

Committee: Strategic Development Committee	Date: 15 September 2011	Classification: Unrestricted	Agenda Item No: 7.2
Report of: Corporate Director of Development and Renewal		Title: Planning Application for Decision	
Case Officer: Shay Bugler		Ref No PA/10/2093	
		Ward(s): East India and Lansbury	

1. APPLICATION DETAILS

1 **Location:** Tweed House, Teviot Street, E14

1.2 **Existing Use:** Residential

1.3 **Proposal:** Demolition of existing building and associated garage buildings; partial demolition of the adjacent towpath wall and the erection of a new residential development to provide 115 units comprising of 33 x 1 bed, 43 x 2 bed, 31 x 3 bed, 7 x 4 bed and 1 x 5 bed), 1 disabled parking space, 166 cycle parking facilities, landscaped open space and private amenity space.

1.4 **Drawing Nos:** 2322-JW-001-P01, 2322-JW-005-P03, 2322-JW-010-P02, 2322-JW-012-P01, 2322-JW-013-P01, 2322-JW-014-P01, 2322-JW-015-P01, 2322-JW-016-P01, 2322-JW-017-P01, 2322-JW-018-P01, 2322-JW-019-P01, 2322-JW-020-P01, 2322-JW-021-P01, 2322-JW-022-P02, 2322-JW-023-P01, 2322-JW-024-P01, 2322-JW-030-P01, 2322-JW-031-P01, 2322-JW-032-P02, 2322-JW-035-P01, 2322-JW-036-P01, 2322-JW-037-P02, 2322-JW-038-P02, 2322-JW-039-P01, 2322-JW-051-P01, 2322-JW-052-P01, 2322-JW-053-P01, 2322-JW-054-P01, 2322-JW-055-P01, 2322-JW-056-P01, 2322-JW-057-P01, 2322-JW-058-P01, 2322-JW-059-P01, 2322-JW-060-P01, 2322-JW-061-P01, 2322-JW-062-P01, 2322-JW-063-P01, 2322-JW-064-P01, 2322-JW-065-P01, 2322-JW-066-P01, 2322-JW-067-P01, 2322-JW-068-P01, 2322-JW-069-P01, 2322-JW-070-P01, 2322-JW-071-P01, 2322-JW-072-P01, 2322-JW-073-P01, 2322-JW-074-P01, 2322-JW-075-P01, 2322-JW-076-P01, 2322-JW-077-P01, 2322-JW-078-P01, 2322-JW-079-P01, 2322-JW-080-P01, 2322-JW-081-P01, 2322-JW-082-P01, 2322-JW-083-P01, 2322-JW-084-P01, 2322-JW-085-P01, 2322-JW-086-P01, 2322-JW-087-P01, 2322-JW-090-P01, 2322-JW-011-P02

1.5 **Supporting documentation**

- Planning & Impact Statement and Statement of Community Involvement by Leaside Regeneration dated September 2010
- Design, Access & Heritage Statement by Jestico & Whiles dated 16 August 2010
- Renewable Energy Statement by Energy Council dated December 2010 (Issue 4)
- Air Quality Impact Assessment by Scott Wilson consultants

dated December 2010

- Noise Assessment by Scott Wilson consultants dated December 2010
- Open Space Assessment dated January 2011
- Residential Framework Travel Plan dated July 2010 by Scott Wilson consultants
- Environmental Report by Scott Wilson dated August 2010
- Appendices to the Environmental Report dated July 2010
- Residential Framework Travel Plan dated July 2010 by Scott Wilson
- Tweed House- financial appraisal dated Sept 2010
- Open Space Assessment dated January 2011

1.6 **Applicant:** Poplar HARCA and Telford Homes

1.7 **Owner:** Poplar HARCA

1.8 **Historic Building:** N/A

1.9 **Conservation Area:** The site does not fall within a Conservation Area although it lies adjacent to Limehouse Cut Conservation Area

2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

2.1 The Local Planning Authority has considered the particular circumstances of this application against the Council's approved planning policies contained in the London Borough of Tower Hamlets adopted Core Strategy (2010); Unitary Development Plan (1998), the Council's Interim Planning Guidance (2007), associated supplementary planning guidance, the London Plan (2011) and Government Planning Policy Guidance and has found that:

- The proposal is in line with the Mayor and Council's policy, as well as government Planning Policy Statements (PPS) which seek to maximise the development potential of sites. As such, the development complies with PPS1 & PPS3; policy 3.3 of the London Plan (2011); SP02 of the Core Strategy (2010) and HSG1 of the Council's Interim Planning Guidance (2007) which seeks to ensure this.
- The proposal provides an acceptable amount of affordable housing and mix of units overall. As such, the proposal is in line with policies 3.8; 3.9; 3.11, 3.12 & 3.13 of the London Plan (2011); policy SP02 of the Core Strategy (2010); policy HSG7 of the Council's Unitary Development Plan (1998) and policies HSG2, HSG3 and HSG4 of the Council's Interim Planning Guidance (2007) which seek to ensure that new developments offer a range of housing choices.
- The density of the scheme would not result in the overdevelopment of the site and any of the problems that are typically associated with overdevelopment. As such, the scheme is in line with policy 3.4 of the London Plan (2011), SP02, & SP10 of the Core Strategy (2010) & policies DEV1 and DEV2 of the Council's Unitary Development Plan (1998) and policies DEV1, DEV2 & HSG1 of Council's Interim Planning Guidance (2007) which seek to provide an acceptable standard of accommodation.
- The provision of private and communal amenity space and child play space is considered to be acceptable. As such, the amenity space proposed is broadly in line with policies 3.6 of the London Plan (2011); SP02 of the adopted Core Strategy (2010); policies HSG16 and OS9 of the Council's Unitary Development Plan (1998) and HSG7 of the Council's Interim Planning Guidance (2007) which seeks to ensure that adequate amenity space is provided.

- The building height, scale, bulk and design is acceptable and in line with policies' 7.2; 7.3; 7.4; 7.6; 7.7 & 7.8 of the London Plan (2011); policies SP02 & SP10 of the adopted Core Strategy (2010); policies DEV1 of the Council's Unitary Development Plan (1998) & policy DEV2 of the Council's Interim Planning Guidance (2007) which seeks to ensure buildings are of a high quality design and suitably located.
- Transport matters, including parking, access and servicing, are acceptable and in line with policies 6.9 & 6.13 of the London Plan (2011); policy SP09 of the adopted Core Strategy (2010), policies T16, T18 and T19 of the Council's Unitary Development Plan (1998) and policies DEV18 and DEV19 of the Council's Interim Planning Guidance (2007) which seek to ensure there are no detrimental highways impacts created by the development.
- The proposal would not give rise to any undue impacts in terms of loss of privacy, sunlight and daylight upon the surrounding properties. As such, the proposal is considered to satisfy policy 7.7 of the London Plan (2011); policy SP10 of the Core Strategy (2010); saved policy DEV2 of the Council's Unitary Development Plan (1998); policy DEV1 of the Interim Planning Guidance (2007) which seek to protect amenity of surrounding properties.
- Sustainability matters, including energy, are acceptable and in line with policies 5.1, 5.2, 5.3, 5.6, 5.7 & 5.8 of the London Plan (2011); policy SP11 of the Core Strategy Development Plan Document (2010) and policies DEV 5, DEV 6 & DEV9 of the Council's Interim Planning Guidance (2007) which seek to promote sustainable development practices
- Obligations have been secured towards the provision of affordable housing, education, community facilities, health facilities, off site child playspace and travel plan monitoring. This is in line with Regulation 122 of the Community Infrastructure Levy Regulations 2010, policy 8.2 of the London Plan (2011); SP13 of the adopted Core Strategy (2010); policy DEV4 of the Tower Hamlets Unitary Development Plan (1998) and policy IMP1 of the Council's Interim Planning Guidance (2007), which seek to secure planning obligations that are necessary to make development acceptable in planning terms.
- The proposal would not have an adverse impact on setting of Limehouse Cut Conservation Area in accordance with PPS5; policies 7.8 of the London Plan (2011) SP10 of the Core Strategy (2010) & DEV 2 of the Interim Planning Guidance (2007) seeks to protect the character and appearance of Conservation Areas and areas of historic interest. .

3.0 **RECOMMENDATION**

That the Committee resolve to GRANT planning permission subject to:

- 3.1 A. Any direction by The Mayor of London.
- B. The prior completion of a legal agreement, to the satisfaction of the Chief Legal Officer, to secure the following:
1.
 - Affordable housing provision of 31% of the proposed habitable rooms comprising of 100% social 'target' rented units
 - £210,000- towards education facilities
 - £63,000 towards community facilities
 - £107,974 towards health care facilities

- £40,000 towards off site child playspace
- £3,000 towards Travel Plan monitoring

The total amount of financial contributions sought is £423,974

Non financial

2.
 - 20% local procurement at construction phase
 - 20% local labour in construction phase
 - Travel Plan
 - 'Car free' agreement
- 3.2 That the Corporate Director of Development and Renewal is delegated powers to negotiate the legal agreement indicated above.
- 3.3 That the Head of Development Decisions is delegated power to impose conditions on the planning permission to secure the following:

Conditions

1. Time Limit
2. Building constructed in accordance with approved plans
3. Sample of all external facing materials / sample board for new development
4. Samples to be used to rebuild the wall between the canal towpath and the site
5. Landscaping details including the planting of semi mature trees
6. Secure by design/CCTV
7. Contaminated Land Survey
8. Construction Management Plan
9. Service & Delivery Management Plan
10. A Risk Assessment and Method Statement outlining all works to be carried out adjacent to the canal
11. A feasibility study to assess the potential for moving freight by water during the construction cycle.
12. A survey of the waterway wall and a method statement and schedule of the repairs and dredging works
13. No infiltration of surface water into the ground is permitted unless approved by the Local Planning Authority.
14. Piling and any other site foundation designs using penetrative methods would not be permitted other than with the express consent from the LPA.
15. Installation of a communal heat network supplying all space heating and hot water requirements.
16. Details of the Combined Heat Power system to demonstrate it has been selected to maximise CO2 emission reductions and is designed to allow future connection to decentralised networks.
19. Details of energy efficiency & passive design measures and renewable energy technologies
20. Pre-assessment where the development seeks to achieve a Code Level 4 rating.
21. 10% Wheelchair accessible; Lifetime Homes
22. Refuse and recycling details
23. Mitigation measures for all facades exceeding Air Quality objectives set out in the Tower Hamlets Air Quality Action Plan (2003)
24. Details of child playspace on site
25. Highway improvement works

Compliance

25. Hours of construction (8am-6pm Monday to Friday, 9am-1pm on Saturdays and not at all on Sunday or Bank Holidays)
26. Power/ Hammer piling/breaking (10am-4pm Monday- Friday)
27. Highway improvement works
28. London Plan Tree to be protected during works
29. 3 metre clear strip adjacent to A12 should be clear at all times

Any other condition(s) considered necessary by the Head of Planning and Building Control

3.4 Informatives

1. Section 106 agreement required (car free & affordable housing)
2. Section 278 (Highways) agreement required.
3. Site notice specifying the details of the contractor required.
4. Construction Environmental Management Plan Advice.
5. Environmental Health Department Advice.
8. Metropolitan Police Advice.
9. Environmental Agency advice.

Any other informative(s) considered necessary by the Head of Development Decisions.

- 3.5 That, if by 15 December 2011 the legal agreement has not been completed to the satisfaction of the Chief Legal Officer, the Head of Planning and Building Control is delegated power to refuse planning permission.

4. PROPOSAL AND LOCATION DETAILS

Proposal

- 4.1 The site is triangular in shape and measures approximately 0.28 hectares; bounded by the Blackwall Tunnell Approach (A12) to the east; Teviot Street to the south and the Limehouse Cut Canal to the north west. At present, the site contains a 10 storey building known as Tweed House which is a linear block orientated north south and running parallel to the adjacent Blackwall Tunnel Northern Approach (A12).
- 4.2 The site currently contains 53 unoccupied dwelling units; 18 one bedroom flats on the southern end and 35 two bedroom maisonettes facing east west. The building was constructed in the late 1960's and was previously occupied by Council tenants. At present, the applicant has advised that the last tenant moved out of Tweed House in April 2010 and its tenants having been re-housed locally by Poplar HARCA. Located north of Tweed House is a row of five disused brick domestic garages and a small brick building housing an electrical sub-station.

The following are images from various views of the site at present.



Existing site viewed from the West Teviot Street



Existing site viewed from the West Canal



Existing site viewed from the south on the A12



Existing site viewed from the north on the A12

- 4.3 The proposal involves the demolition of the existing 10 storey building and 5 garages to be replaced with a part 6 storey building fronting Teviot Street and an adjoining part 12/13 storey building fronting the A12 road. The development would contain a total of 115 dwellings which comprise of 33 x 1 bed; 43 x 2 bed, 31 x 3 bed, 7 x 4 bed and 1 x 5 bed units. Housing matters are discussed further in paragraphs 8.19-8.51 of the report.
- 4.4 The redevelopment of the site comprises of 2 adjoining residential blocks. The form of the main linear block lies on the eastern edge of the site fronting the A12 and steps in height between 12 and 13 storeys to provide for predominantly private housing. This block is connected to a 6 (the 5th floor being set back) storey building fronting Teviot Street which contains all social rented units. Design matters are discussed in paragraphs 8.53-8.69 in this report. The proposal also involves the partial demolition of the existing wall separating the site and the canal towpath.
- 4.5 The proposal provides private, communal amenity space and child playspace. There are 166 cycle parking spaces & one accessible car parking space.
- 4.6 The site is fully accessible by pedestrian access routes off Teviot Street and the canal towpath.

Site and Surroundings

- 4.7 The north- western boundary of the site is formed by a brick built retaining wall positioned on the inside edge of Limehouse Cut towpath. The length of this boundary is approximately 120 metres. The ground level of the site is raised above the height of the towpath by approximately three metres. At the eastern and western ends of the boundary are pedestrian ramps giving public access to the canal towpath. Beyond the ramp at the western end of the site is a 3-4 storey residential development at Mallory House site. To the north of Limehouse Cut, opposite the application site is an industrial estate at Empson Street.
- 4.8 The southern boundary of the site is formed by the back edge of the Teviot Street pavement. The length of this boundary is approximately 85 metres. On the opposite side of Teviot Street, facing the site is a 4 storey residential block of maisonettes. The eastern boundary of the site is formed by the back edge of a pavement to the Blackwall Tunnel Northern Approach Road (A12).
- 4.9 The site has a PTAL rating of 3 which means it has moderate /good access to public transport. Devons Road and Langdon Park DLR stations are located within 960 meters of the site whilst Bromley by Bow station is located approximately 520 meters to the north. Bus route 108, can be accessed within 400 meters on the A12. The site has a public transport accessibility level of 3, on a scale of 1-6, where 1 represents the lowest accessibility level. Highway matters are discussed further in paragraphs 8.95-8.104 of this report.
- 4.10 The site does not lie within a Conservation Area although it adjoins the recently declared Limehouse Cut Conservation Area.

Relevant Planning History

- 4.11 PA/08/1103: A planning application was withdrawn on 4 September 2008 for alterations and extensions to existing residential block to extend the building to 17 storeys and to construct a new building ranging in height from 5 to 12 storeys to provide 97 residential units comprising 24 x studio, 25 x 1 bed, 23 x 2 bed and 25 x 3 bed with associated car parking, improvements to external environments and provision of public open space.

5.0 POLICY FRAMEWORK

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

5.2 The London Plan (2011)

- | | |
|------|--|
| 2.1 | London in its global, European and United Kingdom context |
| 3.1 | Ensuring equal life chances for all |
| 3.2 | Improving health and addressing health inequalities |
| 3.3 | Increasing housing supply |
| 3.4 | Optimising housing potential |
| 3.5 | Quality and design of housing developments |
| 3.6 | Children and young people's play and informal recreation facilities |
| 3.7 | Large residential developments |
| 3.8 | Housing choice |
| 3.9 | Mixed and balanced communities |
| 3.10 | Definition of affordable housing |
| 3.11 | Affordable housing targets |
| 3.12 | Negotiating affordable housing on individual private residential and mixed use schemes |

3.13	Affordable housing thresholds
3.14	Existing housing
3.16	Protection and enhancement of social infrastructure
3.18	Education facilities
5.1	Climate change mitigation
5.2	Minimising carbon dioxide emissions
5.3	Sustainable design and construction
5.5	Decentralised energy networks
5.6	Decentralised energy networks in development proposals
5.7	Renewable energy
5.9	Overheating and cooling
5.10	Urban greening
5.11	Green roofs and development site environs
5.12	Flood Risk Management
5.13	Sustainable drainage
5.14	Water quality and wastewater infrastructure
5.16	Waste self sufficiency
5.17	Waste capacity
5.21	Contaminated land
6.1	Strategic approach
6.2	Providing public transport capacity and safeguarding land for transport
6.4	Enhancing London's transport connectivity
6.9	Cycling
6.10	Walking
6.13	Parking
7.1	Building London's neighbourhoods and communities
7.2	An Inclusive environment
7.3	Designing out crime
7.4	Local character
7.5	Public realm
7.6	Architecture
7.7	Location and design of tall and large buildings
7.14	Improving air quality
7.15	Reducing noise and enhancing soundscapes
7.18	Protecting local open space and addressing local deficiency
8.2	Planning Obligations
8.3	Community Infrastructure Levy

5.3 Core Strategy (adopted 2010)

SP1	Refocusing on our town centres
SP02	Urban living for everyone
SP03	Address the impact of noise pollution
SP05	Provide appropriate refuse and recycling facilities
SP06	Delivering a range and mix of employment uses, sites and types in the most appropriate location for that particular uses.
SP07	Support the growth and expansion of further and higher education facilities
SP08	Making connected places
SP10	Protect and enhance heritage assets and their settings; protect amenity and ensure high quality design in general.
SP11	Energy and Sustainability
SP12	Delivering Placemaking
SP13	Planning Obligations

5.4 Unitary Development Plan (1998)

Proposals:	Proposal	Opportunity Site (Mixed uses, including predominately residential).
Policy	DEV1	Design Requirements
	DEV2	Environmental Requirements
	DEV4	Planning Obligations
	DEV50	Noise
	DEV51	Contaminated Land
	DEV55	Development and Waste Disposal
	HSG7	Dwelling Mix
	HSG15	Residential Amenity
	HSG16	Amenity Space
	T16	Impact of Traffic
	T18	Pedestrian Safety and Convenience
	T21	Existing Pedestrians Routes
	OS7	Loss of Open Space
	OS9	Child Play Space
	S7	Special Uses
	ST37	Enhancing Open Space

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

Proposals		Development site including Residential C3 and Public open space
Core Strategies:		
Policies:	DEV1	Amenity
	DEV2	Character & Design
	DEV3	Accessibility & Inclusive Design
	DEV4	Safety & Security
	DEV5	Sustainable Design
	DEV6	Energy Efficiency & Renewable Energy
	DEV10	Disturbance from Noise Pollution
	DEV11	Air Pollution and Air Quality
	DEV12	Management of Demolition and Construction
	DEV13	Landscaping
	DEV15	Waste and Recyclables Storage
	DEV 16	Walking and Cycling Routes and Facilities
	DEV17	Transport Assessments
	DEV18	Travel Plans
	DEV19	Parking for Motor Vehicles
	DEV20	Capacity of Utility Infrastructure
	DEV22	Contaminated Land
	DEV24	Accessible Amenities and Services
	DEV25	Social Impact Assessment
	HSG1	Determining Residential Density
	HSG2	Housing Mix
	HSG3	Affordable Housing
	HSG4	Social and Intermediate Housing ratio
HSG7	Housing Amenity Space	
HSG9	Accessible and Adaptable Homes	
HSG10	Calculating Provision of Affordable Housing	
OSN2	Open Space	

5.6 Government Planning Policy Guidance/Statements

PPS1	Delivering Sustainable Development
PPS3	Housing
PPS5	Planning and Historic Environment
PPG13	Transport
PPS1	Delivering Sustainable Development
PPS22	Renewable Energy
PPSG24	Planning & Noise

5.7 Community Plan The following Community Plan objectives relate to the application:

A better place for excellent public services
A better place for creating and sharing prosperity
A better place for living and safety
A better place for living well.

5.8 Supplementary Planning Guidance/Documents

Designing Out Crime
Residential Space
Landscape Requirements

LBTH adopted Housing Strategy 2009/12 (2009)
LBTH adopted Housing market needs Assessment (2009)

6. CONSULTATION RESPONSE

- 6.1 The views of officers within the Directorate of Development & Renewal are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

INTERNAL CONSULTEES

LBTH Environmental Health (contamination)

- 6.2 The applicant should be required to undertake a site investigation to identify potential contamination on site and adopt appropriate remediation measures if required.

(Officers comment: The applicant would be required to submit a contamination assessment to be approved by the LPA prior to the commencement of works on site. This would be secured by way of condition).

LBTH Environmental Health (Daylight and sunlight)

- 6.3 The proposal would not create undue adverse impacts on daylight and sunlight levels to surrounding buildings or to the development itself.

LBTH microclimate (wind)

- 6.4 The proposal is considered acceptable subject to a condition which requires mitigation measures to be provided and permanently retained to all residential facades exceeding the air quality objectives set out in the Councils adopted Air Quality Management Plan.

(Officers comment: The applicant would be required to comply with the above condition to ensure that future occupants are protected from unnecessary air pollution.

LBTH Environmental Health (noise)

- 6.5 LBTH noise team has confirmed they do not object to the scheme.

LBTH Crime Prevention Officer

- 6.7 The applicant should submit a Secure by Design Statement as part of the formal application.
- (Officers comment: The applicant would be required to submit Secure by Design Statement to be approved prior to the commencement of works on site. This would be secured by way of condition and the LBTH Crime Prevention Officer would be consulted as part of the decision making process).

LBTH Energy and Sustainability

- 6.8 LBTH Energy does not object to the proposal subject to the following conditions:
- Installation of a communal heat network supplying all space heating and hot water requirements.
 - Details of the Combined Heat Power (CHP) system to demonstrate it has been selected to maximise CO2 emission reductions and is designed to allow future connection to decentralised networks.
 - Details of energy efficiency & passive design measures and renewable energy technologies demonstrating these measures have been maximised.
 - Pre-assessment where the development seeks to achieve a Code Level 4 rating.

(Officers comment: The above conditions would be secured in the decision notice to ensure the development minimises CO2 emissions and mitigates against climate change).

LBTH Highways

Cycle Parking

- 6.9 The proposed makes provision for 166 cycle spaces which is supported by officers.

Travel Plan

- 6.10 A Travel Plan should be secured in the s106 Agreement to promote sustainable modes of transport.

(Officers comment: The applicant would be required to submit a Travel Plan as part of the S106 Agreement. In addition, a financial contribution of £3,000 is sought for the monitoring of the Travel Plan).

Disabled Parking

- 6.11 The scheme should make provision for 2 disabled car parking spaces on site.

(Officers comment: The proposal makes provision for 1 disabled car parking spaces which is considered to be sufficient for this development, in accordance with planning parking standards set out in the IPG (Oct 2007).

Car free Agreement

- 6.12 The applicant should enter into a "car free" agreement to prevent residents from applying for

car parking permits on the estate.

(Officers comment: The applicant would be required to enter into a "car free" agreement. This would be secured in the S106 Agreement).

Servicing Arrangements

- 6.13 A Servicing and Delivery Management Plan (SDMP) should be submitted and approved in writing prior to the commencement of works on site.

(Officers comment: The applicant would be required to submit a Service and Delivery Management Plan to be approved by the Local Planning Authority to ensure that the resulting servicing arrangements are satisfactory in terms of their impact on the free flow of traffic and highway safety).

Construction Management Plan

- 6.14 The applicant should be required to submit a Construction Management Plan to the Local Planning Authority for approval prior to the commencement of works on site.

(Officers comment: This would be secured by way of condition to safeguard the amenity of adjoining properties and the area generally by preventing noise, vibration and dust nuisance and to ensure adjacent strategic roads operate safely).

Highway improvement works

- 6.15 A scheme of highway improvements necessary to serve the development should be submitted to and approved by the Local Planning Authority prior to commencement of works on site.

(Officers comment: The applicant would be required to submit details of highway and traffic improvement measures to serve the development and nearby surrounding area. This would be secured by way of condition).

Section 106 contributions

- 6.16 A financial contribution of £50,000 should be sought towards public realm improvement works within the immediate area.

(Officers comment: LBTH Highways team have provided a justification for the contribution. However, it is considered that the viability of the scheme could be compromised by securing this financial contribution. In balancing up the financial contributions for the S106, officers considered planning obligations in accordance with the Draft Supplementary Planning Document on Planning Obligations which sets out Councils priority areas at present. The document identifies that securing contributions towards affordable housing; employment & training; community facilities; education and health are of a greater priority than public realm improvement works. As such, securing contributions for affordable housing, community facilities, education facilities and health care facilities are of greater priority and outweigh the request for a contribution towards public realm improvement works).

LBTH Department of Communities, Localities and Culture

- 6.17 LBTH Communities, Localities and Culture team notes that the proposed increase in population arising from this proposed development would increase the demand on community, culture and leisure facilities with a predicted population increase of 170 people on site.

6.18 CLC seek to secure a total financial contribution of £171, 494 towards community facilities to mitigate against the development. The breakdown would be as follows:

- £ 74, 224 towards open space
- £17, 680 towards library facilities
- £79, 590 towards leisure facilities

6.19 (Officers comment: CLC did provide a justification for the financial contributions they sought to secure. The open space contribution was calculated based on the LBTH open space standards and based on a figure for a new Local Park derived from the Councils Infrastructure Development Plan. The library/idea store contribution was based on evidence from the Infrastructure Development Plan and a tariff approach to s106 contributions for libraries and archives has been developed by Museums, Libraries & Archives Council. With reference to leisure and recreation contribution, a Sports Facility Calculator, developed by Sport England was used to calculate the S106 contributions.

6.20 The justification for the contributions towards open space, leisure and library facilities was carefully considered against the evidence base for the Core Strategy. However, in this instance, it is considered that the viability of the scheme could be compromised by securing the full contributions sought by CLC.

6.21 On a balanced assessment of S106 matters; it is considered that securing financial contributions towards affordable housing, education, and health are also of importance. One of the key issues to consider is the overall deliverability of the scheme in this current economic climate. In light of this, it is considered that a contribution of £63, 000 towards Community facilities is acceptable to satisfactory mitigate against the development).

6.22 • A contribution of £67,080 should be secured towards off site neighbourhood playable space for 11-15 year olds

6.23 (Officers comment: In balancing up the financial contributions for the S106, it is considered that securing the full request could render the scheme unviable. A contribution of £40, 000 towards off site playable space is acceptable to provide some mitigate against the development. This matter is discussed further in paragraphs 8.93 of this report.)

LBTH Education

6.24 The uplift on child yield generates a contribution £440,920 towards primary and secondary school places to mitigate against the development.

(Officers comment: The above figure was calculated using the Councils draft SPD on financial contributions and makes provision for both primary and secondary school places. However, it is considered that securing the full amount would compromise the viability of the scheme. Officers consider that a contribution of £210,000 would provide some mitigate against the development).

Primary Care Trust (PCT)

6.25 PCT seek a capital contribution of £107,974 to mitigate against the additional demands on health care facilities in the area.

(Officers comment: The above contribution of £107, 974 would be secured in the S106 Agreement to mitigate against the demand for additional health care facilities).

LBTH Arbriocultural Officer

- 6.26 The Arbriocultural Officer does not object to the proposed removal of one tree on site which is unprotected by a Tree Preservation Order. However, the applicant should be required to provide landscaping details which includes the provision of semi mature trees on site.

(Officers comment: The applicant would be required to submit landscaping details which includes planting details of semi mature trees. This would be secured by way of condition).

EXTERNAL CONSULTEES

British Waterways

- 6.27 British Waterways do not object to the principle of the development subject to the following conditions:

- Prior to commencement of the relevant works on site, A Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing in consultation with British Waterways.
- Landscaping details must be submitted and approved in writing in consultation with British Waterways.
- A feasibility study shall be carried out to assess the potential for moving freight by water during the construction process.
- Prior to the commencement of works on site, details of securing measures including lighting and CCTV scheme shall be submitted to and approved in writing in consultation with British Waterways.
- A survey of the waterway wall and a method statement and schedule of the repairs and dredging works identified shall be submitted to and approved in writing in consultation with British Waterways.

(Officers comment: The above conditions would be attached to the decision notice to ensure structural integrity of the waterway wall, waterway heritage, navigational safety and visual amenity).

Environment Agency

- 6.28 Environment Agency do not object to the application subject to the following conditions:

- Contamination details shall be submitted and approved in writing by the Local Planning Authority
- No infiltration of surface water drainage into the ground is permitted unless approved by the LPA.
- Piling and any other site foundation designs using penetrative methods shall not be permitted other than with the express consent from the LPA.

(Officers comment: The above conditions would be secured in the decision notice).

Lea Valley Park

- 6.29 Lea Valley Park do not object in principle to the application although they have the following comments to make:

- The proposal does not appear to provide adequate play space to meet the benchmark standards found in the Mayor of London's Supplementary Planning Guidance Providing for children and young people's play and informal recreation.

(Officers comment: The proposal does make provision for adequate child playspace on site

for 0-10 year olds in accordance with GLA policy. A contribution of £40,000 would be secured for off site playable space for children within the 11-15 age bracket. The matter is discussed in further detail in paragraphs 8.89-8.93 in this report.

- Landscaping details should be submitted and agreed in writing to the LPA to include vegetation to soften the impact along the whole length of the boundary with the towpath and the area of terracing.

(Officers comment: The applicant would be required to submit landscaping details together with a Landscape Management plan prior to the commencement of works on site. This would be secured by way of condition. The condition would include specific details about landscaping to the towpath boundary).

Commission for Architecture and Built Environment

6.30 No comments received

London Thames Gateway

6.31 The development site lies adjacent to London Thames Gateway land. Notwithstanding, Thames Gateway do not formally object to the proposed development.

English Heritage

6.32 English Heritage do not object to the proposal but has the following comments to make:

- Details of the proposed materials for the development should be submitted and approved in writing by the Local Planning Authority to ensure the appearance of the development is satisfactory and to ensure the setting of the Limehouse Cut Conservation Area is not unduly compromised.
- It is important to ensure that any rebuilding of the wall between the canal towpath and the site is carefully undertaken with bricks, brick pattern and mortar to match the older existing sections of wall.

(Officers comment: The applicant would be required to submit details of materials to be used in the development and for the wall between the canal towpath and the site prior to the commencement of works on site. This would be secured by way of condition).

Olympic Delivery Authority

6.33 ODA confirm they have “no comments” to make on the application.

Transport for London

6.34 • A “car-free” Agreement should be secured in the S106 Agreement.

(Officers Comment: The applicant would be required to enter into a “car free” agreement. This would be secured in the Section 106 Agreement).

6.35 • TfL support the provision of 166 cycle spaces.

6.36 • TfL request that the applicant provides a Travel Plan to promote sustainable transport practices.

(Officers comment: The applicant would be required to provide a Travel Plan. This would be secured in the S106 Agreement).

- 6.37
- A 3 metre clear strip distance between the pavement edge of the A12 and the facade of the buildings shall be retained to allow access by maintenance vehicles in accordance with the ground floor plan.

(Officers comment: This 3m strip is shown on the submitted drawings and the applicant would be required to carry out the development in accordance with the approved plans. This would be secured by way of condition).

- 6.38
- Transport for London (TfL) would welcome a contribution (amount not specified) made to the Council for public realm improvement works.

(Officers comment: As noted in paragraph 6.15 of this report, in balancing up the financial contributions for the S106, officers considered planning obligations in accordance with the Draft Supplementary Planning Document on Planning Obligations which sets out Councils priority areas at present. The document identifies that securing contributions towards affordable housing; employment & training; community facilities; education and health are of a greater priority than public realm improvement works. As such, securing contributions for affordable housing, community facilities, education facilities and health care facilities are of a greater priority and outweigh the request for a contribution towards public realm improvement works).

- 6.39
- TfL request a contribution of £2, 700 towards the upgrade of Bromley by Bow Station as the development would place considerable additional demand on the capacity and circulation space within the station.

(Officers comment: Policy 8.2 of the London Plan (2011) states that affordable housing and public transport improvements should be given the highest priority when securing planning obligations. However, the Councils Draft Supplementary Planning Guidance document on Planning contributions identifies affordable housing; employment & training; community facilities; education and health as greater priority areas than transport works.

A viability toolkit was submitted by the applicant in part to examine the viability of securing all financial contributions which the various consultees sought to secure. On a finely balanced assessment, officers are of the opinion that in this instance, the regenerative benefits that the proposal presents together with the policy compliant provision of affordable housing and numerous financial contributions outweigh the need to ensure that a contribution is secured towards the upgrading of Bromley by Bow Station.

Whilst it is acknowledged that the development would place additional demand on the use of Bromley by Bow Station; attempting to secure this contribution would make the scheme unviable. The key issues to consider are the overall regeneration benefits the scheme brings to the borough and the overall deliverability of the scheme during the economic downturn. In light of this, officers do not recommended that a contribution of £2, 700 should be secured for the upgrade of Bromley by Bow Station).

Greater London Authority

- 6.40 The GLA support the scheme and note the following:

- The design of the scheme is of high standard. The scheme would provide a good standard of accommodation for residents.
- Housing: New Homes would be provided to replace the existing dwellings with the addition of family accommodation, to a good standard.
- The provision for affordable housing and dwelling mix is acceptable.
- The proposed density is considered acceptable.

- The proposal urban design responds well to the context and would be well designed.
- Highway and transport matters are acceptable.

6.41 Copies of all representations made are available to view at committee upon member's request.

7. LOCAL REPRESENTATION

7.1 A total of 1544 neighbouring properties within the area shown on the map appended to this report were notified about the application and invited to comment. The applicants also held a public consultation

No. of individual responses:	1	Objecting:	1	Supporting:	0
No of petitions	0			Supporting:	0

7.2 The following issue was raised in the individual representation that is material to the determination of the application:

- The proposal would result in overdevelopment of the site.

(Officers comment: It is considered that the proposal does not present any symptoms associated with overdevelopment as the proposal does not result in:

- Unacceptable loss of sunlight and daylight to surrounding properties;
- Unacceptable loss of privacy and outlook to surrounding properties;
- Small unit sizes;
- Lack of appropriate amenity space where mitigation has not been sought
- Increased sense of enclosure;
- Adverse Impacts on social and physical infrastructure

The proposed density of the scheme and associated material considerations are discussed further in paragraphs 8.8-8.18 of this report).

8. MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application are as follows:

1. Land Use
2. Density
2. Design and Layout
3. Housing
4. Amenity
- 5: Highways and Transport
6. Sustainability and Renewable Energy
7. S106 Obligations

Land Use

8.2 Policy 3.4 of the London Plan (2011) seeks to make the most efficient use of land and to maximise the development potential of sites which doesn't result in overdevelopment of the site. The policy sets to achieve the highest possible intensity of use compatible with local context, design principles and public transport capacity. The policy is to secure sustainable patterns of development and regeneration through the efficient re- use of previously

developed urban land, concentrating development at accessible locations and transport nodes.

- 8.3 Within the adopted Core Strategy (2010), the site is identified in LAP 7 and 8 (Poplar Riverside). The vision set out in the Core Strategy for Poplar Riverside is as follows:

“Transforming Poplar Riverside into a revitalised and integrated community reconnecting with the A12 and the River Lea. Poplar Riverside will change from a largely industrial area to a predominantly residential area”.

- 8.4 Policy SP02 of the Core Strategy (2010) seeks to deliver 2, 855 homes per year with new development focussed in identified parts of the borough, including Poplar.
- 8.5 The application site does not fall within any designation in the adopted Unitary Development Plan (1998) or the Interim Planning Guidance (Oct 2007). The existing land use on site is residential (C3 use). As the subject proposal only relates to residential development, the land use on site would remain unchanged and therefore there are no planning implications in land use terms.
- 8.6 It is considered that the residential use would reinforce the predominantly residential character of the existing estate and surrounding area and would act as a catalyst for regeneration of the Poplar Riverside area in accordance with the vision set out in the Core Strategy. Moreover, the subject proposal would make the most efficient use of the land and bring forward sustainable development which responds to its context and doesn't result in overdevelopment of the site. Furthermore, this subject proposal would help address the great requirement for social (target) rented housing which is a priority focus for the borough.

Conclusion on land use matters

- 8.7 The proposal would deliver sustainable regeneration of the area and make the most efficient use of this land.

Density

- 8.8 National Planning policies PPS1 & PPS3 seek to maximise the reuse of previously developed land and promotes the most efficient use of land through higher densities.
- 8.9 Density ranges in the London Plan (2011) are outlined in policy 3.4 which seek to intensify housing provision through developing at higher densities, particularly where there is good access to public transport.
- 8.10 Policy SP02 of the Core Strategy (2010) seeks to ensure new housing developments optimise the use of land by corresponding the distribution and density levels of housing to public transport accessibility levels and the wider accessibility of that location.
- 8.11 Policy HSG1 of the Council's IPG (2007) specifies that the highest development densities, consistent with other Plan policies, would be sought throughout the Borough. The supporting text states that, when considering density, the Council deems it necessary to assess each proposal according to the nature and location of the site, the character of the area, the quality of the environment and type of housing proposed. Consideration is also given to standard of accommodation for prospective occupiers, microclimate, impact on neighbours and associated amenity standards.
- 8.12 As noted in paragraph 4.9 of this report, the site has a public transport accessibility level (PTAL) rating of 3 which means it has moderate/good access to public transport. Table 3A.2 of the consolidated London Plan (2011) suggests a density of 200-450 habitable

rooms per hectare (hrph) for sites with a PTAL range of 3. The scheme is proposing 115 units or 220 habitable rooms. The proposed residential accommodation would result in a density of approximately 1282 hrph.

8.13 The proposed density would therefore exceed the GLA guidance for sites with a PTAL rating of 3. However, the density matrix within the London Plan and Council's Core Strategy & IPG is a guide to development and is part of the intent to maximise the potential of sites, taking into account the local context, design principles, as well as public transport provision. Moreover, it should be remembered that density only serves an indication of the likely impact of development, and that the previous 10 storey development had a density of approximately 504 hrph which would also have taken the proposal outside of the London Plan targets.

8.14 Typically high density schemes may have an unacceptable impact on the following areas:

- Access to sunlight and daylight;
- Loss of privacy and outlook;
- Small unit sizes
- Lack of appropriate amenity space;
- Increased sense of enclosure;
- Increased traffic generation; and
- Impacts on social and physical infrastructure

8.15 On review of the above issues later in this report, the proposal does not present any of the symptoms associated with overdevelopment. The proposed density of the development is justified in this location in accordance with London Plan (2011), Core Strategy (2010); Unitary Development Plan (1998) and Interim Planning Guidance (2007) policies.

8.16 The proposed density is considered acceptable primarily for the following reasons:

- The proposal is of a high design quality and responds appropriately to its context.
- The proposal is not considered to result in adverse symptoms of overdevelopment that cannot be mitigated against through financial obligations.
- The provision of the required housing mix, including dwelling size and type and affordable housing is acceptable.
- A number of obligations for affordable housing, health, community facilities education, playable space have been agreed to mitigate any potential impacts on local services and infrastructure within the constraints of the viability of the scheme.
- Ways to improve the use of sustainable forms of transport would be provided through a travel plan. This would be secured in the S106 Agreement.

8.17 The GLA share the same view as Council officers and note the following in their state 1 report:

"The design of the scheme, as well as the provision of additional accommodation justifies the increase in density.....the scheme would provide very good standard of accommodation".

Conclusion

8.18 Officers consider that scheme would not result in a level of overdevelopment that would warrant a refusal of permission and it is considered that the scheme does not demonstrate many of the problems that a typically associated with overdevelopment.

Housing

Affordable housing

- 8.19 Policy 3.12 London Plan (2011) seeks to ensure the maximum provision of affordable housing is secured but does not set out a strategic target for affordable housing and notes that “ boroughs should take into account economic viability and the most effective use”.
- 8.20 Policy SP02 of the Core Strategy (2010) stipulates that the Council will seek to maximise all opportunities for affordable housing on each site, in order to achieve a 50% affordable housing target across the Borough, with a minimum of 35% affordable housing provision being sought.
- 8.21 The site currently contains 53 unoccupied social rented units. Including the re-provision of these units on site, the scheme proposes 53% affordable housing based on habitable rooms. Excluding the re-provision of these demolished units, the proposed affordable housing equates to 31% affordable housing based on habitable rooms which officers consider acceptable. The GLA also reaffirms officers view and state that:

‘level of provision for affordable housing is supported’.

Tenure type of affordable housing provision

- 8.22 Under a new national Planning Policy Statement, PPS3, issued in June 2011, the definition of affordable housing has changed and now includes a new product called affordable rent, as well as social rent and intermediate housing:

- 8.23 **Social rented housing** is defined as:

Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency as a condition of grant.

- 8.24 **Affordable rented housing** is defined as:

Rented housing let by registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is not subject to the national rent regime but is subject to other rent controls that require a rent of no more than 80 per cent of the local market rent.

- 8.25 **Intermediate affordable housing** is defined as:

Housing at prices and rents above those of social rent, but below market price or rents, and which meet the criteria set out above. These can include shared equity products (e.g. HomeBuy), other low cost homes for sale and intermediate rent but does not include affordable rented housing.

- 8.26 The proposal makes provision for 100% of the affordable units to be social rented units which is supported by Council officers. The scheme would provide 55 new units at target rents. The Greater London Authority state that the provision of 100% social rented units is “appropriate, given the local circumstances”.

- 8.27 The following Table 1 summaries the social rented / intermediate split proposed against the London Plan and IPG.

8.28

Tenure	The Proposal	IPG 2007	CS 2010	London Plan 2011
Social Rent	100	80%	70%	60%
Intermediate	0	20%	30%	40%
Total	100%	100%	100%	100%

Table 1

As it can be seen from the table above, there has been a change in the policy position in relation to tenure split over time.

- 8.29 Table 1 above illustrates that the scheme would be providing all of the affordable units as social rent with no intermediate housing. The lack of provision of intermediate housing is considered acceptable due to the opportunity presented for a larger number of units at social rent levels, such provision being limited in the current economic climate.

Addressing the acute need for affordable housing in the Borough

- 8.30 PPS3 'Housing' encourages Boroughs to adopt an evidence based policy approach to housing. Local Development Documents and Regional Spatial Strategies policies should be informed by a robust, shared evidence base, in particular of housing need and demand, through a Strategic Housing Market Assessment. PPS3 stipulates that:

"Local Planning Authorities should aim to ensure that provision of affordable housing meets the needs of both current and future occupiers, taking into account information from the Strategic Housing Market Assessment"

- 8.31 The Councils adopted Housing Strategy 2009/12 clearly identifies as a key priority that :

"the amount of affordable housing- particularly social housing in Tower Hamlets needs to be maximised"

- 8.32 This is further reiterated in the supporting text to Policy HSG4 of the Interim Planning Guidance (Oct 2007) which states that:

"The Councils priority is for the provision of affordable housing and more specifically social rented housing, in order to meet the identified Borough's housing need"

- 8.33 The Council's Strategic Housing Market & Needs Assessment dated August 2009 identifies the acute need for affordable housing within the borough. It notes that there is a shortfall of 2, 700 units of affordable housing per annum. The total scale of future delivery would require a very significant increase in dwelling numbers to meet all needs.

- 8.34 It is considered that this proposed scheme would assist in providing much needed social rented housing at affordable target rent levels in the borough.

Viability

- 8.35 A viability report was submitted to the Council and Independently assessed by external consultants. The applicant demonstrated to the Council that it was not viable to provide 35% affordable housing on site, (taking into account the replacement of demolished units) which is accepted. Whilst a number of scenarios were presented to the Council, officers consider that the preferred option would be to maximise family sized affordable housing within the

social rented tenure whilst retaining a reasonable level of financial contribution to support infrastructure requirements. This option secures 31% affordable housing which would be provided with a tenure split of 100 % in favour of social rented and with a total sum of £423,974 in financial contributions. This represents a total of 55 residential units being let at target rents of which 48 % would be family sized comprising 18 x 3 bed, 7 x 4bed and 1 x 5 bed.

- 8.36 As there is no Homes and Communities Agency grant funding available for the affordable housing in this scheme, these units (including intermediate units) will be delivered without recourse to any public subsidy. The applicant has also confirmed that all of the social rented units will be let at target rent levels therefore ensuring that low income families are able to afford to occupy them.

The continued deliverability of new housing schemes during the economic downturn

- 8.37 In assessing the subject proposal, one of the key issues to consider is the overall deliverability of the scheme during the economic downturn, and in turn the deliverability of much needed affordable housing on this site.
- 8.38 PPS3 (para11) identifies overall objectives which requires that housing polices account for market conditions. The deliverability of housing, particularly in the current economic climate is a priority for the Council.
- 8.39 In summary, the composition of affordable housing has to be assessed in terms of what is appropriate and deliverable on this site, within the context of the local planning guidance, local housing priorities and available funding. It is within this specific context that this proposal is considered acceptable and therefore recommended for approval
- 8.40 Officers consider that the applicant's proposal to provide 100% (55 new units) affordable social rented units, will ensure that affordable housing will be delivered in line with the current housing needs of the Borough, as identified in the following Council documents:
- Tower Hamlets Housing Strategy 2009/12
 - Strategic Housing Market and needs Assessment August 2009
 - Adopted Community Plan 2020 Vision/issue

Conclusion on housing matters

- 8.41 The proposal provides an acceptable amount of affordable housing and mix of units overall. As such, the proposal offers a suitable range of housing choices.

Housing Mix

- 8.42 Paragraph 20 of Planning Policy Statement 3 states that *“key characteristics of a mixed community are a variety of housing, particularly in terms of tenure and price and a mix of different households such as families with children, single person households and older people”*.
- 8.43 Pursuant to policy 3.8 of the London Plan (2011), the development should offer a range of housing choices, in terms of housing sizes and types, taking account of the housing requirements of different groups, such as students, older people, families with children and people willing to share accommodation.
- 8.44 Policy SP02 of the Core Strategy seeks to create mixed use communities. A mix of tenures and unit sizes assists in achieving these aims. It requires an overall target of 30% of all new housing to suitable for families (3bed plus), including 45% of new social rented homes to be

for families.

8.45 Pursuant to Policy HSG7 of the UDP 1998, new housing development should provide a mix of unit sizes where appropriate, including a substantial proportion of family dwellings of between 3 and 6 bedrooms.

8.46 The scheme is proposing a total of 115 residential units. The dwelling and tenure mix is set out in Table 2 below:

Unit size	Total units in scheme	affordable housing						market housing		
		social rented			intermediate			private sale		
		units	%	LDF %	units	%	LDF %	units	%	LDF %
Studio	0	0	0	0	0		0			0
1 bed	33	9	16.3	20	0	0	37.5	24	40	37.5
2 bed	43	20	36.3	35	0	0	37.5	23	38	37.5
3 bed	31	18	32.7	30	0	0	25	13	22	25
4 bed	7	7	12.7	10	0			0		
5 Bed	1	1	1.8	5	0			0		
TOTAL	115	55	100	100	0	100	100	60	100	100

Table 2

8.47 As Table 2 illustrates above, the proposed new residential mix would comprise of 60 private units and 55 affordable units. 13 of the private units would be suitable for family accommodation (22%) whilst 26 of the affordable units (48%) would be suitable for family occupation.

8.48 The proposal provides a total of 34% of units as family housing, with 48% of family sized dwellings within the social rented tenure.

Family housing

8.49 Table 3 below sets out the proposed provision for family units against the policy requirement and the annual monitoring report.

Tenure	% Policy requirements	% as proposed	% annual monitoring report 2009
<i>Social rented</i>	45	48	35
<i>Intermediate</i>	25	0	7
<i>Market</i>	25	22	3
<i>Total within scheme</i>	30	34	11

Table 3

8.51 The proposal provides 48% family accommodation by unit numbers within the social rented tenure which exceeds policy requirement and is welcomed by officers. The proposal does not make provision for family sized accommodation within the intermediate tenure and only

provides 22% within the market tenure and therefore does not meet the IPG (2007) policy target. The deficiency of family units is offset by the quantum of family units in the social rented tenure which is the key priority area. The overall provision of family accommodation on site is 34% which exceeds policy requirement.. LBTH Affordable Housing Team finds the level of family accommodation in the market housing mix to be acceptable.

- 8.52 The GLA report also comments that the “ Housing standards, including unit sizes, are acceptable’.

Design

Bulk and Massing

- 8.53 Good design is central to all the objectives of the London Plan (2011). Chapter 7 sets high design standard objectives in order to create a city of diverse, attractive, secure and accessible neighbourhoods. Policies 7.1-7.7 of the London Plan refers and specifies a number of policies aimed at high quality design, which incorporate the principles of good design. In particular, policy 7.2 seeks to achieve the highest standards of inclusive and accessible design; 7.4 requires development to have regard to the form, function and structure of an area, place or street and scale, mass and orientation of buildings around it; policy 7.5 seeks to enhance the public realm by ensuring that London’s public spaces are secure, accessible, easy to understand and incorporate the highest quality landscaping, planting, furniture and surfaces whilst policy 7.7 provides further guidance on design considerations for large scale buildings, including context, attractiveness and quality.
- 8.54 These principles are also reflected in policies SP10 of the adopted Core Strategy (2010); ‘saved’ policy DEV1 of the Unitary Development Plan (1998) & DEV2 of the Council’s Interim Planning Guidance (2007) which seek to ensure development is of a high quality design. These policies also aim to ensure that developments are sustainable, accessible, attractive, safe and well integrated with their surroundings.
- 8.55 As noted in paragraph 4.4 of this report, the form of the main linear block lies on the eastern edge of the site fronting the A12 and steps in height between 12 and 13 storeys. This block is connected to a 6 storey building on Teviot Street that creates a new street edge which hadn’t existed before. When compared to the existing development on site, the scale and bulk would increase but not significantly. It is considered that the development continues to sit comfortably in its setting and presents a very similar visual impression in terms of scale and massing along the A12 as that of the existing building.
- 8.56 Officers opinion on the scale and massing of the development is also shared with the Greater London Authority who note in their Stage 1 report that:

“The present building is in a poor state of repair and while it is representative of the style of the public housing that was prevalent at the time of its construction, it is not considered to have a high degree of architectural merit.....Overall the general principles of the (proposed) site layout are supported for this scheme. The scale and massing are appropriate for this location”.

- 8.57 In overall design terms, the proposed development is of superior design quality than the current building on site as illustrated in the following images of the proposed development.



Study view from North on A12 – afternoon



Study view from West on canal towpath



Study view from South on A12

Tall buildings/views

8.58 Policy 7.7 of the London Plan (2011) stipulates that tall buildings would be promoted where they create attractive landmarks enhancing London's character, help to provide a coherent location for economic clusters of related activity or act as a catalyst for regeneration and where they are also acceptable in terms of design and impact on their surroundings. The policy provides detailed guidance on the design and impact of such large-scale buildings, and requires that these be of the highest quality of design.

8.59 GLA note in their Stage 1 report that:

“Locally; Tower Hamlets Council should consider the building's place within the sequence of tall buildings as viewed on journeys along the A12, and effects on listed and other important buildings nearby, such as Balfour Tower and the gasholders within the nearby Conservation Area”.

8.60 As part of the assessment process; the applicant was required to undertake detailed contextual studies to establish the suitability of a taller building on this site and the impacts this building would have on surrounding tall buildings and the adjacent Limehouse Cut Conservation Area. Whilst there are no other tall buildings located within the immediate vicinity of the site, there are other tall buildings located nearby, most notably Balfour Tower which is a 26 storey building located approximately 817 metres from the centre of the application site. The outline application approved for a 19 storey building at the Tesco site at Bromley by Bow located approximately 640 metres from the site. It is considered that the proposal sits comfortably with the taller buildings within the wider context of the site.

8.61 As noted in paragraph 4.3 of this report, the existing building on site is 10 storeys and proposed building is 13 storeys in height. It is considered that the impact on an additional 3

storeys on the site would continue to remain sensitive to the context of the site and would not have an adverse impact on the impact on important views including strategic London wide views and important local views. It is considered that the proposal would also provide a positive contribution to the skyline, when perceived from all angles and presents a positive visual impact on the A12 Frontage.

Setting of Conservation Area

- 8.62 PPS5 (Planning and the Historic Environment) requires local planning authorities who consider proposals which affect a heritage asset, such as a World Heritage Site, Listed Building, scheduled monument or a conservation area, to have special regard to the preservation and enhancement of the setting of the asset.
- 8.63 Policy 7.8 of the London Plan (2011) requires careful consideration to the relationship between new development and the historic environment, including the setting of listed buildings and conservation areas. Policy SP10 of the Core Strategy (2010) & DEV 2 of the Interim Planning Guidance (2007) seeks to protect the setting of Conservation Areas.
- 8.64 The development site is situated adjacent to the Limehouse Cut Conservation Area which is dominated by the waterspaces of the broad Canal, the River Lea and Bow Creek, and is characterised by the relationship of the buildings to the canal. This character is part defined by its robust industrial architecture.
- 8.65 The use of brick work on the façade treatments forms part of the robust industrial aesthetic and makes a positive contribution to the significance of the Limehouse Cut Conservation Area. The predominantly grey brick façade would work well with the proposed green flashes and window reveals. LBTH Design Officer and English Heritage support the design of the scheme and do not object to the design or its impact on the Conservation Area. Notwithstanding, the applicant would be required to submit details of materials sample prior to the commencement of works on site to be approved by the Local Planning Authority to ensure that the external appearance is satisfactory. This would be secured by way of condition.
- 8.66 It is also proposed to reduce the height of the existing wall between the site and the existing towpath height from approximately 7.3 metres to 6.7 metres which would improve visual connections with the canal as well as improving the perception of safety. English Heritage emphasise the importance of ensuring that any rebuilding of the wall between the canal towpath and the site is carefully undertaken with bricks, brick pattern and mortar to match the older existing sections of the wall in order to protect the setting of Limehouse Cut Conservation Area. This would be secured by way of condition.

Safety and Security

- 8.67 Policy 7.3 of the London Plan (2011); policy SP10 of the Core Strategy (2010); DEV 1 of the UDP (1998) and DEV 4 of the IPG (2007) requires all development to consider the safety and security of development, without compromising the achievement of good design and inclusive environments.
- 8.68 The proposed open space would be clearly visible within the streetscene and the proposed pedestrian route through the site would aid permeability within the site. In addition, the proposal involves improvements to the existing ramped/stepped access onto the towpath from the site with a view to improve visual connections and gives a greater perception of safety.. Notwithstanding, the applicant would be required to submit a Secure by Design Statement which would include details of a CCTV and lighting scheme to be approved by the Local Planning Authority prior to commencement of works on site. This would be secured by way of condition to ensure the safety and security of the scheme.

Conclusion on design matters

- 8.69 The building height, scale, bulk and design is acceptable as the proposal is of high quality design and suitably located.

Amenity

- 8.70 Policy 7.7 of the London Plan (2011) requires that all large-scale buildings, including tall buildings, to pay particular attention in residential environments to amenity and overshadowing. Furthermore, they should be sensitive to their impact on micro-climate in terms of sun, reflection and overshadowing. Policy SP10 of the Core Strategy seeks to protect amenity, and promote well-being including preventing loss of privacy and access to daylight and sunlight. Saved policies DEV1 and DEV2 of the UDP (1998) and policies DEV1 and DEV27 of the IPG (2007) require that developments should not result in a material deterioration of sunlight and daylight conditions.
- 8.71 The applicant has provided a Daylight and Sunlight Reports in support of their application outlining the daylight and sunlight received by the most affected buildings adjacent to the development site and the development itself. The Daylight and Sunlight Reports has assessed the impact on the daylight and sunlight levels against the guidance provided in the BRE Report 209 "Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice" (1991) providing the results of the effect on daylight in terms of the tests use in the BRE guidelines.
- 8.72 With reference to daylight, the report demonstrates that the proposed would not have an adverse impact on the development itself. In respect of the impact the proposal has on surrounding properties, there are some instances of non compliance with BRE guidance; however the vast majority comply with the guidance. The degree of non compliance is marginal and a reason for refusal could not be sustained on this ground as the regeneration benefits of the scheme are considered to outweigh any minor impact on daylight levels. The Council has not received any objections from local residents on this matter.
- 8.73 The report also demonstrates that the proposal would not have an undue adverse impact on sunlight levels to surrounding properties or the development itself.
- 8.74 It is considered that the proposed development is generally in keeping with the BRE guidance, Policy 4B.10 of the London Plan (2008), saved Policies DEV1 and DEV2 of the UDP (1998), Policies DEV1 and DEV27 of the IPG (2007) and Policy SP10 of Core Strategy (2010) with regards to sunlight and daylight, and accordingly the proposals are not likely to cause any adverse impacts to the surrounding residential properties.

Overshadowing

- 8.75 The submitted Daylight and Sunlight Assessment includes an overshadowing assessment. It demonstrates the extent of permanent overshadowing that would arise from the proposed development would not unduly result in any material detrimental impact on existing neighbouring amenity or result in unacceptable levels of overshadowing on the proposed communal and child playspace.

Overlooking/Sense of Enclosure

- 8.76 Unlike, sunlight and daylight assessments, these impacts cannot be readily assessed in terms of a percentage. Rather, it is about how an individual feels about a space. It is consequently far more difficult to quantify and far more subjective.

- 8.77 The orientation of the highest part of the proposed building and its significant distance away from other residential buildings to the north minimises its impact on local residents. The proposed 6 storey block fronting Teviot Street is at distance of approximately 19 metres from the closest north facing windows of the existing residential 4 storey maisonette block on the southern side of Teviot Street. As such, the proposal would not result in unacceptable overlooking on neighbouring properties.
- 8.78 Overall, it is considered by officers, that, given the siting, location and orientation of the proposed buildings and its relationship to surrounding properties, it is not considered that the proposals would not result in an unacceptable sense of enclosure or loss of privacy to neighbouring buildings or on the development itself.

Conclusion on amenity matters

- 8.79 Officers consider that the proposal would give rise to any adverse impacts in terms of privacy, overlooking, sense of enclosure, loss of sunlight and daylight upon the surrounding properties.

Noise

- 8.80 PPG24 is the principal guidance adopted within England for assessing the impact of noise on proposed developments. The guidance uses noise categories ranging from NEC A where noise doesn't normally need to be considered, through to NEC D where planning permission should normally be refused on noise grounds.
- 8.81 Policy 7.15 of the London Plan (2011) sets out guidance in relation to noise for new developments and in terms of local policies, saved policies DEV2 and DEV50 of the UDP (1998), policies DEV1, DEV10, DEV12, DEV27 and HSG15 of the IPG (2007), and policies SP03 and SP10 of the Core Strategy (2010) seek to minimise the adverse effects of noise.
- 8.82 The applicant will be required to incorporate appropriate noise insulation measures in accordance with Building Regulations. In terms of noise and vibration during demolition and construction, conditions are also recommended which restrict construction hours and noise emissions and requesting the submission of a Construction Management Plan which will further assist in ensuring noise reductions.
- 8.83 As such, it is considered that the proposals is in keeping with Planning Policy Guidance Note 24, policies SP03 and SP10 of the Core Strategy (2010); Saved policies DEV2 and DEV50 of Tower Hamlets UDP (1998), policies DEV1, DEV10, DEV12 and DEV27 of Tower Hamlets IPG (2007) which seek to protect the amenity of local properties.

Air Quality

- 8.84 PPS23 and policy 7.14 of the London Plan (2011) relate to the need to consider the impact of a development on air quality. Policy SP03 of the Core Strategy (2010); policies DEV2 of the UDP (1998) and policy DEV5 of the IPG (2007) seek to protect the Borough from the effect of air pollution and Policy DEV11 in particular requires the submission of an air quality assessment where a development is likely to have a significant impact on air quality. Tower Hamlets Air Quality Action Plan (2003) also examines the various measures for improving air quality in the Borough.
- 8.85 The application has supported by an Air Quality Assessment which was assessed by the Councils Environmental Health team who consider the proposal to be acceptable subject to a condition requiring that mitigation shall be provided and permanently retained to all residential facades exceeding the air quality objective sets out in the Councils Air Quality Management Plan (2003). This is to ensure that future occupants are protected from air

pollution in accordance with policies 7.14 of the London Plan (2011); policies DEV 2 and DEV50 of the Tower Hamlets UDP (1998) and DEV1 and DEV11 of the Interim Planning Guidance (2007).

Amenity Space Provision

Communal and Private amenity space

- 8.86 SP10 of the Core Strategy (2010) requires developments to make adequate provision for all forms of amenity space. Policy HSG16 of the Unitary Development Plan (1998) requires that new developments should include adequate provision of amenity space, and they should not increase pressure on existing open space areas and playgrounds. The Council's Residential Space SPG includes a number of requirements to ensure that adequate provision of open space is provided.
- 8.87 Policy HSG16 of the UDP requires a new developments should include adequate provision of amenity space, and they should not increase pressure on existing open space areas and playgrounds. Policy HSG7 of the Interim Planning Guidance (2007) sets out the minimum provision for private and communal amenity space to be met. The policy requirement for private amenity space is 1018 sqm and the policy requirement for communal amenity space is 155 sqm.
- 8.88 The proposed development would provide approximately 1170.8 sqm where the requirement is 1018sqm of private amenity space and approximately 162 sqm of communal amenity within the site where the requirement would be 155sqm. The proposal therefore exceeds the policy requirement for private and communal amenity space standards which is welcomed by officers.

Child playspace

- 8.89 Planning Policy Statement 3 sets out the importance of integrating play and informal recreation in planning for mixed communities.
- 8.90 Policy 3.6 of the London Plan (2011), policy SP02 of the Core Strategy (2010); policy OS9 of Tower Hamlets UDP (1998) (saved policies), policy HSG7 of Tower Hamlets IPG (2007) require the provision of appropriate child play space within residential developments.
- 8.91 The Council's IPG (2007) suggests that proposals should provide 3sqm of play space per child. The Mayor's SPG 'Providing for Children and Young People's Play and Informal Recreation' sets a benchmark of 10 sqm of useable child play space per child, with under 5 child play space provided on site.
- 8.92 Table 4 below sets out the proposed provision for child playspace against the policy requirement.

	Policy requirement	Proposed
0-4 year olds	299	299
5-10 year olds	379	379
11-15 year olds	261	0
Total	932	678

- 8.93 The child yield for the proposed development is anticipated to be 93 children and accordingly the development should provide a minimum of 932 sqm of play space on site. As illustrated in the above table, the scheme should provide for approximately 299 sqm for 0-4 year olds; approximately 379 qm for 5-10 year olds and approximately 261sqm for 11-15 year olds. The proposed scheme makes provision for approximately 299 sqm for 0-4 yr

olds and approximately 379sqm for 5-10 yr olds which meets the policy requirement and supported by officers. The applicant would be required to submit details of the location and nature of the child playspace for 0-10 year olds on site. This would be secured by way of condition. The proposal does not provide child playspace for 11-15 year olds on site. As such, there is a deficiency of approximately 261 sqm. However, it is considered that an off site contribution for child playspace would be considered most appropriate for this age range. The planning department has determined that £40,000 would be an appropriate financial contribution for off site child playspace on site.

Conclusion on amenity space matters

- 8.94 Subject to a financial contributions towards off site child playspace for 11-15 year old cohort, the provision of private, communal amenity and child playspace is acceptable.

Highways and Transport

Access to local transport networks

- 8.95 As noted in paragraph 4.9 of this report, the site has a PTAL rating of 3 which means it has moderate access to public transport. It is within close proximity (520 metres) to Bromley by Bow Underground Station on the District and Hammersmith and City Lines. The site is also within approximately 960 meters of Langdon Park DLR station and Devons Road DLR station. The site is also within walking distance for bus routes no. 108 (between Lewisham and Stratford); no. 309 (between Canning Town and Bethnal Green) and no 323 (between Mile End and Canning Town).

Car Parking

- 8.96 Policies 6.13 of the London Plan (2011); SP09 of the Core Strategy (2010), 'saved' policy T16 of the Unitary Development Plan (UDP); DEV 17, DEV 18 & DEV 19 of the IPG (2007) seek to ensure sustainable non car modes of transport and to limit car use by restricting car parking provision.
- 8.97 Planning Standard 3 'Parking' of the Interim Planning Guidance (Oct 2007) stipulates that, developments without on-site car parking /car free development should provide 1 accessible car parking space on site. The proposal would make provision for 1 onsite accessible car parking space located to the west of the site and no other car parking spaces on site. This is supported by LBTH Highways team.

Cycle Parking

- 8.98 Council policies requires that secure cycle parking should be provided for new build developments. Specifically for residential development, planning Standard 3 'Parking' of the Interim Planning Guidance (2007) requires 1 cycle space per unit. On this basis, the proposal should be required to provide 115 cycle spaces.
- 8.99 The proposal makes provision for 166 cycle spaces for residents and an additional 12 cycle parking spaces for visitors. A 146 of the residential spaces would be secure and located in the basement of the building and 20 spaces would be located at ground floor level. The bicycles would be stored on Sheffield stands which is supported by LBTH Highways officers. Given that the requirement is for 115 cycle spaces, this is meets policy.

Refuse and recycling

- 8.100 Policies SP05 of the Core Strategy (2010); DEV 55 of the Unitary Development Plan (1998) & DEV 15 of the Interim Planning Guidance (Oct 2007) seeks to ensure that developments

make adequate provision for refuse and recycling facilities in appropriate locations.

- 8.101 Refuse stores are located on the ground floor of the Tower and are access via the strip 3m strip of land that forms a buffer between the buildings and the A12. The stores can accommodate 26 euro sized bins, however further details are required from the applicant to ensure clarification of the refuse and recycling arrangements. This would be secured by way of condition.

Servicing

- 8.102 In terms of existing servicing arrangements, refuse and delivery vehicles stop on Teviot street to load/unload. LBTH Highways officers note that the servicing demand itself is not expected to be particularly large given that it would primarily consist of refuse collection and a small number of deliveries for a development of this scale. Given the existing servicing arrangements are already on-street on Teviot Street, the proposed on street servicing arrangement would be acceptable as the refuse vehicle would access the site from the A12 and reverse into the site. The vehicles would then turn right out of the site in forward gear which it should do with ease.
- 8.103 Notwithstanding, in order to minimise the number of servicing lorry movements and the impact of servicing on the transport network, it is recommended securing a Delivery and Servicing Management Plan (DSMP).

Conclusion on transport/highway matters

- 8.104 Subject to conditions and appropriate S106 contributions, transport matters, including vehicular and cycle parking, vehicular and pedestrian access are acceptable and the proposal should not have a detrimental impact on the public highway.

Energy & Sustainability

- 8.105 At a national level, PPS22 and PPS1 encourage developments to incorporate renewable energy and to promote energy efficiency. At a strategic level, the climate change policies as set out in Chapter 5 of the London Plan 2011 and London Borough of Tower Hamlets Core Strategy (SO24 and SP11) collectively require developments to make the fullest contribution to the mitigation and adaptation to climate change and to minimise carbon dioxide emissions.
- 8.106 The London Plan sets out the Mayor's energy hierarchy which is to:
- Use Less Energy (Be Lean);
 - Supply Energy Efficiently (Be Clean); and
 - Use Renewable Energy (Be Green).
- 8.107 Policy 5.2 of the London Plan (2011) includes the target to achieve a minimum 25% reduction in CO2 emissions above the Building Regulations 2010 through the cumulative steps of the Energy Hierarchy.
- 8.108 Saved Policy DEV2 of the UDP (1998), DEV 6 of the IPG (2007) and SP02 of the Core Strategy (2010) seek to incorporate the principle of sustainable development, including use of energy efficient design and materials, promoting renewable technologies. The London Borough of Tower Hamlets Policy SP11 requires all new developments to provide a 20% reduction of carbon dioxide emissions through on-site renewable energy generation.
- 8.109 The submitted energy strategy follows the Mayor's energy hierarchy as detailed above. The development would make use of energy efficiency and passive measures to reduce energy

demand (Be Lean). The integration of a communal heating scheme incorporating a Combined Heat and Power (CHP) engine to supply the space heating and hotwater requirements in accordance with policy 5.6 of the London Plan will also reduce energy demand and associated CO2 emissions (Be Clean). The energy efficiency measures and CHP system are anticipated to reduce carbon emissions by 29.59%.

- 8.110 Photovoltaic cells are proposed to provide a source of on site renewable energy (Be Green). The technologies employed would result in 4.12% carbon savings over the baseline. Through the maximisation of the CHP system to deliver space heating and hot water it is acknowledged that achieving a 20% reduction in CO2 emissions through renewable energy technologies is not feasible. Whilst the proposed development is not meeting Core Strategy Policy SP11, the Sustainable Development Team support the application as the development is in compliance with the London Plan (Policy 5.2) through achieving a cumulative 32.5% reduction above Building Regulation requirements. To ensure that this CO2 reduction is maximised in accordance with the Core Strategy Policy SP11 the feasibility of integrating further PV or alternative renewable energy generating technologies will be fully explored through an appropriate condition.
- 8.111 The anticipated 32.5% reduction in carbon emissions through energy efficiency measures a CHP power system and renewable energy technologies is considered to be acceptable and in accordance with the abovementioned development plan policies. The strategy is proposed to be secured by condition.

Sustainability

- 8.112 London Borough of Tower Hamlets requires all new residential development to achieve a Code for Sustainable Homes Level 4 rating. This is to ensure the highest levels of sustainable design and construction in accordance with Policy 5.3 of the London Plan Spatial Development Strategy for Greater London (2011) and Policy DEV 5 of the Council's Interim Planning Guidance which seek the highest standards of sustainable design and construction principles to be integrated into all future developments.
- 8.113 It is considered that the proposed development should target a Code Level 4. Full justification, including an evidence base, should be provided where the Code for Sustainable Homes Level 4 cannot be met. This would be secured by way of condition.
- 8.114 Principally the Energy & Sustainability Statement has followed the energy hierarchy and is considered appropriate for the development subject to the submission and approval of the following conditions:
- Integration of a communal heating system
 - Further detailed design and specification of the communal CHP system, including information on a dedicated route for potential district heating pipes in the future.
 - Further detailed energy assessment to be submitted prior to commencement including appropriate calculations in accordance with London Plan Policy 5.2
 - Further detailed design of PV panel array to demonstrate maximisation of renewable energy technologies
 - Integration of energy efficiency, CHP, PV array to achieve CO2 reductions in accordance with submitted Renewable Energy Statement
 - Targeted Code for Sustainable Homes Level 4 Rating and provision of certificates to the Local Authority.

The recommended conditions above would be attached to the decision notice.

Summary on energy and sustainability matters

8.115 Subject to the recommended conditions as identified in paragraph X of this report, it is considered that energy and sustainability matters, including energy, are acceptable and the development would promote sustainable development practices.

Section 106 Agreement

8.116 As set out in Circular 05/2005, planning obligations should only be sought where they meet the 5 key tests. The obligations should be:

- (i) Relevant to planning;
- (ii) Necessary to make the proposed development acceptable in planning terms;
- (iii) Directly related to the proposed development;
- (iv) Fairly and reasonably related in scale and kind to the proposed development;
and
- (v) Reasonable in all other respects.

8.117 More recently, regulation 122 of the Community Infrastructure Levy Regulations 2010 brings into law policy tests for planning obligations which can only constitute a reason for granting planning permission where they are:

- (a) Necessary to make the development acceptable in planning terms;
- (b) Directly related to the development; and
- (c) Are fairly and reasonably related in scale and kind to the development.

8.118 Policies 8.2 of the London Plan (2011), Saved policy DEV4 of the UDP (1998), policy IMP1 of the IPG (2007) and policy SP13 in the Core Strategy (2010) seek to negotiate planning obligations through their deliverance in kind or through financial contributions.

8.119 The Council has recently published a draft Supplementary Planning Document on Planning Obligations in August 2011. This document which is currently out on public consultation; provides guidance on the policy concerning planning obligations set out in policy SP13 of the adopted Core Strategy. Within the document, the standard obligations area set out under the following headings:

Key priorities are:

- Affordable Housing
- Employment, skills, training and enterprise
- Community facilities
- Education

Other Tower Hamlets Priority Obligations are:

- Health
- Sustainable Transport
- Public Realm
- Environmental Sustainability

In light of this, LBTH Officers have identified the following contributions to mitigate against the impacts of the proposed development, which the applicant has agreed. As such, it is recommended that a S106 legal agreement secure the following Heads of Terms:

8.120 The proposed *financial contributions* are as follows:

- Affordable housing provision of 31% of the proposed habitable rooms with a 100% 'target' rent on site.

- £210,000- towards education facilities
- £63,000- towards community facilities.
- £107,974 towards health care facilities
- £40,000 towards off site child playspace
- £3,000 towards Travel Plan monitoring

Total financial contribution sought = £423,974

8.121 The proposed non financial contributions are as follows:

- 20% local procurement at construction phase
- 20% local labour in construction
- Travel Plan
- 'Car free' Agreement

Financial contributions

Affordable Housing

8.122 A 31% uplift provision of affordable housing would be secured comprising 100% 'target' rent units. A clause would be included within the s106 agreement which would provide more affordable housing if more grant funding becomes available to the scheme or if a higher profit is secured for the scheme.

Education

8.123 Increased residential development impacts on the demand for school places within the borough. Where there is a child yield output from a development, the Council would seek contributions towards additional primary and secondary school places across the borough. Financial contributions towards Education would be pooled in line with Circular 06/2005. This would allow expenditure on Education to be planned on a Borough wide basis to meet the Education need for its residents.

Community facilities

8.124 Community facilities provide the space for community groups within the Borough to meet and carry out activities and include, but not limited to, community centres, Idea Stores, libraries and leisure centres. Community facilities provide the space for community groups within the Borough to meet and carry out community activities. The Borough has a range of facilities but their condition means they are not always able to cope with demands upon these groups and potentially new community groups emerging in Tower Hamlets. This new residential development would bring additional people and there would be an increased demand on existing community facilities. Officers consider that the proposed financial contributions towards community facilities would sufficiently mitigate against the development.

Health

8.125 Where the residential population in the Borough is increased through new development, there is further pressure upon existing Health facilities and a consequent demand for new ones. The Council would mitigate that impact by securing contributions from new residential developments towards Health Facilities in the Borough.

8.126 Due to the Borough wide impact, financial contributions towards Health Facilities would be pooled in line with Circular 05/2005. This would allow expenditure on health to be planned on a Borough wide basis to meet the need for its residents.

Off site child playpsace

8.127 A contribution of £40,000 is sought towards off site playable space for 11-15 year olds. This contribution addresses the playpsace requirements for older children living in the development.

Travel Plan monitoring

8.128 Travel plans are a key tool to ensuring developments minimise adverse environmental impacts of the travel demand that it generates. Development of the nature and scale proposed will generate different travel demands when compared to the former or existing use considering its redundant nature at present. As such, a Travel Plan is required. It is considered that the agreement will also seek to secure a travel plan co-ordinator to ensure implementation of the travel plan and on going monitoring.

8.129 A standard contribution of £3,000 is also requested towards the Council's costs of monitoring the implementation of the travel plan over a five year period.

8.130 In terms of non-financial obligations, the applicant has also been asked to use reasonable endeavours to ensure:

- 20% Local procurement at construction phase

This requirement would be captured in the S106 requiring the developer to include a 'local procurement clause' for their subcontracting supply chains. The developer would provide LBTH with a list detailing a package of works/trades, so that LBTH can match these requirements with appropriate suppliers within the Borough.

The Skillsmatch Service would also assist in local procurement through advertising upcoming contracts in the East London Business Place and facilitating an integrated consultation event with a number of developers to enable them to meet with prospective local suppliers.

- 8.131
- 20% Local labour in construction phase

This requirement would also be captured in the S106 where by Tower Hamlets would provide a full job brokerage service. The Skillsmatch team would have access to a database of entry-level operatives, experienced trades people and site managers and the team would develop a complete skills solution based on the developer's labour requirements.

This can also include pre-employment training for local jobseekers (e.g. Construction Skills Certification Scheme (CSCS) cards, Traffic Marshall certificates, Plant training tickets and other accreditations).

Car Free

8.132 The applicant would be required to enter into a "car free" agreement which would restrict residents from applying for on-street car parking permits.

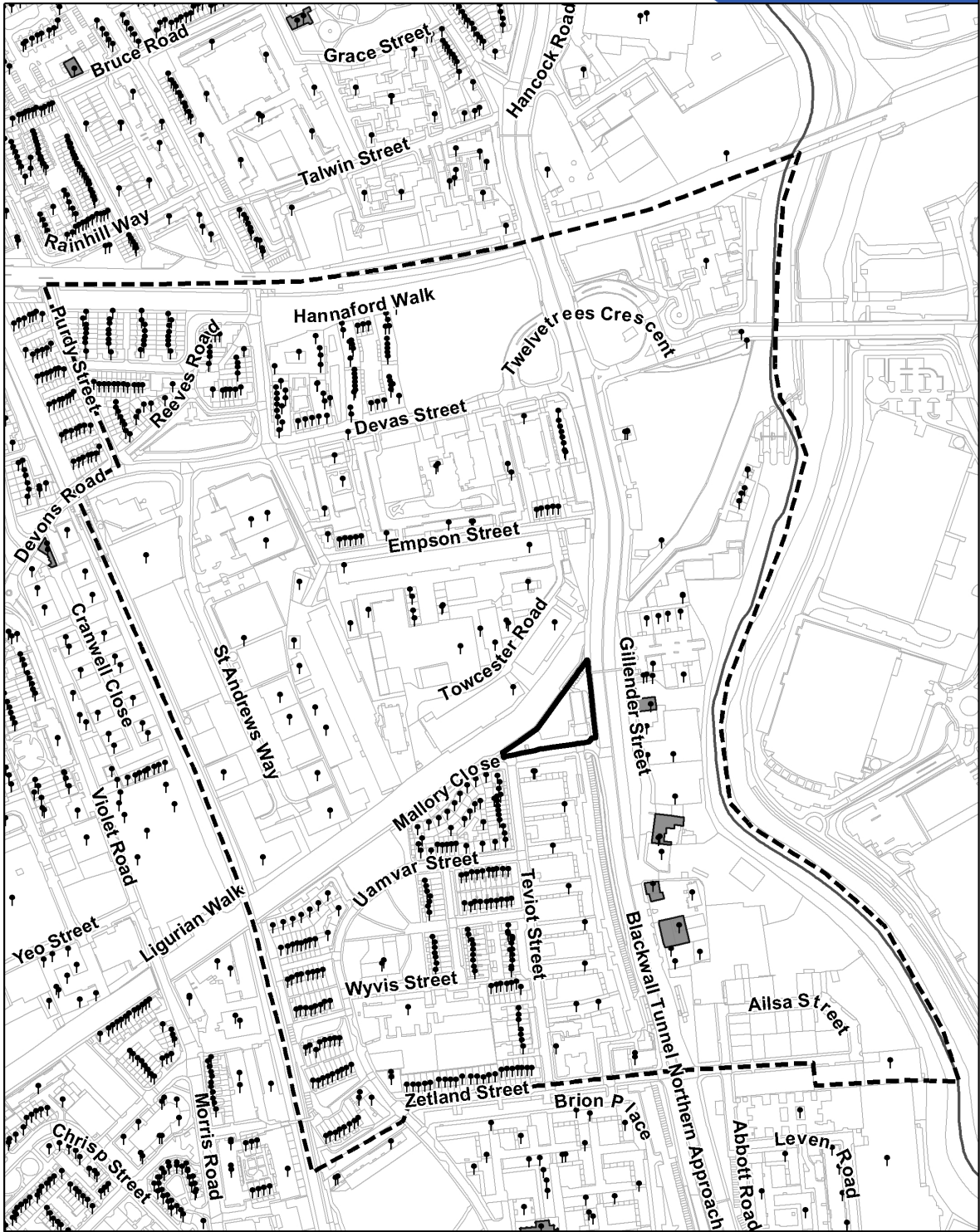
Conclusion on S106 matters

8.133 Officers consider that the proposed Section 106 offer would not compromise the viability of the scheme and ensures that the proposal would mitigate the impacts of the development.

9 Conclusions

- 9.1 All other relevant policies and considerations have been taken into account. Planning permission should not be granted for the reasons set out in the SUMMARY OF MATERIAL PLANNING CONSIDERATIONS and the details of the decision are set out in the RECOMMENDATION at the beginning of this report.

Planning Application Site Map



Planning Application Site Boundary

Locally Listed Buildings

Land Parcel Address

Consultation Area

Statutory Listed Buildings

0 30 m



1:5,000

This Site Map displays the Planning Application Site Boundary and the neighbouring Occupiers / Owners who were consulted as part of the Planning Application process.

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