

LONDON BOROUGH OF TOWER HAMLETS

STRATEGIC DEVELOPMENT COMMITTEE

Tuesday 4th March 2010 at 5:30 pm

UPDATE REPORT OF HEAD OF PLANNING AND BUILDING CONTROL

INDEX

Agenda item no	Reference no	Location	Proposal
6.1	PA/09/02584	<p>Ocean Estate and LIFRA Hall site, London, including the 5 following development sites:</p> <p>Land bound by Shandy Street, White Horse Lane, Trafalgar Gardens, Masters Street and Duckett Street, Ocean Estate, London (Site E)</p> <p>Land bound by Dongola Road, Duckett Street, Ben Jonson Road and Harford Street, Ocean Estate, London (Site F)</p> <p>Land at Essian Street, Ocean Estate, London (Feeder Site 2)</p> <p>LIFRA Hall site at the junction with Ben Jonson Road and Carr Street, London (Feeder Site 3)</p> <p>Land at 85 Harford Street, Ocean Estate, London (Feeder Site 4)</p>	<p>Outline Planning Permission for a total of 819 residential dwellings (Class C3) and up to 1300sq.m of built floorspace for flexible non residential uses (Classes A1, A2, A3 & D1) as follows:</p> <p>Site E – The demolition of existing buildings and redevelopment, involving the erection of buildings up to 9 storeys in height, to provide for up to 462 residential dwellings (Class C3) with associated car parking Central Heating Plant (CHP), private and communal amenity spaces, alterations to the existing highway network and landscaping works in connection with the regeneration of the Ocean Estate.</p> <p>Site F – The demolition of existing buildings and redevelopment, involving the erection of buildings up to 7 storeys, to provide for up to 240 residential dwellings (Class C3) and up to 1300sqm of built floorspace for flexible non-residential uses (Classes A1, A2, A3 and D1), with associated car parking Central Heating Plant (CHP), private and communal amenity spaces, alterations to the existing highway network and landscaping works in connection with the regeneration of the Ocean Estate.</p>

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Feeder Site 2 –

The demolition of existing buildings and redevelopment, involving the erection of a building up to 7 storeys, to provide for up to 24 residential dwellings (Class C3), with associated car parking, private and communal amenity spaces, and landscaping works in connection with the regeneration of the Ocean Estate.

Feeder Site 3 –

The demolition of existing buildings and redevelopment, involving the erection of buildings up to 10 storeys, to provide for up to 70 residential dwellings (Class C3), with associated car parking, private and communal amenity spaces and landscaping works in connection with the regeneration of the Ocean Estate.

Feeder Site 4 –

The demolition of two existing buildings and the conversion of one building for the redevelopment, involving the erection of buildings up to 3 storeys, to provide for up to 23 residential dwellings (Class C3), with associated car parking, private and communal amenity spaces and landscaping works in connection with the regeneration of the Ocean Estate.

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6.2	PA/09/02585	<p>Land bound by Shandy Street, White Horse Lane, Trafalgar Gardens, Masters Street and Duckett Street, Ocean Estate, London (Site E)</p> <p>and</p> <p>Land bound by Dongola Road, Duckett Street, Ben Jonson Road and Harford Street, Ocean Estate, London (Site F)</p>	<p>Full Planning Permission for:</p> <p>Site E –</p> <p>The demolition of existing buildings and redevelopment, involving the erection of buildings up to 9 storeys, to provide for 462 residential dwellings (Class C3) with associated car parking Central Heating Plant (CHP), private and communal amenity spaces, alterations to the existing highway network and landscaping works in connection with the regeneration of the Ocean Estate.</p> <p>Site F –</p> <p>The demolition of existing buildings and redevelopment, involving the erection of buildings up to 7 storeys, to provide for 240 residential dwellings (Class C3) and 1300sqm of built floorspace for flexible non-residential uses (Classes A1, A2, A3 and D1), with associated car parking Central Heating Plant (CHP), private and communal amenity spaces, alterations to the existing highway network and landscaping works in connection with the regeneration of the Ocean Estate.</p>
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LONDON BOROUGH OF TOWER HAMLETS

Agenda Item number:	6.1
Reference number:	PA/09/02584
Location:	<p>Ocean Estate and LIFRA Hall site, London, including the 5 following development sites:</p> <p>Land bound by Shandy Street, White Horse Lane, Trafalgar Gardens, Masters Street and Duckett Street, Ocean Estate, London (Site E)</p> <p>Land bound by Dongola Road, Duckett Street, Ben Jonson Road and Harford Street, Ocean Estate, London (Site F)</p> <p>Land at Essian Street, Ocean Estate, London (Feeder Site 2)</p> <p>LIFRA Hall site at the junction with Ben Jonson Road and Carr Street, London (Feeder Site 3)</p> <p>Land at 85 Harford Street, Ocean Estate, London (Feeder Site 4)</p>
Proposal:	<p>Outline Planning Permission for a total of 819 residential dwellings (Class C3) and up to 1300sq.m of built floorspace for flexible non residential uses (Classes A1, A2, A3 & D1) as follows:</p> <p>Site E – The demolition of existing buildings and redevelopment, involving the erection of buildings up to 9 storeys in height, to provide for up to 462 residential dwellings (Class C3) with associated car parking Central Heating Plant (CHP), private and communal amenity spaces, alterations to the existing highway network and landscaping works in connection with the regeneration of the Ocean Estate.</p> <p>Site F – The demolition of existing buildings and redevelopment, involving the erection of buildings up to 7 storeys, to provide for up to 240 residential dwellings (Class C3) and up to 1300sqm of built floorspace for flexible non-residential uses (Classes A1, A2, A3 and D1), with associated car parking Central Heating Plant (CHP), private and communal amenity spaces, alterations to the existing highway network and landscaping works in connection with the regeneration of the Ocean Estate.</p> <p>Feeder Site 2 – The demolition of existing buildings and redevelopment, involving the erection of a building up to 7 storeys, to provide for up to 24 residential dwellings (Class C3), with associated car parking, private and communal amenity spaces, and landscaping works in connection with the regeneration of the</p>

	<p>Ocean Estate.</p> <p>Feeder Site 3 – The demolition of existing buildings and redevelopment, involving the erection of buildings up to 10 storeys, to provide for up to 70 residential dwellings (Class C3), with associated car parking, private and communal amenity spaces and landscaping works in connection with the regeneration of the Ocean Estate.</p> <p>Feeder Site 4 – The demolition of two existing buildings and the conversion of one building for the redevelopment, involving the erection of buildings up to 3 storeys, to provide for up to 23 residential dwellings (Class C3), with associated car parking, private and communal amenity spaces and landscaping works in connection with the regeneration of the Ocean Estate.</p>
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1. ENERGY

- 1.1. Discussions have been ongoing with the applicant regarding the provisions for energy generation within the development. The application proposes two individual CHP units on sites E and F and micro CHP units on the feeder sites. This is considered by energy officers as failing to acceptably meet London Plan policies relating to energy.
- 1.2. Two options have been discussed with the applicant in order to amend the scheme to acceptably meet GLA policies. These are the provision of a single energy centre for sites E and F or linking the two CHP units on E and F together to create a single network.
- 1.3. The applicant has detailed that the phasing of the development would make it unviable to provide a single energy centre.
- 1.4. However, the applicant has agreed to commit to a requirement to link the proposed CHP units on sites E and F.
- 1.5. Linking the two CHP units in one energy network overcomes the phasing issues involved in the creation of one energy centre and also provides greater flexibility to the system, as if one CHP unit is out of service for maintenance, there is the availability of the other CHP unit. Furthermore, the linking of the two sites and forming a network will provide for improved efficiency in future network connections, should they be realised.
- 1.6. It is recommended that a condition is imposed on any planning permission requiring the linking of the CHP units on sites E and F, to provide greater flexibility in the system, in order to acceptably meet London Plan policies.

2. FURTHER REPRESENTATIONS RECEIVED

- 2.1. 25 further letters of representation were received and 5 further petitions have also been received. The total representations received are outlined below:

No of individual responses: 75

- Objecting: 63

- Supporting:1
- Other: 11

No of Petitions: 8

- Objecting: 7
- Supporting:1

2.2. The petitions received have the following number of signatures:

- 112 signatories (objection)
- 358 signatories (objection)
- 982 signatories (objection)
- 425 signatories (objection)
- 49 signatories (objection)
- 24 signatories (objection)
- 18 signatories (objection)
- 19 signatories (support)

2.3. The representations received raise the following additional comments to those reported in the original report:

2.4. The following general issues were raised:

- More rubbish bins needed
- Properties at Rectory Square don't need renovating
- Insufficient community facilities
- Parking problems
- No compensation provided
- Buildings not aesthetically pleasing
- Not enough green space
- Request for good neighbour agreements

2.5. The following issues were raised in relation to the specific development sites only:

Feeder Site 2

- Building would be a visual eyesore
- Plans are incorrect
- Not in accordance with land covenant
- Loss of property values
- Path along canal side not wanted
- Lining footpath with trees not wanted
- Footbridge not wanted

Feeder Site 3

- Overlooking of School
- Providing a supermarket would be beneficial to community

Feeder Site 4

- Loss of Caretakers House

Officer's Comments

- 2.6. Matters related to detailed landscaping, such as rubbish bins and tree planting will be addressed through the submission of a Reserved Matters application for Landscaping.
- 2.7. The Council is proposing to renovate existing dwellings in order to bring them up to Decent Homes Plus Standard. This is proposed to increase the living conditions of the current residents of the estate. Freehold owners wouldn't be required to do any works to their units.
- 2.8. As detailed in the original report the rationalisation of the community facilities in the area has been addressed through a separate community facilities strategy. It is proposed to relocate the existing facilities into an improved facility on the corner of Harford Street and Ben Jonson Road.
- 2.9. The proposed properties would be subject to a car free agreement within the S106 legal agreement. Existing highways parking would be re-provided in accordance with a car parking strategy, secured within the S106 legal agreement.
- 2.10. Compensation payments and good neighbour agreements are not planning considerations.
- 2.11. Details of amenity space and appearance of buildings are addressed in the main report.
- 2.12. Officers have reviewed the plans after receiving comments that they were incorrect and are confident that they are correct representation.
- 2.13. Property Values and land covenants are not a planning consideration.
- 2.14. The plans in the design and access statement showing a canal footway and a new crossing of the canal are related to design constraints only. No new footbridge across the canal is proposed as part of this application.
- 2.15. Details of the external locations of windows has not been provided as this is an outline application only. There are numerous ways in which the building can be designed to avoid or mitigate overlooking of the school.
- 2.16. Feeder site 3 is located outside the neighbourhood centre area and as such it is considered a supermarket on this site would be inappropriate as it would draw away from the existing neighbourhood centre retail provision.
- 2.17. Residential dwellings are proposed on Feeder Site 4. The matter of the re-provision of the School Premises Manager into on of these properties or an alternative is not a planning consideration.

3. FURTHER SPECIALIST CONSULTATIONS RECEIVED

LBTH Town Centre Co-coordinator

- 3.1. It is seen as particularly important that the retail development that takes place in and around Ben Jonson Road is sensitive to the local environment and that it maintains aspects of a traditional shopping parade. For this reason a perimeter block style

configuration reinforcing the existing shop frontage on Ben Jonson Road is supported.

- 3.2 It is recommended that if an anchor store is provided as part of the regeneration of Ocean Estate that this is not significantly in excess of the amount of floor space currently provided for the present multi-purpose convenience store existent with the neighbourhood centre.
- 3.3 It is recommended that any redevelopment of the town centre takes into account the rich diversity of the current retail mix and that this is further built upon and enhanced as part of the wider regeneration of the scheme.

Officer's Comments

- 3.4 It is noted that the Core Strategy 2025 Development Plan Document (Submission Version December 2009) (CS) details that the area is a Neighbourhood Centre. The document defines a Neighbourhood Centre as local shops, convenience store and community/social facilities.
- 3.5 Therefore in order to ensure the retail provision is in accordance with the Neighbourhood Centre designation within the town centre hierarchy, as provided by policy SP01 of the CS, it is recommended an additional condition is imposed on any planning permission restricting the size of the retail units to a maximum area of 200m².

Transport for London (TFL)

- 3.6 TFL have provided additional clarification on the survey date of the use of the 309 bus route and the spare capacity within services at peak times. The information shows that with the additional use of the services the 309 would reach capacity at peak times. TFL have reaffirmed their request for a S106 financial contribution of £270,000 (£90,000 over 3 years) in order to provide an increased frequency of service to mitigate the impact.
- 3.7 TFL have also asked that the wording of the S106 Heads of Terms reflect that the contribution is for bus services along Ben Jonson Road rather than the 309 route as the route number may in future change.

Officer's Comments

- 3.8 Officers are now satisfied with the justification for the financial contribution. £270,000 is confirmed as a financial contribution to TFL within the Heads of Terms for the S106 legal agreement.
- 3.9 Officers also accept the wording change to attribute the contribution to improved bus services along Ben Jonson Road.
- 3.10 It is recommended that S106 legal agreement reflect this change and that the S106 should now provide £270,000 for improved bus services along Ben Jonson Road.

Greater London Authority (GLA)

- 3.11 The GLA have provided updated comments, following the receipt of further information after the publication of their Stage II report. At an officer's level, the GLA now confirm that they support the development in terms of Affordable Housing, Child Playspace, and Transport.

Officer's Comments

- 3.12 GLA officers have not confirmed acceptance of the energy strategy proposed by the applicant. However, officers are confident that the proposals as outlined above, to require by condition the linking of the two CHP plans on Sites E and F will be acceptable in terms of the London Plan Policies.

Primary Care Trust (PCT)

- 3.13 The PCT has provided further representation confirming that it is committed to re-providing the existing GP surgery in Ben Jonson Street as part of a new health facility already built in Harford Street. Patients will not be expected to register with other practices unless they chose to do so. The plans for the facility have taken into account a likely increase in the practice's list size from the current 9,000 to about 12,000 to accommodate additional housing.

4. REPORT CORRECTION

- 4.1 A correction to the recommendation report is required on pages 12 and 52. The Affordable Housing calculation on the basis of units, as is consistent with the body of the report, should be a 26% uplift.

5. RECOMMENDATION

- 5.1 The officer recommendation remains unchanged and planning permission should be GRANTED for the reasons outlined in Section 2 of the main report, save for the inclusion of additional conditions relating to the linking of the CHP energy centres on sites E and F and restriction of the size of retail units to no more than 200m² and the amended wording of the S106 head of terms relating to a financial contribution to TfL and affordable housing, which should now read:

A financial contribution of £270,000 for improved bus services along Ben Jonson Road.

Affordable Housing (26% uplift)

Agenda Item number:	6.2
Reference number:	PA/09/02585
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1. SCHEME CHANGES RELATING TO ENERGY

- 1.1 Discussions have been ongoing with the applicant regarding the provisions for energy generation within the development. The application proposes two individual CHP units on sites E and F and micro CHP units on the feeder sites. This is considered by energy officers as failing to acceptably meet London Plan policies relating to energy.
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- 1.6 It is therefore recommended that an additional Head of Term for the S106 agreement is imposed on any planning permission requiring the linking of the CHP units on sites E and F, to provide greater flexibility in the system, in order to acceptably meet London Plan policies.

2. FURTHER REPRESENTATIONS RECEIVED

- 2.1. 7 further letters of representation were received and 4 further petitions have also been received. The total representations received are outlined below:

No of individual responses: 20

- Objecting: 11
- Supporting:2
- Other: 7

No of Petitions: 6

- Objecting: 5
- Supporting:1

- 2.2. The petitions received have the following number of signatures:

112 signatories (objection)

358 signatories (objection)

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49 signatories (objection)
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- 2.3. The representations received raise the following additional comments to those reported in the original report:
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4. RECOMMENDATION

- 4.1 The officer recommendation remains unchanged and planning permission should be GRANTED for the reasons outlined in Section 2 of the main report, save for the inclusion of an additional condition relating to the restriction of the size of retail units to no more than 200m², an additional Head of term requiring the linking of the CHP energy centres on sites E and F and the amended wording of the S106 head of term relating to a financial contribution to TfL, which should now read:

A financial contribution of £270,000 for improved bus services along Ben Jonson Road.