The loss of this existing habitat will be a very minor adverse impact on biodiversity. Policy DM11 seeks net gains in biodiversity and aspects of a living building such as green roofs. The ecology report recommends a biodiverse green roof and nest boxes for house sparrows on the new building. These would be appropriate at this location, and would contribute to targets in the Local Biodiversity Action Plan (LBAP), and ensure compliance with DM11.

### **LBTH Contaminated Land**

- 5.15 No objections, request a condition for scheme of investigation.

### **LBTH Sustainability**

- 5.16 The submitted Energy and Sustainability Statement (Cundall – October 2018) demonstrates that the design has followed the principles of the Mayor's energy hierarchy, and seeks to reduce energy demand through energy passive design and efficiency measures including high efficiency indirect air-cooled evaporative cooling system. The proposed cooling system is anticipated to meet the substantial cooling loads in an energy efficient way compared to a conventional cooling systems. The design of the building is noted as specific to the use and due to the significant cooling demand and low occupant necessity; the systems have been designed to emphasize energy efficiency, over occupant comfort. The Energy efficiency measures and passive design is anticipated to reduce CO2 emissions by 63.1%.
- 5.17 The heating loads for the development are proposed to be met through utilising heat rejected by the cooling plant. The use of a VRF heat redistribution system to meet the heating demand for the core and office areas is anticipated to result in a further saving of 9.8 tonnes of CO2 annually.
- 5.18 The cumulative CO2 savings from the energy efficient design, passive measures and use of waste heat to supply the core and office areas is anticipated to be 63.2%.
- 5.19 The CO2 figures are:
- Baseline – 8,307 Tonnes/CO2/yr
  - Proposed Design – 3,054 Tonnes/CO2/yr
  - Anticipated CO2 Savings – 63.2%

#### *Sustainability*

- 5.20 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 with a score of 79%. The delivery of BREEAM Excellent is supported and should be secured via Condition.

### **LBTH Noise**

5.21 Noise level of the plant and equipment must be 10dB below the lowest recorded background level at the nearest noise sensitive receptor. A post-completion noise report should be submitted to the council and secured via a condition.

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

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

#### **Natural England**

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

#### **Thames Water**

5.24 No objection.

#### **Transport for London**

5.25 Car Parking – A total 7 general car parking spaces was initially proposed which was not supported. TfL is now satisfied with the revised level of parking which is now car-free except for a disabled space.

5.26 Cycle parking - Providing the 2 staff member assumption of the transport assessment is justified, then we would accept the proposed quantity provision of cycle parking although we would require at least two of the cycle parking spaces to be long stay (1 for each of the members of staff). Cycle parking should be designed in accordance with the London Cycle Design Standards.

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

### **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 - LP4.10, LP4.1, LP4.11, SP06

(economy, data centres)

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)
- 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. Environment
- vi. Local Finance Considerations
- vii. Equalities and Human Rights

### Land Use

#### Background and context

7.1 As outlined in paragraphs 2.3 – 2.6 of this report the proposed data centre is linked to a proposal for a new hotel nearby (approx. 200m). This 'land swap' is to facilitate a new data centre and would be secured within the S106 agreements to both developments.

#### Principle of data centre

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. The site falls within the Blackwall Local Office Location (LOL), is 500m from the Poplar Neighbourhood Centre, and 1.1km from the Canary Wharf Major Centre.

- 7.3 Strategic policy 4.11 of the London Plan (2016) seeks to facilitate the provision and delivery of the information and communications technology infrastructure a modern and developing economy needs, particularly to ensure adequate and suitable network connectivity across London and data centre capability.
- 7.4 Successful service-based economies like London increasingly depend upon infrastructure facilitating rapid transfer of information, speedy and easy access to advice and services and a flexible approach to where work takes place and when. This can also help deliver wider planning objectives, such as reducing congestion on traffic networks at peak hours by supporting forms of home working and facilitating greater economic development in outer London.
- 7.5 Data centres handling critical security and financial traffic benefit from proximity to the offices they serve, while other centres can be located close to local and sustainable sources of energy. The draft LBTH Local Plan (2019) strategic policy S.EMP1 identifies the Blackwall sub-area as suitable for data centre uses given the proximity to Canary Wharf and the City of London.
- 7.6 The agglomeration of data centres within this area in close proximity to Canary Wharf and the City of London would ensure that growing demand for more communications technology infrastructure can be met. The clustering of these buildings is an efficient use of space and means that the borough and London can continue to compete as a global city. Data centre capability is an important but somewhat less well documented resource that is needed to support the service-based economy.
- 7.7 This proposal would facilitate expansion of the existing Telehouse Data Campus and in doing so support the role and function of the Canary Wharf Major Centre - a major source of employment within the borough.
- 7.8 To conclude, the proposal would be supported in local and strategic policy terms. The agglomeration of data centres within Blackwall area is logical given their technical and infrastructure needs. Coupled with the close proximity to Canary Wharf and the City of London this would be a highly suitable location.

## Design & Heritage

- 7.9 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.

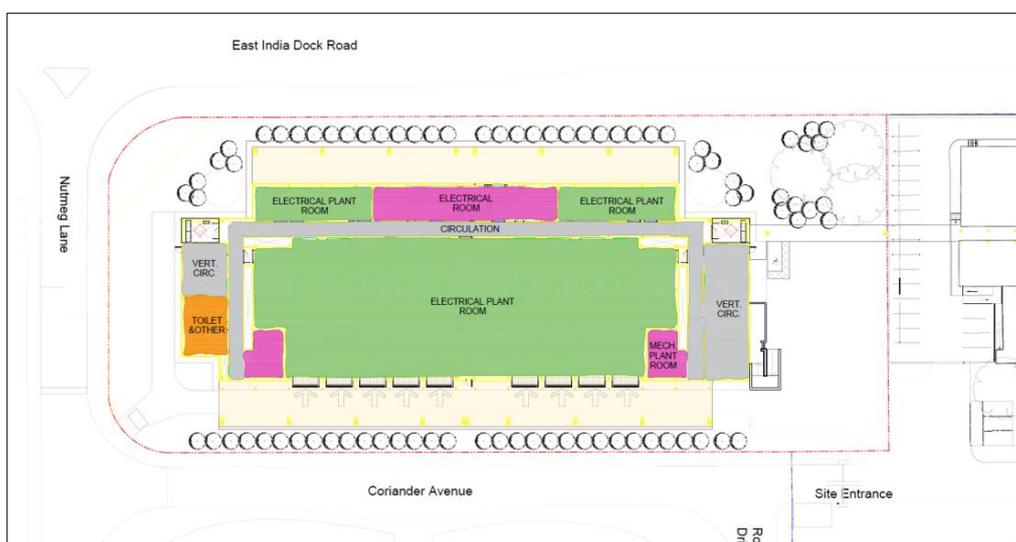


Figure 4: Indicative layout plan

## Layout

- 7.10 The building would occupy a large portion of the plot with and its rectangular form would be orientated such that the longest elevations would run east-west. The adjacent streets are arranged in a grid-like fashion with East India Dock Road framing the edge to the north, Nutmeg Lane to the west, and Coriander Avenue to the south. The layout would respond well to these streets and the neighbouring building lines.
- 7.11 The site would be primarily accessed via an existing secure entrance which serves the wider Telehouse Campus, at the end of Coriander Avenue. An entrance point for service vehicles is likely to be located on the corner of Nutmeg Lane and Coriander Avenue and this entrance would be controlled for maintenance vehicles only. It is expected that there would be no direct access provided off East India Dock Road. The details will be subject to further reserved matters applications with respect to Access, Landscape and Layout.
- 7.12 The building would also feature a link bridge to the adjoining data centre and whilst this has been agreed in principle further details will be required before officers can be satisfied with the appearance. The internal layout to the building itself would be in response to the technical requirements of a data centre. For cooling and efficiency limited windows are required and the large data halls situated on each floor are designed as a relatively flexible space. The building would also have a basement level – which as discussed in the section on archaeology – will need to be agreed once investigations of archaeological remains have been completed. Officers are satisfied there would be sufficient flexibility in the basement and foundation design to ensure the layout would be compliant.
- 7.13 The western edge to Nutmeg Lane is the most important route adjacent to the site given it connects the Aberfeldy area with East India DLR station. It will therefore require careful landscaping but officers are content that the building would be sufficiently setback (approximately 12m) from this boundary so as to provide sufficient scope for an enhanced pedestrian environment.
- 7.14 Overall the layout to the building would respond well to the surrounding context and be sufficiently setback from the boundaries.

## Townscape, Massing and Heights

- 7.15 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.
- 7.16 The site is located in an Opportunity Area and is in an area of relatively tall buildings. Directly south is the Global Switch East at 68m in height. To the east is the Telehouse West data centre which stands 50m in height. Beyond East India Dock Road the buildings are a mix of 4, 5, and 8 storeys in height.
- 7.17 With the proposed maximum perimeters set, the height of the building would be similar to that of Global Switch East. The proposed parameter could allow the building to project slightly higher in parts but from a townscape perspective the difference would be negligible. The building mass would be contained by its width being approximately half of its length. The illustrative design of the building shows to some degree the mass being broken down by the 8.5m - 12m overhanging gantry design which gives the building a

clear core with large wings either side. This could be developed in detail within the design for later approval.

- 7.18 The building would be taller than the Grade II\* listed East India Dock House to the west but this would not be jarring. The distance between the buildings and much larger footprint of the East India Dock House building would ensure the relationship would be acceptable from a townscape and massing perspective.
- 7.19 Overall the data centre, subject to appropriate detail design secured through Appearance Reserved Matter application could create a positive relationship to the surrounding buildings and contribute to a cohesive building group, and in townscape terms be acceptable. Therefore the maximum parameters set for the building is acceptable.

#### Form, appearance, and materials

- 7.20 The final appearance of the building would be determined through a Reserved Matters application however the indicative scheme has been considered below.
- 7.21 The building's form is rectangular and would feature an overhanging gantry which creates two elevated wings to the building along the northern and southern elevations. The eastern and western end of the buildings would provide the vertical circulation.
- 7.22 Very few windows would be proposed as these are not required for a data centre and would alter the thermal efficiency of the building in undesirable ways. The northern and southern elevations would appear as quite blank facades and officers are conscious that there will need to be a creative application of materials and fins in order to give some animation to these parts of the building. The use of brick pillars would be supported and overall the appearance of the building would be sympathetic to the surrounding data centre typologies.
- 7.23 Officers consider that subject to securing details of materials and architectural detailing by condition, the proposed building represents an acceptable architectural response.

#### Landscaping

- 7.24 The detail of the landscaping would be considered within a Reserved Matters application, and therefore the indicative landscape has been assessed below.
- 7.25 Data centres typically require a high degree of security and do not allow public access onto their site. It is recognised that from a commercial perspective this is important and therefore a boundary fence would be required.
- 7.26 Critically where the site can deliver public benefits for landscape is on the western edge adjacent to Nutmeg Lane. It will therefore be ensured that any perimeter fencing is pulled back from the edge to the west and that some soft landscaping is provided to create a buffer between the perimeter fence and public realm. This would improve the existing situation which is currently compromised by an existing perimeter fence and chain railings.
- 7.27 The site boundary to the north along East India Dock Road would also benefit from soft landscaping and a number of trees are shown on the plans which would help to soften this edge. Similarly this planting strategy has been applied along the southern boundary.
- 7.28 Within the site there are areas for larger trees – notably the north-east and north-west corners. This is strongly supported and any additional soft landscaping to the north of the

site would provide some relief to pedestrians from what is a relatively hostile pedestrian environment; caused in the main by the traffic along East India Dock Road.

7.29 Landscaping within the site would offer benefits to the public through the enhancement of the route along Nutmeg Lane and East India Dock Road. There is an opportunity to provide a range of soft landscaping and this would be secured within the Reserved Matters application and any landscaping conditions.

### Safety & Security

7.30 The proposal is not likely to result in any adverse impacts with regards to safety and security however this will be assessed in detail through reserved matters application. The boundary treatment has the potential to degrade the pedestrian experience particularly along Coriander Avenue. To mitigate this there will be a requirement to provide details of perimeter lighting to ensure the night time experience would be acceptable.

7.31 A condition will be attached to the schedule requesting that a Secure by Design accreditation is achieved.

### Built Heritage

7.32 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.

7.33 The Grade II\* listed 'East India Dock House, former Financial Times Print Works' (listing 1430114) is situated directly west of the application site beyond Nutmeg Lane. This is the only listed building whose setting would be impacted by the proposed development.

7.34 Built in the 1987-88 by Nichols Grimshaw and Partners and is listed for a number of specific reasons relating to architectural interest, aesthetic value, design interest, historic interest, and technological innovation. Originally built to house The Financial Times printing presses after seven years the Financial Times abandoned the building and it was converted into a data centre.

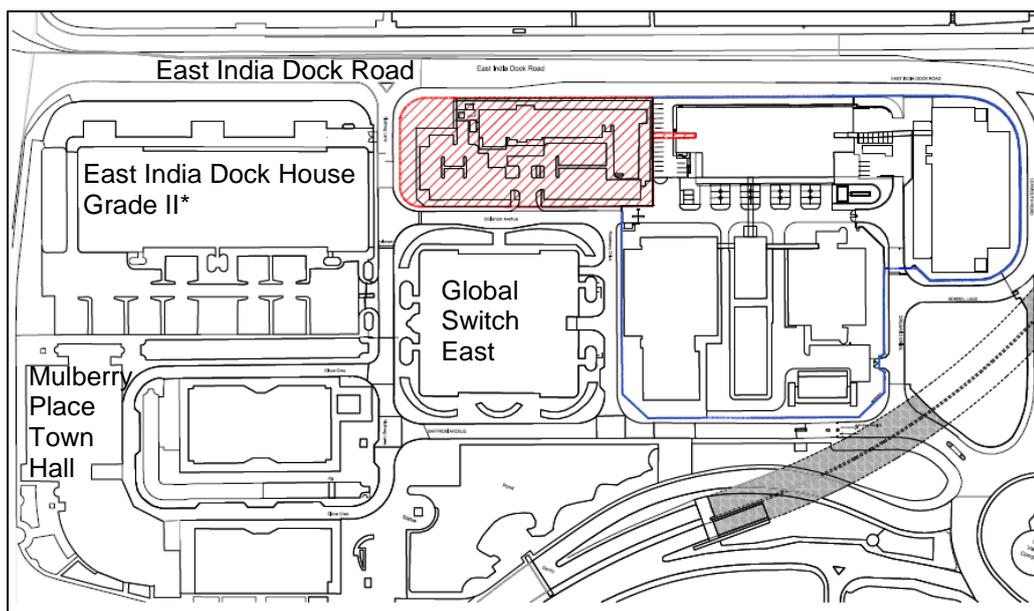


Figure 5: Map showing the existing site (cross hatched in red) in relation to heritage asset

7.35 Views of the building are most readily appreciated from the south whereby the full extent of the southern elevation can be seen. Each ends of the building are also visible. The listing description makes reference to the exterior of the building and its form. Specifically making reference to the aluminium clad ends that feature vertical flute oblong panels that sit between horizontal rails (see figure 5). The glazed central sections have aerofoil fins at 6m centres with projecting armatures and cabling expressing the structural system. On the south elevation there are the stair tower pods (see figure 6).



Figure 6: East elevation



Figure 7: South elevation



Figure 8: View of existing Travelodge hotel between East India Dock House (left) & Global Switch East (right)

7.36 The proposed building would be greater in height but this would not cause harm to its setting given that Global Switch East already stands at a similar height. The detailed design features such as the aerofoil fins to the southern elevation and panels are most readily appreciated in short to medium views. The uniformity and regularity of the structural system is best appreciated in longer views where the whole southern or northern elevations can be seen (Figure 6). Overall though the setting contributes very little to the significance of the building, and much of the building's character derives from the architectural and technological expressions.

- 7.37 The expanse of the southern elevation is best appreciated when looking directly at it from south to north, and much like the Global Switch building additional height to the side of the building would not be incongruous to its setting.
- 7.38 Therefore, in this context the proposed building would not compete with the architectural detailing of East India Dock House nor would it dominate any views where the structural uniformity of the building is best expressed. Therefore whilst the proposed building would be within the setting of East India Dock House it would not give rise to harm, and would have a neutral impact on its setting.

#### Archaeology

- 7.39 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.
- 7.40 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.
- 7.41 The proposal does include a basement and foundations which may impact on the buried quayside wall. The significance of the heritage asset is not known at this stage as no field evaluations have been undertaken.
- 7.42 In order to ensure that the proposal does not give rise to harm further details of the basement and foundation design will need to be provided to the Local Planning Authority, once an understanding of the significance of the heritage assets is determined. Subsequently and depending on the outcome of this evaluation the position and size of the basement may need to change, and or an engineering solution pursued in order to preserve any remains of significance in-situ.
- 7.43 The applicant has provided an updated document (Ref: 1016374-MD-LT-001) which demonstrates how the quayside wall could be protected and it is recommended two conditions are attached to ensure that the impacts of the development can be appropriately mitigated. GLAAS have agreed in principle to the approach and therefore it is considered that the proposal would take sufficient measures to protect potential archaeological remains of significance.

#### **Neighbouring Amenity**

- 7.44 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

- 7.45 The closest relationship between the proposed building and neighbouring residential properties would be to the north where the recently constructed Aberfeldy development is, and other residential blocks along East India Dock Road. To the east, south, and west the buildings are data centres and therefore not sensitive with respect to privacy and outlook.

7.46 Given that the building would be approximately 50m away and far above the minimum 18m required, and on the basis that it is of a similar height to the data centre due south the proposal would not adversely impact on the residential dwellings with respect to outlook. With regards to privacy the proposed data centre would have no material impact as there are no windows to the majority of the northern elevation.

#### Daylight, Sunlight and Overshadowing

7.47 The applicant has submitted a daylight and sunlight report for the application which has been reviewed. The nature of the surrounding buildings to the south east and west is that the only sensitive receptors are labelled below to the north along East India Dock Road.

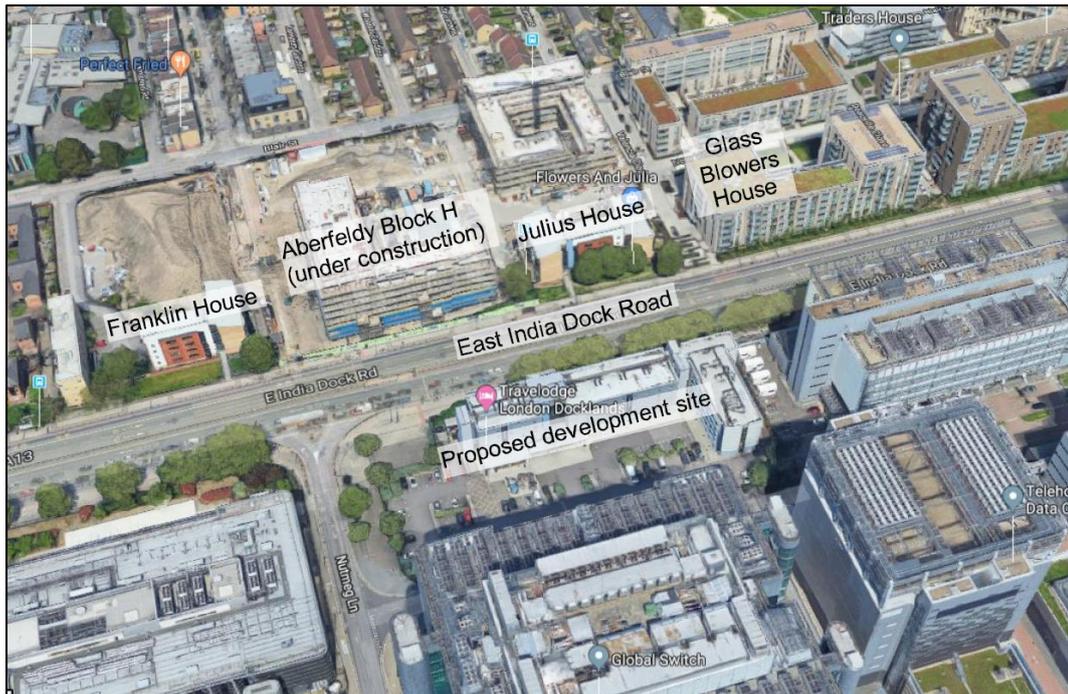


Figure 9: Aerial view of site and residential receptors

#### *Daylight Aberfeldy Block H*

7.48 The building most impacted would be Block H of the Aberfeldy development. This is currently under construction and not yet complete. With regards to Vertical Sky Component (VSC) when assessing the impact of the development with balconies removed as advised in the BRE Guidelines then only 16 of the windows fail to meet their target value (see Figure 90). They would have a value of between 22% and 25.4% compared to a target of 27%, and be between 0.74 and 0.79 times their current value. With respect to Daylight Distribution of the rooms that fail on VSC all of the Living/Kitchen/Diners would meet the BRE guidelines.

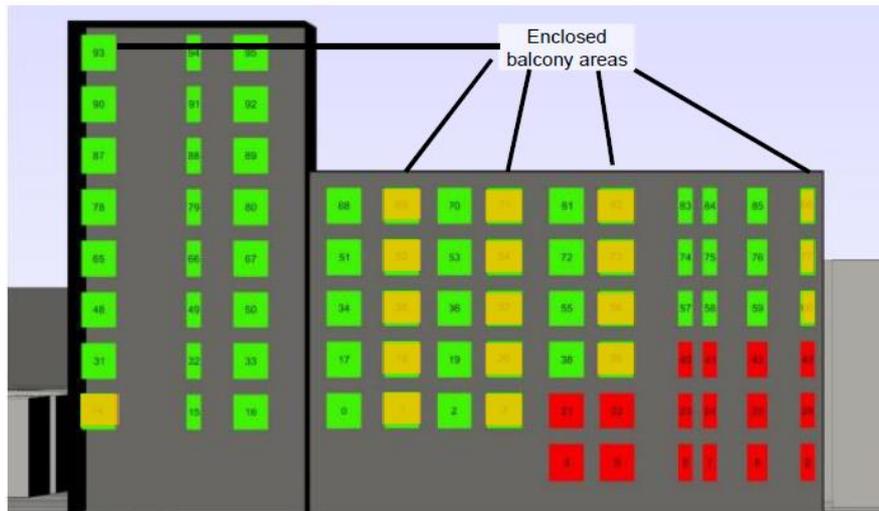


Figure 10: VSC results showing windows that fail BRE guidelines with balconies removed

- 7.49 Therefore whilst there would be an impact on the windows aforementioned they would not be major adverse, and the windows would still benefit from an adequate level of daylight given the urban context; an area undergoing a high degree of change and growth that is leading to a greater density of residential dwellings and commercial buildings.
- 7.50 With respect to daylight distribution 25 out of 75 of the rooms would fail to meet the BRE guidelines, however of those that would fail only 3 would be to living rooms. The reduction to these 3 rooms would result in daylight distribution figures of 0.76 (H2.13), 0.75 (H.3.23), and 0.79 (H.4.33) their former value. Whilst this is below the 0.8 required by the BRE guidelines the values would not be significantly below, and in the context these impacts would be acceptable.

#### *Daylight Franklin House, Julius House, and Glass Blowers House*

- 7.51 All of the windows to Living/Kitchen/Diners within Julius House and Glass Blowers House western façade meet the BRE guidelines with respect to VSC with the balconies removed. For Franklin House three of the windows fail to meet the guidelines for VSC, however the biggest reduction would be 0.75 times the existing VSC score and therefore the loss would not be significant. When daylight distribution is assessed to these rooms they would all be within 0.8 times the former value and therefore in accordance with BRE guidelines. Overall the impacts to Franklin House, Julius House, and Glass Blowers House would not be significant.

#### *Sunlight*

- 7.52 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 probably sunlight hours, including at least 5% of annual probable sunlight hours in the winter months between 21 September and 21 March.
- 7.53 For Franklin House 6 windows out of 24 would fail to achieve the BRE guidelines and for Glass Blowers House 5 would fail (Window 27, 65, 97, 129, and 149). Of the 5 windows for Glass Blowers House these would serve Living/Kitchen/Diners where sunlight is more important. The aspect to these units is challenging as they are single aspect west facing

and would also lose sunlight from the existing Julius House. In the context of the wider developments these impacts would on balance be acceptable. Julius House itself would see sunlight levels within the BRE guidelines for all affected units.

- 7.54 Overall there would be some impacts most notably with respect to one set of units in Glass Blowers House, but overall only a small number of units would be affected by the development, and it is considered that in the context these impacts would be acceptable.

### *Summary and Conclusions*

- 7.55 In conclusion for the reasons outlined above it is considered that the proposed development would not have any unacceptable impacts with respect to daylight and sunlight, and that these impacts would not be sufficient to warrant any changes to the proposal.

### Noise and vibration

- 7.56 The application is supported by an environmental noise survey which was reviewed by the Council's Environmental Health Noise team. The noise report identified suitable mitigation measures for the plant and therefore it is recommended a number of conditions are attached.
- 7.57 It should be noted that the development would also require back-up generators in the event of a power outage, and that these will need to be tested periodically. It is recommended that the time of day and duration of the test is restricted so that the impacts of this would be the least severe. Officers consider 30minutes of testing per month during the middle of the day to be an acceptable degree of impact and as such the condition will restrict the use of the generators to those times.
- 7.58 Subject to the conditions the development would be in conformity with noise policy.

### Construction Impacts

- 7.59 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**

- 7.60 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.
- 7.61 According to the TfL WebCAT online tool the PTAL rating for the site is level 4 which is defined as a good level of public transport accessibility. The application has removed all car parking other than one blue badge space and this is supported.
- 7.62 Officers did raise concerns with the temporary maintenance access proposed to the south-western corner of the site. Ideally this should be provided off Coriander Avenue or an alternative route. However, it has been explained that this is only to be accessed approximately once per year and is a requirement for the specialist maintenance vehicles.

- 7.63 Given the relative infrequency with which this would be used it is considered that this arrangement would be acceptable. It is recommended that the use of the vehicle access point on the south-western corner is restricted to maintenance vehicles only by way of condition.
- 7.64 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.

#### Trip Generation and modal share

- 7.65 The applicant has stated that the development will only generate two full time employees and therefore there are no concerns with respect to trip generation or modal share. There is existing capacity within the Telehouse Campus to accommodate any service vehicles arriving and therefore it is necessary to have the development car-free to encourage sustainable means of transport and not increase parking capacity within the campus.

#### Cycle Parking

- 7.66 According to the floorspace of the building there would be a requirement of 55 long stay spaces and 28 visitor parking spaces. However only 10 spaces have been provided. The applicant's justification for a lower level provision is that only two staff members need accommodating. The Transport Assessment documents that there would be 2 full time employees and therefore the requirement on this assumption would only be 2 spaces.
- 7.67 A data centre which does not generate significant trips and has very few employees should be required to deliver the number of cycle parking spaces that are proportionate to those impacts and requirements. These buildings are quite unique in how they operate and would not require the same levels of parking for an office or other commercial buildings. Both TfL and LBTH highways accept that on the basis of the employment figures that 10 spaces would be acceptable.
- 7.68 Cycle parking should be designed in accordance with the London Cycle Design Standards and a condition will be attached securing the details of the provision.

#### Deliveries & Servicing

- 7.69 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 and assessed in consultation with TfL.

#### Waste

- 7.70 Development Plan policies require adequate refuse and recycling storage and management and the re-use of demolition and construction materials.
- 7.71 The building would have sufficient waste storage space and officers consider that the site would not generate significant requirements for waste. On the basis of the low employment density and nature of the use as a data centre. It is recommended details regarding how waste would be managed on site are secured through a waste management strategy. Subject to these details being provided prior to occupation the proposal would be acceptable.

## Travel planning

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

## **Environment**

### Energy & Environmental Sustainability

- 7.73 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.
- 7.74 The submitted Energy and Sustainability Statement (Cundall – October 2018) demonstrates that the design has followed the principles of the Mayor's energy hierarchy, and seeks to reduce energy demand through energy passive design and efficiency measures including high efficiency indirect air-cooled evaporative cooling system.
- 7.75 The proposed cooling system is anticipated to meet the substantial cooling loads in an energy efficient way compared to a conventional cooling systems. The design of the building is noted as specific to the use and due to the significant cooling demand and low occupant necessity; the systems have been designed to emphasize energy efficiency, over occupant comfort. The Energy efficiency measures and passive design is anticipated to reduce CO2 emissions by 63.1%.
- 7.76 The heating loads for the development are proposed to be met through utilising heat rejected by the cooling plant. The use of a VRF heat redistribution system to meet the heating demand for the core and office areas is anticipated to result in a further saving of 9.8 tonnes of CO2 annually.
- 7.77 The cumulative CO2 savings from the energy efficient design, passive measures and use of waste heat to supply the core and office areas is anticipated to be 63.2%. This is considerably higher than the 45% reduction required within policy and therefore there would be no planning obligation for carbon off-setting required.
- 7.78 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 with a score of 79%. The delivery of BREEAM Excellent is supported and should be secured via condition.
- 7.79 Overall the design would result in a very efficient building and it would deliver above the policy requirements with respect to CO2 savings. This is strongly supported. It is recommended that the proposals are secured through appropriate conditions.

### Biodiversity

- 7.80 Development Plan policies seek to safeguard and where possible enhance biodiversity value. Policy DM11 requires developments to deliver net gains in biodiversity.
- 7.81 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 existing site is of very limited biodiversity value. Nonetheless the existing trees and shrubs on the site provide habitat for common birds.

- 7.82 Any clearing of the site should take place outside the nesting season or a survey undertaken immediately before clearance. The ecology report recommends a biodiverse roof and nest boxes and this would ensure there are net gains in biodiversity in accordance with policy DM11.
- 7.83 There is an opportunity in the landscaping around the perimeter and within the north-western and north-eastern corners to provide a mix of trees and shrubs. All together these enhancements would improve the biodiversity value of the site and contribute to the Local Biodiversity Action Plan.
- 7.84 Subject to the conditions on landscaping and biodiversity the proposals would meet Development Plan requirements to provide net gains in biodiversity.

#### Air Quality

- 7.85 Under the Mayor of London's policies on air quality if the proposed development would generate less building and transport emissions than the existing land use then no assessment is required. The information provided shows that the existing hotel and its 86 car parking spaces would generate higher emissions than the proposed data centre. Therefore the proposal would reduce emissions arising from the site which is strongly supported.
- 7.86 The back-up generators proposed have the potential to impact on air quality if they were to be used frequently or to supply energy to the national grid. It is recommended that a condition is attached to restrict the frequency and duration of testing to 30mins per month to ensure there would be no unacceptable impacts on local air quality.
- 7.87 The existing hotel by way of its large car park currently has a detrimental impact on air quality and therefore the new use would be welcomed and reduce emissions generated from vehicular traffic within the borough.

#### Wind/Microclimate

- 7.88 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.
- 7.89 The proposed building would have a neutral to beneficial impact on the wind environment to the south and subject to sufficient planting and landscaping the impacts to the north would still be within the limits of 'Business Walking' as defined by the Lawson criteria. This would be acceptable given the context of the area as commercial area that is largely comprised of data centres. Therefore, the proposal would be acceptable from a wind microclimate perspective.

#### Contaminated Land

- 7.90 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

- 7.91 Development Plan policies seek to manage flood risk and encourage the use of Sustainable Urban Drainage.
- 7.92 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 data centre is outside of the model extent for a breach. 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. Therefore from a flood risk perspective the proposal would be acceptable.

### Aviation

- 7.93 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 requiring details of cranes and an unexploded ordnance survey study.

### **Infrastructure Impact**

- 7.94 The proposal would not be liable for the Tower Hamlets Community Infrastructure Levy (CIL) or the Mayor of London CIL as it states under paragraph 11 of regulation 30 Part 5 of the Community Infrastructure Levy Regulations (2010) that 'a building into which people do not normally go' is not included. Given the primary use of the site is to house data it is not expected that many people will enter the building other than for maintenance.
- 7.95 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.
- 7.96 The applicant has agreed to meet all of the financial contributions that are sought by the Council's Planning Obligations SPD, as follows:
- £161,084.23 towards end-user phase employment skills training
  - 2 apprenticeships
  - £1500 monitoring fee

### **Human Rights & Equalities**

- 7.97 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.
- 7.98 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. £161,084.23 towards end-user phase employment skills training

- b. 2 apprenticeships
- c. £1500 monitoring fee

Total financial contributions: £162,584.23

### **Non-financial obligations**

- a. Access to employment
  - 20% local procurement
  - 20% local labour in construction
  - 2 end-user phase apprenticeships
- b. Transport
- c. Link to proposed hotel under planning reference PA/18/03089

8.3 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.

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

### **Planning Conditions**

#### Compliance

1. 3 years deadline for approval of all reserved matters.
2. Development in accordance with maximum floor area
3. Development in accordance with parameter plans
4. 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.
5. Mechanical plant noise standard.
6. Delivery and retention of waste storage facilities.
7. Cycle parking
8. Back-up generators can only be used in the event of national grid supply failing.
9. Use of south-western vehicle access gate for façade maintenance vehicles only.
10. Air quality standards for CHP and Emissions

#### Pre-commencement

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

11. Control of dust and emissions
12. Land Contamination Remediation Scheme (subject to post completion verification).
13. Timing of vegetation clearance (breeding birds)
14. Construction Environmental Management Plan and Construction Logistics Plan (in consultation with TfL)
15. Archaeology Written Scheme of Investigation (in consultation with GLAAS)
16. Archaeology Foundation Design (in consultation with GLAAS)
17. Crane / Lifting Management Plan (LCY & TfL)
18. Unexploded Ordnance site safety and emergency plan (LCY)
19. Piling method statement (Thames Water)

#### Pre-superstructure works

20. Details of external facing materials and architectural detailing;
21. Details of hard and soft landscaping of all public realm and open spaces including, boundary treatment, benches, paving, and lighting.
22. Details of biodiversity improvement measures, including biodiverse roofs, bird and bat boxes;
23. Final energy strategy which ensures CO2 emission savings of at least 64%
24. Details of Secured by Design measures.
25. Sustainable Urban Drainage Systems
26. Details of mechanical plants and details of any lift overruns

#### Prior to occupation

27. Delivery & Servicing Plan, and Waste Management Plan

#### Post occupation

28. BREEAM Certificate
29. Energy efficiency and sustainability measures (subject to post completion verification)
30. Post-completion noise report

### 8.5 Informatives

1. Permission subject to legal agreement.
2. Thames Water

## **Appendix 1**

### Drawings

0460-00\_00 - 000 REV P02 Site Location Plan

Community Infrastructure Levy (CIL) Additional Information Form

Design and Access Statement- prepared by NWA- February 2019

Covering Letter- prepared by CBRE

Planning Statement - prepared by CBRE

Air Quality Assessment- prepared by Cundall

Archaeology Report- prepared by Durham University

Supplementary Archaeological Assessment- February 2019

Potential Basement Options Letter- Cundall- 28th March 2019

Aviation Study- prepared by Eddowes Aviation Safety Ltd

Built Heritage Statement-prepared by Cundall

Outline Construction Management Plan- prepared by Cundall

Daylight and Sunlight Report- prepared by Cundall

Response to GLA and LBTH Comments- Cundall dated 22nd February 2019

Preliminary Ecology Appraisal- prepared by The Ecology Consultancy

Energy and Sustainability Report- prepared by Cundall

Response to GLA and LBTH Comments- Cundall dated 22nd February 2019

Flood Risk Assessment (FRA) and Drainage Strategy- prepared by Cundall

Preliminary Land Quality Assessment- prepared by Cundall

Noise Report- prepared by Cundall

Townscape and Visual Assessment- prepared by Colour

Travel Plan- prepared by Cundall

Transport Statement- prepared by Cundall- 4th March 2019

Electronic Interference Assessment- prepared by Cundall

Environment Report- prepared by Cundall

Pedestrian Wind Comfort Study- prepared by Cundall

Statement of Community Involvement- prepared by BECG

Detailed UXO Risk Assessment- prepared by Cundall

Tall Buildings Assessment- prepared by Cundall

0460-00\_00 – 180 Material Palette

0460-00\_00 – 002 3D Views

0460-00\_00 – 001 P2 Parameter Site Plan and Site Section

001600 A4 Existing Third Floor Plan

001600 A4 Existing Sections

001600 A4 Existing Second Floor Plan

001600 A4 Existing Roof Plan

001600 A4 Existing Ground Floor Plan

001600 A4 Existing Third Floor Plan

001600 A4 Existing First Floor Plan

001600 A4 Existing Elevations

001600 A4 Existing Car Park Plan

0460-00\_00 - 170 REV P01 Proposed Elevations Indicative

0460-00\_00 - 151 REV 01 Proposed Cross Section Indicative

0460-00\_00 - 150 REV 01 Proposed Long Section Indicative

0460-00\_00 - 140 REV 01 Proposed Second to Seventh Floor Plan Indicative

0460-00\_00 - 120 REV 01 Proposed First Floor Plan Indicative

0460-00\_00 - 120 REV 02 Proposed Ground Floor Plan Indicative

0460-00\_00 - 100 REV 01 Proposed Basement Plan Indicative

## APPENDIX

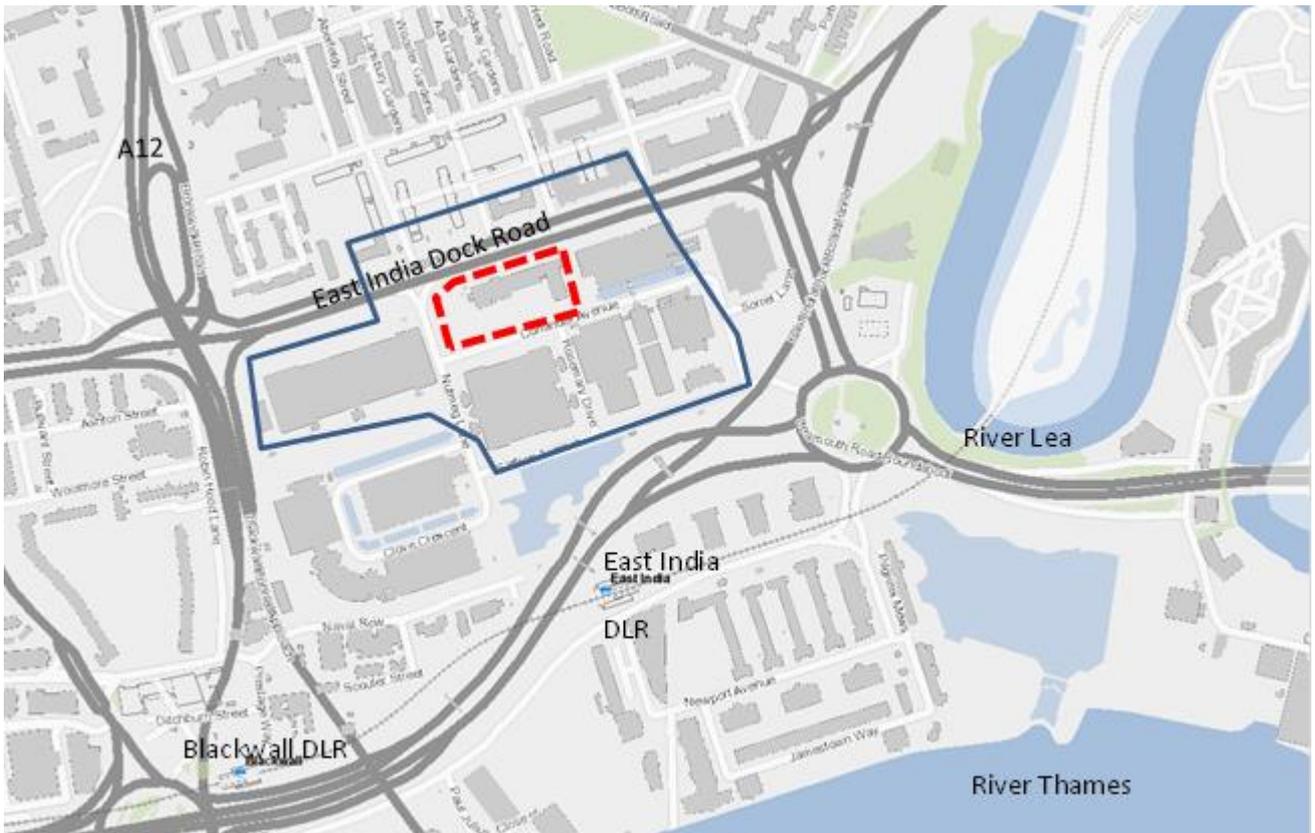


Figure 1: Site Location

Legend:

Site boundary: dashed red line

Consultation boundary: solid blue line



Figure 2: 3D view of proposal (view from north-east to south-west)

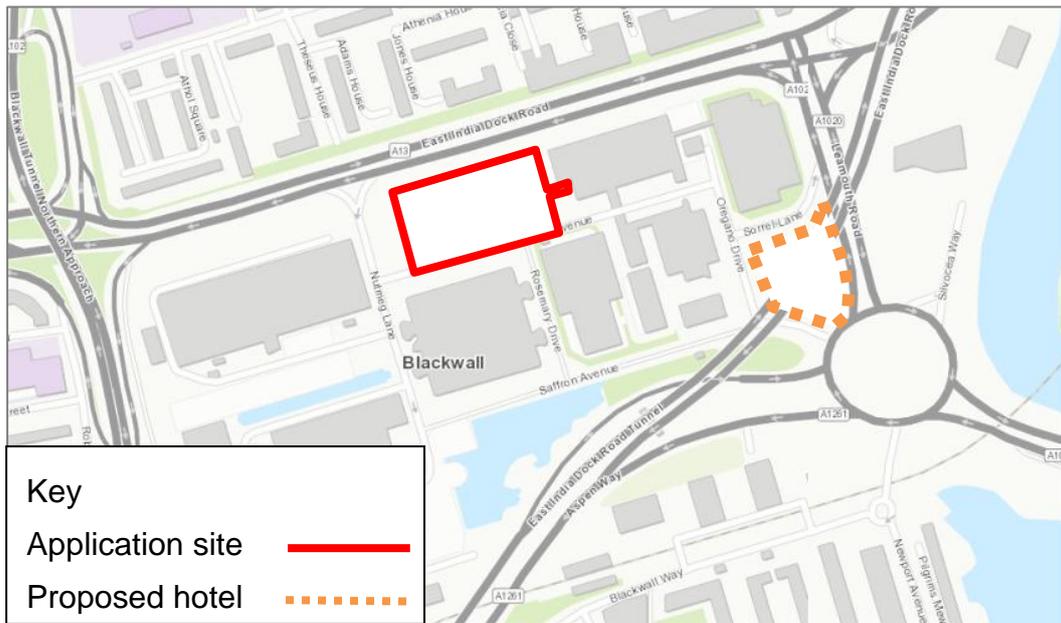


Figure 3: Map showing application site in relation to new hotel proposed under PA/18/03089

Parameter	Minimum in metres	Maximum in metres
Height	60	65
Width	41.8	46.8
Length	86.8	91.8

Table 1: Parameters for proposed data centre

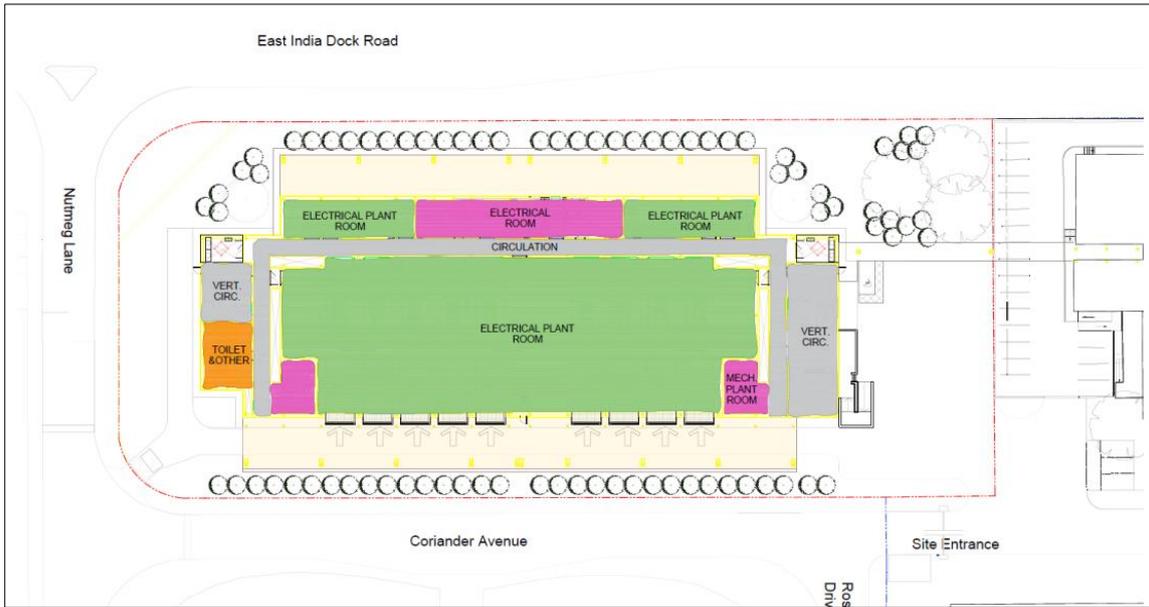


Figure 4: Indicative layout plan

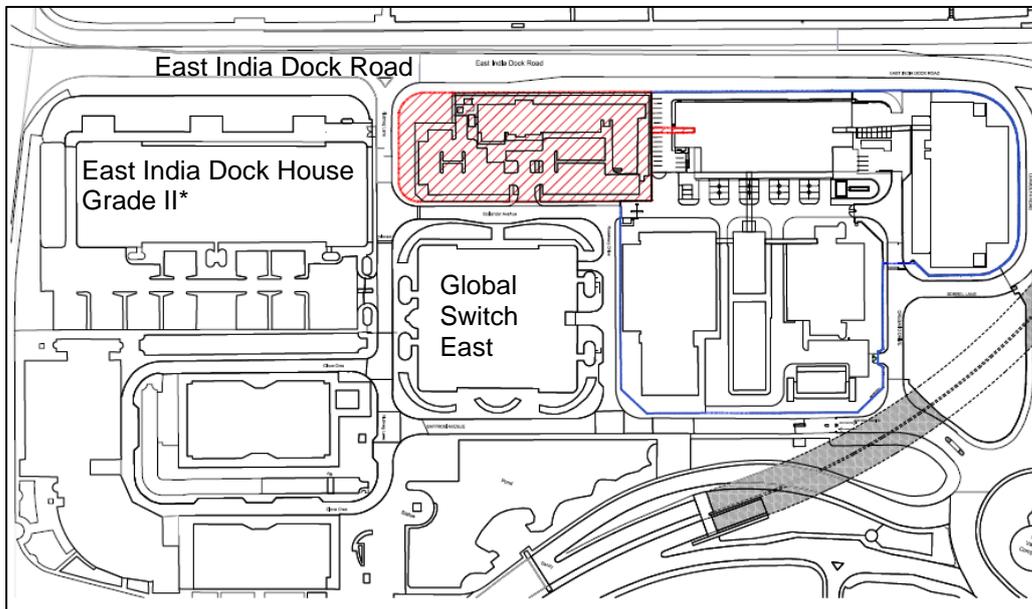


Figure 5: Map showing the existing site (cross hatched in red) in relation to heritage asset



Figure 6: East elevation



Figure 7: South elevation



Figure 8: View of existing Travelodge hotel between East India Dock House (left) & Global Switch East (right)

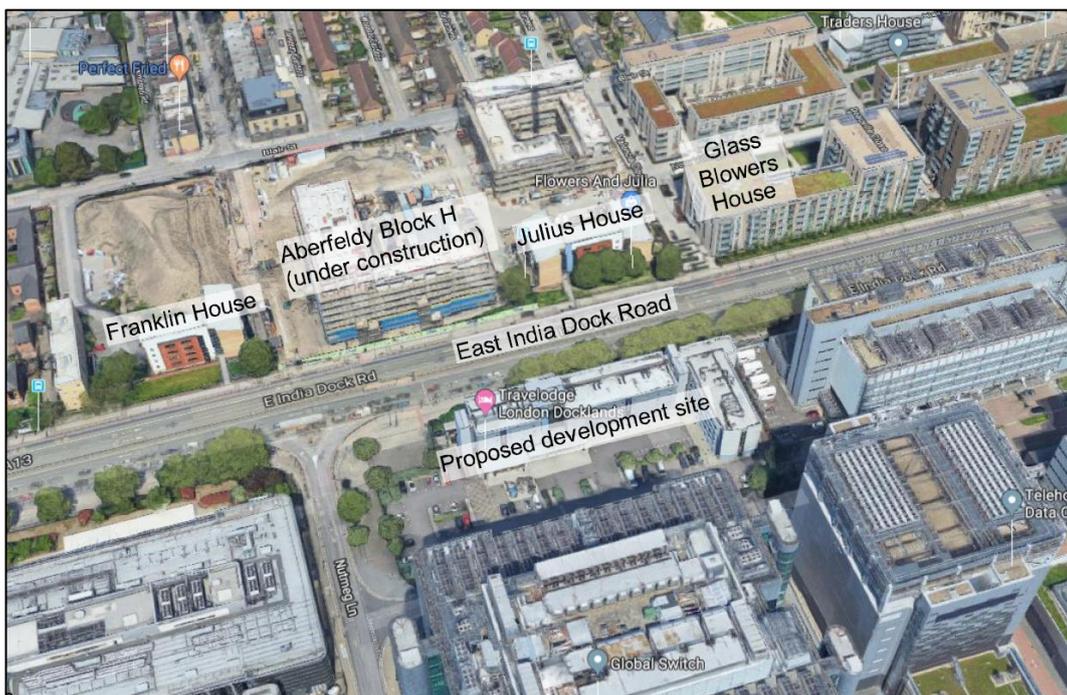


Figure 9: Aerial view of site and residential receptors

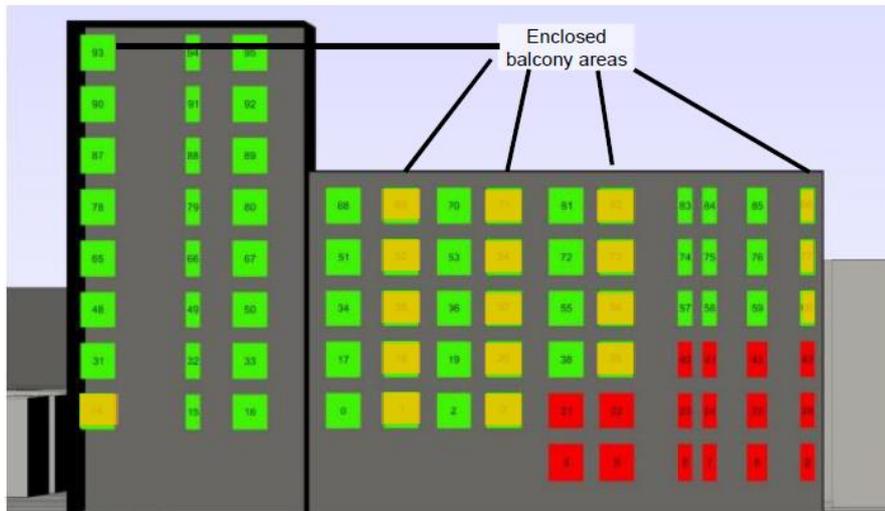


Figure 10: VSC results showing windows that fail BRE guidelines with balconies removed

