

Committee: Development	Date: 31 st March 2010	Classification: Unrestricted	Agenda Item No:
Report of: Corporate Director of Development and Renewal		Title: Planning Application for Decision	
Case Officer: Kamlesh Harris		Ref No: PA/09/2523	
		Ward(s): Bromley by Bow	

1. APPLICATION DETAILS

Location: Site At Car Park Adjacent to 31 Arrow Road, Arrow Road, London

Existing Use: Car park / open-space / pedestrian passage

Proposal: Erection of six three storey five bedroom dwellinghouses.

Drawing Nos: PL(00)01, PL(00)02, PL(00)03A, PL(00)04B, PL(00)05B, PL(00)06B, PL(00)07A, PL(00)08A, PL(00)09, PL(00)10 and PL(00)11;

Documents

- Archaeological Desk-based Assessment Dated October 2009
- Daylight and Sunlight Report dated 21st October 2009; additional information received via email dated 12 January 2010
- Design and Access Statement, revised February 2010
- Report on Sustainable Energy Proposals dated October 2009
- Geotechnical Investigation dated October 2009
- Impact Statement dated November 2009

Applicant: Poplar HARCA

Owner: Poplar HARCA

Historic Building: N/A

Conservation Area: N/A

2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

2.1 The Local Planning Authority has considered the particular circumstances of this application against the Council's approved planning policies contained in the London Borough of Tower Hamlets Unitary Development Plan, the Council's Interim Planning Guidance (2007), associated supplementary planning guidance, the London Plan and Government Planning Policy Guidance and has found that:

1. The loss of the existing car-parking spaces and amenity land is acceptable as the proposal would provide additional housing, maximise the potential of the

site and encourage the use of sustainable forms of transport. As such the proposal accords with the objectives of policies 2B.1, 3A.3 and 4B.1 of the London Plan (consolidated with alterations since 2004) 2008 and policies 0S7 and DEV1 of the adopted Tower Hamlets Unitary Development Plan, which seek to maximise the supply of housing, reduce reliance on the car and ensure development is compatible with the local context of the site.

2. The erection of six, five bedroom dwellinghouses, would increase the supply of larger housing units in the Borough and accords with an identified housing need. The proposed dwellinghouses would offer an acceptable standard of accommodation with access to adequate amenity space. The proposal therefore accords with London Plan (consolidated with alterations since 2004) 2008 policy 3A.5 and saved policies HSG7, HSG13 and HSG16 of the adopted Tower Hamlets Unitary Development Plan 1998, which seek to ensure a mix of unit sizes, and a good standard of new housing provision.
3. The erection of a terrace of dwellings, incorporating elements of traditional architectural detailing and stock brickwork respects the form of existing development in the area. As such the proposal accords with the aims of saved policies DEV1 and DEV9 of the adopted Tower Hamlets Unitary Development Plan 1998, which seek to ensure development is sensitive to the character of the area in terms of design, scale, bulk and use of materials.
4. The scale of development, and separation distances to neighbouring properties, is such that the proposal would not result in any significant loss of daylight, sunlight, privacy or an increased sense of enclosure to the occupiers of neighbouring residential properties. As such the proposal accords with the aims of saved policy DEV2 of the adopted Tower Hamlets Unitary Development Plan 1998, which seeks to preserve residential amenity.
5. The proposed development retains a north-south pedestrian link through the site. The scheme makes no provision for off-street car-parking, would be subject to a car-free agreement and makes provision for cycle parking. As such the proposal would accord with the requirements of saved policies T16 and T18 of the adopted Tower Hamlets Unitary Development Plan 1998, which seek to maximise convenience for pedestrians and ensure the operational traffic associated with a development is taken into account.

RECOMMENDATION

3. That the Committee resolve to **GRANT** planning permission subject to conditions and informatives.
 - 3.1 That the Corporate Director Development & Renewal is delegated power to impose conditions and informatives on the planning permission to secure the following matters:
 - 3.2 **Conditions**
 1. Implementation within 3 years.
 2. Development completed in accordance with approved plans
 3. Completion of Contaminated Land Study
 4. Details and samples of all external facing materials used on proposed dwellings
 5. Details of pedestrian passage including materials and security lighting
 6. Details of cycle parking. Retention thereafter.

7. Details of proposed solar panels
 8. Details of compliance with lifetimes homes standards
 9. Car-free development
 10. Scheme of Highway Improvement Works
 11. Limitation on hours of construction:
8.00 Hours to 18.00 Hours, Monday to Friday and 8.00 Hours to 13.00 Hours on Saturdays.
 12. Removal of permitted development rights for new dwellings
 13. Retention of pedestrian passage, no fences or gates to be constructed.
- 3.3 Any other planning condition(s) considered necessary by the Corporate Director Development & Renewal

3.4 **Informatives:**

1. Section 278 (Highways) agreement required.
2. Any other informative(s) considered necessary by the Corporate Director Development & Renewal

4. PROPOSAL AND LOCATION DETAILS

Proposal

- 4.1 The application proposes the erection of a terrace of six new five bedroom dwellinghouses. The dwellinghouses would front Arrow Road. The terrace would comprise a rectangular block 31.5m long x 11.5m deep. The terrace would be a maximum of 3 storeys (8.8m) in height. The 3rd storey is stepped in from the front and rear line of the terrace.
- 4.2 The dwellinghouses are designed as a modern interpretation of a traditional terrace. The terrace would predominately be finished in a Yellow Stock facing brick. The recessed 3rd floor would be finished in a dark coloured fibrecement slate. The roof itself would be a 'green' roof of living plants. Windows would be set in reveals and frames would be powder coated a charcoal colour. Steel railings (1.4m high) would enclose the front gardens of the dwellings, and 2.4m high timber fencing to the side and rear.
- 4.3 At the western end of the site a 4.8m wide passage would be retained providing access from Arrow Road to the side entrance into 31b Arrow Road, and on to Henshall Point.
- 4.4 The ground floor of each dwellinghouse would comprise a kitchen, livingroom and bathroom. The two upper floors would provide 5 bedrooms, an additional bathroom and storage space.
- 4.5 The dwellinghouses would have a 1.25m deep front garden, and a 5m deep back garden. A south facing (overlooking Arrow Road) terrace is provided at second floor level. The dwelling at the eastern end of the terrace would also have an area of garden to the side.
- 4.6 Cycle storage would be provided in the rear garden. The application does not propose any car-parking spaces.

Site and Surroundings

- 4.7 The application site has an area of 560 square metres and is roughly rectangular in shape. The site has a 41m frontage along Arrow Road, and at the maximum is

approximately 18m deep.

- 4.8 The site can be broken down into three main areas. The first of these is a 28 space car-park. There is a separate entrance and exit to the car-park from Arrow Road. The car-park provides residential car-parking spaces and is owned and managed by Poplar HARCA, who currently issue 15 residents with parking permits.
- 4.9 The second area is the northern part of the site, which comprises a narrow strip (approximately 39m long x 2.5m deep) of grassland. This strip forms part of the larger area of amenity space around the base of the Henshall Point and Dorrington Point tower blocks.
- 4.10 The third part of the site is a pedestrian passageway located at the Western End. The path links Arrow Road to Henshall Point, and the other tower blocks behind. This path also provides access to 31b Arrow Road – an end of terrace dwelling that is accessed from the flank.
- 4.11 The area surrounding the site is predominately residential. Arrow Road itself is an attractive street of 2 storey terrace dwellings.
- 4.12 To the West the site abuts 31/31b Arrow Road. This end of terrace property was constructed in the 1980s. The property has a deep plan form and covers the majority of the plot. An east facing courtyard allows light into the centre of the building, and is located on the boundary with the application site.
- 4.13 To the North the site abuts the grassed area of amenity space that surrounds the base of Henshall Point, Ballinger Point and Dorrington Point – multi-storey residential tower blocks. Henshall Point is the closest of these blocks to the new development. It would be separated by a distance of approximately 10m from the proposed house numbered H1 on the submitted plans.
- 4.14 To the East the site abuts the rear gardens of 4 - 12 Edgar Road, a terrace of 2 storey dwellings with habitable rooms in the loft space.
- 4.15 The site is approximately 45m from Bromley High Street which leads on to the main thoroughfare of Bow Road. The site has a public transport accessibility level of 5, which is categorised as 'high'. The closest stations are Bow Church (DLR) and Bow Road (District Line).
- 4.16 The site is not in a Conservation Area, nor is it close to any Listed Buildings. In common with many parts of the Borough the site is located in an area with a history of ground contamination. The site has no other specific designations in the Unitary Development Plan or any other emerging Council planning policy.

Planning History

- 4.17 There are no previous planning applications relevant to this proposal.

5. POLICY FRAMEWORK

- 5.1 For details of the status of relevant policies see the front sheet for "Planning Applications for Determination" agenda items. The following policies are relevant to the application:

5.2 Unitary Development Plan (as saved September 2007)

Policies:	ST1	Deliver and Implementation of Policy
	ST23	Quality Housing Provision
	ST28	Restrain Private Car
	DEV1	General design and environmental requirements
	DEV2	Development requirements
	DEV4	Planning Obligations
	DEV12	Landscaping in development
	DEV50	Noise
	DEV55	Waste recycling facilities
	HSG7	Housing Mix and Type
	HSG13	Residential Space Standards
	HSG15	Preserving Residential Character
	HSG16	Amenity space
	T16	Pedestrians
	T18	Pedestrians

5.3 Interim Planning Guidance for the purposes of Development Control (Oct 2007)

Core Strategies	CP1	Creating Sustainable Communities
	CP3	Sustainable Environment
	CP4	Good Design
	CP19	New Housing Provision
	CP25	Housing Amenity Space
	CP46	Accessible and Inclusive Environments
	CP40	A sustainable transport network
	Policies:	DEV1
	DEV2	Character & Design
	DEV3	Accessibility and inclusive design
	DEV5	Sustainable Design
	DEV15	Waste and Recyclables storage
	DEV19	Parking for Motor Vehicle
	HSG7	Housing Amenity Space
	PS2	Refuse and Recycling Provision

5.4 Supplementary Planning Guidance/Documents

Designing Out Crime
Residential Space
Landscape Requirements

5.5 Spatial Development Strategy for Greater London 2008 (London Plan)

3A.1	Increasing London's Supply of Housing
3A.2	Borough Housing Targets
3A.3	Maximising the Potential of Sites
3A.4	Housing Choice
3C.1	Integrating Transport and Development
4B.1	Design Principles for a compact city
4B.3	Maximising the potential of sites
4B.6	Sustainable Design and construction
4B.7	Respect Local context and communities

5.6 Government Planning Policy Guidance/Statements

PPS1	Delivering Sustainable Development
PPS3	Housing

5.7 Community Plan:

- A better place for living safely
- A better place for living well
- A better place for creating and sharing prosperity

5.8 Core Strategy 2025: Development Plan Document

- S07: Deliver Housing Growth
- SP02: Housing Delivery
- SP04: Protecting Open Space
- SP09: Street Hierarchy

6. CONSULTATION RESPONSE

6.1 The views of officers within the Directorate of Development and Renewal are expressed in the MATERIAL PLANNING CONSIDERATIONS section below. The following were consulted regarding the application:

Crime Prevention Design Advisor

- 6.2
- Objected to the introduction of an alleyway to the east of the site, due to the existing alleyway on the west side of the existing car park area.
 - Advised for proposed railings at front to be blunted rods to prevent seating and the rear fences to private gardens should be 2.4m to help reduce climbing.
 - Recommended windows to overlook alleyway to House 1 – on the west plus provision of defensible space along same elevation to protect wall.

6.3 *(Officer comment: The proposal was revised to remove the alleyway on the eastern side of the site. Detailed design of fences would be considered during discharge of conditions.)*

LBTH Environment Health (Contaminated Land)

- 6.4
- No comments received.

6.5 *(Officer comment: The site is located in an area with a history of ground contamination. The application has been accompanied with a Contaminated Land study which includes the results of a desk top study and intrusive investigations. A condition would be imposed on any permission requiring any necessary further site investigation and completion of remediation works).*

LBTH Environmental Health (Noise)

- 6.6
- No comments received.

6.7 *(Officer comment: The site is not located in an area close to any particular sources of external noise. Noise impacts on neighbours during construction would be controlled by conditions controlling hours of work.)*

LBTH Environmental Health (Daylight and Sunlight)

- 6.8
- Submitted daylight / sunlight assessment has been reviewed and no objection is raised.

6.9 *(Officer comment: Amenity issues are discussed in more depth in the main body of the report.)*

LBTH Highways

6.10 The Highways Officer commented as follows:

- 6.11
- Site has a PTAL of 5, which demonstrates that a good level of public transport service is available within the immediate vicinity of the site.
 - Additional information requested detailing number of spaces currently used in car-park, together with information on how these spaces are allocated and managed.
 - Unable to recommend approval of application until this information provided.
 - Request conditions requiring: Car-free development, details of cycle parking, forecourt drainage to occur within site, S278 agreement, footpaths / carriageway not to be blocked during construction.

6.12 *(Officer comments: Further information has been provided by the Applicant in response to these questions. Any additional comments from the Council's Highway Section will be reported to committee in an update. The loss of car-parking spaces is discussed in more detail under the Land-Use and Highways section of this report. Details of cycle parking would be required by condition. The drainage and construction matters raised would be conveyed to Applicant by way of informative.)*

Olympic Delivery Authority

6.13 - No objection.

7. LOCAL REPRESENTATION

7.1 A total of 172 neighbouring properties within the area shown on the map appended to this report were notified about the application and invited to comment. The application has also been publicised on site. The number of representations received from neighbours and local groups in response to notification and publicity of the application were as follows:

7.2 No of individual responses: 2 Objecting: 2 Supporting: 0
No of petitions received: 1-of support containing 291 Signatories.
1- of support containing 43 letters
1- of objection containing 28 form letters
1- of objection containing 101 signatories

7.3 The letters and petitions of objection raised the following planning issues:-

- Loss of daylight / sunlight / privacy (in particular to Henshall Point and Edgar Road);
- Loss of car-parking, no detail of re-provision;
- Lack of provision new car-parking;
- Loss of playspace (car-park is used by children during daytime);
- Loss of openspace;
- Smaller housing units needed;
- Playground should be provided instead.

7.4 The petitions of support raised the following planning issues:

- Additional housing needed to reduce overcrowding

7.5 The following are non material matters raised by the representations:

- Poplar HARCA has not discussed the development and no consultation has taken place with regards to car parking spaces; landlord does not listen to local residents.

7.6 *(Officer comment: The planning application has been subject to statutory consultation. The submitted Statement of Community Involvement details the steps taken by the developer to advise the local community of the proposals. This has included the circulation of leaflets and a drop-in discussion forum.)*

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that Members must consider are:-

Land Use
Design
Housing
Amenity
Highways

Land Use

8.2 The land use issues relate to the loss of the existing car-park and the small strip of open-land, and the principle of providing new housing.

8.3 Loss of car parking spaces

Policies 3C.1 and 3C.23 of the London Plan (Consolidated with Alterations since 2004) 2008 and saved policies T16 and ST28 of the Council's Unitary Development Plan 1998 seek to ensure developments minimise parking and promote sustainable transport options.

8.4 Interim Planning Guidance policy CP40 states that the council will seek to minimise car travel and support walking, cycling and the use of public transport.

8.5 The site is currently used as a car-park. The car-park is marked out with 28 spaces for residents / residents visitors. The car-park is owned and managed by Poplar HARCA (the applicant for this development). Poplar HARCA have advised that currently 15 residents have been issued with permits to park in the car-park.

8.6 The Council has been advised that Poplar HARCA has written to those residents with permits to use the Arrow Road car-park to offer alternative car-parking arrangements. Nine (9) residents have responded and stated that they would like to be issued with permits to park elsewhere on Poplar HARCA controlled land. Poplar HARCA have suggested that in the short-term alternative car-parking is likely to be provided within existing car-parks at Stroudley Walk, Warren House and Henshall Point. Poplar HARAC are also proposing to introduce additional car-parking spaces around Bromley High Street as part of other estate landscaping works.

8.7 It is recognised that residents place considerable value on access to safe and convenient car-parking spaces. However, it must also be recognised that the Council's adopted planning policies seek to promote more sustainable modes of transport, and discourage the use of the private car.

8.8 The Applicant has described what measures it will put in place to provide alternative car-parking for residents, and these are welcomed. Nevertheless, it should be

noted that the areas of land identified for replacement parking fall outside of the application site. It would therefore not be possible for the Council to insist on this re-provision taking place. In land-use terms the loss of car-parking accords with policy objectives to promote sustainable transport, and as such is acceptable.

Loss of amenity space

- 8.9 Saved policy OS7 of the adopted Tower Hamlets Unitary Development Plan states that planning permission '*will not normally be given for any development that results in the loss of public or private open space having significant recreation or amenity value*'. The policy does also state that housing amenity land can be laid out as individual gardens for adjoining homes by agreement with residents. The aims of this policy are reflected in policies CP30 and OSN2 of the Council's Interim Planning Guidance.
- 8.10 The application encroaches onto the area of amenity land to the North of the car-park. The proposal would involve the loss of approximately 85 square metres of existing communal amenity space. This space would be incorporated into the site to provide larger rear gardens for the new dwellings.
- 8.11 The application includes a wider alleyway leading along the Western edge of the site. Although, this link is not considered as amenity space, it will improve the quality of access to the existing amenity spaces at the base of Henshall Point and has value in this regard. The Applicant has also stated that further improvements to amenity space provision around Henshall Point, Ballinger Point and Dorrington Point will be undertaken to improve the quality of spaces in the area for existing residents. However, this falls outside the scope of the current application and could not be secured by planning condition or similar.
- 8.12 Officers consider that the loss of the amenity land is acceptable because:-
- i) the amenity space is being lost to provide private garden space,
 - ii) the proposal will improve the quality of the link to Henshall Point, and
 - iii) the proposal affects a relatively small amount of land, with the majority of land with significant amenity value retained.

8.13 Principle of additional housing

Policies 3A.1 and 3A.2 of the London Plan (consolidated with alterations since 2004) 2008 seek the maximum provision of additional housing in London. Policy SP02 of the Core Strategy 2025 Development Plan Document sets Tower Hamlets a target to deliver 43, 275 new homes (2, 885 a year) from 2010 to 2025.

- 8.14 The application proposes to use the land to provide six new five bedroom dwellinghouses. The site is in a predominately residential area. The use of the site would respond to an identified priority on land-use in the Borough, is compatible with the character of the area and as such is acceptable.

Design

- 8.15 Saved Policy DEV 1 of the adopted Tower Hamlets Unitary Development Plan 1998 states that all development proposals should:-
1. Take into account and be sensitive to the character of the surrounding area in terms of design, bulk, scale and the use of materials;
 2. Be sensitive to the development capabilities of the site, not result in over development or poor space standards; be visually appropriate to the site and

- its setting;
3. Normally maintain the continuity of street frontage, and take into account of existing building lines, roof lines and street patterns;
 4. Provide adequate access for disabled people in respect of the layout of sites and the provision of access to public buildings;
 5. Be designed to maximise the feeling of safety and security for those who will use the development; and
 6. Include proposals for the design of external treatments and landscaping.
- 8.16 Policies DEV2 and DEV4 of the Interim Planning Guidance (October 2007) reinforce this position by requiring that all development is of a high quality design, is appropriate to local context and ensures that the safety and security of the development is maximised.
- 8.17 The proposal involves the erection of a three storey building to create six dwellinghouses. The six houses are similar in design and orientation; the ground floor will consist of a kitchen, lounge and utility area; a back door leads to the rear garden. The first floor will cater for three bedrooms and a bathroom and the second floor proposes two small bedrooms with a removable partition.
- 8.18 Each of the dwellings has a 1.25m deep front garden. This is enclosed with 1.4m high steel gates and railings. The rear gardens are 5m deep and enclosed with 2.4m high timber fencing. Each dwelling has a roof terrace at second floor level overlooking Arrow Road.
- 8.19 Proposed dwelling numbered H6 is located at the east end of the terrace, and would also include a side garden to the boundary with the dwellings fronting Edgar Road.
- 8.20 A 4.8m wide public pedestrian passage is retained (in a widened form) in-between proposed dwelling number H1 and 31/31a Arrow Road.
- 8.21 The development of terraced family dwellings is consistent with the existing form of development along Arrow Road. The proposed front building line follows the established line of development along Arrow Road. The development will remove the existing 'gap' along Arrow Road, it will re-enforce the traditional street pattern and is acceptable.
- 8.22 At three storeys the scale of the building is higher than the two storey dwellings found on the opposite side of Arrow Road, and further along to the West. However, the 3rd floor of the building has been recessed by 3.5m from the front of the building. This creates a strong parapet line, which ties in well with the parapet line of the existing built form along Arrow Road. The proposed block has been centered within the available site frontage along Arrow Road. This arrangement provides open-space, and a visual break, between the new and existing development and ensures the scale of the development is acceptable.
- 8.23 The proposal retains the pedestrian passage leading from Arrow Road to Henshall Point. This ensures the proposal does not reduce permeability in the area. The passage would be enlarged to 4.8m in width. This width, coupled with the short length of the passage, ensures that there is good visibility all the way through the passage from the road. A condition would be imposed on any permission requiring details of security lighting for this passage to ensure that it is a safe and inviting place, and with this safeguard this aspect of the development would be acceptable.
- 8.24 The design of the block appears as a modern interpretation of a traditional terrace.

The terrace is predominately finished in yellow stock brick, with the set back 3rd storey finished in a dark cement slate. The design sets the windows in deep reveals and includes a small front garden enclosed by railings. The use of a relatively traditional pallet of materials and the incorporation of good architectural detailing of a form found in the area ensures the development would sit well in the streetscene. A condition would require the submission of samples of materials and with this safeguard the appearance of the development would be acceptable.

- 8.25 The proposed development aims to achieve a high level of sustainability (Code Level 3). The six houses would have 'green' roofs and would be fitted with solar panels. The detail or location of the solar panels is not known. A condition would require the submission of this detail, and with this safeguard Officers are satisfied that the development would meet the requirements of Interim Planning Guidance Policy DEV5, which requires development to minimise energy use.
- 8.26 The General Permitted Development Order 1995 (as amended) allows householders to carry out various works, including the construction of extensions, outbuildings and roof alterations to their property without the need for planning permission. The design of these terraced dwellings, and the constraints of this site, would mean that some of these works could have an adverse impact on the appearance of the terrace or on the amenity of neighbours. To allow the Planning Authority to assess the suitability of any future alterations to these properties a condition would be placed on any permission removing 'permitted development' rights.

Housing

8.27 Affordable Housing

Policy 3A.9 of the London Plan states that Boroughs should seek the maximum reasonable amount of affordable housing, taking into account the Mayor's strategic target that 50% of all new housing in London should be affordable and Boroughs own affordable housing targets. Interim Planning Guidance policies CP22 and HSG3 seek to achieve 50% affordable housing from all sources across the Borough, and specify that individual developments should provide a minimum of 35% affordable housing. The Council has set a threshold of 10 units before housing developments would be required to include affordable units. Policy HSG4 of the Interim Planning Guidance states that the council will expect that social rented housing is the predominant form of affordable housing

- 8.28 The Applicant, Poplar HARCA is a Registered Social Landlord. The Applicant has stated that all six dwellings would be used to provide affordable housing in the social rent tenure.
- 8.29 The development is below the threshold for which the Council can insist on the provision of affordable housing, as such no S106 securing the provision of affordable housing is required.

Mix of dwelling sizes

- 8.30 London Plan policy 3A.5 promotes housing choice including the provision of a range of dwelling sizes. Unitary Development Plan policy HSG7 requires new housing schemes to provide a mix of unit sizes including a substantial proportion of family dwellings of between 3 and 6 bedrooms. Policies CP21 and HSG2 in the IPG specify that a mix of unit sizes should be provided to reflect local need and to contribute to the creation of balanced and sustainable communities.
- 8.31 The application proposes six x five bedroom dwellinghouses. This form of

accommodation is in short supply, particularly in the social rent tenure. The site is in a residential street, which is considered to be a good location for family housing. Given the shortage of larger family sized units in the Borough the proposed mix is acceptable.

Standard of accommodation and Amenity Space Provision

- 8.32 Saved policy HSG13 of the Unitary Development Plan, and advice in Supplementary Planning Guidance Note 1, set space standards for new residential development. Saved UDP policy HSG16 and IPG policy HSG7 set standards for the provision of amenity space for new residential development. London Plan policies 3A.5 and 3A.6 seek quality in new housing provision, and compliance with accessibility standards.
- 8.33 The internal layouts of the proposed houses are logical, with dedicated circulation allowing access to all rooms from a central hallway. Rooms benefit from appropriately positioned windows to provide adequate daylight and sunlight. The dwellings also have dedicated areas for storage indicated on the plans.
- 8.34 Supplementary Planning Guidance Note 1: Residential Space details minimum unit and room sizes for new development. A standard of 98 square metres is set for 3 storey dwellinghouses. The proposed dwellings have an internal floor area of 126 square metres.
- 8.35 The proposed bedrooms on the third floor are 4.7 square metres and 5.7 square metres in area. This is smaller than the 6.5 square metre minimum bedroom size specified in the Council's Supplementary Planning Guidance. However, it is noted that these rooms have been designed as a more flexible form of space, with a removable partition. The purpose of this is to allow the bedrooms to be merged into one larger bedroom, or to remain subdivided as separate bedrooms as family needs dictate, and this approach is considered acceptable.
- 8.36 Saved UDP policy HSG16 and IPG policy HSG7 require new residential development to provide adequate amenity space. A minimum of 50 square metres is specified for family sized dwellings. The development would provide a 25 square metres rear garden for dwellings H1-H5. Dwelling H6 has a larger rear/side garden of 98 square metres. Each dwelling would also have a 15 square metre south facing second floor roof terrace.
- 8.37 Given the constraints of providing amenity space in an urban location, the overall amount and quality of the amenity space provision is considered acceptable.
- 8.38 The scheme is under the 10 unit threshold that would require the provision of a wheelchair accessible unit. If planning permission is granted a condition would be imposed requiring compliance with Lifetimes Homes Standards to ensure compliance with London Plan policy 3A.5 and IPG policy HSG9.
- 8.39 In overall terms of the proposed dwellings would offer a good standard of accommodation for future occupiers.

Amenity

- 8.40 Saved policy DEV2 of the UDP and policy DEV1 of the IPG requires development to protect, and where possible improve the amenity of the surrounding area. Policy DEV2 seeks to ensure that the occupiers of adjoining buildings are not adversely affected by a material deterioration of their day lighting and sun lighting conditions, or by loss of privacy.

8.41 The impact of the development on the following neighbouring properties has been considered:-

31a/31b Arrow Road.

8.42 This end of terrace building is located to the west of the proposed development. The property has a deep plan form and covers the majority of the plot. The building is laterally divided, with 31a Arrow Road occupying the front of the building, and 31b Arrow Road occupying the rear. A courtyard cuts into the plan form of this building from the application site boundary. This courtyard acts as a light-well, and provides daylight into the centre of the building.

8.43 The flank wall of the building has an entrance door to 31b Arrow Road, and windows serving habitable rooms at first floor level. Windows in the courtyard serve a kitchen at ground floor level, and a bedroom at first floor level.

8.44 At the closest a distance of 4.8m would separate the development from the flank windows.

8.45 The submitted daylight assessment shows that the a 25° degree line drawn from the first floor flank passes above the parapet wall of the opposing part of the proposed development, and as such passes BRE guidelines.

8.46 The main window at ground floor level faces North (into the existing courtyard) of 31a Arrow Road, and serves a kitchen. At first floor level there is a North facing bedroom window. These rooms will suffer from some loss of light. However, given the orientation of the existing windows, and the use of rooms on the ground floor the impact is considered acceptable.

8.47 The courtyard area is already enclosed by a brick wall, and the development would not significantly increase any permanent overshadowing beyond that which this area suffers.

8.48 No windows are proposed in the western elevation, and as such the development would not result in any significant loss of privacy to the occupiers of these properties.

4 – 12 Edgar Road

8.49 These properties are located to the west of the proposed development. The properties are two storey dwellinghouses. There are windows serving habitable rooms located at ground floor and first floor level facing the application site. A distance of 11m separates the flank wall of proposed house H6 from the rear building line of 4 – 12 Edgar Road. A distance of 5m separates the proposed development from the shared boundary.

8.50 The submitted daylight / sunlight assessment assesses the impact of the development on the habitable room windows facing the site. The study demonstrates that the development would cause some loss of daylight / sunlight. However, the loss would not exceed BRE recommended guidelines (the worse affected window would be on the ground floor of 10 Edgar Road. This window would have a resultant BRE VSC of 1.5% above the 27% minimum specified in the guidelines.). The impact is therefore considered by the Council's Environmental Health Officer.

8.51 There are no windows in the proposed east elevation of H6, which ensures that

there would be no additional overlooking / loss of privacy to the occupiers of these properties.

28 – 46 Arrow Road

- 8.52 These two storey dwellings are located on the opposite side (to the South) of Arrow Road from the application site. These properties are 14.75m from the two storey part of the proposed terrace block, and 16.35m from the proposed three storey stepped-back roof element.
- 8.53 The distance across Arrow Road, and position to the south of the proposed dwellings, is sufficient to ensure that the proposed development would have no significant impacts on these properties in terms of loss of daylight or sunlight.
- 8.54 There would be potential for additional overlooking of these properties from the proposed dwellings, in particular from the upper floor windows, and proposed 2nd floor roof terrace. Saved UDP policy DEV2 states that a separation distance of 18m should be provided between opposite habitable room windows. In this case the separation distance is equivalent to the separation between the existing terraces on either side of Arrow Road, it would not lead to any unreasonable loss of privacy and is acceptable.

Henshall Point / Ballinger Point

- 8.55 Henshall Point is a multi-storey residential tower block located to the North-west of the application site. The residential use of the building starts at first floor level, with the ground floor only used for entrance and servicing. There are habitable room windows at first floor level on the South and East elevations of the building.
- 8.56 At the closest, the distance between Henshall Point and proposed dwelling H1 is approximately 10m.
- 8.57 Ballinger Point is another residential tower block located directly to the North of the application site. A distance of over 20m separates this building from the proposed dwellings.
- 8.58 Henshall Point is located to the north-west of the proposed development, and it does not have any residential windows at ground floor level. Given the relative positions of the buildings the windows on the upper floors would not suffer from any significant reduction in daylight or sunlight.
- 8.59 The floor levels between the proposed dwellings and residential windows at first floor level in Henshall Point are such that it would not be possible to look directly from a window in proposed H1 into windows in Henshall Point. The separation distance is less than 18m, but no direct overlooking is possible, and on this basis there would be no significant loss of privacy.

Conclusion

- 8.60 In overall terms the impact on the amenity of neighbouring occupiers is considered acceptable and accords with the aims of saved policy DEV2 of the UDP, which seeks to preserve residential amenity.

Highways

Access

- 8.61 Saved policy T16 of the adopted UDP seeks to ensure that the operational traffic from a proposed use is taken account of when granting planning permission for a development. Saved policy T18 seeks to give priority to the safety and convenience

of pedestrians.

- 8.62 The proposed dwellings would be accessed by pedestrians directly from Arrow Road. No vehicle access is proposed. This is considered acceptable.
- 8.63 An existing pedestrian passage links Arrow Road to Henshall Point to the North (and provides access to 30a Arrow Road). The development proposes to retain this passage and increase its width to 4.8m. This would ensure that pedestrian permeability in the area is retained.
- 8.64 If planning permission is granted a condition would be imposed requiring the retention of this link, and prohibiting the erection of any fencing. This would ensure the permeability of the area is maintained and that the convenience of pedestrians is maximised. This would accord with the objectives of saved policy T18 of the adopted UDP, and is acceptable.
- 8.65 If planning permission is granted a condition would be imposed requiring the developer to agree a scheme of Highways works. This would ensure the removal of the two redundant crossovers that currently serve the car-park and any other necessary street reparation works.

Parking

- 8.66 Policy CP40 of the Interim Planning Guidance states that 'The Council will seek the creation of a sustainable transport network in Tower Hamlets which minimises car travel, lorries and supports movement by walking, cycling and public transport by promoting car free developments and those schemes which minimise on site and off site car parking provision in areas with good access to public transport'. Interim Planning Guidance Standard 3 states that maximum level of car-parking for new residential development should be no more than 0.5 spaces per unit.
- 8.67 The scheme does not propose any dedicated off-street car-parking. This accords with London Plan policy 3C.23 and IPG policy CP40, which seeks to minimise the provision of car-parking. As set out at sections 8.3 – 8.8 the loss of the existing spaces is considered acceptable in this instance given the need for family housing in the Borough.
- 8.68 In line with the Council's sustainability objectives if planning permission is granted the development would be subject to a 'car-free' condition to prevent future occupiers of the dwellings being eligible to apply for Council issued on-street car-parking permits.
- 8.69 The use of a car-free condition would ensure that the development does not lead to additional pressure for on-street parking in the area or cause additional congestion.
- 8.70 London Plan policy 3C.22 seeks to improve conditions for cycling and requires the provision of cycle parking in new residential development. Policy CP40 of the Interim Planning Guidance sets a standard of 1 cycle parking space per dwelling.
- 8.71 The application states that provision will be made for the parking of two bicycles in the rear garden of the dwellings. The Council's Highway section have requested confirmation of the detail of this provision, and this would be required by condition. With this safeguard the development would accord with policy requirements.

Servicing and refuse

- 8.72 Saved policy DEV55 of the UDP requires that adequate provision is made for waste and recycling storage in new development. The application proposes an enclosed store at the front of the dwellings. These are suitably located to allow for the collection of refuse. Refuse collection would take place as part of the existing arrangements for collection from the properties along Arrow Road. This is considered acceptable.

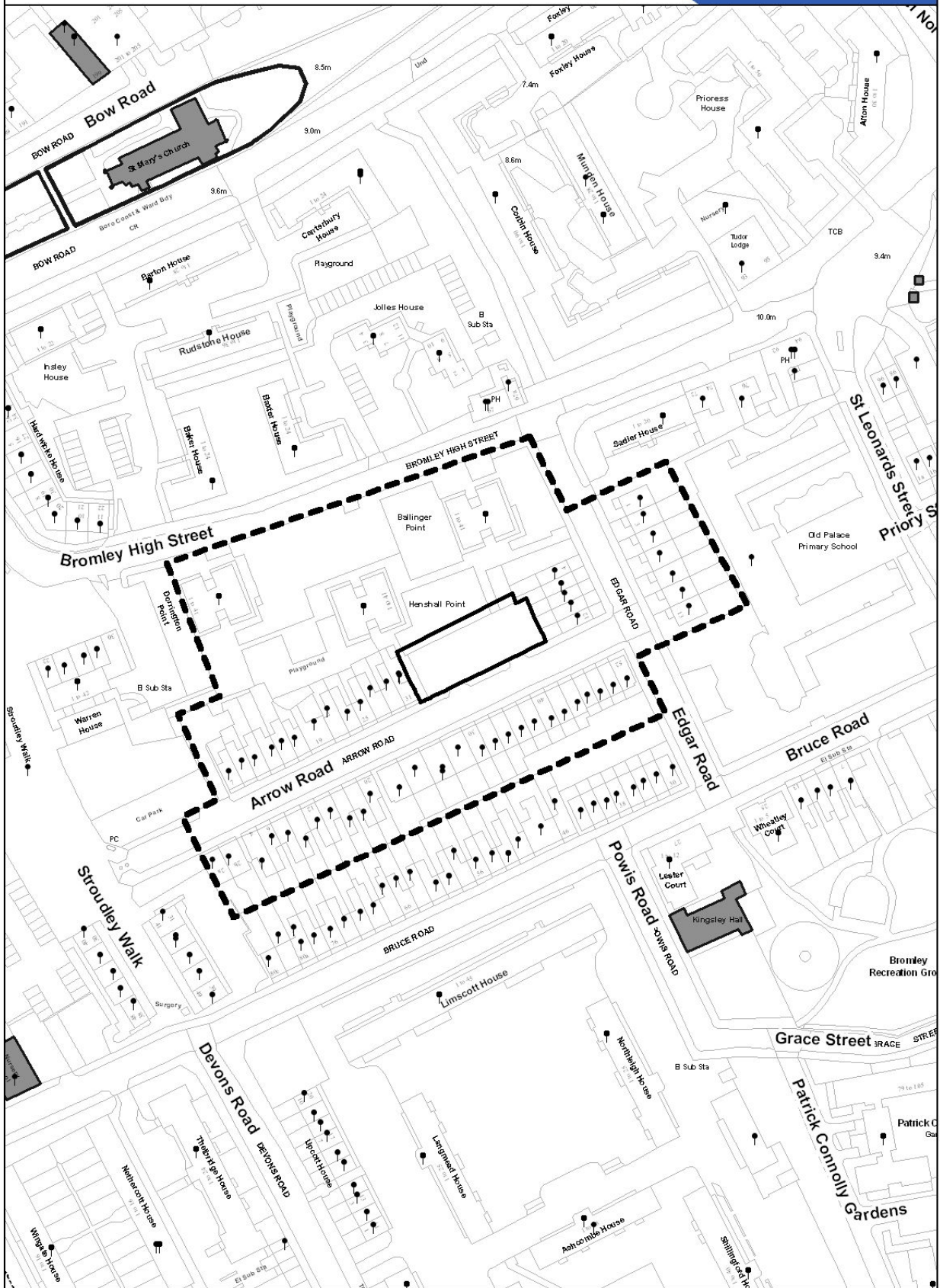
Others

- 8.73 The impact of the development on local infrastructure (e.g. School Places and GP surgeries) is considered too small to justify any form of additional financial contribution.

9 Conclusions

- 9.1 All other relevant policies and considerations have been taken into account. Planning permission should be granted for the reasons set out in the SUMMARY OF MATERIAL PLANNING CONSIDERATIONS and the details of the decision are set out in the RECOMMENDATION at the beginning of this report.

Planning Application Site Map



Planning Application Site Boundary



Statutory Listed Buildings



Consultation Area



Land Parcel Address



1:1,750

This Site Map displays the Planning Application Site Boundary and the neighbouring Occupiers / Owners who were consulted as part of the Planning Application process. The Site Map was reproduced from the Ordnance Survey mapping with the permission of Her Majesty's Stationary Office (c) Crown Copyright