

Committee: Development	Date: 16 th June 2010	Classification: Unrestricted	Agenda Item No: 9.2
Report of: Corporate Director of Development and Renewal		Title: Planning Application for Decision	
Case Officer: Richard Murrell		Ref No: PA/10/00461	
		Ward(s): Bethnal Green North	

1. APPLICATION DETAILS

Location:	Car Park to rear of 2 to 82 Russia Lane, off Robinson Road, London, E2
Existing Use:	Car park / dis-used children's play-area
Proposal:	Erection of four x five bedroom residential houses and associated landscaping on existing area of car-parking / hardstanding. Amendments to entrance of Russia Lane Daycare Centre. Associated works to existing hard landscaping and soft-landscaping.
Drawing Nos:	(PL)201-, (PL)202-, (PL)203-, (PL)204 A, (PL)205 A, (PL)206 A (PL)207 A, (PL)208 A, (PL)209 A, (PL)210 A, (PL)211 A, (PL)212 A, (PL)213 B, (PL)214-, (PL)215-, (PL)220- and (PL)221-
Documents	Design and Impact Statement Daylight and Sunlight Assessment dated February 2010 (and further information dated 19 th April 2010). Energy Strategy dated 1 st March 2010 Transport Assessment dated 24 th February 2010 (and response to comments dated 27 th March 2010). Arboricultural Report
Applicant:	London Borough Tower Hamlets
Owner:	London Borough Tower Hamlets
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 1998, the Council's Interim Planning Guidance (2007), the Core Strategy and Development Control Plan 2025 (submission version 2009), associated supplementary planning guidance, the London Plan 2008 (Consolidated with Alterations since 2004) 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 2008 (Consolidated with Alterations since 2004) and policies 0S7 and DEV1 of the adopted Tower Hamlets Unitary Development Plan 1998, 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 four 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 2008 (consolidated with alterations since 2004) 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 proposed terrace complements the range of architectural styles found in the area. The scale and good quality design of the terrace ensures the proposal enhances the setting of the Victoria Park Conservation Area and the setting of the Grade II Listed terrace fronting Approach Road. As such the proposal accords with the aims of saved policies DEV1, DEV9 and DEV27 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 scheme introduces a segregated pedestrian access, and maintains adequate vehicle parking for existing car-park users. 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.

3 RECOMMENDATION

3.1 That the Committee resolve to **GRANT** planning permission subject to conditions and informatives.

3.2 That the Corporate Director Development & Renewal is delegated power to impose conditions and informatives on the planning permission to secure the following matters:

3.3 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 compliance with lifetimes homes standards

6. Car-free development
 7. Scheme of Highway Improvement Works
 8. Implementation tree protection measures
 9. Detail of solar panels
 10. Submission of hard/soft landscaping scheme, implementation prior to first occupation new dwellings.
 11. Detail any proposed external lighting.
 12. Removal of permitted development rights for new dwellings
 13. Limitation on hours of construction:
8.00 Hours to 18.00 Hours, Monday to Friday and 9.00 Hours to 13.00 Hours on Saturdays. No working on Bank Holidays.
- 3.4 Any other planning condition(s) considered necessary by the Corporate Director Development & Renewal
- 3.5 **Informatives:**
- 3.6
1. Forecourt drainage to occur within site
 2. Footpaths / carriageway not to be blocked during construction
- 3.7 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 4 new five bedroom dwellinghouses. The terrace would be located towards the South-east (rear) of the car-park. The terrace fronts the existing car-park and backs onto the rear gardens of dwellings fronting Approach Road. The terrace would comprise a rectangular block 23m long x 15m deep. Each dwelling has a frontage of approximately 5.6m. The main part of the terrace is 3 storey (maximum 10m) in height, with a lower L-shaped single storey component at the rear.
- 4.2 Cycle and refuse storage would be provided in the large front porch area. This area also provides a lockable store for deliveries.
- 4.3 The application also includes re-configuring the existing car-park/hardstanding that would remain in front of the proposed terrace. The space would be used to provide 12 car-parking spaces, two of which are proposed to be dedicated disabled spaces. Four ambulance spaces would be provided at the South of the site, adjacent to the entrance to the Age Concern facility in the Russia Lane Day Centre. The existing entrance ramp would be amended to allow easy transfer for residents from vehicles using the ambulance spaces into the day centre.
- 4.4 The existing vehicle access from Robinson Road would not be changed. A new segregated pedestrian access would be provided from Robinson Road to the proposed dwellings.
- 4.5 Areas of soft-landscaping would be provided around the edges of the site and in front of the proposed dwellings. Hard standing would be finished with resin bound gravel, with parking spaces delineated by inset studs. Soft landscaping would comprise turfed areas, low shrubs and trees.
- 4.6 During the course of the application the following amendments have been made to

scheme:-

- Decrease in number retained parking spaces from 19 to 12,
- Confirmation that the application no longer proposes a children's playground but will instead provide an area of open-space that will be landscaped.,
- Amendments to entrance ramp to Age Concern facility.

Site and Surroundings

- 4.7 The application site has an area of approximately 2689 square metres and is roughly triangular in shape. The site is a largely flat area of tarmac / hard standing, with small grass landscape strips around the perimeter. The tarmac area is laid out to provide 19 car-parking spaces and 4 ambulance parking spaces. The car-park is managed by LBTH, and permits are available to occupiers of neighbouring residential properties. The ambulance bays are used in association with the Age Concern facility in the Russia Lane Day Centre.
- 4.8 Towards the NE of the site there is a 15m x 31m area of hard-standing that is raised by approximately 30cm above the level of the rest of the car-park. Historically this space was a children's playground. However, it has not been used as such for over ten years.
- 4.9 The site is largely surrounded by buildings, with the exception of the open-access to the north onto Robinson Road. To the east the site abuts the rear boundary of 26 – 49 Robinson Road. This is a 4 storey residential block, with a narrow grass strip separating the block from the boundary of the application site. There is also a single storey electrical sub-station just outside the North-east corner of the site.
- 4.10 To the south-east, the site abuts the rear gardens of 27 – 45 Approach Road. This is a Grade II Listed terrace of 3 storey dwellings, with lower ground floor. The west boundary of the Victoria Park Conservation Area runs along the rear boundary of these dwellings.
- 4.11 To the southwest of the site is the Russia Lane Day Centre. The centre is part single, part 3 storey in height. The centre is used to provide community facilities, including an Age Concern centre. Access to the Age Concern facility is via a ramp located at the south of the existing car-park.
- 4.12 To the west the site abuts the rear boundary of 4 storey residential blocks forming 2 – 80 Russian Lane. The blocks are brick built with a tiled pitch roof. The entrances to the dwellings front Russia Lane.
- 4.13 The site has a vehicle and pedestrian access from Robinson Road. There are also three additional pedestrian accesses into the site. The first of these is a passage-way located in-between 48 and 50 Russia Lane. The second provides a route around the side of the Russia Lane Day Centre. A third access is possible in the South-east corner of the site adjacent to the electrical sub-station. However, this is secured by a locked gate. The scheme does not propose to change any of these access routes.
- 4.14 The area surrounding the site is predominately residential. The site is located in an area with good access to public transport (PTAL 5/6). The closest train stations are located at Bethnal Green and Cambridge Heath Road (approximately 500m away).
- 4.15 The site has no specific designations in the adopted Tower Hamlets Unitary

Development Plan or other emerging planning policy.

Relevant Planning History

- 4.19 PA/99/1574: Erection of four one-bedroom bungalows for the elderly and environmental improvements to adjacent flats.

Approved 1st September 2000.

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 (UDP) (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
	DEV14	Trees
	DEV50	Noise
	DEV27	Development and Conservation Areas
	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 (IPG) 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	Amenity
		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)(Consolidated with Alterations since 2004)

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
PPS5	Planning and the Historic Environment
PPG13	Transport

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 (submission version December 2009)

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:

LBTH Arboriculture Officer

6.2 - No objections

LBTH Crime Prevention Design Advisor

6.3 - Suggests that front courtyard housing cycles etc should have a sliding door to improve security.
- North and South house should have 2.4m high boundary fences
- Care should be taken to avoid making it easy to climb onto the rear roofs, particularly given use of roof lights and the internal courtyards.

6.4 *(Officer comment: Provision of additional security gating etc needs to be balanced against other design considerations, e.g. appearance. Officer's do not consider that the provision of additional security gating is necessary to make the scheme acceptable in planning terms.)*

LBTH Environment Health (Contaminated Land)

- 6.5 - Request contaminated land condition
- 6.6 *(Officer comment: If this scheme is granted permission a condition requesting further site investigations would be imposed).*

LBTH Environmental Health (Daylight and Sunlight)

- 6.7 - Submitted daylight / sunlight assessment has been reviewed and no objection is raised.
- 6.8 *(Officer comment: Amenity issues are discussed in more depth in the main body of the report.)*

LBTH Highways

- 6.9 The Highways Officer commented as follows:
- 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.
 - Highways would support reduction in spaces provided within parking area.
 - Request consideration given to including charging points for electric vehicles.
 - Request provision of 2 disabled parking spaces
 - 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.
- 6.10 *(Officer comments: Further information has been provided by the Applicant in response to these questions. The scheme proposes a reduction in the amount of car-parking at the site, rather than any new car-parking. On this basis it is not considered reasonable to require the provision of electric car-charging points. The Applicant has amended the plans to show the inclusion of two disabled car-parking spaces. The drainage and construction matters raised would be conveyed to Applicant by way of informative.)*

London Fire and Emergency Planning Authority

- 6.11 - No objections

7. LOCAL REPRESENTATION

- 7.1 A total of 91 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: 7 Objecting: 7 Supporting: 0
No of petitions received: 1-of objection containing 70 signatories.
- 7.3 The letters and petitions of objection raised the following planning issues:-
- Inappropriate use of courtyard space, play and family sized accommodation will create uncontrolled / unsupervised movement through space

- Increased noise and disturbance.
- Loss of privacy
- Loss of existing recreation space
- Design inappropriate to surroundings
- Consultation inadequate / comments ignored
- Original scheme for bungalows more appropriate
- Improved landscaping / increased open-space should be priority
- Increase in vehicle congestion during construction and after development completed.
- Increased light pollution
- Increase in residential density in area
- Poor quality application submission / inaccurate drawings

7.4 *Officer comment: The planning issues raised are discussed in the report.*

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, the loss of the historic play-area, and the principle of providing new housing.

8.3 Loss of car parking spaces

Policies 3C.1 and 3C.23 of the London Plan 2008 (Consolidated with Alterations since 2004) 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 for the purposes of Development Control (October 2007) 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 majority of the site is currently used as a car-park. The tarmac area is laid out to provide 19 car-parking spaces and 4 ambulance parking spaces. The car-park is managed by the Council, and permits are available to occupiers of neighbouring residential properties. The ambulance bays are used in association with the Age Concern facility in the Russia Lane Day Centre.

8.6 The application proposes a reduction in the level of parking to provide 12 car-parking spaces and 4 ambulance spaces.

8.7 The current car-parking spaces are under-used. A reduction in the overall number of spaces accords with the Council's adopted planning policies that seek to promote more sustainable modes of transport, and discourage the use of the private car.

8.8 Loss of amenity space

Saved policy OS7 of the adopted Tower Hamlets Unitary Development Plan 1998

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 aims of this policy are reflected in policies CP30 and OSN2 of the Council's Interim Planning Guidance.

- 8.9 The application site incorporates a 465 square metre of hardstanding that in the past formed a play area. The site has not been used as a formal play-area for over ten years. The proposals include the provision of replacement turfed areas and planting. It total this space covers an area of 1048 square metres. This type of landscaping also has amenity value. Although it is a different form of amenity space to childplay space, it is considered to represent an adequate replacement for the loss of an old play area. This type of space is also less likely to result in amenity impacts, for instance noise, to occupiers of nearby existing residential occupiers.
- 8.10 Principle of additional housing
Policies 3A.1 and 3A.2 of the London Plan 2008 (Consolidated with Alterations since 2004) seek the maximum provision of additional housing in London. Policy SP02 of the Core Strategy 2025 Development Plan Document (submission version 2009) sets Tower Hamlets a target to deliver 43, 275 new homes (2, 885 a year) from 2010 to 2025.
- 8.11 The application proposes to use the land to provide four 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

- 8.12 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.
- 8.13 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.
- 8.14 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 single storey rear addition would be finished in coloured Trespa Panels / timber. The roof would be finished in zinc. Timber double glazed windows are proposed with aluminium cills and cedar batten screens. Rainwater goods are also zinc.

- 8.15 The ground floor of each dwellinghouse would comprise an entrance porch, living room, toilet and kitchen dinner. The configuration of the ground floor also creates an enclosed courtyard space in-between the kitchen and living-rooms. The first floor comprises two bedrooms and a bathroom. The third floor provides a further 3 bedrooms and another bathroom.
- 8.16 The dwellinghouses would have a 1.5m deep front garden. The rear gardens vary in length from 8m to 5m (as the rear boundary of the site tapers). The front gardens would be enclosed with a low brick wall with white pre-cast concrete coping.
- 8.17 The proposed terrace of 3 storey dwellings complements the range of architectural styles in the area. The design of the block appears as a modern interpretation of a traditional terrace. The terrace is predominately finished in yellow stock brick. The use of a relatively traditional pallet of materials and the incorporation of good architectural detailing ensure the development makes a positive contribution to the area.
- 8.18 The three storey component of the development is approximately 21m from the rear of the Grade II Listed dwellings that front Approach Road. This distance is sufficient to ensure that the proposed development does not detract from the setting of these building. The improvement to the existing appearance of the site ensures the development enhances the setting of the Victoria Park Conservation Area.
- 8.19 The development will improve the existing hard and soft-landscaping on the site. This contributes to the attractiveness of the area and the street scene. The introduction of new dwellings will also increase surveillance of this area, which would reduce opportunities for crime / anti-social behaviour.
- 8.20 A condition would require the submission of samples of materials and with this safeguard the appearance of the development would be acceptable.
- 8.21 The proposed development aims to achieve a high level of sustainability (Code Level 3). The houses would have 'green' roofs and would be fitted with solar thermal panels to provide hot water. The detail or location of the solar panels is not known. A condition would require the submission of this detail, and with this safeguard the development would meet the requirements of Interim Planning Guidance Policy DEV5, which requires development to minimise energy use.
- 8.22 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.
- 8.23 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.
- 8.24 To allow the Planning Authority to assess the suitability of any future alterations to these properties a condition would be placed on the permission, if granted, removing 'permitted development' rights.

Housing

Mix of dwelling sizes

- 8.25 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.

- 8.26 The application proposes four dwellinghouses. This form of accommodation is in short supply, particularly in the social rent tenure. The site is in a residential area and is 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

- 8.27 Saved policy HSG13 of the Council's Unitary Development Plan 1998, and advice in Supplementary Planning Guidance Note 1, set space standards for new residential development. Saved Unitary Development Plan policy HSG16 and Interim Planning Guidance for the purposes of Development Control (October 2007) policy HSG7 set standards for the provision of amenity space for new residential development. London Plan 2008 (Consolidated with Alterations since 2004) policies 3A.5 and 3A.6 seek quality in new housing provision, and compliance with accessibility standards.

- 8.28 The internal layouts of the proposed houses are logical, with generous circulation space. Rooms benefit from appropriately positioned windows to provide adequate daylight and sunlight. The dwellings also have dedicated areas for storage indicated on the plans.

- 8.29 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 145 square metres.

- 8.30 Saved Unitary Development Plan 1998 policy HSG16 and Interim Planning Guidance for the purposes of Development Control (October 2007) 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 rear gardens and an internal courtyard, which represents acceptable amenity space provision.

- 8.31 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 Interim Planning Guidance for the purposes of Development Control (October 2007) policy HSG9.

- 8.32 In overall terms of the proposed dwellings would offer a good standard of accommodation for future occupiers.

Amenity

- 8.33 Saved policy DEV2 of the UDP and policy DEV1 of the Interim Planning Guidance for the purposes of Development Control (October 2007) 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.

- 8.34 The application has been accompanied with a study assessing the impact of the development, in terms of loss of daylight/ sunlight, on neighbouring properties. The

study measures this impact against standards set by the Building Research Establishment (BRE). The impact of the development on the following neighbouring properties has been considered:-

26 – 33, 34 – 41 and 42 – 49 Robinson Road.

- 8.35 These properties are 4 storey residential blocks. There are windows serving habitable rooms at ground floor level in the south-west elevation of this building.
- 8.36 At the closest a distance of 11.6m separates the building from the flank wall of the proposed development.
- 8.37 The submitted study shows that the reductions in sunlight/daylight to the worst affected (i.e. those on the ground floor) windows will not exceed BRE guidelines, and as such is considered acceptable.
- 8.38 There are no windows in the flank wall of the proposed building, which ensures that no direct overlooking is possible. The separation distance between new and existing development is sufficient to ensure that occupiers do not suffer from any significant increased sense of enclosure.

27 – 45 Approach Road

- 8.39 These are 3 storey dwellings, with a lower ground floor level. They are located to the south east of the proposed development. There are windows serving habitable rooms on the rear elevation of these properties facing the application site. At ground floor level a minimum distance of 15m separates the proposed building from the rear of the dwellings fronting Approach Road. At second floor level and above the distance increases to a minimum of 21.8m.
- 8.40 The submitted study shows that the reductions in sunlight/daylight to the worst affected (i.e. those on the ground floor) windows will not exceed BRE guidelines, and as such are considered acceptable.
- 8.41 The 21.8m separation between opposing habitable room windows on the upper floors ensures that there would be no unreasonable loss of privacy to occupiers.

Age Concern Building

- 8.42 The upper floors of this building are used to provide temporary residential accommodation. There is a minimum 9.4m separation distance between new and existing development. The submitted study shows that the reductions in sunlight/daylight to the worst affected (i.e. those on the ground floor) windows will not exceed BRE guidelines, and as such is considered acceptable. The proposed building is set at an oblique angle to the existing Age Concern building, which ensures that adequate outlook is still possible from the upper floor windows.

66 - 80 Russia Lane

- 8.43 This is a 4 storey residential block. There are windows serving habitable rooms in the eastern elevation. At a minimum a distance of 18m separates the existing and proposed development.
- 8.44 The submitted study shows that the reductions in sunlight/daylight to the worse affected (i.e. those on the ground floor) windows will not exceed BRE guidelines, and as such are considered acceptable.
- 8.45 The separation distance (a minimum of 19m) across the car-park area is sufficient to ensure that there is no unreasonable loss of privacy to the occupiers of these

properties.

Noise / Disturbance

- 8.46 A number of objectors have raised concerns about the potential for the scheme to create additional noise / disturbance / light-pollution in the relatively enclosed environment of the existing courtyard.
- 8.47 The scheme will increase the number of people using the courtyard area. However, a residential use is unlikely to cause any significant additional sources of noise, beyond that which can be expected in an established residential area. It is noted that the scheme does not include the provision of communal children's play equipment, to which residents had objected. A condition would be imposed if permission is granted requiring details of external lighting.

Conclusion

- 8.48 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 Unitary Development Plan for the purposes of Development Control (October 2007), which seeks to preserve residential amenity.

Highways

Access

- 8.49 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.
- 8.50 The proposed dwellings would be accessed by pedestrians directly from Robinson Road via a dedicated pedestrian path. The application does not propose the allocation of any of the parking spaces within the development site for the new residents, nor will these residents be eligible for on-street parking permits. Permits (both on-street or for use within the car-park on-site) could be issued to disabled blue badge holders.
- 8.51 The application proposes amending the existing entrance arrangements and position of ambulance bays for the Age Concern facility in the Russia Lane Daycare Centre. The existing entrance ramp from the ambulance spaces in the car-park is steep and does not comply recommended access standards for disabled users.
- 8.52 The proposed site layout requires the re-location of the existing ambulance bays. The scheme also includes revisions to the existing entrance ramp to allow DDA compliant access from the new position of the ambulance bays into the day centre. The operators of the centre have confirmed that the revised access arrangements are satisfactory for their needs.

Parking

- 8.53 Policy CP40 of the Interim Planning Guidance for the purposes of Development Control (October 2007) 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'. In Planning Standard 3: Parking, Interim Planning Guidance Standard states that the maximum level of car-parking for new residential development should be no more than 0.5 spaces per unit.

- 8.54 The scheme does not propose any dedicated off-street car-parking for the new dwellings. Therefore the scheme accords with London Plan 2008 (Consolidated with Alterations since 2004) policy 3C.23 and Interim Planning Guidance for the purposes of Development Control (October 2007) policy CP40, which seeks to minimise the provision of car-parking. As considered in the land-use section of this report, the loss of 7 existing car-parking spaces is acceptable given that the spaces are under-used and the need to provide additional family housing.
- 8.55 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.
- 8.56 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.
- 8.57 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 for the purposes of Development Control (October 2007) sets a standard of 1 cycle parking space per dwelling.
- 8.58 The design of the dwellings includes sufficient space for the provision of cycle parking in the entrance porch area.

Servicing and refuse

- 8.59 Saved policy DEV55 of the Unitary Development Plan 1998 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.

Trees

- 8.60 The application has been accompanied by an Arboricultural Report which assesses the potential impact of the development on trees. There are no trees located within the site boundary. There are two small trees growing in the pavement of Robinson Road, and two larger trees growing in the rear gardens of properties fronting Approach Road.
- 8.61 The report recommends suitable measures to protect the root systems of these trees during the construction process. A condition would be imposed if planning permission was granted to ensure compliance with the requirements of saved policy DEV15 in the Unitary Development Plan 1998, which seeks the retention of mature trees.

Others

- 8.62 The impact of the development on local infrastructure (e.g. school places and doctors' surgeries) is considered too small to justify any form of additional financial contribution. The scale of the development is such that it would not have any significant impacts on the wider highway network.

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.

