

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

Reference	PA/22/02363
Site	Compass Point, 5 Grenade Street, London E14 8HL
Ward	Limehouse
Proposal	Construction of an additional storey to create six new residential apartments, with ancillary cycle and refuse stores.
Summary Recommendation	Grant planning permission with conditions and planning obligations
Applicant	G&O Investments LTD
Architect/agent	Geoff Beardsley & Partners UK LLP
Case Officer	Shahin Amin
Key dates	<ul style="list-style-type: none">• Application registered as valid on 07/11/2022• Initial public consultation finished on 14/12/2022• Second public consultation finished 23/08/2024. Re-consultation due to amendments to the cycle parking and refuse arrangements.

EXECUTIVE SUMMARY

The proposal comprises the erection of a single storey rooftop extension to the existing flatted development, to provide six new self-contained flats, with ancillary cycle parking and refuse storage within the rear car park area.

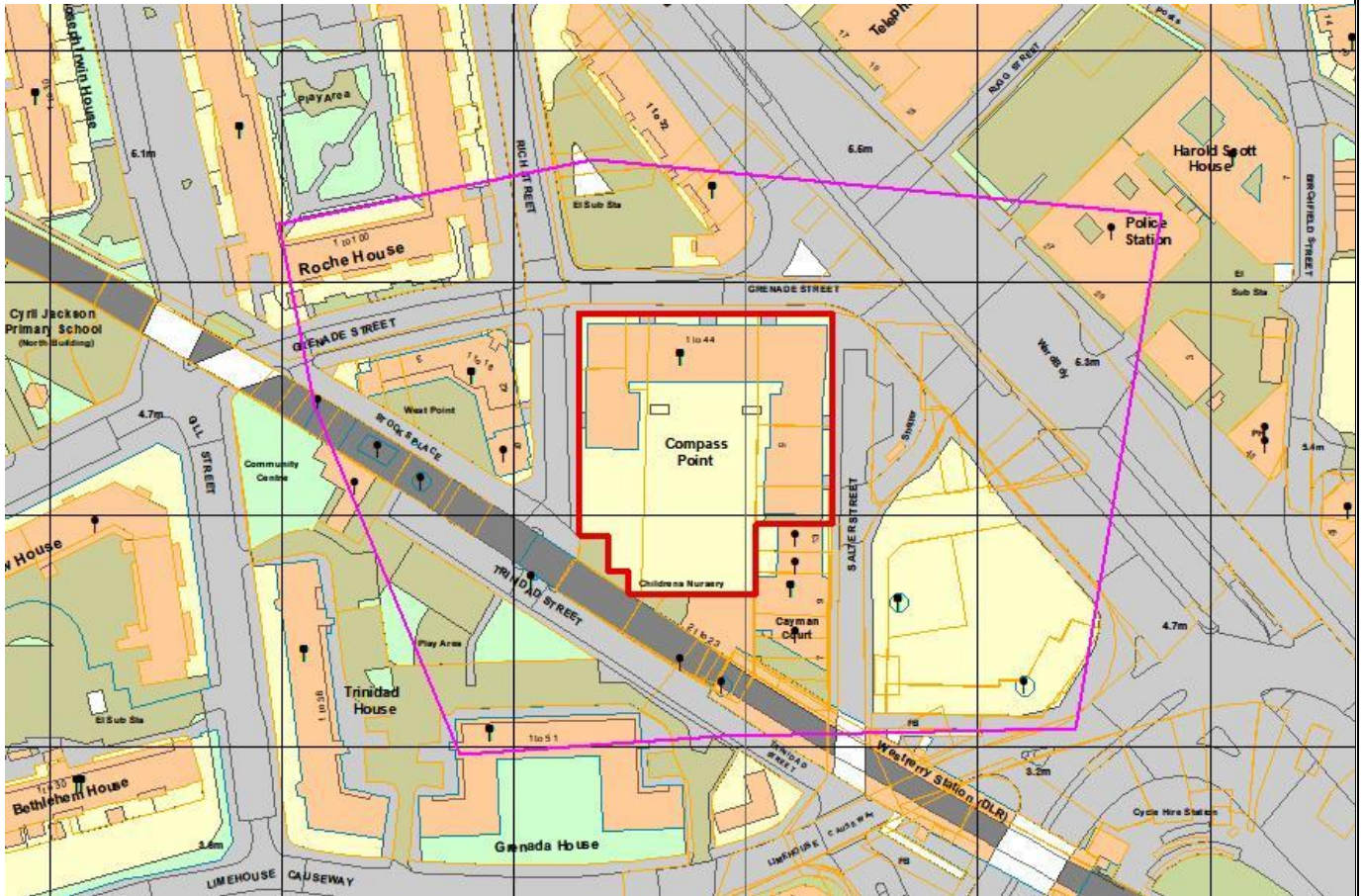
The development would provide a contribution of £280,135.99 towards affordable housing in the borough, which has been found to be the maximum reasonable contribution, in compliance with Local Plan policy S.H1.

The proposal provides an acceptable unit size mix; and one family sized dwelling. Each new dwelling would have dual aspect accommodation, policy compliant private amenity space and good availability of light, outlook and privacy for the future occupiers.

The proposal presents a high-quality design which is in keeping with the scale and form of the surrounding built form; and with materials to match the host building.

There would be no undue impacts upon the amenities of neighbouring occupiers by way of light, overshadowing, loss of privacy or increased sense of enclosure. Conditions are recommended to ensure that impacts arising from the construction phase of the development are minimised and mitigated for the occupants of the host building and surrounding buildings.

The new dwellings would be car- free and it is not considered that there would be any undue impact upon the surrounding highway network as a result of the development.



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

Planning Applications Site Map PA/22/02363

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

Scale: 50m grid squares



**LONDON BOROUGH
of Tower Hamlets**

Date: 28 August 2024

1. SITE AND SURROUNDINGS

- 1.1 The site contains a modern, 'U' shaped building which gained planning permission in 1996. It has a primarily brick façade with glazed elements, grey cladding to the top storey and a hipped roof. Of the 44 dwellings in the building, 18 flats have 1 bedroom and 26 flats have 2 bedrooms. The building features six stair cores: one along Rich Street, two along Salter Street, and three along Grenade Street.
- 1.2 The building is three storeys high, except at its north western and north eastern corners, where it rises to four storeys. The site contains a large rear residents car park to the south of the building, accessed off Rich Street, which also contains refuse facilities and hard and soft landscaping.
- 1.3 The site is bound by Salter Street to the east, Grenade Street to the north, Rich Street to the west and the raised DLR line to the south. The residential block at 'Cayman Court' adjoins the site to the south on Salter Street. The residential block at 'West Point' lies to the west of the site, on the western side of Rich Street. The residential block known as '1- 32 Rich Street' lies directly to the north of the site.
- 1.4 The surrounding area is residential in character. To the immediate north, south and west there are residential buildings which vary in height from four to five storeys. Immediately to the east of the site lies the recently constructed 30 storey tower at 82 West India Dock Road, which is a hotel. The site does not lie within the setting of any heritage assets. The nearest heritage asset is the St Anns Church Conservation Area, which lies some 80m to the north of the site.
- 1.5 The site has a PTAL rating of 6a, which is the best level of public transport connectivity. The site is located in Flood Zone 3A and the northern and eastern section of the site is located within an area of poor air quality.

2. PROPOSAL

- 2.1 The applicant proposes the construction of a single storey roof extension to accommodate six new self-contained flats, including 3x one-bedroom flats, 2x two-bedroom flats, and 1x three-bedroom flat.
- 2.2 The proposal comprises of two separate single storey elements. The first extension would sit along the northern elevation of the building, fronting Grenade Street and would span the gap between the four storey sections of the existing building. The second element would sit above the south easterly most part of the building, fronting Salter Street.
- 2.3 The two elements would be similarly designed and articulated, to match the existing building, with hipped roofs. The new facades would be finished with yellow stock brick, grey cladding panels and grey framed windows. Each new flat would be provided with an in-set front facing balcony.
- 2.4 Five Sheffield cycle stands with a roof cover are proposed within the rear car park area. Additional refuse stores are also proposed in the same area, to accommodate refuse, recycling and food waste for the existing and proposed dwellings.

3. RELEVANT PLANNING HISTORY

Planning Applications

- 3.1 PA/96/00584: Redevelopment by the erection of a part three/part four storey residential building comprising 18 no. 1 bed and 26 no.2 bed flats , with vehicular access to Rich Street,

car parking and landscaping. Former 5-11 Grenade Street, Salter Street, Rich Street, E14.
Permit March 1997

Pre- application Advice

- 3.2 PF/17/00080: Advice sought on a proposal for single storey roof extensions to the existing building to provide an additional 6 residential dwelling (consisting of 5x 2 bed and 1 x3 bed flat over second floor. Advice given July 2017.

4. PUBLICITY AND ENGAGEMENT

- 4.1 Upon validation of the application, the Council sent out consultation letters to 277 neighbouring owners and occupiers.
- 4.2 A total of 37 letters of objection were received, from 26 responders. A petition with 61 signatories was also received, from residents of Compass Point, West Point, Cayman Court and Rich Street. The themes and issues raised in objection during this initial round of consultation are summarised as follows:

Construction phase concerns

- Noise, disturbance, dust and disruption to existing and neighbouring occupiers
- Highways, traffic and parking issues
- Potential structural damage to the existing building
- Possible electricity, gas and water outages
- Potential delays in construction due to supply issues
- Loss of light and security due to scaffolding
- Loss of safe areas on site for play

Operational phase concerns

- Pressure on parking within the site
- Concern with the removal of the roof causing rainwater damage.
- Fire risk from additional residents using stairwells and from cladding
- Loss of privacy
- Loss of daylight and sunlight
- Loss of outlook – onto new refuse area
- Noise travel through the building due to poor soundproofing
- Proposed cycle parking and waste storage would eat into landscaped area
- Strain on the communal areas of the building with additional residents

Design

- Proposal out of character with the area
- Materials not properly specified and no GCI's submitted
- Loss of view from Cayman Court to the historical Grade I listed St Annes Church Limehouse

Other

- Value of existing flats will decline
- Developer is seeking to increase revenue at the expense and inconvenience of residents
- No benefits to the community
- The new dwellings will not be affordable
- Waste storage already insufficient/ rodent issues
- No bike storage for existing residents
- Overpopulation leading to strain on local services and infrastructure

- Impact on CO2 emissions
- Increase in antisocial behaviour
- No consultation by applicant with the existing residents

4.3 The material planning considerations raised above are addressed in the main body of this report.

4.4 **In relation to the matters raised which are not material to the consideration of this application:** The impact of a proposal on the value of existing flats is not a material planning consideration. Consents other than planning permission would be required prior to construction, including Building Control Regulations which would cover with the structural integrity and safety of the building during construction. Concern has been raised regarding the fire safety of the proposal. The host building is not a 'relevant building' under planning gateway 1; and as such consideration by the Health and Safety Executive is not triggered. Nevertheless, the fire safety of the proposal and the materials used would be assessed under the Building Regulations consent process. St Anns Church lies some 200m north west of the site and the subject building does not lie within its setting. The loss of a private 'view' is not a material planning consideration. CGI's and other visual impressions are not validation requirements. All the necessary information has been provided with the application.

4.5 A re-consultation was carried out on 9th August 2024, in relation to amendments made during the course of the application, to the location of the proposed cycle parking and refuse stores. 277 neighbouring occupiers were reconsulted. A total of 13 additional letters of objection were received, from 8 responders. The letters did not raise any new issues, over and above those raised in relation to the initial consultation, which are referenced above.

5. CONSULTATION RESPONSES

5.1 Below is a summary of the consultation responses received from both external and internal consultees

Internal Responses

Environmental Health (noise and vibration)

5.2 No objections. It is recommended that a condition restricting construction hours be attached, as well as a condition ensuring that the new units designed in compliance with sound insulation guidance.

Environmental Health (air quality - pollution)

5.3 No objections. A condition for the submission of a Construction Environmental Management Plan is recommended, to prevent dust nuisance and air pollution during construction. An Air Quality Neutral Assessment and details of mechanical ventilation should be secured via condition, to manage and prevent further deterioration if existing low-quality during the operational phase.

Waste Policy and Development

5.4 No objections. The proposal would provide sufficient refuse and recycling for the existing and proposed occupiers.

Transport and Highways

5.5 As amended, the proposed cycle parking would be conveniently located, accessible and sheltered. Given the constraints of the site, it is on balance acceptable.

5.6 The applicant is required to enter into a 'permit free' agreement, to ensure that new residents would not be entitled to on- street parking permits.

5.7 A Construction Management Plan should be provided and agreed with the LPA before commencement, to ensure there is minimal impact to pedestrians, vehicles and to the public highway.

Design and Conservation

- 5.8 No objection to the size, scale or design of the proposal. The materials to be used in its construction should match those of the existing building, including the brick, balcony railings, windows, cladding and roofing. Full details of all materials to be agreed by condition prior to the commencement of works.

External Consultees

Environment Agency

- 5.9 No objection

6. RELEVANT PLANNING POLICIES AND DOCUMENTS

- 6.1 Legislation requires that decisions on planning applications are taken in accordance with the Development Plan unless there are material considerations that indicate otherwise.

- 6.2 In this case the Development Plan comprises:

- The London Plan (2021)
- Tower Hamlets Local Plan 2031 (2020)

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

Land Use – (residential)

London Plan - H1

Local Plan – S.H1

Design and appearance (layout, townscape, appearance, massing)

London Plan - D1, D3, D4, D5

Local Plan - S.DH1, D.DH2

Affordable Housing (small sites contribution)

London Plan - D6, D7, H4, H10

Local Plan - S.H1, D.H2, D.H3

Neighbouring Amenity (privacy, outlook, daylight and sunlight, noise, construction impacts)

London Plan – D3, D6

Local Plan - D.DH8, D.ES9

Transport (sustainable transport, highway safety, car and cycle parking, servicing)

London Plan - T2, T4, T5, T6, T6.1, T7

Local Plan - S.TR1, D.TR2, D.TR3, D.TR4

Environment (energy efficiency, noise, waste)

London Plan – D14, SI 1, SI 3

Local Plan - S.ES1, D.ES2, D.ES3, D.ES9, D.MW3

- 6.4 Other policy and guidance documents relevant to the proposal are:

- National Planning Policy Framework (NPPF, 2023)
- National Planning Practice Guidance (as updated)
- LBTH Reuse, Recycle and Waste SPD (2021)

- Central Area Good Growth SPD (2021)
- LBTH Planning Obligations SPD (2021)
- LBTH Community Infrastructure Levy (CIL) Charging Schedule (2020)
- LP Housing SPG (updated 2017)
- LP Affordable Housing and Viability SPG (2017)
- Building Research Establishment's Site Layout for Daylight and Sunlight: A Guide to Good Practice (2022)

7. PLANNING ASSESSMENT

7.1 The key issues raised by the proposed development are:

- i. Housing
- ii. Standard of Accommodation
- iii. Design and Appearance
- iv. Neighbouring Amenity
- v. Transport
- vi. Environment

Housing

Provision of Housing

7.2 London Plan policy H1 sets a 10 year housing delivery target for Tower Hamlets of 34, 730 new homes. Part 2 of the policy states that local authorities must optimise the potential for housing delivery on all suitable sites, including sites with high PTAL ratings and small sites.

7.3 The proposed development would provide 6 additional homes on a site which has very good access to public transport. The proposal would optimise the potential for housing delivery on this sustainable site and would make a small but welcome contribution towards meeting this target. This is strongly supported.

Housing mix

7.4 Local Plan policy S.H1(2) states that development will be expected to provide a range of unit sizes, including family homes, to responds to local need. The councils preferred unit size mix (based on the Council's most up to date Strategic Housing Market Assessment, 2017) is set out in part 3 of Local Plan policy D.H2.

7.5 The table below sets out the proposed mix of unit sizes and the policy target. While the proposal does not fully comply with the councils preferred mix of unit sizes, only six homes are proposed here overall, so some deviation is to be expected. The layout of the development is also dictated to an extent by the constraints of the existing building. The proposal would provide a 3 bed family home, which is welcomed and overall the proposal would provide an acceptable mix of unit sizes.

	Number of units proposed	As a percentage	Policy Target
1 bed	3	50%	30%
2 bed	2	33%	50%
3 bed	1	17%	20%
total	6	100%	100%

Figure 1 – Proposed unit size mix

Affordable housing

- 7.6 Local Plan Policies S.H1 and D.H2 state that developments providing 2-9 new homes are required to help to address affordable housing need in the borough through provision of a financial contribution, subject to viability through the submission of a Financial Viability Assessment. The policy is considered necessary as Tower Hamlets has a high housing need, a high housing target and a significant need for affordable housing.
- 7.7 A Financial Viability Assessment was submitted during the course of the application, which was scrutinised by Tower Hamlets Viability team. It was concluded that the development could viably provide a contribution of £280,135.99. The contribution obtained by this development is welcomed and would be used to provide affordable housing within the borough as part of the council’s affordable housing delivery programme.

Standard of Accommodation

- 7.8 London Plan policy D6 sets out the minimum internal space standards for new dwellings. This policy also requires the maximisation of dual aspect dwellings and the provision of sufficient daylight and sunlight to new dwellings. London Plan standards require a minimum ceiling height of 2.5m so that new housing is of adequate quality, especially in terms of daylight penetration, ventilation and cooling, and sense of space.

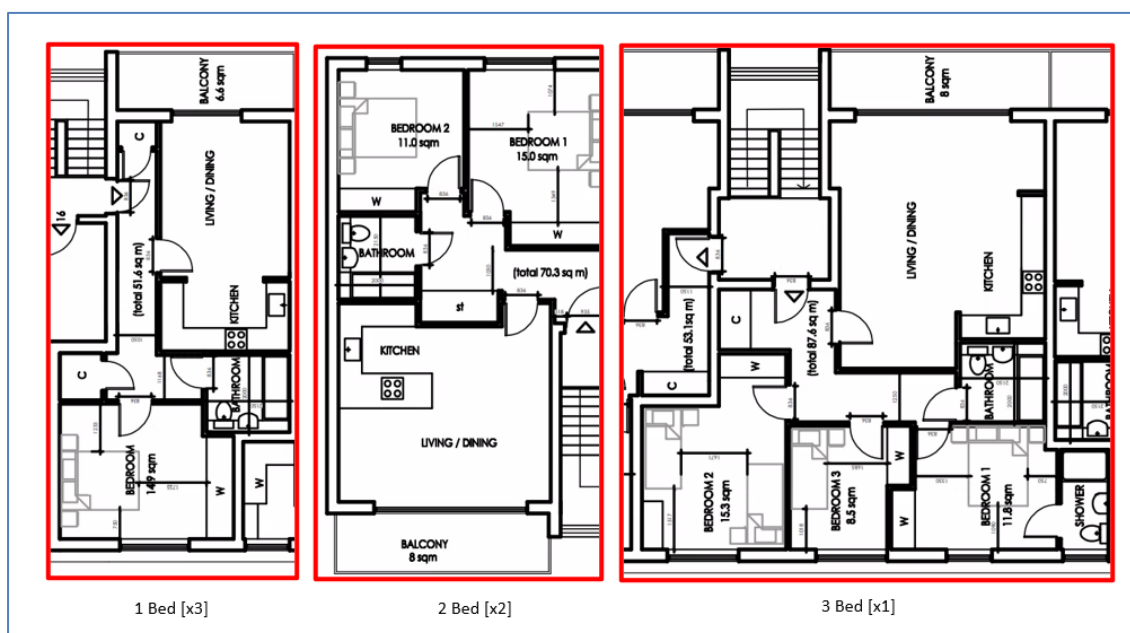


Figure 2 - Proposed typical unit layouts

- 7.9 Figure 2 shows the proposed layout of the flats. All 6 flats meet the required space standards, proposing 87.6sqm of internal floor space for the 3 bed, 5 person flat, 70.3sqm for both the 2 bed, 4 person flats and 51.6sqm, 53.1sqm and 50.6sqm for the three 1 bed 2 person flats. The floor to ceiling height for all the proposed flats would be greater than 2.5 metres. Each flat would be well laid out with windows to the front and rear; and with good levels of light, outlook, privacy and through ventilation. Access from the street would be via the existing entrances to the building and would utilise the existing stair cores. These entrances are visible from the street, safe and convenient.
- 7.10 Private amenity space requirements are determined by the predicted number of occupants of a dwelling. Local Plan Policy D.H3 sets out that a minimum of 5sqm is required for 1-2 person dwellings with an extra 1sqm provided for each additional occupant. The plans indicate that all 1 bed flats will have access to a private balcony of 6.6 to 8 sqm, and each 2 bed flat and the 3 bed flat would have access to 8sqm of private balcony space which meets the Local Plan requirements. Overall, the new dwellings would provide a good standard of accommodation for the future occupiers.

Design and Appearance

- 7.11 Section 11 of the NPPF focuses on 'making effective use of land'. It states that planning decisions should support opportunities to use the airspace above existing residential premises for new homes. In particular, planning decisions should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed and can maintain safe access and egress for occupiers.
- 7.12 Policy S.DH1 of the Local Plan (2020) seeks to ensure development meets the highest standards of design and layout. Development should positively respond to its context by demonstrating appropriate scale, height, mass, bulk and form in its site and context; and represent good urban design by providing coherent building lines, roof lines and setbacks, complement streetscape rhythm and ensure optimal plot coverages to avoid over-development.

Townscape, Massing and Heights

- 7.13 Figure 3 below shows the proposed single storey roof extension along the north elevation of the building. As can be seen, the extension would infill the gap between the existing four storey sections of the building. The extension would sit below the ridge height of these higher elements and would be set back from the main northern façade of the building, to allow for the inset balconies. Its sensitive massing and subordinate design ensure that it would be in keeping with the scale and form of the existing building; and with the height of the built form surrounding the site to the north.



Figure 3 - Existing (top) and Proposed (bottom) north elevations

7.14 Figure 4 below shows the proposed single storey roof extension to the south eastern section of the building. As can be seen, its height would match that of the existing 4 storey element at the north eastern corner of the building, creating a symmetrical effect. The extension would remain lower than the building adjoining the site to the south and significantly lower than the 30 storey tower directly to the east.



Figure 4 – Existing (top) and Proposed (bottom) east elevations

7.15 Overall, the proposal would be consistent with the prevailing height and form of neighbouring properties and the overall street scene; and is well designed, in compliance with NPPF section 11 and Local Plan policy S.DH1.

Appearance & Materials

- 7.16 The proposed extensions have been carefully designed to incorporate architectural features of the existing building.
- 7.17 Each extension would have a hipped roof with slopes angles to match those of the existing building, finished with matching grey interlocked roof tiles. The proposed cladding would be a lightweight grey aluminium panel, to match the existing cladding on the fourth floor, which is considered to be of an acceptable in appearance and material
- 7.18 The proposed balcony doors would be similar in size to existing balcony doors found within the development and would be proportional with the second-floor windows. Full details of all materials to be used within the construction of the proposal would be required to be submitted to and approved by the local planning authority prior to the commencement of works, to ensure that the materials are high quality and in keeping with those used within the existing building.
- 7.19 In terms of landscaping, a strip of grass within the rear car park area would be replaced with hardstanding to facilitate the provision of bike storage. A small area of hedging and a tree would be removed to make way for the additional waste stores. The appearance of these waste stores would be subject to details secured by condition, to ensure that their appearance is high quality and complimentary to the existing brick built refuse stores.
- 7.20 Overall, and with the recommended condition, the proposal, by reason of its size, form, detailed design and materials, would be in keeping with the character of the building and the street scene, in compliance with NPPF section 11, London Plan policy D4 and Local Plan policy S.DH1.

Neighbouring residential amenity

- 7.21 Policy D.DH8 of the Local Plan requires new developments to protect the residential amenities of existing buildings and their occupants. To this end development should maintain good levels of privacy and outlook, not result in any material deterioration of sunlight or daylight and ensure that there are no unacceptable levels of overshadowing to surrounding outdoor space. There should be no unacceptable exposure to odour, noise, fume or dust pollution during the construction and life of the development.

Privacy, Enclosure & Outlook

- 7.22 The residential development at '1- 32 Rich Street' is approximately 13m to the north of Compass Point. There are windows in the south elevation of that block which would face the windows of the proposed extension. However, this relationship exists already in relation to the windows in the lower floors of Compass Point, where may already be an element of mutual overlooking. In addition, the south facing windows would maintain their open aspect to the west and east. Given these factors and the separation distance, there would no undue loss of privacy or outlook; nor any undue sense of enclosure to the occupiers of this block.
- 7.23 No other neighbouring properties would be adversely affected by way of outlook, privacy or enclosure. Given the location of the extensions above the existing building, the occupiers of the subject building would not be unduly affected by way of loss of privacy or outlook, or by way of sense of enclosure.

Daylight and Sunlight

- 7.24 The submitted Daylight and Sunlight assessment tested the 12 south facing windows at 1- 32 Rich Street for daylight and sunlight. The results demonstrate that there would be some marginal losses of daylight to these windows, but that these losses would be well within BRE guidance tolerances. As such there would be no noticeable reduction in daylight to these rooms with the development in place. In relation to sunlight, the results demonstrate that windows at the lower levels would be subject to some loss of sunlight during the winter months,

but all windows would retain good annual sunlight levels. All the tested windows therefore pass the BRE test in relation to sunlight in this regard.

- 7.25 Given the location of the extensions away from other neighbouring windows and properties, there would be no undue loss of daylight or sunlight to any other neighbouring occupier or amenity spaces.
- 7.26 In relation to the occupiers of the existing building, the proposed extension would sit directly on top of the building and as such, would not lead to any undue loss of daylight or sunlight to existing windows. A concern was raised in relation to the location of the proposed refuse stores and their proximity to ground floor windows. It is noted that there are two existing refuse stores within the car park area of the development and the proposed refuse stores would sit adjacent to them. They would be modest in size and sit no closer to windows than the existing stores and would not result in any additional, undue loss of light to or outlook from these ground floor windows.

Construction and Operational Noise, Disturbance and Air Quality

- 7.27 The Council's Environmental Health officers have reviewed the application. No objections were raised subject to a condition which restricts the working hours of the construction activities.
- 7.28 It is acknowledged that construction activities will inevitably cause some short-term noise and disturbance, particularly in this case to occupiers of the existing building and also to the surrounding area and to neighbouring occupiers. Impacts relating to noise, disturbance, dust and traffic and parking would be mitigated and minimised, through the submission of a detailed Construction and Environmental Management Plan (CEMP), which would be scrutinised by the local planning authority prior to the commencement of any works. It would be a requirement that the agreed CEMP be followed for the entirety of the construction phase of the development.
- 7.29 In relation to operational impacts for the existing residents of the subject block, the design of the proposal means that the six proposed flats would be served by four of the existing stair cores. Therefore the additional use of individual stair cores would be minimal and well within London Housing Standards guidance relating to number of units per core. Sound insulation within the new flats would mitigate undue sound travel through the building.

Transport

- 7.30 Development Plan policies promote sustainable modes of travel and limit car parking to essential user needs. They also seek to secure safe and appropriate servicing.

Car Parking

- 7.31 Tower Hamlets Local Plan policy D.TR3 requires all new dwellings to be permit free.
- 7.32 The proposal supports sustainable transport objectives and would be a car free development, in line with local plan policy, and this will be secured through a legal agreement.

Cycle Parking and Facilities

- 7.33 Cycle parking would be provided within the rear car park area, on what is an existing narrow grassed area close to the entrance gate on Rich Street. A hardstanding surface would be provided and a total of 5 Sheffield cycle parking stands installed, along with a cover, full details of which would be secured by condition. It is noted that the existing flats do not benefit from any cycle parking facilities currently on site. The proposed cycle parking spaces would be available on a first come first served basis for both the existing and proposed occupiers. Whilst it would be preferable for the proposed cycle parking to be in a secure, indoor space, the constraints of the site are such that there is no space for such a facility. In these circumstances, the proposed quantity and quality of provision is considered appropriate and acceptable.

Demolition and Construction

- 7.34 The applicant would be required to provide a Construction Management Plan as part of a pre-commencement condition, to ensure there is minimal impact to pedestrians, vehicles and the public highway from the construction of the development.

Environment

Waste

- 7.35 Policy D.MW3 of the Local Plan (2020) requires adequate refuse and recycling storage alongside and combined with appropriate management and collection arrangements.
- 7.36 The existing refuse stores are located in the rear car park area. As proposed, additional stores would be provided to accommodate for refuse, recycling and food waste. The proposed 6x flats would require 615L for waste and 480L for recycling as per policy requirements. The proposed waste store would provide for 6x 1100L Eurobins, 4x 1100L recycling bins and 2x 240L waste bins. The proposal would provide for sufficient capacity for both the existing (44) flats and proposed (6) flats within the development. Waste collection would take place within the existing arrangements for the building.

Infrastructure Impact

- 7.37 Local residents have raised concerns that the development will lead to an increased pressure on local services and infrastructure. The pressure on services caused by this development would be limited given its size. Nevertheless, the development would be liable for the Community Infrastructure Levy (CIL), which is a planning charge that helps fund the infrastructure needed to support new development. This would ensure that the development pays for the infrastructure it uses, such as school, roads and parks.

Human Rights & Equalities

- 7.38 The proposal does not raise any unique human rights or equalities implications. The balance between individual rights and the wider public interest has been carefully considered and officers consider it to be acceptable.
- 7.39 There will be short term impacts of the construction which are acknowledged, but given their short term implications, these are not considered to raise any human rights of equalities implications. The development does provide a number of benefits such as delivering much needed housing in the borough as well as a monetary contribution towards the delivery of affordable housing in the borough.
- 7.40 The proposed development would not result in adverse impacts upon equality or social cohesion.

8. RECOMMENDATION

- 8.1 That **planning permission is GRANTED** subject to conditions and the prior completion of a legal agreement to secure the following planning obligations:

8.2 Financial obligations

- £280,135.99 small sites contribution to Affordable Housing in the borough

8.3 Non-financial obligations:

- Car Free agreement

- 8.4 That the Corporate Director of Place is delegated the power to negotiate the legal agreement. If within three months of the resolution the legal agreement has not been completed, the Corporate Director for Place is delegated power to refuse planning permission.
- 8.5 That the Corporate Director of Place is delegated the power to impose conditions and informatives to address the following matters:

8.6 Planning Conditions

Compliance

1. 3 years deadline for commencement of development.
2. Development in accordance with approved plans.
3. Refuse storage in place prior to occupation
4. Cycle storage in place prior to occupation
5. Sound insulation for the new residential units
6. Air quality standards for boilers
7. Restrictions on demolition and construction activities:
 - a. All works in accordance with Tower Hamlets Code of Construction Practice;
 - b. Standard hours of construction and demolition;
 - c. Air quality standards for construction machinery;
 - d. Ground-borne vibration limits; and
 - e. Noise pollution limits.

Pre-commencement

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

8. Construction Environmental Management and Logistics Plan
9. Details of materials including cycle store and refuse stores
10. Air Quality Neutral Assessment
11. Plant and Machinery – NRMM
12. Mechanical Ventilation System details for the residential units

8.7 Informatives

1. Permission is subject to legal agreement
2. CIL liable

APPENDIX 1

LIST OF APPLICATION PLANS AND DRAWINGS FOR APPROVAL

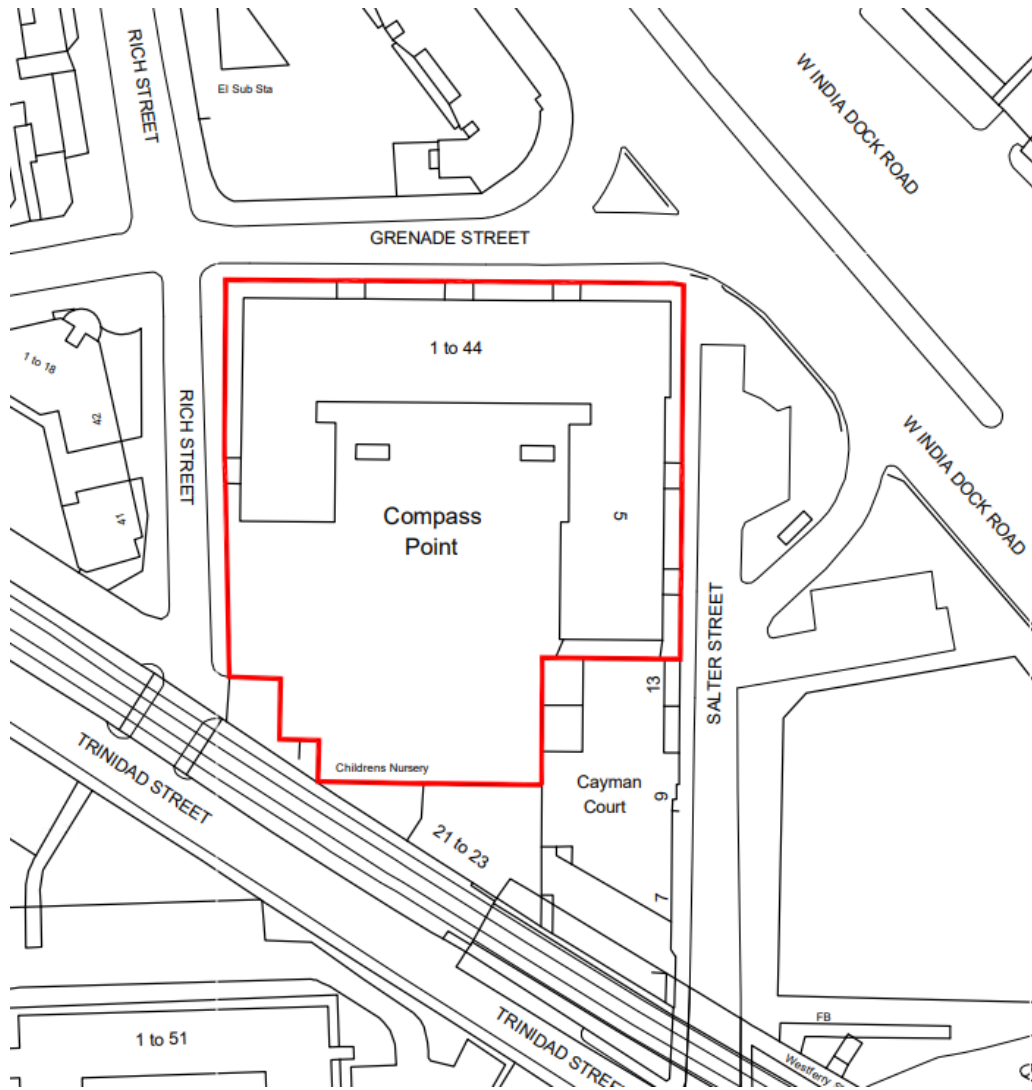
1707/210F - Proposed Site Plan
1707/221A - Proposed Landscape Plan
1707/217B - Proposed West and East Elevations
1707/219A - Proposed East and West Inner Elevations
1707/214A - Proposed 3rd floor Plan
1707/211 - Proposed Ground Floor Plan
1707/212 - Proposed First Floor Plan
1707/219 - Proposed East and West Elevations
1707/218 - Proposed Context Elevations
1707/215 - Proposed Roof Plan
1707/216 - Proposed North and East Elevations

1707/010 - Location Plan
1707/011 - Block Plan
1707/110B - Existing Site Plan
1707/121 - Existing Landscape Plan
1707/111 - Existing Ground Floor Plan
1707/112 - Existing First Floor Plan
1707/117 - Existing South and East Elevations
1707/113 - Existing Second Floor Plan
1707/114 - Existing Third Floor Plan
1707/115 - Existing Roof Plan
1707/116 - Existing East and West Elevations

Planning, Design and Access Statement dated October 2022
Daylight, Sunlight and Overshadowing Assessment dated October 2022
Waste storage Document
Flood Risk Assessment dated January 2023

APPENDIX 2

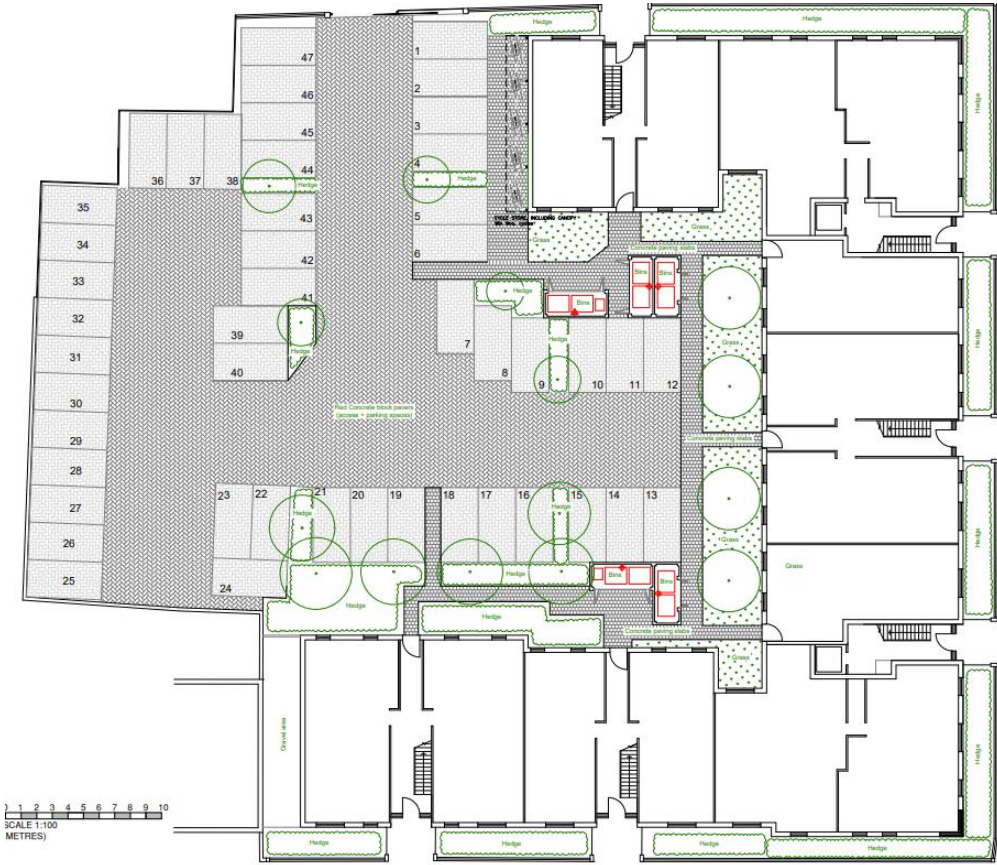
SELECTION OF APPLICATION DRAWINGS



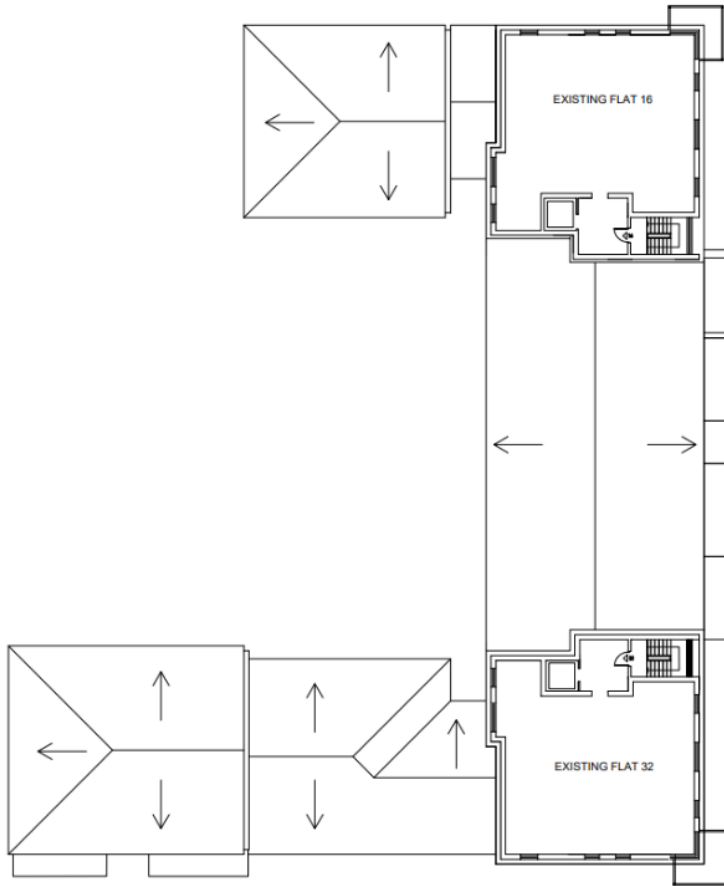
Site Location Plan



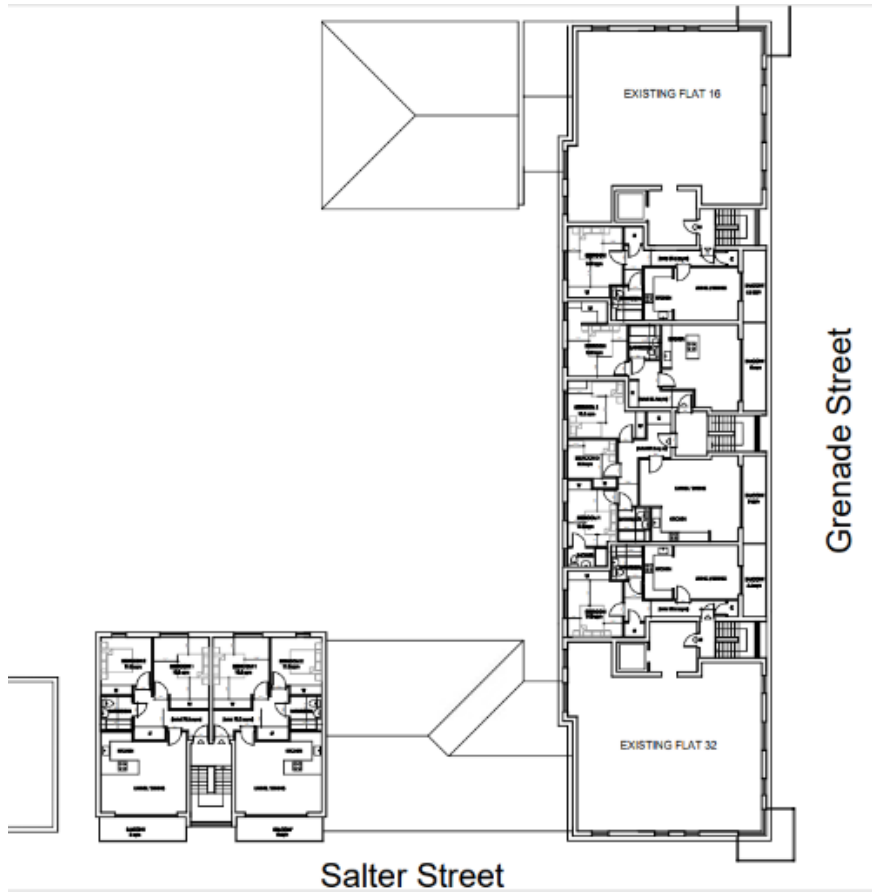
Existing Landscaping Plan



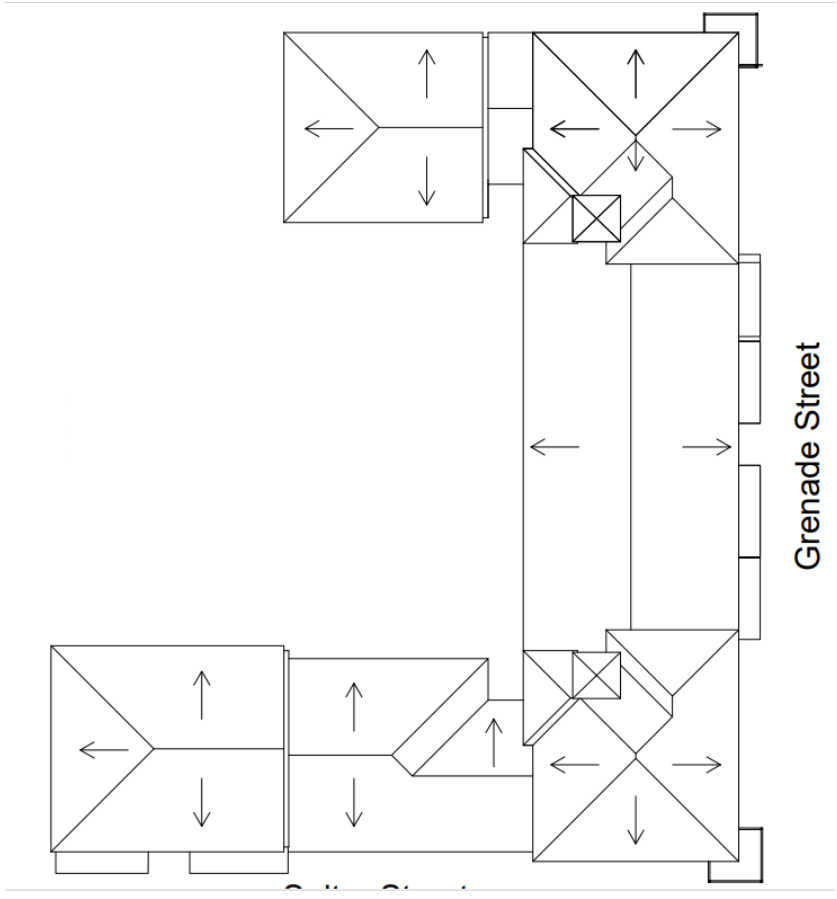
Proposed landscaping plan



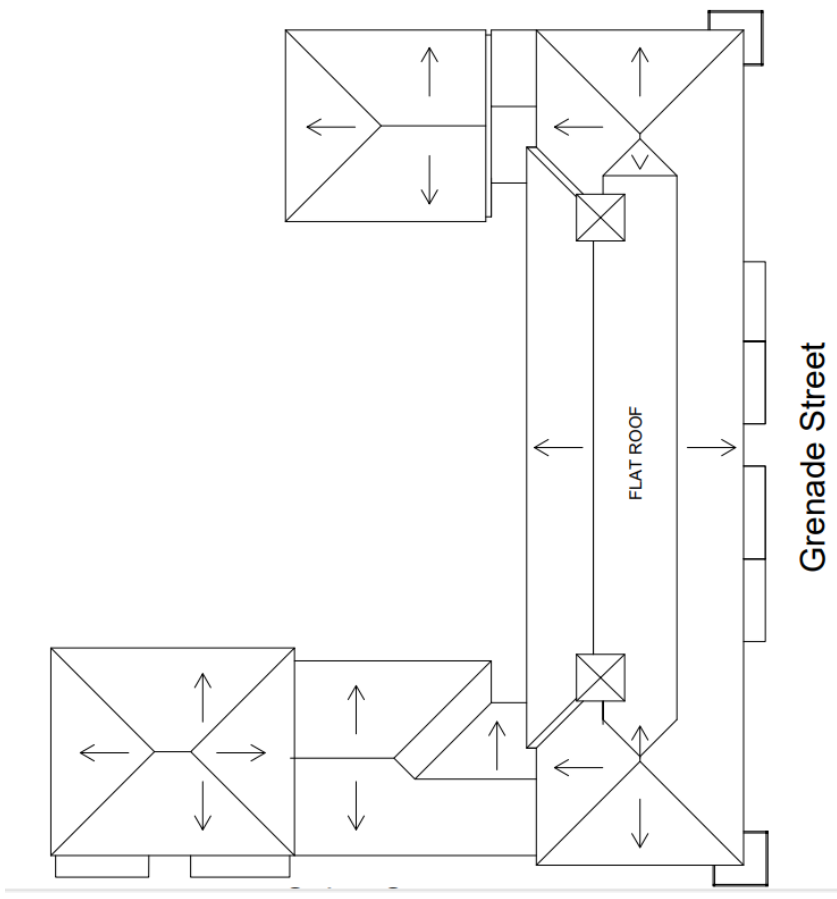
Existing Third Floor Plan



Proposed Third Floor Plan



Existing Roof Plan



Proposed Roof Plan



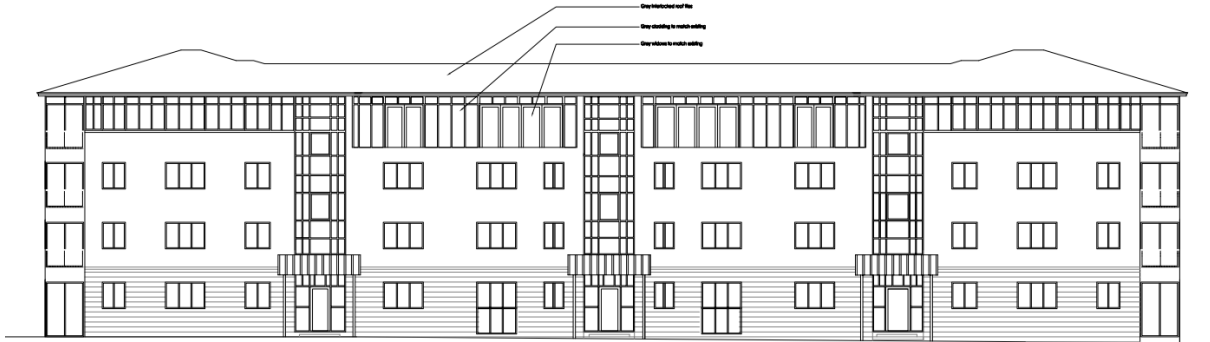
Existing East Elevation



Proposed East Elevation



Existing North Elevation



Proposed North Elevation



Existing South Elevation



Proposed South Elevation

APPENDIX 3: EXISTING SITE PHOTOS



Aerial View



Looking into the rear park area from Rich Street



The rear park area from Rich Street



Northern elevation of building from West India Dock Road



Eastern elevation of building from West India Dock Road