

**Application for Planning Permission**[click here for case file](#)

Reference	PA/20/00571
Site	Site Bound by Raven Row Stepney Way, Sidney Street, London, E1 2EN
Ward	Whitechapel
Proposal	<p>Demolition of existing buildings and erection of three blocks comprising residential units (Use Class C3), commercial floorspace, off-street car parking spaces, communal courtyards, associated landscaping and associated ancillary works.</p> <p>Minor Material Amendments to Planning permission Ref: PA/18/00917, Dated 12/09/2019:</p> <p>Amendments include:</p> <ul style="list-style-type: none">• Overall increase of residential units [from 648 to 698];• Increase in affordable unit provision [from 159 to 180 (32% to 35% of total)];• Increased height to blocks A and C (up to two additional storeys). Block A would be up to 22 storeys and Block C up to 26 storeys.• Amended residential unit mix• Reduction in on-site parking spaces• Increased office floorspace (use class B1)• Additional amenity space and associated works <p>The application is accompanied by an Environmental Statement addendum</p>
Summary Recommendation	Grant planning permission subject to conditions and obligations and GLA Stage II approval
Applicant	London and Quadrant Housing Trust and Mount Anvil
Architect	Stockwool
Case Officer	Max Smith
Key dates	<ul style="list-style-type: none">- Application registered as valid on 12/05/2020- Public consultation on 28/05/2020- Reg 25 ES reconsultation – 04/08/2020

EXECUTIVE SUMMARY

Planning permission was granted in September 2019 for the redevelopment of the site, a former self-storage facility, for 648 residential units, office and retail floorspace in three courtyard blocks set around new public realm. The approved development includes two towers of 21 and 26 storeys. Affordable housing was secured at 32% by habitable room. The September 2019 scheme was preceded by another planning consent for the site that granted consent for 564 new homes in January 2017. Work has already commenced on two of the three blocks to the September 2019 consent, with block B at an advanced stage of construction.

The current application seeks to modify the development under construction through what is termed a Section 73 (minor material amendments) application. This would add some height and mass to parts of block A and C (no more than 2 stories) and amend internal layouts to increase the number of residential units to 698. The proportion of affordable housing would increase to 35%. There would also be a small increase in office (Use Class B1) floorspace, of which 20%, rather than 10% as approved, would be 'affordable'. Off-street parking spaces would be decreased from 32 to 15, of which 10 would be for disabled people's use.

The amendments would result in a reduced level of daylight to some of the units within the development, which would be partially offset by improved layouts to other units. There would be some localised additional loss of light to neighbouring properties beyond that which was identified on the approved scheme. There would be a reduction in the number of 3-bed market units provided, going against the grain of Tower Hamlets' policy.

The increase in affordable housing from 32% to 35% would be a significant improvement to the approved scheme, with an extra 24 affordable units to be provided. Other improvements on the approved scheme would be the reduction in off-street parking spaces and an increase in the quantity of affordable workspace, which would double from 10% to 20% of the B1 office space. The proportion of the site that would be given over to new public realm would remain at 27%.

The design of the scheme is considered to remain of high quality, although there would be some compromises to achieve the additional massing, most notably the distinction in height between the two towers would be reduced. The recessing of balconies to the tallest tower in contrast would be a design improvement. Less than substantial harm has been identified to the Ford Square/Sidney Square Conservation Area and the Grade II listed Georgian terrace at 1-9 Sidney Square as the towers would appear in the background to views, though not to a materially greater extent than for the approved scheme. This impact is assessed as being outweighed by the public benefits of the development.

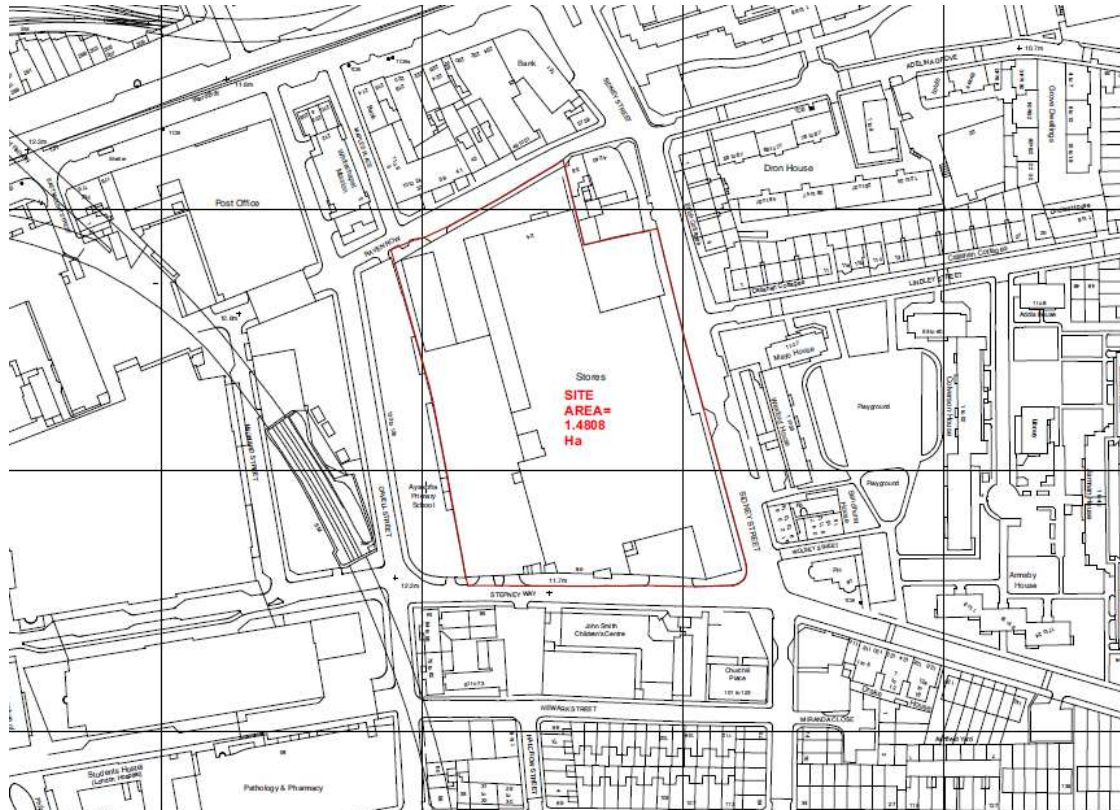
The additional daylight impact on neighbours would result in light levels marginally worse than the approved 2019 scheme to some affected properties. Given also the additional public benefits that would be secured, on balance this would be acceptable.

Historic England (GLAAS) have conducted further reviews of archaeological work at the site and have concluded that it is very likely to have been the site of the 16th Century Red Lion public house and theatre, which was not believed to have been the case when the original scheme was approved in 2019. In light of this, and following the advice of GLAAS, the applicant has agreed to additional archaeological interpretation within the site and a Management Plan for part of the public realm. This is an additional benefit beyond what was secured on the approved scheme and will be secured through this section 73 application.

The application is accompanied by an Environmental Statement addendum, which has been reviewed on behalf of the Council by Temple.

Overall, the development is considered to comply with relevant Development Plan policies and approval is recommended.

SITE PLAN



1. SITE AND SURROUNDINGS

- 1.1 The site is 1.48ha in size and occupies the majority of a large city block defined by Raven Row, Sidney Street, Stepney Way and Cavell Street. Construction is currently well underway on two blocks of a three-block scheme, with all buildings previously on site having been cleared.
- 1.2 The north east corner of the block is occupied by a single two-storey house and a cleared site, currently used as a car wash and car park, whilst its western edge is taken up by 100-136 Cavell Street, a two-storey building in commercial use.
- 1.3 The surrounding area has a mix of uses but is mainly residential. The Royal London Hospital, part of a cluster of medical and educational facilities known as 'Med City', is to the west whilst to the north is Whitechapel Road and the Whitechapel District Centre, which includes Whitechapel Market. The boundary of the Whitechapel District Centre runs along the northern edge of the site.

- 1.4 Work is currently underway on the Tower Hamlets Civic Centre to the northwest on Whitechapel Road, whilst to the southwest planning permission has been granted for a series of residential towers as part of the Whitechapel Estate scheme.
- 1.6 The Ford Square Conservation Area, which includes Grade II listed terraces, is immediately to the south of the site. To the west is the London Hospital Conservation Area. No part of the site itself is part of a conversation area or includes any listed building.
- 1.7 The site lies within the Core Growth Area' part of the City Fringe Opportunity Area, as designated in the London Plan (2016). The Local Plan identifies the site as being in the City Fringe Sub Area as well as being in an area of poor air quality, an Archaeological Priority Zone and a Green Grid Buffer Zone. The site is also part of the wider Whitechapel South Site Allocation. Part of the southwest corner of the site is designated as an Area of Deficiency of Access to Nature.
- 1.8 The site is 180m to the south-east of Whitechapel Station, which is served by London Underground and London Overground services and will be served by the forthcoming Elizabeth Line (Crossrail) services. As a result, the Public Transport Accessibility Level is 6b in the northern part of the site and 6a to the south (on a scale with 1 = poor and 6b = excellent).

2. PROPOSAL

- 2.1 Planning permission has been granted on the site in September 2019 for the construction of three blocks on this currently cleared site, providing 648 residential units, office floorspace (use class B1) and flexible commercial (use class A1/A2/A3) at ground floor level, including 32 off-street parking spaces at basement level and new landscaping and public space under ref: PA/18/00917, which is currently under construction. This is referred to throughout this report as 'the approved scheme'. For the avoidance of doubt, it should not be confused with a preceding planning permission in 2017 which has been superseded by the 2019 permission.
- 2.2 The current application is to vary the approved scheme in order to increase the number of residential units provided from 648 to 698. This would be achieved through increasing the heights of sections of blocks A and C by one or two storeys. This is set out in diagram Figure 1 below. The height and massing of block B would remain unchanged.

Figure 1: Location of additional storeys proposed (additional heights in purple)



- 2.3 Of the additional units, 24 would be affordable (of which 14 would be affordable rented and 10 shared ownership). Calculated on the basis of habitable rooms, this would result in the proportion of affordable housing increasing to 35% compared to 32% for the approved scheme.
- 2.4 The changes to block A include the relocating of rooftop amenity space from block A1 to block A3.
- 2.4 The office floorspace (Use Class B1) would be located in all three blocks with a modest increase in area from 3,681sqm to 3,886sqm to the office space in block C. 10% of the floorspace would be affordable and offered at a 20% discount compared to 10% for the approved scheme. Flexible floorspace of 176sqm in category A1/A2/A3/B1) would be located in block A2.
- 2.5 Within the underground car park to block B, the number of parking spaces would be reduced from 27 to 15 and the number of these that would be disabled would increase from 7 to 10. Cycle parking provision would increase across the development.



Figure 2: View of amended scheme from the east

2.4 Floorspace for the proposed scheme is set out in the table below:

Existing Uses	Floorspace (approximate sqm – GIA excluding plant)
B8 (Storage or distribution)	23,880 (prior to demolition). Site is now cleared
Proposed Uses	
Residential (C3)	60,728
B1(a) Offices	3,886
Commercial (A1, A2, A3, B1 flexible)	176

Amended Plans (under current submission)

2.6. 704 units were proposed when the application was first submitted with an additional two storeys to be added to block C1, which would have increased its height to 28 storeys. However, following concerns about the impact of the additional height on heritage assets and helicopter access to the hospital, the proposal was amended so that block C1 would remain at 26 storeys as approved under PA/18/00917.

3. RELEVANT PLANNING HISTORY

Application site:

- 3.1 PA/18/00917: Demolition of existing buildings and erection of three blocks ranging from 1 to 26 storeys in height comprising 648 residential units, commercial floorspace, 32 off-street car parking spaces, communal courtyards, associated landscaping and associated ancillary works. Granted 12/09/2019.
- 3.2 PA/15/01789: Demolition of existing buildings and erection of three blocks ranging from 4 to 25 storeys in height comprising 564 residential units, commercial floorspace, 70 off-street car parking spaces, communal courtyards, associated landscaping and associated ancillary works. *Granted 06/01/2017.*
- 3.3 PA/14/03608: 'Pop up' style multi-sports environment on 2nd floor level within existing vacant building including ancillary refreshment area, for a temporary period until 1st April 2016. *Granted 09/03/2015.*

100-136 Cavell Street (neighbouring site)

- 3.4 PA/16/00784: Demolition of existing building at 100-136 Cavell Street and erection of two buildings rising to 5 and part 15/part 17 storeys in height to provide 4,500sqm GEA non-residential use floorspace (comprising 733sqm GIA flexible commercial/retail/community use (A1/A3/B1/D1 use) at ground floor level and 3,513sqm GIA B1 office space above ground floor level), and 69 residential units, plus landscaped public space, private amenity space, communal amenity space, child play space, cycle parking and all associated works: *Application submitted, pending determination.*

Site between Varden Street and Ashfield Street (Whitechapel Estate), London, E1 (Nearby site)

- 3.5 PA/15/2959: Demolition of all existing buildings and redevelopment to provide 12 buildings ranging from ground plus 2 - 23 storeys (a maximum 94m AOD height), comprising 343 residential dwellings (class C3), 168 specialist accommodation units (Class C2), office floorspace (class B1), flexible office and non-residential institution floorspace (Class B1/D1), retail floorspace (class A1 - A3), car parking, cycle parking, hard and soft landscaping and other associated works. *Planning permission refused 17/10/2016 on the grounds of townscape, amenity, scale and daylight/sunlight. Appeal allowed 21/02/2018.*

4. PUBLICITY

- 4.1 Following receipt of the application, the Council notified 1855 neighbouring addresses by post. Site notices were placed and a press advert published in a local newspaper. A total of 38 letters of objection were received, raising the following concerns which have been summarised:

- 22 and 28 stories is far too tall. Scheme will set the height for other future developments in the area. Area will become like Stratford; a mass of ugly high rise buildings.
- The proposal is overdense. Tower Hamlets and Whitechapel in particular already have a very high population density. The area is already too crowded as it is and there is a lack of existing infrastructure. Specifically,

there would be increased pressure on schools and hospitals from the extra residents. Approved schemes were already too dense.

- Public safety concerns regarding proximity to helipad.
- Concentrating more people into a small area of land will increase the risks of pandemics (such a COVID 19).
- There is no justification to alter what has already been agreed and the developer is going back on previous reassurances made
- Additional storeys would result in further loss of light to neighbours and overshadowing impacts.
- Negative impact on local views
- The timing of the application is not appropriate given the pandemic.
- Further loss of on-street parking opposed. Will residents of the new development be entitled to apply for permits? Concern regarding additional vehicles as a result of the development.
- Additional two storeys would be detrimental to the historic Whitechapel Road, damage the local area and would dwarf Trinity Mews (a heritage asset)
- Do the reasons why the building height was previously deemed appropriate no longer apply?
- Not enough community liaison has been done. The developer's communication team have not returned calls and the developer has not engaged with the community in an honest manner regarding the height intentions. The public benefits described are not genuine benefits to the local community and are merely requirements of planning policy.
- The application should not have been submitted as a S.73 minor material amendment. The impact on neighbours cannot be dismissed as minor amendments. A previous attempt to submit a minor material amendment was rejected.
- A section 73 does not require a viability assessment
- The Civil Aviation Authority has not been consulted.
- The previous committee report stated that any further increase in height across the site would be resisted.
- Twenty trees were lost when work started on site.
- Will there be compensation for damage to the local environment?
- The developers should be more careful towards local residents during construction. Car washes should be provided.
- The consented scheme has also caused impacts to residents during construction. In particular noise, dirt and potential structural damage.
- Additional pressure on water supply and drainage has not been resolved.

- The development should take account of the Borough's design standards regarding crime and community safety. There are safety fears (including community safety) and crime concerns.
- The affordable units are not truly affordable and there is insufficient housing for key workers.
- Impact of air turbulence at street level in combination with the London Hospital building, discouraging people from making journeys on foot.
- A wind assessment should be provided.
- Noise pollution and impact to the community
- Additional pressure on schools and GP surgeries.
- Health impacts of the proposal
- A number of residents from Albion Yard specifically commented on impact on views, loss of skyline and Right to Light.
- The developer should consider rehousing the Whitechapel Mission or provide a public square to achieve a genuine public benefit.
- Sales prices in the viability report do not reflect actual sale values in the area.

5. CONSULTEES

Greater London Authority (GLA) - Stage I response

- 5.1 Principle of development: The application proposes to increase the number of units on the site by 56, from 648 in the implemented scheme to 704 units, and enhance the affordable housing offer. In addition, the affordable workspace offer to increase affordable workspace from the consented 10% to 20% is supported. The principle of the implemented scheme was supported and the proposed amendments to the scheme are strongly supported, in line with policies 3.3, 3.11, 3.12 and 4.2 of the London Plan and H1, H4, H5, E1 and E3 of the Mayor's Intend to Publish London Plan.
- 5.2 Affordable housing: The applicant proposes to increase the affordable housing offer to 35%, compared to 32% for the implemented scheme. The offer is made up of 70% affordable rent and 30% intermediate. To confirm that the scheme can qualify for the Fast Track route, GLA officers require further clarification of the number of habitable rooms in the scheme.
- 5.3 Urban design, strategic views and heritage: The proposals are generally of a high quality, with negligible impacts on strategic views, and less than substantial harm caused to heritage assets. Subject to confirmation of the habitable rooms and the assessment of a view of the Former Royal London Hospital, GLA officers consider that this harm would be outweighed by public benefits including affordable housing and affordable workspace. A revised fire statement should be submitted.

- 5.4 Environment: Additional information and mitigation in relation to energy is needed.
- 5.5 Transport: The proposals would comply with London Plan and the Mayor's Intend to Publish London Plan, subject to the highway and transport conditions and planning obligations secured on the implemented scheme being re-secured.

Royal Borough of Greenwich

- 5.6 Raises no objections. The development would fall within the strategic viewing corridor, however the assessment for this proposal has considered the existing planning approval and the wider cumulative impact of consented schemes and it was concluded that the proposal would have a negligible impact on the existing townscape composition and wider panorama as experienced from the Royal Borough of Greenwich.

London Borough of Hackney

- 5.7 No objections

London Borough of Southwark

- 5.8 No comment

Historic England -

- 5.9 No comments in relation to designated heritage assets.

Historic England – Archaeology

- 5.10 The site is now considered to almost certainly have been that of the sixteenth century Red Lion house and intact remains of its nationally important early playhouse have been identified and recorded. Although these remains have not been preserved in situ, the historic and cultural significance of the site means that it can be shown to possess a much higher heritage value that was thought at the time of preparation of these details now submitted.
- 5.11 The proposed Red Lion Square at the site has potential to be a live, inhabited space where the sorts of activities that occurred at the Red Lion 450 years ago (eating, drinking, playing) in the earliest days of English theatre could happen again, if desired, with NPPF policy supporting this approach. The LPA should enter into discussions with the developer over ways to further emphasise the theatrical history of the site, perhaps with public realm that tangibly acknowledges the stage, its tower, its trapdoor and the scaffold seating more directly.
- 5.12 The new square is to be welcomed. It creates a “place” and in terms of placemaking it offers opportunities for the developer and for the borough to bring public benefits to locals and visitors through complementary events, ties with nearby contemporary sites and even performers, brewers and food vendors. It is recommended that the LPA and the developer explore scope in the scheme s106 Agreement to secure a management plan for the square, detailing how the above benefits could be achieved and maintained.
- 5.13 Elements to consider for inclusion in a revised submission and in the recommended S.106 Management Plan might be:

- Liaison with the borough's events, cultural and education teams to raise the profile of the square as a space for leisure and teaching, and to discuss and agree uses
- Further physical recognition of the playhouse and its elements in red Lion Square
- Establishment of formal links with other sites, especially the Boar's Head Unite for Students site at Aldgate but also The Theatre and The Curtain in Shoreditch and the Globe and the Rose in Southwark
- Proposals to allow catering offers and to seek licensing advice on these from the borough
- Links with Elizabethan theatre re-enactment troupes to arrange for possible performance at the space
- Consideration of an annual event tying the above together to allow for perhaps a Red Lion Festival in co-operation with the council's cultural activities programme.

London City Airport

- 5.14 Request condition controlling details of cranes and scaffolding on the site.

National Air Traffic Services

- 5.15 No safeguarding objection to the proposed development.

Environment Agency

- 5.16 The Environment Agency are a statutory consultee on all development projects subject to Environmental Impact Assessment. There are no comments on this application as the proposal is considered to be low risk in respect of the environmental constraints that fall under the Environment Agency's remit.

Natural England

- 5.17 No comments to make on application.

Thames Water

- 5.18 No objection with regard to surface water. Request that no properties are occupied until capacity has been identified or that upgrades to the existing water infrastructure have been made. This should be secured by condition. Given proximity to Thames Water Assets, a condition requiring details of piling to be approved should also be attached.

Transport for London

- 5.19 Access: The general pedestrian and access arrangement for the latest proposal is largely the same as the consented scheme.
- 5.20 Trip Generation: The latest proposal represents a moderate increase in quantum of the development; however, since the site will be largely car free with a further reduction of parking, it is considered that the latest proposal would not have an increase of vehicular impact to the highway network.
- 5.21 Healthy Street and Vision Zero: The latest proposal includes the provision of In excess of 3,800 m² of new public open space in the form of two new public squares and pedestrianised routes with active frontages throughout; and new and increased active frontages along Raven Row, Sidney Street and Stepney Way with improved passive surveillance at the entrances of the site, these are

supported by TfL. TfL seeks the Council to secure 24/7 public right of access for the new pedestrian routes to enhance permeability.

- 5.22 Cycle Parking: A total of 1195 cycle parking spaces for the proposal will now be provided; this meets the intent to publish London plan cycle parking standards. It is also welcomed that some cycle parking will be reconfigured to provide better access. The applicant should also include changing and shower facilities in the commercial space to facilitate staff commute by bike. The applicant's commitment to provide large spaces for 5% of the cycle parking provision is welcomed, this is in line with the London Cycle Design standards (LCDS) and London Plan policy T6 Cycling.
- 5.23 Cycle hire: The consented proposal has included a contribution of £52,000 (index linked) toward additional cycle hire provision in the vicinity on the A11, it is expected that this will be carried forward to the new consent and be secured by s106 agreement.
- 5.24 Public Transport: The proposed increase in quantum of development would be unlikely to give rise to significant service capacity impact to local public transport services over and above the original consent.
- 5.25 Car Parking: The reduction in car parking is strongly supported as the site is in the City Fringe Opportunity Area with excellent and improving public transport links and to enable a considerable shift to active travel. However the London Plan car parking standards requires that at least one disabled parking bay per dwelling for 3% of dwellings is available from the outset; in light that the site is situated within Inner London with excellent PTAL, TfL recommend that the Council adopt a flexible approach to safeguard the provision of additional on-street disabled facilities if demand rises. The allocation and management of the Blue Badge spaces should be addressed by a Car Parking Design and Management Plan; alongside with the provision of electric vehicle charging points (EVCP) with 20% active and 80% passive provision, to be secured by conditions. TfL also seek that the Council to impose legal restriction shall also be imposed to exempt future residents for local parking permits.
- 5.26 Servicing & Construction: The proposed servicing arrangement remain as for the consented proposal which is acceptable. A full Delivery and Servicing Plan should be secured by condition and a Detailed Construction Logistics Plan should be secured by pre-commencement condition. TfL requires that development shall not hinder the operation of the local bus service, both during construction and once occupied.
- 5.27 Travel Plan: It is understood that a full Travel Plan was secured in the previous consent by s106 agreement, this should be re-secured in the new consent. The applicant is recommended to review the targets, measures and action in the Travel Plan ensuring it would be aimed to achieve the Mayor's Strategic Target of 80% trips to be made by sustainable transport modes.

Crossrail

- 5.28 No comments to make on this application.

London Underground

- 5.29 London Underground Infrastructure Protection have no comment to make on this application.

London Air Ambulance

- 5.30 The proposed height to 103m is within the CAA minimum guidelines based on expected conditions, capabilities and levels of training and normal weather conditions. However, there are a number of concerns that essentially considerably raise the risks of an incident by building so close to these limits. The proposed extended height significantly increases the risk, mostly due to its positioning in relation to the helipad. Our view is that the finished building should be no higher than 97.8m AOD.

Officer comment: The scheme has been amended so that the highest part is below this height.

LBTH Environmental Health

Noise & Vibration

- 5.31 No additional comments on revised scheme.

Smell/odour

- 5.32 No objections.

Air Quality

- 5.33 No comment.

LBTH Transportation & Highways

- 5.34 Whilst the reduction in car parking provision is welcomed in line with sustainable transport policies in a location with excellent accessibility to public transport, we would wish to see only accessible blue badge parking considered (unless the additional spaces are solely for larger units or those that qualify under the permit transfer scheme).

- 5.35 The proposal includes 10 wheelchair accessible units and 60 adaptable units. The parking should be future proofed to include provision for additional blue badge spaces. Electric charging points, as per policy, are required. All future residents of the development must be subject to a 'Permit Free' agreement which restricts them from applying for parking permits on the surrounding streets. This must form a planning condition and secured via the s106.

- 5.36 In terms of cycling we welcome the increase and the proposal for larger cycle stands and 'Sheffield' type stands, and this must be conditioned. All stores and accesses must be step free and designing in accordance with the London Cycle Design Standards. Details of the store, together with dimensions and details of access (doors, corridor widths etc) should be provided prior to determination to ensure that adequate space is provided.

LBTH Growth and Economic Development

- 5.37 Forty apprenticeships during the construction phase are required. The developer should exercise best endeavours to ensure that 20% of the construction phase workforce will be local residents of Tower Hamlets. The Economic Development Service will support the developer in achieving this target through providing suitable candidates through the Workpath Job Brokerage Service (Construction). To ensure local businesses benefit from this development we expect that 20%

goods/services procured during the construction phase should be achieved by businesses in Tower Hamlets.

- 5.38 The Economic Development Service will support the developer to achieve their target through ensuring they work closely with the council's Enterprise team to access the approved list of local businesses. The Council will seek to secure a financial contribution of £ 262,400.00 to support and/or provide the training and skills needs of local residents in accessing the job opportunities created through the construction phase of all new development. This contribution will be used by the Council to provide and procure the support necessary for local people who have been out of employment and/or do not have the skills set required for the jobs created. Proposed employment/enterprise contributions at end-use phase: The council seeks a monetary contribution of £106,518.67 towards the training and development of unemployed residents in Tower Hamlets. There is an end user obligation to provide one opportunity. Monitoring for all obligations will be discussed and agreed with the developer prior to commencement of works.

LBTH Surface Water Run Off:

- 5.39 No objections to drainage strategy.

LBTH Waste:

- 5.40 A condition is requested to secure updated details for waste management.

LBTH Biodiversity

- 5.41 There is a small reduction in the area of biodiverse roofs, but it is still a sizeable area of biodiverse roof. There is clearly still a commitment to provide native trees and nest boxes, as well as the improved landscaping sought on the original scheme. The details are acceptable.

Other consultees

- 5.42 The following consultees were consulted but did not comment:

- London Borough of Lewisham
- London Borough of Newham
- London Legacy Development Corporation
- Barts and the London NHS Trust
- Historic Royal Palaces
- National Grid
- London Fire and Emergency Planning Authority.
- MET Police crime prevention
- Rail for London

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 Local Plan 2031 (adopted 2020)

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

Land Use: - LP 2.1, LP 2.9, LP 2.13, LP 4.1 – 4.3, S.SG1, S.SG2, D.EMP2, D.TC3, D.TC5,

(Inner London, opportunity areas and intensification areas, mixed use development, offices, redevelopment of employment sites, retail and restaurant uses)

Housing: - LP 3.3 – 3.13, S.H1, D.H2, D.H3,

(affordable housing, unit mix, density, play space, housing quality)

Design: - LP 7.1-7.12, 7.13, LP7.18, D.SG3, S.DH1, D.DH2, S.DH3, D.DH4, D.DH6, D.DH7

(Health Impact assessments, layout, massing, building heights, materials, public realm, heritage, security, density)

Amenity: - LP7.6, D.DH6, D.SG4

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

Transport: - LP 6.1, LP 6.3, LP 6.4, LP6.9, LP6.10, LP 6.12 LP6.13, LP6.14, S.TR1, D.TR1, D.TR3, D.TR4.

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

Environment: - LP3.2, LP5.1 - 5.15, LP 5.17, LP 18, LP 5.21, LP 7.14, LP 7.15, LP 7.19, LP7.21, S.ES7, D.ES2, D.ES3, D.ES5, D.ES6, D.ES7, E.ES8, D.ES9, D.ES10, D.MW3,

(Biodiversity, energy efficiency, air quality, drainage, contaminated land, overheating)

Other: - LP 8.2, LP 8.3, D.SG5,

(Planning obligations, Community Infrastructure Levy)

Emerging Policy

6.4 The new London Plan is currently in draft form. The weight carried by most emerging policies is substantial. Some policies are subject to Secretary of State Directions made on 13/03/2020 and these policies have only limited or moderate weight. The statutory presumption still applies to the London Plan 2016 up until the moment that the new plan is adopted.

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

- National Planning Policy Framework (2019)
- National Planning Practice Guidance (updated 2019)
- National Design Guidance (2019)
- LP Housing SPG (updated 2017)
- LP Affordable Housing and Viability SPG (2017)
- LP Land for Industry and Transport SPG (2012)
- LBTH Employment Land Review (2016)
- LBTH Planning Obligations SPD (2016)
- City Fringe Opportunity Area Planning Framework, GLA (2015)
- London View Management Framework Supplementary Planning Guidance, GLA (2012)
- Shaping Neighbourhoods: Play and Informal Recreation Supplementary Planning Guidance, GLA (2012)
- Ford Square Sidney Square Conservation Area Character Appraisal and Management Guidelines, LBTH (2007)
- London Hospital Conservation Area Character Appraisal and Management Guidelines, LBTH (2007)
- Whitechapel Market Conservation Area Character Appraisal and Management Guidelines, LBTH (2009)
- Stepney Green Conservation Area Character Appraisal and Management Guidelines, LBTH (2009)
- Tall Buildings – Historic England Advice Note 4 (2015)
- Air Quality Action Plan, LBTH (2017 - 2022)
- Clear Zone Plan 2010-2025, LBTH (2010)

7. ASSESSMENT

7.1 The key planning issues are:

- i. Land use
- ii. Housing
- iii. Design & Heritage
- iv. Neighbour Amenity
- v. Transport
- vi. Environment

Land Use

7.2 The principle of the development of the site for a mixed use residential led scheme with office and retail space has been established by the extant permission. The Local Plan supports additional homes and workspace in this central location and the extra provision compared to the approved scheme is acceptable in principle. The site is designated as a new Site Allocation and is with the City Fringe Sub Area in the Local Plan, which has been adopted since the 2019 permission was granted. However, since the site has an extant permission which is currently being implemented, and the proposal would not make any fundamental changes to this, the new designations have little bearing on the consideration of the current application.

7.3 The previous scheme secured 10% of the B1 office floorspace as 'affordable' at a 10% discount from market rates in anticipation of the adoption of the Tower Hamlets Local Plan. The current scheme seeks to increase the overall total of B1 office space through the addition of a second storey to a one storey element of block C as well as increasing the discounted proportion of B1 space to 20% of the total. This is considered to be an additional public benefit of the S.73 scheme. The flexible floorspace (A1/A2/A3/B1) remains as per the approved scheme aside from a very small increase in area.

Housing

Affordable Housing

7.4 The proposed development would include 180 affordable homes: 110 rented (55 x London Affordable Rent and 55 x Tower Hamlets Living Rent) and 73 x Intermediate (Shared Ownership). This is a significant increase on the approved scheme's affordable housing provision of 159 units (96 affordable rent and 63 intermediate) and would increase the proportion of affordable housing in the scheme from 32% to 35% by habitable room.

7.5 In line with the Mayor of London's Affordable Housing and Viability SPG, the provision of 35% affordable housing would meet the threshold to qualify for the Fast Track Route, meaning it is not necessary for the application to include a Viability Assessment for review. The tenure split would be 70% affordable rent to 30% intermediate in line with policy. The increase in affordable housing to a

policy complaint proportion represents a significant improvement in the merits of the development compared to the approved scheme. Following comments raised at Stage I, the GLA are satisfied with the habitable room mix.

- 7.6 The changes to the affordable housing would be secured through a Deed of Variation to the Section 106 agreement. An early stage review of viability would still be secured. However, in line with the SPG, a late stage review is not required for schemes that qualify for the Fast Track route.

Dwelling Mix

- 7.7 The Local Plan policy SH.1 requires a mix of unit sizes, as set out in the table below:

Unit Size	Total Units	Affordable Housing						Market Housing		
		Social/Affordable Rented			Intermediate			Units	As a %	Policy Target %
		Units	As a %	Policy Target %	Units	As a %	Policy Target %			
Studio	113	0	0	0	0	0	0	113	65%	30%
1 Bed	292	28	25%	25%	40	55%	15%	224		
2 Bed	224	32	29%	30%	33	45%	40%	159	31%	50%
3 Bed	53	34	31%	30%	0	0%	45%	19	4%	20%
4 Bed	16	16	15%	15%			0			/
Total	698	110	100%	100%	73	100%	100%	515	100%	100%

Table 1 - Proposed dwelling and tenure mix

- 7.8 The preferred mix for affordable rent units, which heavily favours family sized units, would be closely complied with. No three-bedroom units are to be provided in the intermediate tenure and there would be an overprovision of one-bed units. However, this balance reflects the approved scheme and the preferences of the affordable housing provider (L and Q) given the specific needs of the area.
- 7.9 The Local Plan favours two-bedroom units in the market housing tenure, in contrast to the superseded Development Plan Document, under which the original permission was approved, which favoured one-bedroom units. Given that the scheme is already under construction in would not be proportionate to insist on a fundamental change to the units mix to comply with the new policy. The proportion of two-bedroom units would increase from 29% as approved to 31% as proposed, which brings it closer to the new policy target. This is balanced by a reduction in three-bedroom market units from 7% to 4% and so overall the changes to the unit mix compared to the approved are considered to be neutral and therefore the dwelling mix is acceptable.

Accessible Housing

- 7.10 As with the approved scheme, 10 of the units in the affordable rent tenure would be fully wheelchair accessible to accord with part M4 (3)(2)b of the Building Regulations. A further 60 would be for adaptable use as per part M4 (3)(2)a of the Building Regulations. The remainder of the units would meet the M4 (2)

requirements. As such the scheme would comply with the requirement for 10% of units to be disabled accessible/adaptable. Details and implementation would be secured by condition.

Quality of Residential Accommodation

- 7.11 As with the approved scheme, all units would meet the minimum floorspace and ceiling height (2.5m) standards set out in the London Plan, no single aspect north facing units and two thirds of the units being dual aspect. All units would have external private amenity space, either a balcony, roof terrace or a small garden at ground floor level. As such the general quality of development in these terms would be maintained. The separation distances between the three blocks would remain unchanged and so the current scheme has no implications for privacy not addressed in the original permission.
- 7.12 The site is in a noisy location from both road traffic and overflying helicopters. However, the Environmental Statement has demonstrated that mitigation measures such as passive ventilation and noise attenuating glazing could be employed to ensure that internal noise levels within the residential units were acceptable. This has been reviewed by the Council's Environmental Health (noise) team and would be secured by condition. There would also be a clause in the S.106 agreement requiring that new residents be made aware of the potential for noise disturbance given the existing noise environment (as previously requested by Barts Health NHS Trust). With regard to air quality within the development, as per the approved scheme mitigation measures would be secured by condition.

Daylight, Sunlight & Overshadowing

- 7.13 Daylight to the proposed new units was a concern on the approved scheme and amendments were secured to several units of the worst affected in block C to lessen the impact. Inevitably an increase in height and mass to some parts of the blocks would result in lower internal daylight levels for some of the units. The ES addendum set out the Average Daylight Factor (ADF), measuring internal light levels, for each habitable room up to the 19th storey (beyond which it is assumed that daylight would be acceptable). It notes that 82% of the habitable rooms in the development would meet or exceed the BRE's standards, with units on the upper storeys inevitably having excellent natural light. This would be a marginal reduction from 86% compliance on the approved scheme.
- 7.14 It remains the case however that several units on the lower floors would have very low levels of natural light. The main additional impact would be to units on the west side of Block B, which would face towards Block C2 where an additional two storeys would be added. There would be some loss of light to windows on the south side of Block A3 due to the additional height to Block A1. The fact that the ground floor units to this block are dual aspect and that additional glazing would be provided to the living spaces would partly mitigate this.
- 7.15 Block C would be relatively unaffected by additional overshadowing from neighbouring blocks, as there is to be no height increase to Block B. The measures to improve daylight agreed on the previous scheme, which included replacing balconies with enclosed winter gardens, are not part of the revisions. For both blocks B and C, the presence of balconies is a significant factor in reducing internal daylight. It is considered that having private open external space for each flat would be preferable to achieving higher internal daylight

levels. On balance the internal daylight levels are considered acceptable given the quality of the residential units in other respects.

Wind/microclimate

- 7.16 The Environmental Statement addendum includes an updated assessment of wind and microclimate. As with the approved scheme, this finds that some locations within the development would be subject to elevated levels of wind. However, mitigation measures would be sufficient to address this, including the appropriate siting of seating areas at ground floor level and balustrading/landscaping to roof terraces and balconies. These would be secured by condition including full details of landscaped design.

Communal Amenity Space & Play Space

- 7.17 The increase in units proposed would necessitate a commensurate increase in amenity space and children's play space. The play space requirements have been updated since the original approval, in line date showing that the 'child yield' for developments is marginally higher. Development Plan policies require provision of children's play space (10sqm per child). The Borough's child yield calculator estimates that blocks A and C, which are to be amended as part of the S.73 application, would house 219 children (85 x children under 5, 69 x children aged 5-11 and 64 x children aged 12+) requiring 2185sqm of child play space.
- 7.18 The amended plans would see an additional amenity and play space created at roof level on Block C1/C2, as well as the relocation of amenity space from roof level on block A1 to block A3. In total, 2194 sqm of play space would be created, including 858 sqm of 'doorstep' play space for 1-4 year olds, 696sqm for 5-11 year olds and 640sqm for older children. The latter would be provided entirely within the public realm, where it could be shared with children from beyond the development itself. Play space for younger children would be in the block courtyards, roof terraces and public realm. The play space for 1 to 11 years olds for block B would be on the podium of that block. Although construction of this block is well underway and the number of units would be unchanged in this application, the applicant has agreed to increase play space for this block. The amount of play space would therefore marginally exceed policy requirements.
- 7.19 Policy D.H3 requires communal amenity space at a minimum of 50sqm for the first 10 dwellings and 1sqm for every additional unit). This generates a need for 738sqm for the whole development and 1038sqm has been provided. Whilst reduced from the approved scheme still exceeds the policy target. The quality of private amenity space and children's play space would be good. Whilst the courtyard spaces would be largely overshadowed by the height of the buildings around them, the ES shows that they would be relatively shielded from traffic noise. The roof level and podium spaces would generally receive excellent levels of daylight. Full details of play and amenity space and associated features would be secured by condition.



Figure 3 – location of open space within the development

Summary

7.20 The development would continue to provide good quality residential units in both the market and affordable tenures. The increases in mass inevitably affects levels of daylight to a small number of units, the effect is localised and is not so great as to warrant refusal of the application given the overall standard of accommodation. It would be partially compensated for by layout improvements to block C, increasing daylight to units that were previously the worst affected. As with the approved scheme, air quality and noise concerns, to be expected in this central location, can be successfully mitigated by condition.

Density

- 7.21 The proposal would result in an increase in the density of the development from 1159 to 1233 habitable rooms per hectare (hrph). Local Plan policy D.DH7 (density) emphasises assessing cumulative impacts when assessing high density development. The Draft New London Plan, unlike the London Plan (2016) no longer specifies an upper threshold for densities, seeking instead to optimise housing capacity with regard to public transport accessibility, design, context and character.
- 7.22 It is not considered that the marginal increase in density or the evolving policy context on density raises any significant new concerns not already addressed in the original permission. The site is in a highly accessible location where a high-density scheme featuring tall buildings would be appropriate provided it was of a high-quality design and minimised adverse amenity impacts.

Design & Heritage

- 7.23 Local Plan policies require developments to meet the highest possible standards of design, taking into account context, townscape and local distinctiveness. Changes to the external massing and design of the scheme would only occur to blocks A and C.

Block A

- 7.24 Two set back storeys would be added to part of block A1 where it fronts onto the public open space within the development, increasing this element of the scheme from 6 to 8 storeys. This would be the same height as the adjacent section of block A and the prevailing height of block B opposite. As such, the additional height would not appear out of place in the context of the overall scheme. There would however be likely to be an increase in a sense of enclosure to the courtyard of block A, which would be partly mitigated by the setting back of the massing.
- 7.25 An additional storey would be added to A2, the tower element of the block increasing it to 22 storeys. Given the height of A2 as approved, the additional storey represents a very modest increase in massing that would not significantly alter the appearance of the building in isolation. However, a key element of the scheme in townscape terms is the difference in height between its two towers. With the application now amended so that the block C3 would be retained at its approved scale of 26 storeys, the increase in height of A2 represents an erosion in design quality compared to the approved scheme. As a height difference of four storeys would remain between the two tallest elements, on balance this is considered sufficient to maintain block A2 as the visually subordinate element and ensuring that the development would not be unduly bulky and dominant.
- 7.26 Section A3 of block A fronting onto Raven Row and the part of A1 facing Stepney Way would remain unchanged, ensuring that the design changes to block A would have a limited impact at street level.

Block C

- 7.27 Block C1 as approved is the tallest element of the approved scheme at 26 storeys. Initially an additional two storeys were proposed for this block, though following concerns about their impact on helicopter access to the hospital, the

impact on the tall building hierarchy in townscape terms and views of heritage assets the plans have been amended to maintain the approved 26 storeys, through there would still be an increase in height of 3m to allow for higher floor to ceiling heights for B1 space for SMEs at 1st floor level and for a higher crown to conceal the roof access. Block C1 would be widened by approximately 1.5m. This enables the balconies to be set within the envelope of the building, a design improvement (recognising noise and air quality considerations in this locality) compared to the projecting balconies of the approved scheme.

- 7.28 C1 is divided into two vertical columns in order to break up its mass, as approved with one column slightly lower at 24 storeys (located to the south). The current proposals are to increase the height of the southern 24 storey element to 26 storeys, though still maintaining a modest difference in height through the design articulation. also It is considered that this would result in some weakening of the original design; however this would be most visible in views directly from the east or west. In oblique views, from which the development would be typically viewed, the change would be less pronounced and therefore this change on balance is regarded to be acceptable.
- 7.29 The additional set back storey to block C2/C3 would increase the height of this element to 8 storeys, in line with block B opposite. This would be acceptable in the context of the established scale of the development, as would the increase in height of the subsidiary element of this block from 4 to 6 storeys. It is also proposed to add a single storey of commercial floorspace to the single storey element to the west of the tower. This amendment is an improvement in design terms as it would give the low-rise element a stronger presence in the street scene to counter the height and mass of the adjacent tower.

Landscaping & Public Realm

- 7.30 As with the approved scheme, 27% of the site would be new publicly accessible open space, with new links secured between Sydney Street, Stepney Way and Raven Row. As well as providing play space and landscaping, there would be space for the interpretation of the Red Lion public house and theatre, which used to occupy the site. The public realm and new permeability and 24-hour accessibility remains a significant public benefit of the scheme, which would be secured through the S.106 agreement.

Crime/safety

- 7.31 The implications for the development for crime and safety would be no different than the approved scheme. The new public space and courtyards would be well overlooked and cycle stores are in secure locations. The benefits of 'passive surveillance' from the development would extend to the streets immediately beyond the site. As with the approved scheme, a condition would ensure that it received Secure by Design accreditation.

Impact On London View Management Framework (LVMF) Views, Local Views, Townscape and Heritage Assets

- 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. The Townscape, Heritage and Visual Impact Assessment (TVIA), forming part of the Environmental Statement addendum, has been updated to reflect the changes to heights. The impact of

the development on LVMF views from Parliament Hill, Primrose Hill, Greenwich Park and Blackheath Point towards St. Paul's Cathedral. In all of these views, the impact of the development as amended would be either obscured by existing development or viewed in the setting or context of existing large-scale development, including the Royal London Hospital. It should be noted that the height of the tallest element of the S.73 scheme has been reduced from 28 storeys back to 26 storeys. There would be no implications for the Local Views identified in the Local Plan.

Impact on Heritage Assets

- 7.33 The Heritage, Townscape and Visual Impact Assessment (HTVIA) assesses the impact of the development on potentially affected heritage assets. 24 such heritage assets are identified, including the Ford Square, London Hospital and Whitechapel Market conservation areas and listed buildings such as the London Hospital itself.
- 7.34 As with the approved scheme, the tallest elements of the scheme are visible above the roofline of the Grade II listed Georgian terrace at 1-9 Sidney Square and would affect the setting of a four-storey redbrick terrace at 65-75 Sidney Street and Ford Square. The impact was assessed on the approved scheme to amount to 'less than substantial harm', notwithstanding mitigating context such as landscaping within the square and the context of the scale of London Hospital. Given that the towers as approved would be well visible above the roofline of these heritage assets, it is not considered that any material additional harm would accrue from the marginal changes to the height and appearance of these structures.
- 7.35 Notwithstanding this, the NPPF attaches great weight to any harm to heritage assets, with any harm needing to be outweighed by the benefits of the scheme. The delivery of housing, in particular affordable units, new public open space and biodiversity enhancements are considered sufficient to outweigh the harm to the Ford Square/Sidney Square Conservation Area and the Grade II listed 1-9 Sidney Square.
- 7.36 The increase in height to block C1 proposed in the original plans submitted as part of this application was considered to cause less than substantial harm to the setting of the Grade II listed London Hospital, currently being converted into the borough's Civic Centre, as it would have appeared above the pediment of the building's façade. However, the removal of most of the additional height in amended plans is considered to address this concern and any impact would be negligible.
- 7.37 An objector makes reference to the impact on Trinity Mews. This is not a listed building and is over 200m to the east of the site. It is not considered that there would be a significant impact on the setting of this building. The Grade I listed Trinity Green Almshouses located on the north side of Whitechapel Road would also not be affected.

Summary

- 7.38 The proposed S.73 changes would have a comparable impact as the approved on heritage assets and views. In design terms, despite some improvement such as the recessing of balconies to block C1, the lessening in the height difference between the two towers and the reduction in the variety of building heights across the scheme would diminish the urban design quality relative the approved

scheme. However, the scheme would still be of very good quality architecturally and the changes are considered acceptable in light of the additional public benefits that would be derived from the current proposal.

Archaeology

- 7.39 Development Plan policies require measures to identify, record, interpret, protect and where appropriate present the site's archaeology. The site has been the subject of lengthy investigations and analysis regarding archaeological matters, with the focus of attention being the presence, or not, of the 16th Century Red Lion public house and theatre. At the time of approval of the original scheme, it was understood that remains found at the site, whilst of interest, were not of national significance. Following this, further analysis of recovered remains indicated that this was the site of the Red Lion and its nationally important early playhouse and the site possesses a much higher heritage value.
- 7.40 The current application gives the opportunity to update the archaeological interpretation of the public realm. At the request of Historic England, the applicant has agreed to provide a Management Plan for the 'Red Lion Square' element of the public realm and to establish links with other archaeological sites of importance and facilitate performances within the space. The Management Plan would be secured through the S.106 agreement.

Neighbour Amenity

- 7.41 Development Plan policies seek to protect neighbour amenity safeguarding privacy, not creating allowing unacceptable levels of noise and ensuring acceptable daylight and sunlight conditions.
- 7.42 There would be no significant impact on neighbours from privacy and overlooking compared to the approved scheme as the blocks would maintain the same distances from existing development, which they would face across existing street (with the exception of a single house on Raven Row with its back to the site. The new and repositioned roof terraces would be set back from the edge of the roofs where they would be situated and would not cause any additional overlooking.
- 7.43 Daylight, Sunlight & Overshadowing
- 7.44 The proposed increase in the scale and massing of the development has the potential to increase the impact on neighbours in terms of daylight and sunlight. The position of the additional massing is either to the two towers or facing onto the public realm within the site, with the exception of the additional height to block C2/C3 where it fronts onto Stepney Way. As such, it is evident that the changes have been designed to minimise additional impact on addresses beyond the site. The ES addendum has an updated Daylight/Sunlight Assessment into the impact on neighbouring properties. This includes an updated model that, whilst a potential improvement in the accuracy of the assessment, makes it difficult to directly compare with the assessment attached to the approved scheme. The daylight/sunlight assessment has not been updated to reflect the reduction in height to block C compared to the originally submitted plans.
- 7.45 Table 2 below sets out the daylight impact per property in terms of the degree of loss to Vertical Sky Component. This is compared to a baseline situation prior

to any construction work having taken place on the site and with the former Safestore building in place.

Table 1 – Impact on Daylight for proposed development

Property	Vertical Sky Component loss %				Windows assessed
	Meets criteria (less than 20% loss)	20.01-29.99 minor adverse	30-39.99 moderate adverse	40+ loss Major adverse	
101-123 Churchill Place	32	0	0	0	32
Artichoke PH Wolsey Street	2	0	0	0	2
1-16 Sandhurst House	0	0	8	4	12
1-36 Wexford House	0	0	0	79	91
1-8 Mayo House	0	0	5	0	5
1-6 Erlich Cottages	9	7	3	1	20
38 Raven Row	1	5	1	0	7
37-41 Raven Row/ Maples Place	4	1	22	3	30
43-47 Raven Row	8	15	10	0	33
49-51 Raven Row	10	5	6	3	24
57-59 Raven Row	34	0	0	0	34
54-62 Stepney Way	0	4	9	11	18
1 Lindley Street	0	1	0	0	1
114 Blenheim Place	26	0	0	0	26
98 Newark Street	6	0	0	0	6
106-108 Newark Street	12	0	0	0	12
Total	128	39	68	117	402

- 7.46 As with the approved 2019 scheme the majority of neighbouring residential properties assessed would not suffer significant losses of light. 101-123 Churchill Place, the Artichoke public house, 53-57 Raven Row, 114 Blenheim Place, 98 Newark Street and 106-108 Newark Street would be subject to loss of light not deemed to be noticeable. Furthermore, the quality of light to the Sure Start centre at 90 Stepney Way would not be significantly affected as windows facing towards the site serve ancillary areas.
- 7.47 The residential properties where the impact would be likely to be more than negligible are set out in the table below, with commentary drawing on the advice of the BRE. This table also sets out the impact on sunlight.

Table 2: Daylight/sunlight impact by property

Property	Daylight Impact	Sunlight impact	Further detail
1-16 Sandhurst House	Moderate/Major adverse	Negligible	<p>3 windows would see minor reductions of between 20-29.9%, 12 windows would see moderate reductions of between 30-39.9% and 5 windows would see major reductions of between 40-49.9%.</p> <p>Lowest VSC followed development would be 14.83%.</p> <p>Negligible impact compared to approved scheme. Revised model shows slightly less impact to some windows that previously assessed.</p>
1-36 Wexford House	Moderate adverse	Negligible	<p>Major reduction to windows facing development, but most are bathrooms or kitchens (non-habitable), with large overhanging walkways restricting light at present.</p> <p>No noticeable change for S.73 scheme.</p>
Mayo House	Minor adverse	Negligible	<p>Five affected windows are to side elevation and are not considered likely to serve main living areas</p> <p>Negligible change from approved scheme.</p>
1-6 Erlich Cottages	Minor/moderate adverse	Minor adverse	<p>Major effect to one window which already has low light levels. Relative loss of light greater to upper floors due to overhanging eaves.</p> <p>No significant change from approved scheme.</p>

Property	Daylight Impact	Sunlight impact	Further detail
38 Raven Row	Minor adverse	Negligible	<p>Single house directly adjoining application site. 1 window moderately affected, but room served by second window. Minor impact to 5 others, believed to be bedrooms. Lowest retained VSC 19.53.</p> <p>No significant change for S.73 scheme.</p>
5 Maples Place/37-41 Raven Row	Moderate adverse	Minor adverse	<p>22 windows would see moderate reductions of between 30-39.9% whilst 3 would see major impact in excess of 40.</p> <p>Modest additional impact for S.73 scheme. Lowest VSC would be 14.68% compared to 15.37% for approved.</p>
49-51 Raven Row	Minor adverse	Minor adverse	<p>14 windows affected with up to major loss of light. Without balconies/overhangs on this building the windows would be likely to comply with BRE guidelines or receive a slight impact.</p> <p>No significant change from approved scheme.</p>
54-62 Stepney Way	Major adverse impact	None (north facing)	<p>Major impact to 11 windows, with VSCs reduced to 13.82%, 13.77% and 14.2% compared to a lowest retained VSC for the approved scheme of 14.8%.</p> <p>Use of windows is unknown but some are likely to be bedrooms.</p>
43-47 Raven Row	Minor adverse	Minor adverse	<p>25 of 33 windows affected but would retain good VSC for urban location of at least 18.1%.</p> <p>Increased impact compared to approved scheme.</p>

7.48 A number of properties to the east of the site were subject to daylight losses from the approved 2019 scheme ranging from minor through moderate to major. These include 1-16 Sandhurst House, 1-6 Erlich Cottages, 1-36 Wexford House and 1-8 Mayo House and represented the bulk of individual addresses where daylight was affected by the development. The daylight assessment shows that there would not be an additional impact to these properties from the S.73 scheme as block B and the part of block A1 that fronts onto Sydney Street would remain unchanged and the two towers would be well set back.

- 7.49 Immediately to the north of the site, the daylight assessment examines the impacts on a group of properties fronting onto Raven Row. It is evident that the increase in scale to the towers would have some additional impact in this location. 43-47 Raven Row, which was assessed as being affected to a limited extent on the approved scheme, would now have loss of light to 25 of 33 windows as opposed to 20 on the approved scheme. The lowest retained VSC level would be 18.1% however on balance this is considered reasonable having regard to the specific constraints of the site and given having regard to the dense central urban location. More significantly affected would be 37-41 Raven Row, positioned closest to the A block tower. The S.73 proposed scheme would see an additional reduction beyond the moderate adverse impact of the approved development. Most affected windows would retain adequate levels of light, with the lowest VSC 14.48% compared to 15.33% for the approved. The main impact on 49-51 Raven Row would remain due to its overhanging balconies.
- 7.50 The most significant additional impact would be to the flats at 54-62 Stepney Way, which would directly face where additional height would be added to block C of up to two storeys. This block was identified in the daylight assessment to the approved development as being subject to a major adverse impact. The current scheme would increase the harm to the amenities of the occupiers of these properties, with 11 windows being subject to a reduction of VSC in excess of 40%, as opposed to 7 for the approved 2019 scheme. The worst affected windows would have VSCs reduced to 13.82% and 13.77%. It is unclear what rooms are served by these windows, though it is most likely that the some serve bedrooms and some non-habitable rooms.



Figure 4: Daylight/sunlight Model showing position of development in relation to neighbouring properties.

- 7.51 With regard to sunlight, there would be no significant additional impact compared to the approved scheme, with a handful of properties to the north of the site having limited losses of sunlight. The worst affected properties in terms of daylight loss would lose no more than a negligible amount of sunlight.
- 7.52 Overall, the daylight/sunlight assessment shows that neighbouring residential properties would be unaffected by the addition height and mass from the S.73 scheme or would be subject to minor additional impacts. The exception to this is at 54-62 Stepney Way, where a major impact from the approved scheme would be made marginally, but noticeably, worse. The impact on 54-62 Stepney Way was accepted on the approved scheme as the building is close to the edge of the footway and any development of the site would be likely to result in significant impacts given the previous open aspect. It is regrettable that there is further impact from the S.73 scheme. However, given the localised impact and on account of the affected windows not appearing to serve main living areas, on balance the additional harm is considered acceptable in the context of the site's dense urban location and when weighed against the additional public benefits from the S.73 scheme. A cumulative assessment has been provided taking into account the proposed development at 100-136 Cavell Street showing some additional combined impacts. However as this has not been granted planning permission, limited weight can be given to these in the assessment of the current application.
- 7.53 Objections have been received from neighbours concerned about the impact on daylight and sunlight to Albion Yard to the north and Adeline Mews to the east. Albion Mews is over a hundred metre to the north of the site on the opposite side of Whitechapel Road, well beyond where there would be expected to be any significant effects. The addresses on Adeline Mews are oriented at a right angle to the development site and their windows would therefore not face towards it.

Noise, Vibration and odour

- 7.54 There are no implications for noise impacts to neighbouring residents from the S.73 scheme as there would not be any land uses that would be expected to give rise to excessive noise and vibration. Conditions to control plant noise and noise/odours from kitchen extraction from the prospective A3 use would continue to apply.

Construction Impacts

- 7.55 The ES addendum identifies some impact as a result of construction noise, though these would not be noticeably greater than for the approved scheme. The approved Construction Environmental Management Plan and Construction Logistics Plan are considered sufficient to minimise the impact on neighbouring residents in this regard during the works.

Other matters

- 7.56 Concerns were raised regarding the level of public consultation prior to the submission of the application. The applicant has provided a Statement of Community Involvement setting out what public consultation was undertaken prior to submitting the application. There are no requirements for a specific level of consultation to be undertaken prior to submission and the Statement of Community Involvement is considered acceptable.

Summary of amenity impacts

7.57 The impact on neighbours would on balance be acceptable, despite the slightly greater daylight impact compared to the approved. It should also be borne in mind that there would be some benefits from the redevelopment to local residents, including substantial new public realm and pedestrian routes.

Transport

Car Parking

7.58 The reduction in parking spaces from 27 as approved to 15 is very welcome in this central, highly accessible location, as is the increase in disabled spaces from 7 to 10. Whilst it would be desirable for non-disabled parking to be further reduced, given the original approval this could not be insisted upon. As per the original permission, electric vehicle charging points and a car park management plan, prioritising the disabled spaces for those who need them, would be secured by condition. A clause in the S.106 agreement would ensure that occupants of the residential units would not be able to apply for parking permits.

7.59 As with the approved scheme, two additional blue badge parking spaces would be provided on-street in locations where crossovers accessing the former Safestore building have been removed.

Cycle Parking and Facilities

7.60 The amendments would increase the number of cycle parking spaces from 994 to 1195 spaces in order to be in line with the new standards in the emerging London Plan, as well as to cater for the increased floorspace. The additional cycle spaces would be created through the insertion of a mezzanine for this purpose in Block C and due to the removal of some of the parking spaces in the basement of Block B. The additional spaces would include an increased proportion of more easily accessible Sheffield stands. The additional provision is welcome and is an improvement over the approved scheme. Details and maintenance of the cycle storage would be secured by condition.

7.61 As with the approved scheme, at the request of Transport for London a financial contribution of £52,000 to provide 9 off-site cycle hire docking bays has been agreed with the applicant, which would be secured through the S.106 agreement.

Trip generation, deliveries and servicing

7.62 The proposed changes would have a negligible impact on trip generation, deliveries and servicing. The reduction in parking spaces on site would likely result in a small reduction in the movement of private vehicles.

Travel Planning

7.63 As with the approved scheme, the application is supported by framework Residential and Workspace Travel Plans, setting out proposed measures to encourage sustainable travel. It is recommended that the approval and implementation of final Travel Plans is secured through a s106 obligation.

Environment

Energy & Environmental Sustainability

7.64 *Energy.* Policy D.ES7 requires zero carbon emission development to be achieved through a minimum 45% reduction in regulated carbon dioxide emissions on-site, and the remaining regulated carbon dioxide emissions to be

off set through a cash in lieu contribution. A key difference from when the scheme was originally approved is that the borough's policy is now for zero carbon for the whole scheme rather than just the residential element.

- 7.65 An updated Energy Statement has been provided to support the S.73 application. Statement. This seeks to reduce energy demand through energy efficiency, a site wide heat network (CHP) and 161KWp PV arrays, which would reduce emissions by 46.1% compared to the building regulation baseline.
- 7.66 The proposals have been reviewed by the Council's Energy officer and are considered acceptable subject to a carbon offsetting contribution of £751,442.40, and conditions securing a link to the district heat network and the submission of a Zero Carbon Future Proofing Statement.
- 7.67 *Environmental Sustainability.* Policy D.ES7 states 'All new non-residential development over 500 square metres floorspace (gross) are expected to meet or exceed BREEAM 'excellent' rating'. The submitted BREEAM Pre-Assessment Report (Greengage – February 2019) identifies the scheme will achieve BREEAM Excellent with a score of 73.8%, a marginal improvement on the approved scheme. This is supported and its implementation would be secured by condition.
- 7.68 A number of issues were raised in the GLA Stage I primarily concerning the district energy network, decarbonisation, the proposed photovoltaics and overheating. The GLA has confirmed that these have now been satisfactorily addressed or are in the process of resolution.

Health

- 7.69 In line with the requirements of the Local Plan, A Health Impact Assessment has been provided with the application. This is a new requirement and it is not possible for the developer to meet all the policy aspirations (such as public engagement) given the development is already under construction. However it is evident that the current proposal represents a small improved on the approved in health terms given the decrease in car parking, increase in cycle storage and increase in play space. This has been accepted by the Council's Health Officer.

Fire Safety

- 7.70 In line with the emerging London Plan, a Fire Strategy has been provided to support the application. This has been updated following comments by the GLA at Stage I. The implementation of the Fire Strategy would be secured by condition.

Environmental Impact Assessment

- 7.71 As with the parent planning permission, the scheme constitutes an EIA development. The application was submitted in March 2020 accompanied by an Environmental Statement (ES) addendum produced by Waterman on behalf of London and Quadrant Housing Trust and Mount Anvil, and provided assessment of the following topics:
- Socioeconomics;
 - Transportation and Access;

- Air Quality;
- Noise and Vibration;
- Greenhouse gases and climate change
- Ground Conditions and Contamination;
- Water Resources and Flood Risk;
- Daylight, Sunlight and Overshadowing;
- Wind;
- Townscape and Visual Impact; and
- Cultural Heritage.

- 7.72 The ES has been reviewed in accordance with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (EIA Regulations).
- 7.73 The application has been supported by an ES addendum, an ES Interim Review Report (July 2020), and a Final Review Report Response (July 2020), The July 2020 ES Interim Review Report Response and Final Review Report Response were considered to be 'further information' under Regulation 25, and was processed as required under the EIA Regulations.
- 7.74 The Council's EIA Officer and retained EIA consultants and the have confirmed that the submitted ES addendum meets the requirements of the EIA Regulations.
- 7.75 The 'environmental information' has been examined by the Council and has been taken into consideration by officers to reach a reasoned conclusion of the significant effects of the Proposed Development, which forms the basis of the assessment presented in this report. Appropriate mitigation / monitoring measures as proposed in the ES will be secured through planning conditions and/or planning obligations. The environmental information comprises the ES, including any further information and any other information, any representations made by consultation bodies and by any other person about the environmental effects of the Proposed Development.

Air Quality

- 7.76 As with the previous scheme approved on the site air quality issues could be successfully mitigated through conditions. These include a revised Air Quality Neutral Assessment with alternative CHP details. A condition would also secure details of mechanical ventilation with high level air intakes to serve residential units on the lowest two floors where the annual NO₂ limit is exceeded.
- 7.77 The Applicant has provided a further assessment of air quality impacts from construction vehicles in the ES addendum, which includes cumulative impacts. The assessment shows negligible impacts at all assessed locations, which are not significant. Subject to continued compliance with the agreed CEMP, this is acceptable.

Wind and microclimate

- 7.78 The ES addendum includes an assessment of wind impacts, both within and beyond the site. There would be some locations within the site, particularly on roof terraces, where wind conditions would occasionally be higher than suitable. However, these could be mitigated through appropriate landscaping and enclosures. These would be secured by condition including full details of landscaped design. No locations have been identified beyond the site where wind conditions would be significantly affected.

Waste

- 7.79 The main principles of the waste management and reuse storage arrangements would be unchanged from the original permission. A condition would secure full details in line with advice from the Council's waste management team.

Biodiversity

- 7.80 Development Plan policies seek to safeguard and where possible enhance biodiversity value. The site previously had very limited biodiversity value and the proposed development would be a significant improvement on account of landscaped open spaces and green/brown roofs. The revised scheme would result in a small decrease in the area of brown roofs proposed. However, this would be compensated for by improvements to other biodiversity measures. Subject to a condition securing the biodiversity improvements and biodiverse roofs, this would be acceptable. The biodiversity enhancements would be secured by condition.

Flood Risk & Drainage

- 7.81 The site is within Flood Risk Zone 1 and is not in a Critical Drainage Area. The amendments do not significantly affect the drainage strategy and the Environment Agency, Thames Water and the Council's Suds officer raise no objections from a flooding or surface water drainage perspective. Full details of the drainage strategy and its implementation would be secured by condition as with the approved scheme. Additional conditions and informatives requested by Thames Water would also be secured by condition.

Land Contamination

- 7.82 The submitted ES includes an assessment of the Ground Conditions and Contamination. The assessment has previously been reviewed by the LBTH Environmental Health (Contaminated Land) Officer, who raised no objections subject to the inclusion of a condition to secure a scheme to identify the extent of the contamination at the site and detail the measures to be taken to avoid risk to the public, buildings and environment when the site is developed.
- 7.83 Details required by the condition have already been approved in relation to blocks A and B. A condition would ensure the submission and approval of details for block C.

Cumulative Impacts

- 7.84 As part of the Environmental Statement addendum, the potential for cumulative impacts with other reasonably foreseeable developments in the vicinity of the site was assessed. 24 potential schemes were assessed. Cumulative impacts are divided into type 1 effects (interaction between elements during construction) and type 2 effects (post construction).

7.85 During construction, combined effects from dust, noise, emissions from construction vehicles and visual impact are likely to arise. However, these could be successfully mitigated through the Construction and Environmental Management Plan. No lasting type 1 impacts were considered likely to arise following completion of the development. In terms of adverse type 2 impacts, there would not be significant apart from GHG emissions and climactic risks. These would be mitigated through the Energy Statement and through the design to minimise solar gain and the risk of surface flooding. There would be negligible to minor adverse effects at ground floor amenity areas. It should be noted that the cumulative effects are different from that in the ES to the approved scheme mainly through changes in methodology for assessment.

7.86 **Other**

7.87 Infrastructure Impact

7.88 A number of residents commented on the existing pressure on infrastructure and the additional pressure this development would place on infrastructure. Whilst the development is not delivering specific infrastructure on site, the development would be subject to a CIL Charge that can be used to help fund additional infrastructure, facilities and services for the borough.

7.89 It is estimated that the proposed development would be liable for Tower Hamlets Community Infrastructure Levy (CIL) payments of approximately £3,134,230 and Mayor of London CIL2 of approximately £2,965,588 (inclusive of affordable housing relief but exclusive of indexing).

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

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

- £262,400 towards construction phase employment skills training
- £106,518.67 towards end-user phase employment skills training
- £ 751,442.40 toward carbon emission off-setting

Financial Considerations (New Homes Bonus)

7.92 Assuming that the Council delivers its annual housing target of 3,931 units, the Council would be liable for a New Homes Bonus payment of approximately £24m over 4 years. Due to the introduction of a new threshold approach by the Government it is not possible to provide an exact amount of New Homes Bonus the proposed development would deliver; however, officers estimate that the proposal could deliver around £3,479,000 over 4 years.

Human Rights & Equalities

7.93 As with the approved scheme, 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.

7.94 The requirement to use local labour and services during construction enables local people to take advantage of employment opportunities. The affordable housing supports community wellbeing and social cohesion. The proposed development allows for an inclusive and accessible development for less able and able residents, employees, visitors and workers. Conditions secure, amongst other things, lifetime homes standards, wheelchair accessible homes and disabled parking.

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 deed of variation legal agreement to secure the following planning obligations:

8.2 Financial obligations

- a. £262,400 towards construction phase employment skills training
- b. £106,518.67 towards end-user phase employment skills training
- c. £751,442.40 toward carbon emission off-setting
- d. £52,000 toward nine cycle hire docking stations off-site.
- e. £11,500 monitoring fee (23 obligations)

Total financial contributions: £1,183,361.07

8.3 Non-financial obligations

- a. Affordable housing (35% by habitable room)
 - 55 units (211 habitable rooms) at London Affordable Rent
 - 55 units (211 habitable rooms) at Tower Hamlets Living Rent
 - 72 units (179 habitable rooms) as Shared Ownership
 - Early Stage Review
 - Details and implementation of London Affordable Rent/Tower Hamlets Living Rent 'wheelchair accessible' dwellings (to M4 (3)(2)(b) standard)
- b. Access to employment
 - 20% local procurement
 - 20% local labour in construction
 - 40 construction phase apprenticeships
 - 1 x end-user phase apprenticeships
 - Advertise vacancies through skillsmatch
 - 20% of B1 floorspace to be 'affordable' (90% of market rents)

c. Transport

- Car capped development (residential)
- Approval and implementation of Car Park Management Plan
- Residential and Workspace Travel Plans
- Delivery of and 24 hour public access to public open spaces within development.
- Securing of S.278 highways work, the interface of public realm within the development with the public highway and the delivery of two on-street disabled parking bays.

d. Other

- Requirement to include advice to future leaseholders regarding the potential local noisy environment
- Compliance with LBTH code of construction practice.
- Archaeological Management Plan (additional requirement)

8.4 That the Corporate Director of Place is delegated the power to negotiate the legal agreement. If within three months of the resolution the legal agreement has not been completed, the Corporate Director for Place is delegated power to refuse planning permission.

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

8.6 Conditions

1. Commencement linked to original permission
2. Development in accordance with approved plans.
3. Restrictions on demolition and construction activities:
 - a. All works in accordance with Tower Hamlets Code of Construction and adoption of best practicable means
 - b. Ground-borne vibration limits, including vibration monitoring; and
 - c. Noise pollution limits.
 - d. Liaison with occupants of adjacent properties
4. Mechanical plant noise standard (subject to post completion verification).
5. Noise insulation standards for new residential units (subject to post completion verification).
6. Energy efficiency and sustainability measures (subject to post completion verification):
 - a. Delivery of energy strategy to ensure CO2 emission savings of at least 46.1%

- b. Minimum output of photovoltaic array;
 - c. Heat and hot water system to be designed and constructed to enable future connection to a district heating network
 - d. Water pressure
7. Approval of waste management strategy and retention of waste storage
 8. Implementation of surface water drainage scheme (SUDs)
 9. Compliance with crane lifting management plan
 10. Compliance with Archaeological Written Scheme of Investigation (Historic England)
 11. Details of phased Risk Management, method statement and piling concerning impact on Rail for London and Thames Water assets
 12. Compliance with CEMP
 13. Compliance with agreed contaminated land remediation.
 14. Full details of wheelchair accessible and adaptable homes and their continued retention as such, including 90% designed and constructed in accordance with Optional Requirement M4 (2) of Part M of the Building Regulations, 10% of the residential units shall be designed and constructed as M4 (3)(2)(a) including 10 as M4 (3) (2) (b) 'wheelchair accessible'.
 15. Compliance with approved external facing materials
 16. Full landscaping scheme for public realm, including display and interpretation of archaeological remains.
 17. Landscaping scheme including play space for amenity areas and roof terraces within the blocks.
 18. Details of biodiversity measures
 19. Details of Secured by Design measures.
 20. Details of any kitchen extract systems for prospective A3 use.
 21. Car park management strategy to include provision of disabled parking spaces and electric vehicle charging points.
 22. Details of cycle parking (including short stay parking) and associated facilities and subsequent delivery)
 23. Details of mechanical ventilation, high level air intake and fixed shut windows to flats identified as having poor air quality.
 24. Implementation of wind mitigation measures
 25. Revised Air Quality Neutral Assessment with alternative CHP
 26. Water supply impact study (Thames Water)

27. Delivery and Servicing Management Plan.
28. Commercial uses to achieve compliance with BREEAM excellent
29. Implementation of Fire Strategy
30. Zero carbon future proofing statement

8.7 Informatives

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

Appendix 1

Drawings

PL00AOS Location
PL00B OS Location
PLB01 Site Layout: Basement Plan Rev C
PL 00 Site Layout: Ground Floor Plan Rev E
PL 01 Site Layout: First Floor Plan Rev G
PL 02 Site Layout: Second Floor Plan Rev C
PL 03 Site Layout: Third Floor Plan Rev D
PL 04 Site Layout: Fourth Floor Plan Rev D
PL 05 Site Layout: Fifth Floor Plan Rev C
PL 06 Site Layout: Sixth Floor Plan Rev B
PL 07 Site Layout: Seventh Floor Plan Rev D
PL 08 Site Layout: 8th-19th Floor Plan Rev B
PL 09 Site Layout: 9-20th Floor Plan Rev B
PL 10 Site Layout: 21st-22nd Floor Plan Rev C
PL 11 Site Layout: 22nd - 24th Floor Plan Rev B
PL 12 Site Layout: 25th Floor Plan Rev D
PL 15 Site Layout: Roof Plan Rev F
PL200 Block A Elevations 1 Rev B
PL201 Block A Elevations 2 Rev B
PL210 Block B Elevations 1 Rev B
PL211 Block B Elevations 2 Rev B
PL220 Block C Elevations 1 Rev D
PL221 Block C Elevations 2 Rev D
PL250 Context Elevation 1 Rev C
PL251 Context Elevation 2 Rev C
PL252 Context Elevation 3 Rev C
PL253 Context Elevation 4 Rev D
PL300 Block A Sections 1 Rev B
PL301 Block A Sections 2 Rev B
PL310 Block B Sections 1 Rev A
PL311 Block B Section 2 Rev A
PL320 Block C Sections 1 Rev C

PL321 Block C Section 2 Rev C2

PL400 Block A Detail Elevation 1 A
PL401 Block A Detail Elevation 2 A
PL402 Block A Detail Elevation 3 A
PL403 Block A Detail Elevation 4 A
PL404 Block A Detail Elevation 5 A
PL405 Block A Detail Elevation 6 Rev B
PL410 Block B Detail Elevation 1 A
PL411 Block B Detail Elevation 2 A
PL412 Block B Detail Elevation 3 A
PL413 Block B Detail Elevation 4 A
PL414 Block B Detail Elevation 5 A
PL420 Block C Detail Elevation 1 A
PL421 Block C Detail Elevation 2 B
PL422 Block C Detail Elevation 3 A
PL423 Block C Detail Elevation 4 B
PL424 Block C Detail Elevation 5 A
PL500 Block A - Example Layouts 1 A
PL501 Block A - Example Layouts 2 A
PL502 Block A - Example Layouts 3
PL503 Block A - Example Layouts 4
PL504 Block A - Example Layouts 5
PL505 Block A - Example Layouts 6
PL510 Block B - Example Layouts 1
PL511 Block B - Example Layouts 2
PL512 Block B - Example Layouts 3
PL513 Block B - Example Layouts 4
PL514 Block B - Example Layouts 5
PL520 Block C - Example Layouts 1 A
PL521 Block C - Example Layouts 2 A
PL522 Block C - Example Layouts 3 A
PL523 Block C - Example Layouts 4 A
PL524 Block C - Example Layouts 5 A
PL525 Block C - Example Layouts 6 A
PL527 Block A - Wheelchair 1 A
PL528 Block A - Wheelchair 2 A
PL529 Block A - Wheelchair 3 A
PL530 Block A - Wheelchair 4 A

PL531 Block C - Wheelchair 5 Rev B
3273 SK160524 Public Open Space Diagram A
PL100 Demolition plan
PL110 Topographical Survey plan
PL111 Topographical Survey Elevation 1
PL112 Topographical Survey Elevation 2
PL113 Topographical Survey Elevation 3
PL114 Topographical Survey Elevation 4
PL120 Existing Buildings Basement REV G
PL121 Existing Buildings Ground floor
PL122 Existing Buildings First floor
PL123 Existing Buildings Third floor
PL124 Existing Buildings Fourth floor

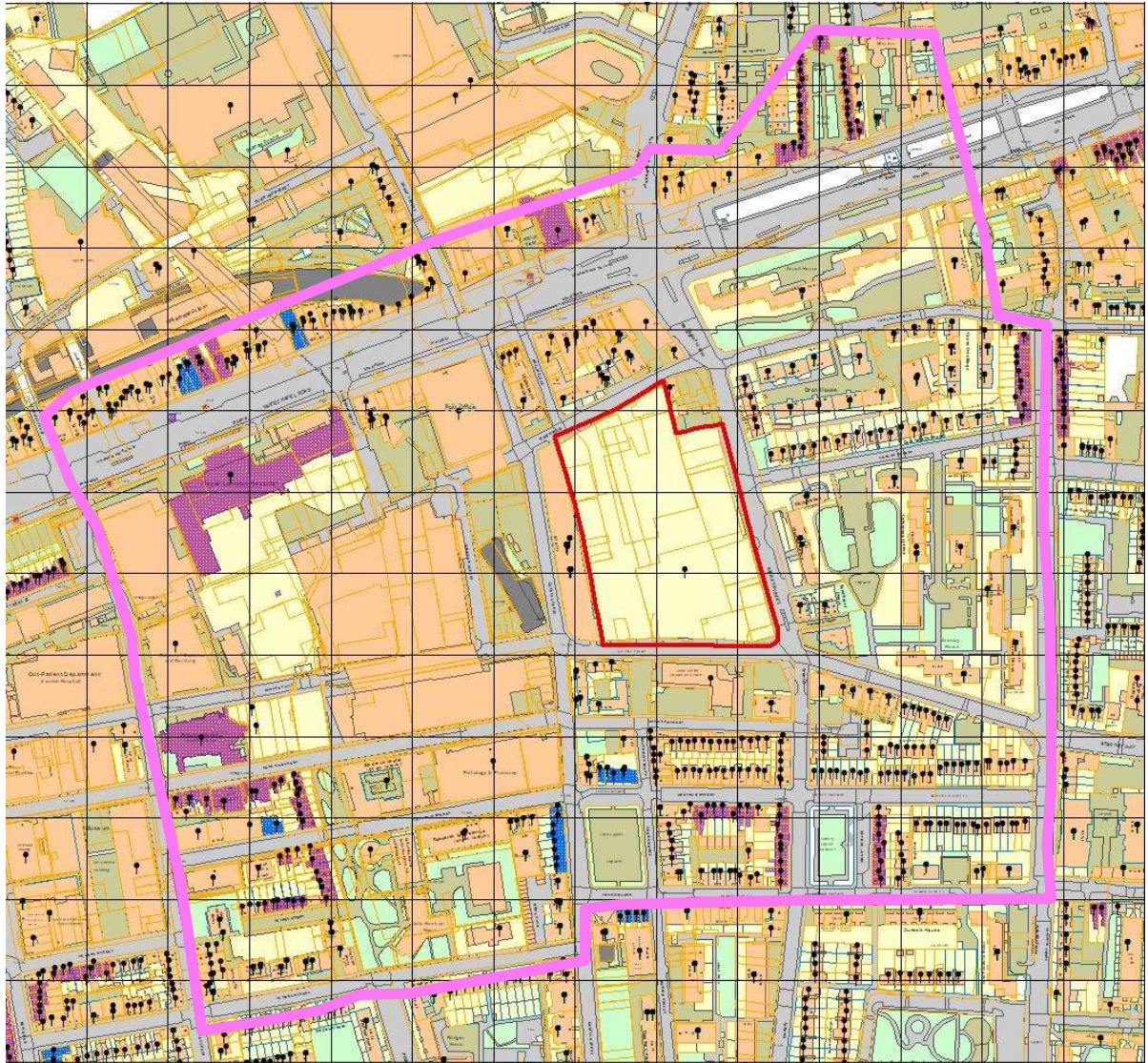
D2600-FAB-XX-XX-GA-L-0100 REV G FABRIK

Documents




- Design and Access Statement by Stockwool;
- Landscape Strategy prepared by Fabrik;
- Energy Statement prepared by Foreman Roberts;
- Sustainability Statement prepared by Greengage;
- Breeam Pre-Assessment Greengage
- Transport Assessment Addendum prepared by Milestone;
- Framework Travel Plan prepared by Milestone;
- Site Waste Management Plan prepared by Mount Anvil;
- Fire Strategy prepared by MSA;
- Health Impact Assessment prepared by Greengage;
- Internal Daylight Report prepared by Chancery Group;

- Environmental Statement Addendum (Volumes 1-4 and Non-Technical Summary) compiled by Waterman Group, comprising:
 - Non-Technical Summary;
 - Volume 1;
 - Chapter 1: Introduction;
 - Chapter 2: EIA Methodology;
 - Chapter 3: Existing Land Uses and Activities;
 - Chapter 4: Alternatives and Design Evolution;
 - Chapter 5: Proposed Development;
 - Chapter 6: Development Programme and Construction;
 - Chapter 7: Socioeconomics;
 - Chapter 8: Transport and Access;
 - Chapter 9: Air Quality;
 - Chapter 10: Noise and Vibration;
 - Chapter 11: Greenhouse Gases and Climate Change;
 - Chapter 12: Ground Conditions;
 - Chapter 13: Water Resources and Flood Risk;
 - Chapter 14: Wind Microclimate;
 - Chapter 15: Daylight, Sunlight, Overshadowing and Solar Glare);
 - Chapter 16: Archaeology;
 - Chapter 17: Cumulative Assessment;
 - Chapter 18: Summary of Residual Effects;
- o Volume 2: Figures;
- o Volume 3: Townscape, Heritage and Visual Impact Assessment ('THVIA') prepared by Tavernor Consultancy; and
- o Volume 4: Technical Appendices.

Appendix 1: Public consultation boundary



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-  Planning Application Site Boundary
-  Other Planning Applications
-  Consultation Area
-  Land Parcel Address Point
-  Locally Listed Buildings
-  Statutory Listed Buildings

**Planning Applications Site Map
PA/20/00571**

This site map displays the Planning Application Site Boundary and the extent of the area within which neighbouring occupiers / owners were consulted as part of the Planning Application Process



**London Borough
of Tower Hamlets**

Scale : 50m grid squares

Date: 16 September 2020

Appendix 2: Images of development



Comparison of height increases, approved and proposed



Approved open space/landscaping



Proposed open space landscaping



Birdseye view from southeast (approved scheme)



Birdseye view from southeast (proposed scheme)



View from west (approved scheme)



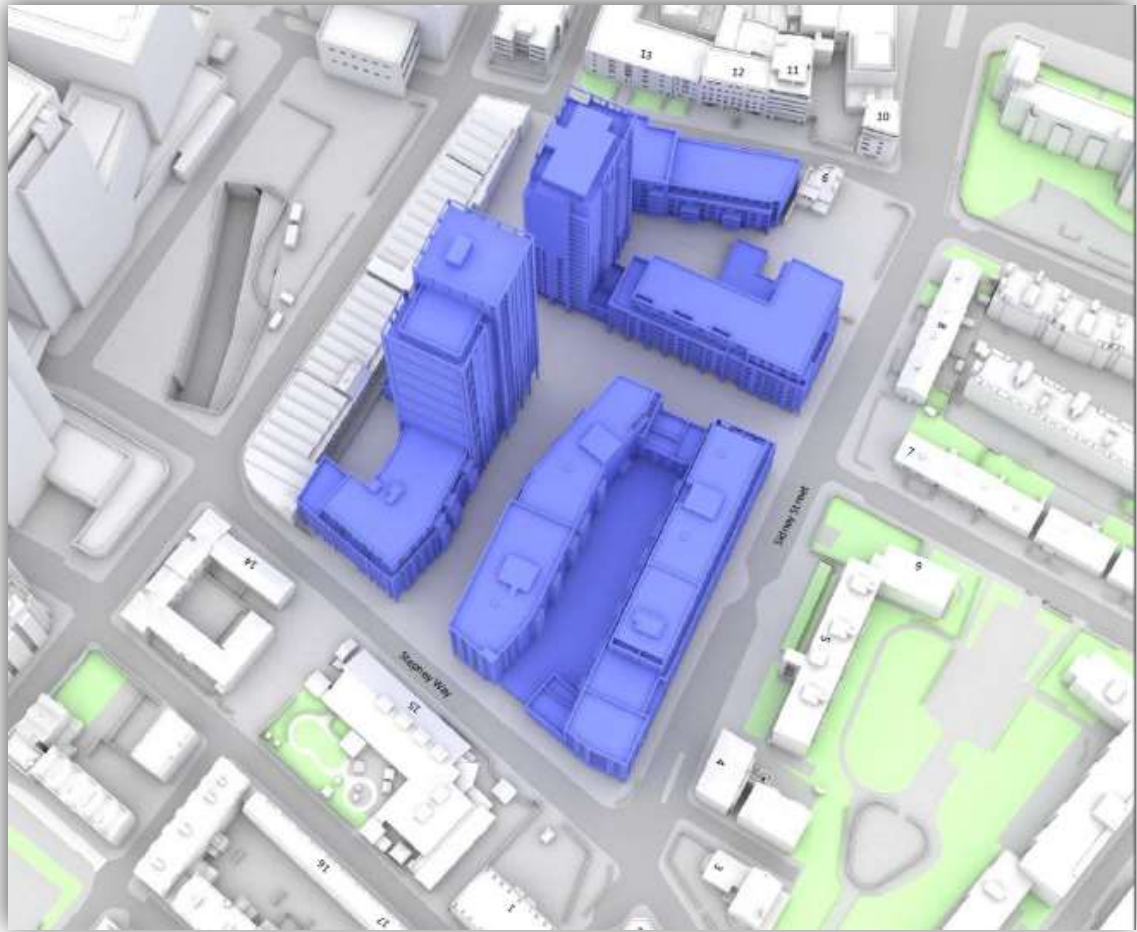
View from west (proposed scheme)



View from east (approved scheme)



View from east (proposed scheme)



Location of properties assessed for daylight/sunlight

Key:

1. 1 to 123 Churchill Place;
2. 114 Blenheim Place;
3. The Artichoke Public House;
4. 1 to 16 Sandhurst House;
5. 1 to 36 Wexford House;
6. 1 to 8 Mayo House;
7. 1 Lindley Street;
8. 1 to 6 Erlich Cottages;
9. 38 Raven Row;
10. 57 to 59 Raven Row;
11. 49 to 51 Raven Row;
12. 43 to 47 Raven Row;
13. 37 to 41 Raven Row and 5 Maples Place;
14. 54 to 62 Stepney Way;
15. 90 Stepney Way;
16. 98 Newark Street;
17. 106 to 108 Newark Street.

Appendix 3: Photographs of neighbouring properties



54-62 Stepney Way



Wexford House



Elrich Cottages



37 – 51 Raven Row