

Committee: Strategic Development	Date: 8 th December 2011	Classification: Unrestricted	Agenda Item No: 7.1
Report of: Corporate Director of Development and Renewal		Title: Planning Application for Decision	
Case Officer: Amy Thompson		Ref No: PA/11/01426	
		Ward(s): Blackwall and Cubitt Town	

1. APPLICATION DETAILS

NOTE: The application site falls wholly within the planning functions of the London Thames Gateway Development Corporation (LTGDC). London Borough of Tower Hamlets is a statutory consultee on this application. This report therefore provides an officer recommendation which is intended to form the basis for the Borough's observations to LTGDC. The Strategic Development Committee is requested to consider the endorsement of officers views on the application.

Location: Land at Virginia Quay off Newport Avenue, Newport Avenue, London, E14

Existing Use: Car park and landscaping

Proposal: Erection of 12 storey residential building (measuring 42.6m AOD in height) including basement storage/plant area to provide 26 residential dwellings and associated works comprising access, landscaping, car parking and other works

Drawing Nos:

- Drawing nos. 675_PL_GA_099, 675_PL_GA_100, 675_PL_GA_101 C, 675_PL_GA_102 C, 675_PL_GA_103 A, 675_PL_GA_104 A, 675_PL_GA_105 A, 675_PL_GA_106 A, 675_PL_GA_120, 675_PL_GE_121, 675_PL_GE_122, 675_PL_GE_123 and 675_PL_GS_130
- Design and Access Statement (Dated May 2011)
- Impact Statement (Dated May 2011)
- Impact Statement Summary
- Updated Energy Strategy (Dated 19th September 2011)
- Sustainability – Electric Loads (Dated 29th September 2011)
- Response to LBTH Housing comments (Dated 19th September 2011)

Applicant: Cube Developments
Owner: Barratt London, BDW Limited and Hyline Developments Limited
Historic Building: N/A
Conservation Area: N/A

LOCAL GOVERNMENT ACT 2000 (Section 97)
LIST OF BACKGROUND PAPERS USED IN THE DRAFTING OF THIS REPORT

Brief Description of background papers:	Tick if copy supplied for register	Telephone no. of holder:
Application, plans, adopted UDP (as saved). IPG, LDF Core Strategy and London Plan		020 7364 5009

2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

2.1 LBTH has reviewed the application and taken into account all relevant policies and considerations in assessing the proposed scheme for the erection of a 12 storey residential building (measuring 42.6m AOD in height), including basement storage/plant area, to provide 26 residential dwellings and associated works, comprising access, landscaping, car parking and other works. In summary:

- The principle of a residential scheme is considered to be appropriate and in accordance with London Plan (2011) policy 3.3, which sets out targets for each Borough and requires Local Authorities to seek the maximum provision of additional housing possible. The proposal is also in accordance with policy SP02 of the Core Strategy (2010) which seeks to deliver new housing and the creation of sustainable places and policy HSG1 of the Council's Interim Planning Guidance (2007) which seeks to ensure the use of land is appropriately optimised
- The proposal provides an acceptable amount of affordable housing and mix of units. As such, the proposal is in line with Policy 3.11 of the London Plan (2011) and policy SP02 of the Core Strategy Development Plan Document (2010) which seek to ensure that new developments offer a range of housing choices and appropriate affordable housing contributions

2.2 The Council has no objections in principle to the proposals to erect a residential development of 12 storeys on the site, subject to LTGDC officers appropriately addressing the following matters of concern that officers have identified:

- Inclusivity and the lack of access for affordable unit occupiers to the roof terrace amenity area
- Confirmation of adequate daylight and sunlight received within the proposed units
- Confirmation of agreement with Virginia Quay owners for residents of the proposed development to use the play area within the Virginia Quay Development
- The provision of a shadowing diagram to clarify impact upon Wingfield Court and surrounding properties

2.3 The following matters also fail to meet policy and where possible should be addressed:

- The mix of housing fails to provide sufficient family housing within the private tenure
- The unit sizes of some of the 1 bedroom 2 person units fail to meet minimum requirements and therefore provide poor internal amenity.

3. RECOMMENDATION

3.1 That the Committee resolve to **ratify officers views on** the application for the reasons set out above, subject to the amendments sought and the matters below.

A. The prior completion of a **legal agreement**, to secure the following:

Financial Contributions

LTGDC have a tariff approach to the financial contributions required to provide infrastructure and mitigation for the impacts of the development. LBTH accept this approach and does not consider that there are any additional financial contributions required.

Non-Financial Contributions

LBTH would seek to ensure that the affordable housing provision is secured through the use of the S106 legal agreement as a planning obligation. As discussed previously, it is

also considered that a target rent level is secured in accordance with LBTH's POD research in order to ensure that the affordable housing rent level is affordable to the borough's residents.

Other non-financial contributions should be sort as follows:

- Restriction for all new units on obtaining a Council Parking Permit to park on the highway
- Employment Initiatives to use reasonable endeavours to employ local people during the construction and end user phases of the development.
- Electricity Energy Strategy for the development.

3.2 If LTGDC are minded to approve the application, it is recommended that this is subject to a number of conditions relating to:

Conditions

- 3.3
- 1) 3 year time limit
 - 2) Development to be built in accordance with approved plans
 - 3) Plant noise levels to be 10dB below background levels at residential properties
 - 4) Submission and approval of Construction Management Plan
 - 5) Cycle storage to be installed prior to occupation and retained for the lifetime of development
 - 6) Submission and approval of landscaping details and management plan
 - 7) Development built and retained in accordance with lifetime homes standards
 - 8) Submission and approval of Secured by Design details
 - 9) Waste storage to be installed prior to occupation and retained for the lifetime of development
 - 10) Submission and approval of Black Redstart survey and incorporation of appropriate habitat measures
 - 11) Submission and approval of rainwater harvesting tank and system, requiring installation prior to occupation and retention for the lifetime of the development
 - 12) Low flow water devices to be installed and retained for the lifetime of development
 - 13) Oil/petrol filters to be installed in drainage off vehicle parking areas
 - 14) Submission and approval of CHP air pollution abatement technology, requiring insulation prior to operation and retention for the lifetime of the development
 - 15) Submission and approval of site waste and service management plan
 - 16) Submission and approval of details of land contamination, including if relevant details for remediation and verification
 - 17) A scheme showing a disabled parking space shown on Drawing 675_PL_GA_101c shall be submitted be provided and retained for the exclusive use of blue badge holders
 - 18) Any other planning condition(s) considered necessary by the Corporate Director Development & Renewal.

4. PROPOSAL AND LOCATION DETAILS

Background

- 4.1 This request for observations was originally dealt with under delegated authority as officers considered that the application did not raise matters that were of especially wide borough significance as required under the Part 3 of the Councils constitution. A copy of the officers original response is appended to this report at Appendix A.
- 4.2 Following a public meeting held on the 17th November 2011 at the request of Members and surrounding residents, a number of matters were discussed including the decision not to refer the matter to the Strategic Development Committee. The Head of Planning and Building Control has now reviewed the position, and whilst officers consider the decision not to refer

the matter was lawfully sound, given the level of public interest, and in the interests of transparency, officers have decided to now take the matter to committee for open discussion amongst Members

- 4.3 The London Thames Gateway Development Corporation have agreed to defer making a decision on the application and the matter will now go to their January 2012 committee. This report had been drafted to include a summary the views of residents so that Members are fully conversant with the concerns raised by residents when deciding whether or not to ratify the recommendation. The actual responses will be made available at the committee.

Proposal

- 4.1 The application proposes the erection of a 12-storey building containing 26 residential units, together with a basement, landscaping and car parking at street level.

Site and Surroundings

- 4.2 The application site comprises 0.08 ha, located on the North bank of the River Thames, opposite the O2 Arena, in the London Borough of Tower Hamlets and the London Thames Gateway Development Corporation. The site comprises a car park and landscaping area of the Virginia Quay residential development. The site currently provides 6 car parking spaces and planted areas of landscaping on the fringes of the car park area.
- 4.3 Immediately to the east of the site lies a tree line-lined hard landscaped open space area, associated with the Virginia Quay development, with the Greenwich Meridian running through its centre. Existing residential buildings sit to the north and east of the site.
- 4.4 The Virginia Quay development currently consists of essentially residential use, with buildings up to 12 storeys in height.
- 4.5 To the west of the site is an open area of landscaping and a car park called Blackwell Yard. Further to the west is the Reuters technical centre.
- 4.6 The site is approximately 100m from the East India Dock Docklands Light Railway (DLR) station. The 277 bus route currently stops on Clove Crescent and Saffron Avenue to the North of Aspen Way. A future amendment to the route proposes that the route pass along Blackwall Way.
- 4.7 The subject site is identified as a Flood Protection Area, a Strategic Riverside Walkway and an Area of Archaeological Importance.

Planning History

- 4.8 The following planning decisions are relevant to the application:

PA/97/91058 Use of land for residential (C3) accommodation (up to 700 units) educational (T97/167 purposes (D1) and retail/financial & professional/public house/restaurant L.D.D.C) (A1/A2/A3) uses to a maximum of 750sqm floor space; riverside walkway, landscaping, car parking including vehicular access from Leamouth Road, including details of Phase 1 (residential; 216 units) and Phase 2 (residential; 118 units and restaurant). Granted Planning Permission 04/12/1997

PA/06/01734 Conversion of an existing vacant A3 unit into six residential units with private terraces including the replacement of temporary hoarding with permanent external walls. Granted Planning Permission 27/04/2007

5. POLICY FRAMEWORK

- 5.1 The subject site lies within the boundary of the London Thames Gateway Development Corporation (LTGDC). Under Section 4 of The London Thames Gateway Development Corporation (Planning Functions) Order 2005, the LTGDC is the local planning authority for the planning functions area for the purposes of Part 3 of the Town and Country Planning Act 1990. As such, the London Borough of Tower Hamlets is only able to provide observations to the LTGDC and is not the decision making authority for this planning application.
- 5.2 The purpose of this report is therefore to outline the assessment the planning application in terms of the London Borough of Tower Hamlets' planning policies and provide a basis for observations to LTGDC.

The following policy documents are relevant to the assessment of this application:

- Government Planning Policy Guidance/Statements
- The London Plan Spatial Development Strategy for Greater London (July 2011)
- Core Strategy 2025 Development Plan Document (September 2010)
- Unitary Development Plan 1998 (as saved September 2007)
- Interim Planning Guidance for the purposes of Development Control (October 2007)
- Supplementary Planning Guidance/Documents
- Community Plan – One Tower Hamlets

6. CONSULTATION RESPONSE

- 6.1 The views of officers within the Directorate of Development and Renewal are expressed in the MATERIAL PLANNING CONSIDERATIONS section below. The following were consulted regarding the application:

LBTH Accessibility Officer

- 6.2 No comments received.

LBTH Communities, Localities and Culture

- 6.3 No objections. The following financial contributions are requested:
- £6,804 towards Idea Stores;
 - £24,116 towards Leisure Facilities; and
 - £43,330 towards Open Space

(OFFICER COMMENT: The LTGDC operate a tariff approach to s106 obligations, however are urged to take the above into account)

LBTH Crime Prevention Officer

- 6.4 The scheme should use Secure By Design standards.

LBTH Education

- 6.5 No comments received.

LBTH Energy Efficiency

- 6.6 Energy Comments

1. The applicant has broadly followed the requirements of Policy 5.2 of the London Plan 2011 and the proposals aim to reduce regulated carbon emissions by 25%.
2. Energy Baseline – A Sustainability Statement has been submitted along with the planning application. This states that SAP calculations have been undertaken, however these have not been provided. The applicant should submit the SAP sheets

to show the TER and DER of the proposed development to verify the anticipated CO2 reductions of 25%.

3. Be Lean – The scheme has been designed in accordance with Policy 5.3 in seeking to minimise energy use through passive design measures including:
 - i) Air tightness – maximum air permeability of 5m³/h/m²;
 - ii) Improved U-values – Walls at 0.20 W/m²K, Windows at 1.6 W/m²K, Roof at 0.16W/m²K, Floor at 1.8 W/m²K; and
 - iii) Low energy lighting (75% of all light fittings).
4. Energy efficiency measures are anticipated to result in total site carbon savings of approximately 6%.
5. Be Clean – The development proposes the installation of a micro CHP system to serve all units within the proposed development. The proposed is a 5.5kWe unit.
6. Be Green – The development proposals do not incorporate any renewable energy technologies. Policy SP11 of the Tower Hamlets Core Strategy requires all new development to reduce CO2 emissions through on-site renewable energy provisions. The applicant should seek to incorporate renewable energy technologies where appropriate to ensure compliance with Policy SP11.

Sustainability Comments

Sustainability: The submitted information details a commitment of the scheme to achieve a Code Level 4 rating. This is considered appropriate for the scheme and can be secured through an appropriate Condition.

Further Information

The applicant is requested to provide further information with regard to renewable energy technologies, in particular Photovoltaics as these are considered a complimentary technology to the proposed CHP

(OFFICER COMMENT: Additional information has since been provided by the applicant. Energy and sustainability is discussed below within the main body of the report)

LBTH Environmental Health

- 6.7 No objections raised.

LBTH Housing

- 6.8
- The affordable housing offer of 35% (by habitable room) is acceptable;
 - The split of affordable tenures is acceptable at 79% social rent and 21% intermediate;
 - 60% of the social rented units are family sized which is acceptable;
 - Clarification sought with regard to wheelchair access

(OFFICER COMMENT: Additional information has since been provided by the applicant. These matters are addressed below within the main body of the report)

LBTH Transportation & Highways

- 6.9 No objections:
- The proposed level of car parking is acceptable;
 - The provision of one disabled car parking space for the development and the retention of 6 parking spaces for the proposed development is welcomed;
 - The provision of 29 cycle stands is welcomed, the specification should be secured via condition; and
 - A Construction Management Plan should be secured by condition

(OFFICER COMMENT: Conditions have been recommended to this effect)

LBTH Waste Policy & Development

6.10 No objections: bin store dimensions and capacity are adequate, as is the recycling provision

Environment Agency (Statutory Consultee)

6.11 No objection subject to the imposition of four conditions, as follows:

1. Submission of risk assessment and site investigation;
2. Submission of a verification report;
3. Submission of a remediation strategy if contamination is found; and
4. No infiltration of surface water drainage

(OFFICER COMMENT: Conditions have been recommended to this effect)

Greater London Authority (Statutory Consultee)

6.12 The principle of this residential development is acceptable, and in accordance with London Plan policy 3.3 and Lowe Lee Valley Opportunity Area Planning Framework guidance. The following matters require addressing:

- Further information is requested with relation to housing mix and tenure, together with verification of the applicant's financial appraisal to demonstrate that the affordable housing level is the maximum reasonable amount;
- Further information is required in relation to how the scheme demonstrates best practice in residential design quality;
- Further detail regarding the ground floor internal arrangement and amenity space;
- More information upon the size and quality of the on-site child playspace provision;
- Further information is required as to how the scheme would meet Lifetime Homes standard and how the wheelchair accessible units meet the Mayor's Best Practice Guidance;
- Further information required in relation to the CHP plantroom and the use of PV;
- Further information regarding cycle parking and assessment of walking routes

(OFFICER COMMENT: The applicant has since responded to the above issues, as detailed within the main body of the report, below)

London City Airport (Statutory Consultee)

6.13 No safeguarding objection raised. Any cranes or scaffolding above the final height of the building should be consulted upon London City Airport

(OFFICER COMMENT: Should planning permission be granted, LTGDC are recommended to attach an informative to this effect)

London Fire and Emergency Planning Authority (Statutory Consultee)

6.14 No comments received.

Transport for London (Statutory Consultee)

6.15 No objections in principle, however further information is required with regard to cycle parking. Conditions should be attached requesting the submission of a Travel Plan and Delivery and Servicing Plan.

(OFFICER COMMENT: The applicant has since responded to these requests and do not

consider that the submission of a Delivery and Service Plan or a Travel Plan is appropriate to this development)

London Borough of Greenwich

6.16 No objections raised.

Thames Water

6.17 No objection subject to an informative with regard to minimum water pressure provision.

(OFFICER COMMENT: LTGDC are recommended to attach this informative, should planning permission be granted)

Tower Hamlets Primary Care Trust

6.18 No comments received.

7. LOCAL REPRESENTATION

7.1 A total of 372 neighbouring properties within the area shown on the map appended to this report were notified about the application and invited to comment. The application has also been publicised in East End Life and on site. The number of representations received from neighbours and local groups in response to notification and publicity of the application were as follows:

No of individual responses: 69 Objecting: 68 Supporting: 0
No of petitions received: 1 objecting containing 339 signatories

7.2 The following groups or societies have made representations upon the application:

- Virginia Quay Residents Forum

7.3 The following issues were raised in representations that are material to the determination of the application, and they are addressed in the next section of this report:

Design

- The development is taller than the surrounding townscape and out of keeping with the character and nature of the Virginia Quay development
- The proposal would sit over the Prime Meridian – an important landmark
- The proposal should incorporate tree planting
- The proposal development is inaccessible to those with restricted mobility and sensory impairment
- The proposal would increase the risk of anti-social behaviour
- The proposed use of a dark brick and green cladding is out of keeping with the materials used in the adjacent Virginia Quay development

Land Use

- The development would add additional unwelcome density to Virginia Quay
- The proposed development has a density in excess of development plan policy standards
- The proposal would result in a loss of public open space
- The existing area of open space is the only one with direct views of the River Thames

Amenity

- The proposal would detriment the quality of life of surrounding residents by way of a loss of light and privacy
- The proposal would exacerbate existing poor daylight and sunlight conditions for neighbouring residents
- A number of the proposed units are substandard in terms of floorspace
- The existing nearby child play space is already heavily used
- The proposal would give rise to anti social behaviour on the rooftop amenity space
- The proposal would give rise to adverse microclimate conditions, particularly wind tunnel effects
- Air quality would be detrimentally impacted
- The area suffers from a lack of green space, which this proposal would exacerbate
- There will be amenity impacts during construction, namely noise, dust, run-off, plant storage requirements and vehicular traffic
- The proposal would give rise to a sense of enclosure and overshadowing upon adjacent residents

Transportation and Highways

- The development would give rise to further traffic (particularly during construction), increasing the risk of accidents
- The proposal would result in the loss of parking, thereby increasing the amount of unauthorised parking on the estate, which often results in hostility
- Public transport serving the area is already overburdened
- The proposal does not provide for servicing, taxi drop off or delivery access
- The site has a low PTAL rating which precludes such high density development
- The proposal would lead to a loss of parking space for existing residents.

7.4 The following issues were raised in representations, but they are not considered to be material planning considerations:

- The proposal sets an unacceptable precedent
- The proposal blocks views of the River Thames
- The proposal would affect the value of adjacent properties
- The proposed balconies overhang land outside of the applicant's ownership (at the time of writing, the applicant is providing a revised red-line boundary plan)

7.5 The following procedural issues were raised in representations, and are addressed below:

- There have been a number of procedural matters raised in relation to the determination of this application. LTGDC have responded to these under separate cover.
- Land ownership issues arose during the course of the application, with particular regard to access over the application site to car parking within Wingfield Court. A revised plan has since been submitted, which would ensure access remains.

8. MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the committee must consider are:

1. Land Use
2. Housing
3. Amenity
4. Highways & Transportation
5. Design & Layout
6. Environmental Sustainability
7. Planning Obligations

Land Use

Loss of Car Parking and Landscaping

- 8.2 The subject site is currently occupied by an area of car parking. There are no planning policies that protect the provision of parking, other than requirements for developments to provide disabled parking. Subject to the proposed condition above, the parking spaces to be lost will not result in the loss of any allocated disabled parking spaces.
- 8.3 Policy 6.13 of the London Plan, policy SP09 of the Core Strategy and policy DEV 19 of the UDP, seek to restrict parking to minimum levels in order to reduce traffic congestion and maximise the use of sustainable transport modes. Restriction of parking is considered to be a mechanism to reduce the level of private vehicle use and thus improve conditions for cycling and pedestrians. Less private vehicle use and more reliance on sustainable transport modes also serves to improve the environmental conditions, including reduction in the emission of air pollutants and reduction in noise pollution.
- 8.4 While policies seek to require landscaping, biodiversity and contact with nature, the landscaping lost is of minimal value and not statutorily protected under adopted or emerging planning policies. The development seeks to mitigate the lost soft landscaping and its ecological benefits through the provision of living roofs.

Principle of Residential Development

- 8.5 The provision of additional housing is supported at the national, regional and local level. PPS3 states that “A flexible, responsive supply of land – managed in a way that makes efficient and effective use of land, including re-use of previously-developed land, where appropriate.” should be applied to the provision of housing. Within the London Plan policy 3.3 sets out targets for each Borough and requires Local Authorities to seek the maximum provision of additional housing possible. At the local level this is supported by policy SP02 of the Core Strategy.
- 8.6 Given the site is located outside a town centre and within an area dominated by other residential properties, the inclusion of residential units within the redevelopment proposal is considered acceptable and would contribute to the provision of additional housing within the Borough, in accordance with policy 3.3 of the London Plan and policy SP02 of the Core Strategy.
- 8.7 Council policy requires provision of affordable housing once a scheme exceeds 10 or more units, as noted in policy SP02 of the Core Strategy and policy HSG3 of the IPG. Therefore, given the scheme provides 26 residential units, these policies are triggered and further regard will be given to this matter below.

Housing

Density of Development

- 8.8 Policy 3.4 of the London Plan sets out a requirement to optimise housing potential. The policy sets out a matrix for appropriate housing densities given their location, character and accessibility to public transport. Given that the site is set within an urban London location with a Public Transport Accessibility Level (PTAL) of 2 (poor), policy 3.4 seeks a density of between 200-450 habitable rooms per hectare for the application site. This is supported by policy SP02 of the Core Strategy, which states that the Council will ensure new developments optimise the use of land and that the distribution and density levels of housing will correspond to transport accessibility levels and the wider accessibility of the location.
- 8.9 Policy HSG1 of the IPG seeks to take account of the density matrix provided in Planning

Standard 4: Tower Hamlets Density Matrix. This seeks a density of between 200-450 habitable rooms per hectare for the site. Policy HSG1 also requires account to be taken of, amongst other matters, the local context and character, the need to protect and enhance amenity and the provision of other non-residential uses on site.

- 8.10 The density of the proposed housing within the development will be 987.5 habitable rooms per hectare. This would exceed the density matrix in policy 3.4 of the London Plan and that provided in Planning Standard 4: Tower Hamlets Density Matrix, which policy HSG1 of the IPG seeks to take account of.
- 8.11 While the density is significantly in excess of the matrix levels, it is considered that the development does not exhibit traits of overdevelopment and would sit comfortably within the context. As discussed further below, matters such as sunlight and daylight, servicing, amenity space and living conditions of neighbouring residents are considered acceptable.
- 8.12 Taking account of all of the matters in HSG1, including the expected density range provided by Planning Standard 4: Tower Hamlets Density Matrix, it is considered that the density would be acceptable in terms of policy HSG1 of the IPG. It is therefore considered that the density of the development would be acceptable in terms of policy 3.4 of the London Plan, policy SP02 of the Core Strategy and policy HSG1 of the IPG.

Housing Mix

- 8.13 Policy SP02 of the Core Strategy requires an overall target of 30% of all new housing to be of a suitable size for families (3 bedrooms or more). This is in accordance with saved policy HSG7 of the UDP, which expects a mix of unit sizes including a proportion of dwellings with between 3 and 6 bedrooms, and policy HSG2 of the IPG which requires a minimum 25% of market housing to comprise of 3 or more bedrooms.
- 8.14 The applicant is seeking to provide mix of dwelling sizes as outlined in Table 1 below:

		Affordable Housing				Market Housing	
		Social Rented		Intermediate		Private Sale	
Unit size	Total units	Units	%	Units	%	Units	%
Studio	0	0	0	0	0	0	0
1 bed	9	0	0	0	0	9	47.4
2 bed	12	2	40	2	100	8	42.1
3 bed	4	2	60	0	0	2	10.5
4 bed	1	1		0		0	
5 bed	0	0		0		0	
Total	26	5	100	2	100	19	100

Table 1 – Housing Mix

- 8.15 The applicant is proposing a mix of housing sizes that results in a large percentage of 1 and 2 bedroom units. Within the social rented portion of the affordable housing there is a significant percentage within the family 3-5 bedroom units. Overall only 19% of the units are family housing, with only 10.5% of the private housing large enough to be considered family housing. The provision of family housing would therefore fail to meet the requirements of policy SP02 of the Core Strategy, saved policy HSG7 of the UDP and policy HSG2 of the IPG.

Affordable Housing

- 8.16 Policy 3.11 of the London Plan 2011 states that policies should set an overall target for the amount of affordable housing provision over the plan period in their area, based on an assessment of all housing needs and a realistic assessment of supply. It also states that boroughs should take account of regional and local assessments of need, the Mayor of London's strategic target for affordable housing provision that 50% of provision should be affordable and, within that, the London-wide objective of 60% social housing and 40% intermediate.
- 8.17 This policy is supported by policy SP02 of the CS which states that the Council will seek to achieve a 35% - 50% affordable housing target across the Borough, with a minimum of 35% affordable housing provision being sought on all development of more than 10 housing units. Policy SP02 of the CS seeks a tenure split of 70% social rent to 30% intermediate.
- 8.18 The affordable housing provision for the development is 35.44% by habitable room, which represents a total of 7 affordable units over the various unit sizes. While not meeting the London Plan target of 50%, the development exceeds the minimum 35% required by the policy SP02 of the CS.
- 8.19 The tenure split provided by the development is 71% social rent to 29% intermediate. Again, while this falls short of the London-wide tender split objective of the London Plan, it generally accords to the tenure split required by policy SP02 of the CS.
- 8.20 At a local level the provision of affordable housing and tenure split is considered acceptable and would accord with policy SP02 of the CS. While the quantum and tenure split fail to accord to London-wide targets set by the London Plan, it is considered that these are overall London-wide targets and the relatively small scale of units involved in this application is not considered to be detrimental to the achievement of these targets London-wide over all developments.

Affordable Housing Rent Model

- 8.21 Under the new national planning policy statement, PPS3, issued in June 2011, the definition of affordable housing has changed and now include social rented, a new product called affordable rented and intermediate housing.
- 8.22 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.*
- 8.23 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.*
- 8.24 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.*

- 8.25 Policy SP02 requires developments to provide 35% affordable housing (subject to viability), and a split of 70:30 between the tenures. The Council has not had the opportunity to reconsider or vary this policy in light of the new definitions in PPS3 at this stage but the change in national policy is a material consideration. The indication from housing officers is that they generally favour retaining the current split of 70% social rent and 30% intermediate tenures. This is because the new affordable rent levels, if taken up to the maximum level of 80% of market rent have been shown to be unaffordable to local applicants.
- 8.26 Tower Hamlets has commissioned a housing consultancy called the Pod Partnership to research market rent levels in different areas of the borough and to carry out affordability analyses. Pod established that 80% of average market rent in the E14 area was £239 for one beds, £319 for two beds, £447 for three beds and £387 for four beds units. The affordability analyses for all areas of the boroughs led to the conclusion that rents would only be affordable to local people if they were kept at or below 65% of market rent for one beds, 55% for two beds and 50% for three beds and larger properties.
- 8.27 These adjusted percentage levels for the E14 area would be £194 for one beds, £219 for two beds, £279 for three beds and £242 for 4 bed units. The affordable rents proposed by this applicant is at £187.50 for a two bedroom home, £275 for a three bedroom home and £300 for a 4 bedroom Wheelchair home. This is below the affordable rent levels of 80% of the market rate. The 2 bed units are below our affordability tolerances as is the 3 bedroom units, however the rent on the 4 bed property is above our tolerances and therefore not deemed affordable.
- 8.28 The Council does not support the rents on the 3 bed units and would seek to ensure that rent levels remain locally affordable with a restriction placed in the s106 agreement setting a maximum monetary level that can be charged for each size unit. It is suggested that this would be able to rise year on year by the Retail Price Index (RPI) + 0.5%.

Amenity of Adjoining Occupiers and the Surrounding Area

Daylight and Sunlight

- 8.29 Policy SP10 of the Core Strategy, saved policy DEV2 of the UDP and policy DEV1 of the IPG seek to protect the amenity of surrounding existing and future residents, as well as the amenity of the surrounding public realm, including sunlight and daylight.
- 8.30 The applicant has provided a Daylight and Sunlight Report in support of their application, outlining the daylight and sunlight received by the buildings adjacent the development site, including the consented scheme to the west on the Blackwall Yard site. It has assessed the impact on the daylight and sunlight levels against the latest guidance provided in the "Site layout planning for daylight and sunlight: A good guide to practice" by P Littlefair (2011) providing the results of the effect on daylight in terms of the tests use in the BRE guidelines.
- 8.31 The daylight and sunlight report shows that there is a loss of daylight to some of the neighbouring residential buildings. However, levels are not significant, given the urban context. The retained level of daylight Average Daylight Factor is considered to be sufficiently close to the BRE Guidelines as to be acceptable.
- 8.32 Likewise, in relation to sunlight, the majority of windows within surrounding developments will meet the BRE Guidelines and those which do not will be sufficiently close to be considered acceptable on balance.
- 8.33 It is therefore considered that the proposed development would accord with policy SP10 of the Core Strategy, saved policy DEV2 of the UDP and policy DEV1 of the IPG, in terms of daylight and sunlight.

Privacy

- 8.34 By seeking to protect the amenity of surrounding existing and future residents, policy SP10 of the Core Strategy, saved policy DEV2 of the UDP and policy DEV1 of the IPG also seek to protect neighbouring occupiers from the effects of overlooking from new developments and reduction in terms of privacy.
- 8.35 The proposed development is separated a minimum distance of 15.8m from Wingfield Court and a minimum distance of 24m from Studley Court. No windows to habitable rooms within the proposed development face directly towards Wingfield Court. Therefore there is no direct overlooking from window to window. The windows looking to the east towards Studley Court would be separated from habitable windows of the residential properties in Studley Court by a distance greater than 18m, which is the distance that the Council's UDP states reduces inter-visibility to a degree acceptable to most people.
- 8.36 On the north side of the fourth floor of the development is a roof terrace. The roof terrace would be set back 1.3m from the north façade of the development and would, at the closest point, be a minimum of 17m from the closest habitable window within Wingfield Court. This would have an impact on the privacy of units on the levels around the 4th floor level, but given that the acceptable 18m distance is only breached in the corner of the roof terrace, the level of impact on privacy is not considered significant.
- 8.37 It is therefore considered that the proposed development would not result in any unacceptable impacts in terms of overlooking or privacy and would accord with policy SP10 of the Core Strategy, saved policy DEV2 of the UDP and policy DEV1 of the IPG, in terms of overlooking and privacy.

Outlook

- 8.38 When considering amenity, the outlook from developments must also be considered. Policy SP10 of the Core Strategy, saved policy DEV2 of the UDP and policy DEV1 of the IPG also seek to control development in terms of unacceptably restricting outlook from an existing development. It must be noted that "outlook" is different from a "view" and that policy SP10 of the Core Strategy, saved policy DEV2 of the UDP and policy DEV1 of the IPG do not seek to protect private views from residences.
- 8.39 Given the separation distances of the proposed building from the existing developments, the proposed development not considered to impact significantly on the outlook of the existing developments and would be in accordance with policy SP10 of the Core Strategy, saved policy DEV2 of the UDP and policy DEV1 of the IPG, in term of protecting outlook from existing developments.

Wind Microclimate

- 8.40 Planning guidance contained within the London Plan 2010 places great importance on the creation and maintenance of a high quality environment for London. Policy 7.7 of the London Plan 2008, requires that tall buildings should not affect their surroundings adversely in terms of microclimate and wind turbulence.
- 8.41 Wind microclimate is therefore an important factor in achieving the desired planning policy objective. Policy DEV1 of the IPG also identifies microclimate as an important issue stating that:

"Development is required to protect, and where possible seek to improve, the amenity of surrounding and existing and future residents and building occupants as well as the amenity of the surrounding public realm. To ensure the protection of

amenity, development should: ...not adversely affect the surrounding microclimate.”

- 8.42 The applicant has provided a wind micro-climate assessment detailing the wind micro-climate around the proposed building. The report concludes that the conditions around the proposed development are likely to be similar to the existing, in the ‘standing’ or ‘strolling’ range, in terms of the Lawson Comfort Criteria.
- 8.43 The conclusion also states, taking into the grouping effect with the consented Blackwell Yard scheme, the proposed development is likely to have a positive impact off-site on the east side and non-significant elsewhere.
- 8.44 It is therefore considered that the development would not create significant adverse wind micro-climate conditions for adjacent areas and would be acceptable in terms policies 7.6 and 7.7 of the London Plan, policy SP10 of the Core Strategy, saved policy DEV2 of the UDP and policy DEV1 of the IPG, in relation to wind micro-climate.

Noise and Vibration

- 8.45 In protecting the amenity of the surrounding area policy SP03 of the CS, policies DEV2 and DEV 50 of the UDP and policy DEV1 and DEV 10 of the IPG also require the noise and vibration nuisance from a development to be minimised.
- 8.46 The application makes no reference to any plant associated with the development and therefore provides no specific details of any proposed noise and vibration levels. While it is unlikely that the proposed C3 uses would require the installation of significant plant equipment, it is considered that a condition of consent could ensure that details of noise and vibration impacts of any proposed plant or ventilations systems would be submitted to the Local Planning Authority for approval prior to installation. This would ensure that any acoustic attenuation required would be installed to mitigate the impact on the adjoining occupiers and surrounding area.
- 8.47 As such it is considered that the with the recommended condition of consent imposed the proposed development would accord with policy SP03 of the CS, policies DEV2 and DEV 50 of the UDP and policy DEV1 and DEV 10 of the IPG and not adversely impact on adjacent properties in terms of noise and vibration.

Construction

- 8.48 It is acknowledged that the proposed development would result in some disruption to the amenity of the area and highway network due to the construction effects of the proposed development, however these will be temporary in nature.
- 8.49 Demolition and construction is already controlled by requirements to adhere to numerous other legislative standards, such as Building Act 1984, Environmental Protection Act (EPA) 1990, Environment Act 1995 and Air Quality Regulations 2000 and Health and Safety at Work Act 1974. However, PPS23 makes provision for the inclusion of conditions of consent to mitigate effects of construction.
- 8.50 It is therefore recommended that if approved a condition of consent is included, which would require the submission of a Construction Management Plan in order to ensure that the best practice examples are followed to avoid, remedy and mitigate the effects of construction.

Highways & Transportation

Trip Generation

- 8.51 Policies 6.1 and 6.3 of the London Plan, policy SP09 of the Core Strategy, policy T16 of the UDP and policy DEV17 of the IPG seek to restrain unnecessary motor-vehicle trip generation, integrate development with transport capacity and promote sustainable transport and the use of public transport systems.
- 8.52 The subject site is located within an area where the Public Transport Accessibility Level (PTAL) of 2 indicates limited access to public transport. However, the East India Dock DLR is located approximately 110m from the site. This will mean that the DLR, which connects to major shopping and service centres at Stratford, Canary Wharf and the City, is easily accessible to future occupiers and that the development would be appropriately situated to encourage occupiers and visitors to use the public transport, rather than less sustainable modes of transport, such as private cars.
- 8.53 The development creates 26 additional C3 residential units, which would not result in a significant impact in terms of peak time trip generation. The applicant's Transport Assessment shows that there is sufficient capacity on the DLR network to accommodate the expected increase in use requirement.
- 8.54 It is therefore considered that the development is appropriately serviced by public transport and the scale of development and proposed use is appropriate for the transport capacity of the area. The development is considered to accord with policies 6.1 and 6.3 of the London Plan, policy SP09 of the Core Strategy, policy T16 of the UDP and policy DEV17 of the IPG in terms of integrating development with transport capacity.

Vehicle Parking

- 8.55 Policies 6.1, 6.11 and 6.13 of the London Plan seek to reduce traffic congestion and vehicle use by minimising vehicle parking within developments and promoting use of public transport. This is supported by policy SP09 of the Core Strategy and policy DEV19 of the IPG.
- 8.56 The application site is currently a car park. 6 of the spaces on the site are not controlled by the applicant. In order to re-provide a majority of these spaces the development provides 5 car parking spaces. However a space is lost so that a disabled parking space is provided for the development.
- 8.57 Parking Standards provided in the London Plan and the IPG both set out maximum standards, encouraging minimal parking to be provided, if any. The only exception to this is parking for Blue Badge holders (disabled parking). Both the London Plan and the IPG parking standards require 1 disabled parking bay to be provided.
- 8.58 In order to minimise the use of private motor vehicles, reduce motor vehicle traffic, prevent increased stress on the permit parking bays and promote sustainable transport use, it is considered that the future occupants should be prevented from obtaining parking permits for on-street parking. In order to achieve this, it is recommended within the S106 there is a clause restricting the issuing of parking permits to the future occupiers be imposed on any approval.
- 8.59 With the imposition of a clause in the S106 restricting the issuing of on street parking permits and that there is no parking, other than 1 disabled parking space, provided onsite, it is considered that the development would appropriately reduce traffic congestion and vehicle use by minimising vehicle parking within developments and promote the use of public transport and would accord with policies 6.1, 6.11 and 6.13 of the London Plan, policy SP09 of the Core Strategy and policy DEV19 of the IPG.

Cycle Parking and Facilities

- 8.60 Policy 6.9 of the London Plan, policy SP09 of the Core Strategy and policy DEV16 of the IPG seek to provide better facilities and a safer environment for cyclists.
- 8.61 The proposals within the development aim to provide provision for 1 cycle space per unit. These will be provided in dedicated storage areas within the core of the development block. They are therefore only accessible to residents. A further 3 cycle spaces or 10% is provided at to the east of the building, for the purpose of visitors' cycle storage.
- 8.62 This provision is in accordance with Council's standards and therefore considered to provide adequate cycle storage. A condition of consent is recommended to ensure the cycle storage is retained within the development for the lifetime of the use.
- 8.63 Given that the development provides adequate cycle storage provision, it is considered that the development would be acceptable in terms of policy 6.9 of the London Plan, policy SP09 of the Core Strategy and policy DEV16 of the IPG.

Delivery and Servicing

- 8.64 Policies 6.1, 6.11 and 6.14 of the London Plan, policies SP08 and SP09 of the Core Strategy, policies T16 and T26 of the UDP and policy DEV17 of the IPG seek to minimise the impacts on the highway network and promote efficient and sustainable arrangements for deliveries and servicing.
- 8.65 The site is located off Newport Avenue, a privately owned and maintained road. The site is located some distance from Council administered adopted public highway. Therefore, servicing is not considered to impact on the safety and efficiency of the public highway. The reversing of a vehicle into the parking area for servicing and waste collection is not considered ideal, as it would raise safety concerns, but this is not a unique situation. In terms of the site constraints, due to the relatively narrow nature of the site it is unlikely that onsite servicing would be able to be accomplished without reversing in any case. Officers consider that a service management plan should be provided prior to the commencement of development to ensure that the servicing arrangements do not conflict with the proposed parking on site.
- 8.66 Subject to the submission and approval of a Service Management Plan, it is considered that the servicing of the development would be acceptable in terms of policies 6.1, 6.11 and 6.14 of the London Plan, policies SP08 and SP09 of the Core Strategy, policies T16 and T26 of the UDP and policy DEV17 of the IPG.

Revised Ground Floor Plan and Parking Layout

- 8.67 Further to the publication of the previous LTGDC report upon this application, it has been brought to the attention of LTGDC and LBTH that the proposed ground floor car park layout would preclude vehicular access to Wingfield Court.
- 8.68 Accordingly, the applicant has submitted a revised parking layout which maintains the vehicular access point to Wingfield Court whilst also retaining 6 parking spaces, one of which is a disabled space and associated with the proposed development, with the remaining 5 allocated to existing off-site residential occupiers.

Design and Layout

Mass and Scale

- 8.69 Policies 7.1, 7.4, 7.5 and 7.6 of the London Plan, policies SP02, SP10 and SP12 of the Core Strategy, policies DEV1, DEV2 and DEV3 of the UDP and policies DEV1 and DEV2 of the IPG seek to ensure developments are of appropriate mass and scale to integrate with

the surrounding environment and protect the amenity of the surrounding environment and occupiers.

- 8.70 The applicant participated in a pre-application process in which they reduced the height of the development from 17 storeys to 12 storeys. The height is considered in keeping with the height of the immediately adjacent existing buildings in the Virginia Quay development, which are 10 to 12 storeys in height. The 12 storey height is also significantly shorter than the approved 27 storey scheme to the west at Blackwall Yard.
- 8.71 The portion of the building closes to the adjacent Wingfield Court is kept to a lower 4 storey height in order to allow light to and outlook from the existing units. In addition the narrow profile of the building allows maximum consideration to the outlook to the south, towards the river.
- 8.72 Overall the scale, mass and profile of the proposed scheme is considered to be in keeping with that of the immediate surrounds and would maintain the character of the area. It is considered the proposed development would accord with Policies 7.1, 7.4, 7.5 and 7.6 of the London Plan, policies SP02, SP10 and SP12 of the Core Strategy, policies DEV1, DEV2 and DEV3 of the UDP and policies DEV1 and DEV2 of the IPG, in terms of scale and mass.

Appearance and Materials

- 8.73 Policies 7.1, 7.4 and 7.6 of the London Plan, policies SP02, SP10 and SP12, policies DEV1, DEV2 and DEV3 of the UDP and policies DEV1 and DEV2 of the IPG, also seek to ensure development is high quality in design, including materials and appearance.
- 8.74 Through the pre-application process the materials have been considered and proposed as a coherent high quality material palette. The use of the dark brick as the predominant material has created a building of homogenous character which complements the existing dominant building material of stock brick, yet sets the building apart from the existing Virginia Quay development. The coloured panels break up the scale of the building and add relief and interest to the scale of the building.
- 8.75 Comments have been received stating the development sits on the Prime Meridian, however this is not the case as the Prime Meridian runs to the East of the site.
- 8.76 Overall the materials proposed are supported as high quality and would ensure an appropriate appearance of the building within the existing environment, in accordance with policies 7.1, 7.4 and 7.6 of the London Plan, policies SP02, SP10 and SP12, policies DEV1, DEV2 and DEV3 of the UDP and policies DEV1 and DEV2 of the IPG.

Internal Amenity

Flat Sizes

- 8.76 Policy 3.5 of the London Plan, policy SP02 of the Core Strategy, policy HSG13 of the UDP and policy DEV2 of the IPG seek to ensure that adequate dwelling sizes and room sizes are provided to ensure appropriate living conditions for future occupiers. The London Plan provides minimum standards for overall dwelling sizes, while the Council's "Supplementary Planning Guidance Note – Residential Space" provides both minimum dwelling sizes as well as minimum room sizes.
- 8.77 In addition to these documents, the interim edition of the Mayor of London's London Housing Design Guide (LHDG) August 2010 provides guidance on housing size and room sizes. The London Plan states that this will form the basis of the proposed Housing SPD. It is therefore considered to carry considerable weight in terms of consideration of what are

acceptable standards.

- 8.78 The proposed room sizes and overall flat sizes are in most cases appropriate, exceeding the minimum standards provided by the London Plan, the Council's Supplementary Planning Guidance and the LHDG. However, 6 of the 1 bedroom (2 person) private flats fall below the space standards provided in the London Plan, Council's Supplementary Planning Guidance and the LHDG.
- 8.79 It is therefore considered that the proposed development fails to provide acceptable internal space for the amenity of the future residents in accordance with policy 3.5 of the London Plan, policy SP02 of the Core Strategy, policy HSG13 of the UDP and policy DEV2 of the IPG.

Daylight and Sunlight

- 8.80 Policy 3.5 of the London Plan, policy SP02 of the Core Strategy and policy DEV2 of the IPG also seek to ensure development are designed to provide appropriate living conditions in term of Daylight and sunlight received by the proposed development.
- 8.81 The applicant has failed to provide details of the daylight and sunlight levels that would be received by the proposed new development. It is therefore not possible to confirm that adequate levels of daylight and sunlight would be received by the development to ensure that the living conditions of future residents are acceptable.
- 8.82 It is therefore considered that the details of the level of daylight and sunlight should be ascertained prior to the approval of the application. Daylight and sunlight levels should meet the minimum guidelines for appropriate living conditions outlined in the BRE guidance document "Site layout planning for daylight and sunlight: A good guide to practice" by P Littlefair (2011)".

Overshadowing

- 8.83 The applicant has not provided details of the levels of permanent and transient overshadowing that would be created as a result of the proposed development. As such, it is not possible to ascertain whether the proposal would adhere to the relevant standards as contained within the "Site layout planning for daylight and sunlight: A good guide to practice" by P Littlefair (2011)".

Play Areas and External Amenity Space

- 8.84 Policy 3.5 of the London Plan, policy SP02 of the Core Strategy, policy HSG16 of the UDP and policy HSG7 of IPG and promote the good design and the provision of amenity spaces within developments. Furthermore, policy 3.6 of the London Plan, policy SP02 of the Core Strategy, policy O9 of the UDP and policy HSG7 of the IPG require the provision of appropriate child play space within residential developments.
- 8.85 Policy HSG7 of the IPG provides details of the Council's private and communal amenity space requirements. All ground floor units comprising 3 bedrooms or greater should be provided with a minimum 50m² of private amenity space. Units comprising 2 or more bedrooms should be provided with a minimum of 10m² of private amenity space and 1 bedroom units should be provided with a minimum of 6m² of private amenity space. In addition to the private amenity space, all developments comprising of 10 or more units should also provide 50m² of communal amenity space, plus 5m² for ever additional 5 units thereafter.
- 8.86 In terms of the private amenity space provision only 3 one bedroom private units and the top floor private three bedroom unit meet the private amenity space standards required by

policy HSG7 of IPG. However, the communal amenity space provided significantly exceeds the 65m² required, with the provision of 127m² at ground floor level and 80m² at the fourth floor roof terrace level.

- 8.87 The GLA Supplementary Planning Guidance “Providing for Children and Young People’s Play and Informal Recreation” clearly sets out the appropriate level of play space for developments. It details that on-site playable space should be provided for under 5 year olds within 100m walking distance from residential units, facilities within 400m walking distance for 5-11 year olds and within 800m for 12+ year olds.
- 8.88 From the information submitted by the applicant in response to GLA Stage I comments, the play space provision will be made for under 5 year olds on site and an agreement with the managing agent for the Virginia Quay development has been made to allow use of the MUGA and play area within the Virginia Quay for children over 5 years old. This play area and MUGA is located within 100m of the site and considered to provide acceptable play space.
- 8.89 The proposed development would fail to accord with policy SP02 of the Core Strategy, policy HSG16 of the UDP and policy HSG7 of IPG in that it would provide sufficient private amenity space. However, given the quantity of communal amenity space proposed in the development it is considered that on balance the amenity space provision would be acceptable, provided all units can access the roof terrace amenity space.
- 8.90 In terms of the provision of play space within the development and the area, this is considered acceptable, subject to details being provided of the provision of the under 5 year old onsite and the agreement with the management of Virginia Quay to allow access to the MUGA and play area within the Virginia Quay development.

Landscaping

- 8.91 Policies 5.10 and 5.11 of the London Plan and policy SP04 of the Core Strategy seek to ensure that development contributes to the greening of the urban environment. Policy DEV12 of the UDP and policy DEV13 of the IPG also require the provision of landscaping within a development.
- 8.92 The applicant is proposing to incorporate the development into the surrounding landscaping by reproducing the existing hard landscaping approach up to the edge of the development. Low planting and grass is provided at areas of the ground level landscaping including an area of lawn in the communal amenity space. Much of landscaped amenity space to the west side of the development will be landscaped in Grass Crete permeable paving. In addition areas of roof at various levels incorporate elements of a living building by the inclusion of Sedum planting.
- 8.93 Some of the materials proposed have been included in the Design Statement for the application. These appear to be acceptable. However, details of planting proposed and maintenance of the landscaping has not been provided.
- 8.94 It is recommended that a condition of consent is imposed on the application if granted, which will ensure that a robust landscaping plan is submitted for approval. With such a condition imposed it is considered that the development would acceptably accord with policies 5.10 and 5.11 of the London Plan, policy SP04 of the Core Strategy, policy DEV12 of the UDP and policy DEV13 of the IPG.

Access and Inclusivity

- 8.95 Policies 3.8 and 7.2 of the London Plan, policy SP02 of the Core Strategy, policy DEV1 of the UDP and policies DEV3 and HSG9 of the IPG seek to ensure the development is

accessible and that housing is appropriate for changing needs of residents.

- 8.96 The design statement states that the main entrance level and entrance to the ground floor flat will be set at the existing datum level at the northern part of the existing steps to create a seamless and level access to the building. Step free access will also be provided externally to the ground floor communal amenity area.
- 8.97 The ground floor unit and 2 two bedroom units on the first floor have been designed to be accessible to wheelchairs. The building is served by two 8 person lifts from the independent affordable and private residential reception entrance lobbies. The lift providing access to the private units will be accessible in emergency to the wheelchair units on the first floor. It is recommended that a condition of consent is included requiring that the retention of this ability is imposed on the application, to ensure it will be available for the life of the development.
- 8.98 All accommodation should be built to Lifetime Homes Standards. It is therefore recommended that a condition of consent requiring that the development is built to Lifetime Homes Standards is imposed.
- 8.99 The proposal has one main entrance which then splits into two separate entrance lobbies, one for private and one for affordable. The single entry point to the building is supported as providing inclusiveness. However, there is a fourth floor roof terrace that provides some of the amenity space for the development. This space is only accessible to the private units. It is considered that this is not inclusive, as this area of communal amenity space is only accessible to those in the private units and the affordable units are excluded from this area. It is considered that the lift core and stair well servicing the affordable tenures should be extended to provide access to the fourth floor roof terrace also.
- 8.100 With such a change and the recommended conditions imposed, it is considered that the development would provide adequate access, adaptable to the changing needs of residents and would be appropriately inclusive, in accordance with policies 3.8 and 7.2 of the London Plan, policy SP02 of the Core Strategy, policy DEV1 of the UDP and policies DEV3 and HSG9 of the IPG.

Security and Safety

- 8.101 Policy 7.3 of the London Plan, policy DEV1 of the UDP and policy DEV4 of the IPG seek to ensure that developments are safe and secure.
- 8.102 No details of how the development will meet the secured by design standards have been provided. In order to ensure that the development maximises the safety of residents, details of how the development meets secured by design standards should be submitted for approval and it is recommended that this is required by condition.
- 8.103 With such a condition imposed on the permission it is considered that the development would adequately provide a safe and secure environment and accord with policy 7.3 of the London Plan, policy DEV1 of the UDP and policy DEV4 of the IPG.

Waste Storage

- 8.104 Policy 5.17 of the London Plan, policy SP05 of the Core Strategy, policy DEV56 of the UDP and policy DEV15 of the IPG require developments to make suitable waste and recycling provision within the development.
- 8.105 The Council's Waste Management team have reviewed the waste storage provision and consider that it will be acceptable for the level of estimated waste and recycling that would be generated by the development. The storage area is easily accessible to the servicing

area and would not require waste to be transported significant distances from the storage points to collection vehicles. To ensure that the waste storage areas are retained it is recommended a condition of consent is imposed if permission for the development is granted.

- 8.106 With such a condition imposed ensuring that the waste storage facilities are retained for the lifetime of the development, it is considered that appropriate provisions for waste and recycling facilities are provided within the development in accordance with policy 5.17 of the London Plan, policy SP05 of the Core Strategy, policy DEV56 of the UDP and policy DEV15 of the IPG.

Environmental Sustainability

- 8.107 The London Plan 2011 has a number of policies aimed at tackling the increasingly threatening issue of climate change and the impacts of human habitation on the natural environment. London is particularly vulnerable to matters of climate change due to its location, population, former development patterns and access to resources. Policies within the Core Strategy, UDP and IPG also seek to reduce the impact of development on the environment, promoting sustainable development objectives.

Energy

- 8.108 Policies 5.2, 5.3, 5.4 and 5.7 of the London Plan, policy SP11 of the Core Strategy and policies DEV5 and DEV6 of the IPG require development to incorporate energy efficient design and utilise low carbon and renewable energy technology in order to minimise the carbon emissions associated with the development.
- 8.109 The applicant has employed an energy strategy approach in accordance with the GLA energy hierarchy. The total provision of the Lean, Clean and Green measures leads to a 25.90% improvement against the notional or target ADL1A compliant building.
- 8.110 Although the applicant has met the 25% carbon dioxide required by policy 5.2 of the London Plan, the applicant has failed to provide any renewable energy technology. Policy SP11 of the Core Strategy requires all new developments to provide 20% reduction of carbon dioxide emissions through onsite renewable energy generation where feasible.
- 8.111 The use of CHP for space and water heating makes many of the renewable energy technologies inappropriate, as the heat requirement is already provided. However, the applicant has stated that they have excluded any provision of electricity producing renewable technology, such as photovoltaics (PV) as the CHP technology produces excess electrical demand for the site. As such the PV would have no benefit to the occupiers and would have a significant cost.
- 8.112 This case would only occur if the electrical energy production from the CHP technology is used by the building rather than feed back into the grid. Confirmation has been sort from the applicant as to how this will happen, given the legislation around electricity sales in the UK.
- 8.113 This should be secured in a S106 legal agreement, to ensure the full benefits of the carbon dioxide reduction strategy are achieved. If secured by S106 it is considered that the development would be acceptable in accordance with policies 5.2, 5.3, 5.4 and 5.7 of the London Plan, policy SP11 of the Core Strategy and policies DEV5 and DEV6 of the IPG, in terms of energy efficiency.

Biodiversity

- 8.114 Policy 7.19 of the London Plan, policy SP04 of the Core Strategy and Policy DEV5 of the

IPG require development to protect and enhance biodiversity.

- 8.115 The applicant has not provided any information on the environmental quality of the site. However, a site visit to the site confirms that the site will have little ecological value. The applicant does however acknowledge that black redstarts have been sighted within the local area.
- 8.116 It is considered that the application proposals will improve the biodiversity value of the site, through the provision of soft landscaping and sedum roofs. The applicant has indicated that a condition requiring a black redstart survey to be undertaken prior to the commencement of development and other measures to be incorporated into the scheme in order to ensure that the measures are implemented could be imposed on any approval. It is recommended that such a condition is imposed to ensure appropriate mitigation. This could lead to the sedum roof proposed on the top level of the development to be changed to a brown roof, appropriate for Black Redstart habitat.
- 8.117 With such a condition imposed, it is considered that the development would be acceptable in terms of policy 7.19 of the London Plan, policy SP04 of the Core Strategy and Policy DEV5 of the IPG.

Water Use

- 8.118 Policy 5.15 of the London Plan, policy DEV69 of the UDP and policy DEV7 of the IPG, seek to ensure appropriate minimisation of water use within developments.
- 8.119 The applicant has submitted a Sustainability Statement providing details of the design intent for the development. The document states that the development will have a rainwater harvesting tank in the basement allowing for sustainable drainage and attenuation as well as reuse of water for irrigation of external areas.
- 8.120 No further detail is provided of how this will operate or even is the provision shown on the plans. It is therefore considered that a condition of consent should be imposed to require detail of how this will operate to be submitted and approved and retention and use of the approved water recycling system. It is also considered that low flow devices should be installed and retained in all residential units and a condition should be imposed to ensure this.
- 8.121 With such conditions imposed, it is considered that the development would appropriately mitigate water usage in accordance with policy 5.15 of the London Plan, policy DEV69 of the UDP and policy DEV7 of the IPG.

Drainage and Flood Protection

- 8.122 Policies 5.12, 5.13 and 5.14 of the London Plan, policy SP04 of the Core Strategy, policy DEV46 of the UDP and policies DEV7, DEV8 and DEV21 of the IPG, seek to ensure development has suitable flood protection, flood protection of other sites is not reduced and that sustainable drainage is used to ensure that storm water run-off rates are reduced and water quality is maintained.
- 8.123 The applicant has undertaken a comparison between ground levels at the site and the relevant River Thames tidal flood water level and confirmed that this indicates that the site is located within Flood Zone 1, which means that there is a low risk of flooding. The probability of flooding at the site is very low as the site is defended against tidal flooding to a very high standard. The results of the SFRA show that the residual risk at the site following a breach in the flood defences would be negligible.
- 8.124 Furthermore, because the site does not result in the alteration to any flood protection

defences or result in a reduction in the level of flood water storage capability, the development is not considered to raise the risk of flooding of other developments.

- 8.125 The proposed development is reducing the number of parking spaces from 15 to 7. This will in effect reduce the contamination of the runoff surface. In order to maintain the quality of water discharged from the site it is recommended that oil/petrol filters are fitted into drainage from vehicle parking areas. This should be secured by condition of consent.
- 8.126 A rainwater harvesting tank is being provided in the basement, allowing for sustainable drainage and attenuation, as well as water re-use. The development is not creating an increase of hard landscaping, but instead is proposing sedum roofs, which will attenuate rainwater, and deliver a larger amount of soft landscaping, to that of the existing site conditions, resulting in greater overall site permeability. It is considered that these measures will significantly reduce the total run-off and the run-off rate.
- 8.127 Subject to the recommended conditions the scheme is considered to satisfy policies 5.12, 5.13 and 5.14 of the London Plan, policy SP04 of the Core Strategy, policy DEV46 of the UDP and policies DEV7, DEV8 and DEV21 of the IPG and ensure development has suitable flood protection, ensure flood protection of other sites is not reduced and ensure that sustainable drainage is used to ensure that storm water run-off rates are reduced and water quality is maintained.

Air Quality

- 8.128 Policy 7.14 of the London Plan, policy SP03 of the Core Strategy and policy DEV11 of the IPG seek to ensure that air quality is protected. Air pollution has an impact on human health, biodiversity, crops and forests, materials, buildings and cultural heritage. Air Quality testing has identified that the whole of the London Borough of Tower Hamlets has poor air quality. As such, London Borough of Tower Hamlets is an air quality control zone.
- 8.129 Given that combustion engine vehicles are a significant contributor to poor air pollution, through emissions from combustion engines, the reduction in vehicle parking spaces is considered to contribute towards measures for improving air quality. Minimisation of parking spaces will result in a reduction in the use of private motor vehicles, thereby reducing emission rates.
- 8.130 However, although no details have been provided, the development has potential to create additional levels of air pollution emissions through the use of a CHP system. As such, in order to minimise the emission levels from the CHP system, it is recommended a condition is imposed to require the installation of abatement technology to minimise the air pollution emissions.
- 8.130 With the recommended condition imposed, it is considered the development would be acceptable in terms of 7.14 of the London Plan, policy SP03 of the Core Strategy and policy DEV11 of the IPG, with respect to air quality.

Construction Waste and Recycling

- 8.131 Policy 5.18 of the London Plan 2011 requires developments to follow the principles of the waste hierarchy and that reuse and recycling of waste reduces the unnecessary landfilling of waste. This is supported by policy SP05 of the Core Strategy.
- 8.132 The applicant has not provided detail of how the principles of the waste hierarchy will be followed in during the construction period. It is therefore recommended a condition of consent should require a Site Waste Management Plan to be submitted detailing the particulars in relation to the development to ensure that the development is implemented in accordance with the principles of the waste hierarchy and that reuse and recycling of waste

reduces the unnecessary landfilling of waste. If development is undertaken in accordance with an appropriate Site Waste Management Plan the development would be considered to be in accordance with policy 5.18 of the London Plan and policy SP05 of the Core Strategy.

Land Contamination

- 8.133 Policy 5.21 of the London Plan, policy DEV51 of the UDP and policy DEV22 of the IPG, seek to ensure that land that is potentially contaminated is appropriately tested and any contamination issues addressed to ensure that the land is appropriately addressed prior to development. This include ensuring that pathways for contaminants to enter ground water and surface water are not created as well as ensuring that the soil onsite does not cause a safety risk to those that come into contact with it.
- 8.134 The site, while previously developed, is currently primarily hard surfaced. Given that there is a historic use of the site for industrial purposes associated with the wharf, the site is considered potentially contaminated. No detail of testing of the site for land contamination has been submitted with the application and it is considered that a condition should be imposed to ensure that the potential contamination of the land is tested. If found to be contaminated the condition should require appropriate mitigation.
- 8.135 With such a condition imposed, the development would be considered acceptable in terms of policy 5.21 of the London Plan, policy DEV51 of the UDP and policy DEV22 of the IPG.

Planning Obligations

- 8.136 Policy DEV 4 of the UDP and policy IMP1 of the IPG provide ability for the Council to seek planning obligations to secure onsite or offsite provisions or financial contributions in order to mitigate the impacts of a development.

Financial Contributions

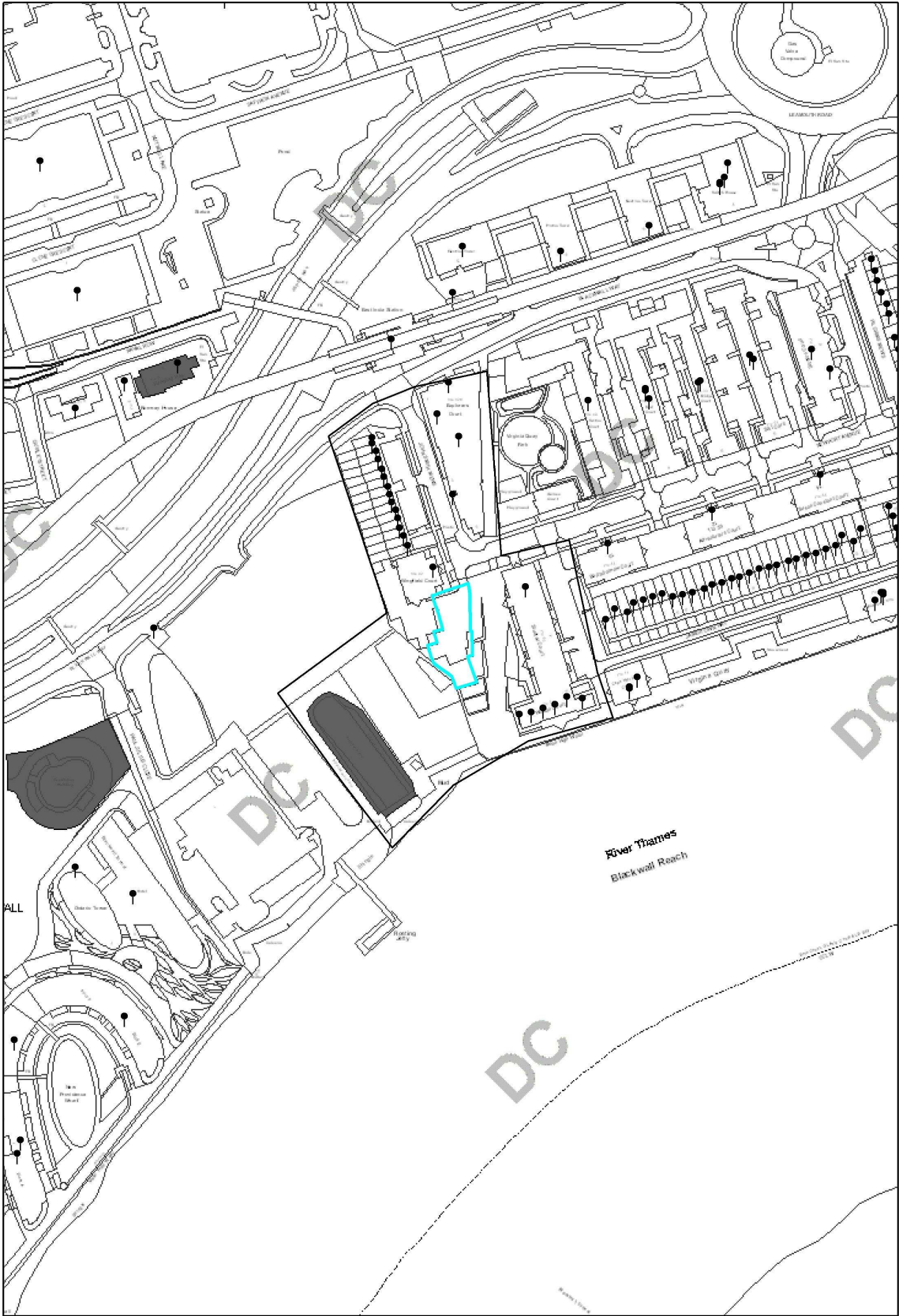
- 8.137 LTGDC have a tariff approach to the financial contributions required to provide infrastructure and mitigation for the impacts of the development. LBTH accept this approach and does not consider that there are any additional financial contributions required.

Non-Financial Contributions

- 8.138 LBTH would seek to ensure that the affordable housing provision is secured through the use of the S106 legal agreement as a planning obligation. As discussed previously, it is also considered that a target rent level is secured in accordance with LBTH's POD research in order to ensure that the affordable housing rent level is affordable to the borough's residents.
- 8.139 Other non-financial contributions should be sort as follows:
- Restriction for all new units on obtaining a Council Parking Permit to park on the highway
 - Employment Initiatives to use reasonable endeavours to employ local people during the construction and end user phases of the development.
 - Electricity Energy Strategy for the development.

9. Conclusions

- 9.1 All other relevant policies and considerations have been taken into account. Members are asked to ratify officer views for the reasons set out in RECOMMENDATION section of this report, subject to the matters of concern being addressed beforehand.



APPENDIX A

Stephen Allen
London Thames Gateway Development Corporation
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189 Marsh Wall
London
E14 9SH

03 October 2011

Development and Renewal

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Dear Stephen,

Land at Virginia Quay, off Newport Avenue, London - Planning Application Number PA/11/01426

I write in relation to the above application providing comments on behalf of London Borough of Tower Hamlets (LBTH). Attached is the officer's report detailing the full assessment of the application, with neighbours representations and specialist consultee responses attached.

LBTH has reviewed the application and taken into account all relevant policies and considerations in assessing the proposed scheme for the erection of a 12 storey residential building (measuring 42.6m AOD in height), including basement storage/plant area, to provide 26 residential dwellings and associated works, comprising access, landscaping, car parking and other works.

The Council has no objections in principle to the proposals to erect a residential development of 12 storeys on the site, subject to appropriately addressing the following matters of concern that officers identify:

- Inclusivity and the lack of access for affordable unit occupiers to the roof terrace amenity area
- Confirmation of adequate daylight and sunlight received within the proposed units
- Confirmation of agreement with Virginia Quay owners for residents of the proposed development to use the play area within the Virginia Quay Development.

The following matters also fail to meet policy and where possible should be addressed

- The mix of housing fails to provide sufficient family housing within the private tenure
- The unit sizes of some of the 1 bedroom 2 person units fail to meet minimum requirements and therefore provide poor internal amenity.

The Council also seeks the following conditions to be imposed on any approval of planning permission:

- 3 year time limit
- Development to be built in accordance with approved plans
- Plant noise levels to be 10dB below background levels at residential properties
- Submission and approval of Construction Management Plan

- Cycle storage to be installed prior to occupation and retained for the lifetime of development
- Submission and approval of landscaping details and management plan
- Development built and retained in accordance with lifetime homes standards
- Submission and approval of Secured by Design details
- Waste storage to be installed prior to occupation and retained for the lifetime of development
- Submission and approval of Black Redstart survey and incorporation of appropriate habitat measures
- Submission and approval of rainwater harvesting tank and system, requiring installation prior to occupation and retention for the lifetime of the development
- Low flow water devices to be installed and retained for the lifetime of development
- Oil/petrol filters to be installed in drainage off vehicle parking areas
- Submission and approval of CHP air pollution abatement technology, requiring insulation prior to operation and retention for the lifetime of the development
- Submission and approval of site waste management plan
- Submission and approval of details of land contamination, including if relevant details for remediation and verification
- The disabled parking space shall be marked out as approved drawings and retained for the exclusive use of blue badge holders

I trust the above clearly states the Council's position in respect of the application, but if you require any further information, please do not hesitate to contact me.

Yours sincerely,

Jerry Bell
Strategic Applications Manager

London Borough of Tower Hamlets		File Reference:	PA/11/01426
Directorate of Development and Renewal		Case officer:	Devon Rollo
		Date:	22/09/2011
		Deputy Team leader:	Simon Ryan
Delegated Officer Report		Manager:	Jerry Bell
		Application Expiry Date:	Subject to PPA with LTGDC

PROPOSAL: Erection of 12 storey residential building (measuring 42.6m AOD in height) including basement storage/plant area to provide 26 residential dwellings and associated works comprising access, landscaping, car parking and other works.

LOCATION: Land at Virginia Quay off Newport Avenue, Newport Avenue, London, E14

CHECKLIST

(1) Has statutory CONSULTATION and neighbour NOTIFICATION been properly carried out?	Yes
(a) Evidence of site notice and site visit on file?	Yes
(2) Has the application been properly ADVERTISED in the press?	Yes (d)
(a) the decision would not conform to the provisions of the Development Plan	(e) affects a listed building
(b) was accompanied by an EIA	(f) is of wide public interest
(c) would affect a public right of way	(g) affects a conservation area
(d) is a major/strategic development	
(3) What date did the consultation period expire for the application?	22/08/2011
(4) Is the application subject to Referral to the MAYOR of London?	Yes
(5) Is it necessary to consult Secretary of State before determining this application?	NO (none of the below apply) (a) Circular 02/2009T&CP (Consultation) (England) Direction 2009 applies
(6) Do the matters considered in this report raise any unique HUMAN RIGHTS issues?	NO

REPORT

SITE AND SURROUNDS

The application site comprises 0.08 ha, located on the North bank of the River Thames, opposite the O2 Arena, in the London Borough of Tower Hamlets and the London Thames Gateway Development Corporation. The site comprises a car park and landscaping area of the Virginia Quay residential development. The site currently provides 6 car parking spaces and planted areas of landscaping on the fringes of the car park area.

Immediately to the east of the site lies a tree line-lined hard landscaped open space area, associated with the Virginia Quay development, with the Greenwich Meridian running through its centre. Existing residential buildings sit to the north and east of the site.

The Virginia Quay development currently consists of essentially residential use, with buildings up to 12 storeys in height.

To the west of the site is an open area of landscaping and a car park called Blackwell Yard. Further to the west is the Reuters technical centre.

The site is approximately 100m from the East India Dock Docklands Light Railway (DLR) station. The 277 bus route currently stops on Clove Crescent and Saffron Avenue to the North of Aspen Way. A future amendment to the route proposes that the route pass along Blackwall Way.

The subject site is identified as a Flood Protection Area, a Strategic Riverside Walkway and an Area of Archaeological Importance.

RELEVANT PLANNING HISTORY

PA/97/91058 (T97/167 L.D.D.C) - Use of land for residential (C3) accommodation (up to 700 units) educational purposes (D1) and retail/financial & professional/public house/restaurant (A1/A2/A3) uses to a maximum of 750sqm floor space; riverside walkway, landscaping, car parking including vehicular access from Leamouth Road, including details of Phase 1 (residential; 216 units) and Phase 2 (residential; 118 units and restaurant).

Granted Planning Permission 04/12/1997

PA/06/01734 - Conversion of an existing vacant A3 unit into six residential units with private terraces including the replacement of temporary hoarding with permanent external walls.

Granted Planning Permission 27/04/2007

CONSULTATIONS

Representations

The representations received to consultation are appended to this report in Appendix One. 47 objections and 2 petitions have been received.

Internal/External Consultation Responses

Comments received from internal and external consultees are appended to this report in Appendix Two.

RELEVANT PLANNING POLICY

The subject site lies within the boundary of the London Thames Gateway Development Corporation (LTGDC). Under Section 4 of The London Thames Gateway Development Corporation (Planning Functions) Order 2005, the LTGDC is the local planning authority for the planning functions area for the purposes of Part 3 of the Town and Country Planning Act 1990.

As such, the London Borough of Tower Hamlets is only able to provide observations to the LTGDC and is not the decision making authority for this planning application.

The purpose of this report is therefore to outline the assessment the planning application in terms of the London Borough of Tower Hamlets' planning policies and provide a basis for observations to

LTGDC.

The following policy documents are relevant to the assessment of this application:

- Government Planning Policy Guidance/Statements
- The London Plan Spatial Development Strategy for Greater London (July 2011)
- Core Strategy 2025 Development Plan Document (September 2010)
- Unitary Development Plan 1998 (as saved September 2007)
- Interim Planning Guidance for the purposes of Development Control (October 2007)
- Supplementary Planning Guidance/Documents
- Community Plan – One Tower Hamlets

MATERIAL PLANNING CONSIDERATIONS

Principle of the Land Use

Loss of Car Parking and Landscaping

The subject site is currently occupied by an area of car parking. There are no planning policies that protect the provision of parking, other than requirements for developments to provide disabled parking. The parking spaces to be lost will not result in the loss of any allocated disabled parking spaces.

Policy 6.13 of the London Plan, policy SP09 of the Core Strategy and policy DEV 19 of the UDP, seek to restrict parking to minimum levels in order to reduce traffic congestion and maximise the use of sustainable transport modes. Restriction of parking is considered to be a tool to reduce the level of private vehicle use and thus improve conditions for cycling and pedestrians. Less private vehicle use and more reliance on sustainable transport modes also serves to improve the environmental conditions, including reduction in the emission of air pollutants and reduction in noise pollution.

While policies seek to require landscaping, biodiversity and contact with nature, the landscaping lost is of minimal value. The development seeks to replace the lost soft landscaping through the provision of living roofs.

Principle of Residential Development

The provision of additional housing is supported at the national, regional and local level. PPS3 states that “*A flexible, responsive supply of land – managed in a way that makes efficient and effective use of land, including re-use of previously-developed land, where appropriate.*” should be applied to the provision of housing. Within the London Plan policy 3.3 sets out targets for each Borough and requires Local Authorities to seek the maximum provision of additional housing possible. At the local level this is supported by policy SP02 of the Core Strategy.

Given the site is located outside a town centre and within an area dominated by other residential properties, the inclusion of residential units within the redevelopment proposal is considered acceptable and would contribute to the provision of additional housing within the Borough, in accordance with policy 3.3 of the London Plan and policy SP02 of the Core Strategy.

Council policy requires provision of affordable housing once a scheme exceeds 10 or more units, as noted in policy SP02 of the Core Strategy and policy HSG3 of the IPG. Therefore, given the scheme provides 26 residential units, these policies are triggered and further regard will be given to this matter below.

Housing Provision

Density of Development

Policy 3.4 of the London Plan sets out a requirement to optimise housing potential. The policy sets out a matrix for appropriate housing densities given their location, character and accessibility to public transport. Given that the site is set within an urban London location with a Public Transport Accessibility Level (PTAL) of 2 (poor), policy 3.4 seeks a density of between 200-450 habitable rooms per hectare for the application site. This is supported by policy SP02 of the Core Strategy, which states that the Council will ensure new developments optimise the use of land and that the distribution and density levels of housing will correspond to transport accessibility levels and the wider accessibility of the location.

Policy HSG1 of the IPG seeks to take account of the density matrix provided in Planning Standard 4: Tower Hamlets Density Matrix. This seeks a density of between 200-450. habitable rooms per hectare for the site. Policy HSG1 also requires account to be taken of, amongst other matters, the local context and character, the need to protect and enhance amenity and the provision of other non-residential uses on site.

The density of the proposed housing within the development will be 987.5 habitable rooms per hectare. This would exceed the density matrix in policy 3.4 of the London Plan and that provided in Planning Standard 4: Tower Hamlets Density Matrix, which policy HSG1 of the IPG seeks to take account of.

While the density is significantly in excess of the matrix levels, it is considered that the development does not exhibit traits of overdevelopment and would sit comfortably within the context. As discussed further below, matters such as sunlight and daylight, servicing, amenity space and living conditions of neighbouring residents are considered acceptable.

Taking account of all of the matters in HSG1, including the expected density range provided by Planning Standard 4: Tower Hamlets Density Matrix, it is considered that the density would be acceptable in terms of policy HSG1 of the IPG.

It is therefore consider that the density of the development would be acceptable in terms of policy 3.4 of the London Plan, policy SP02 of the Core Strategy and policy HSG1 of the IPG.

Housing Mix

Policy SP02 of the Core Strategy requires an overall target of 30% of all new housing to be of a suitable size for families (3 bedrooms or more). This is in accordance with saved policy HSG7 of the UDP, which expects a mix of unit sizes including a proportion of dwellings with between 3 and 6 bedrooms, and policy HSG2 of the IPG which requires a minimum 25% of market housing to comprise of 3 or more bedrooms.

The applicant is seeking to provide mix of dwelling sizes as outlined in Table 1 below.

		Affordable Housing				Market Housing	
		Social Rented		Intermediate		Private Sale	
Unit size	Total units	Units	%	Units	%	Units	%
Studio	0	0	0	0	0	0	0
1 bed	9	0	0	0	0	9	47.4
2 bed	12	2	40	2	100	8	42.1
3 bed	4	2	60	0	0	2	10.5
4 bed	1	1		0		0	
5 bed	0	0		0		0	
Total	26	5	100	2	100	19	100

Table 1 – Housing Mix

The applicant is proposing a mix of housing sizes that results in a large percentage of 1 and 2 bedroom units. Within the social rented portion of the affordable housing there is a significant percentage within the family 3-5 bedroom units. Overall only 19% of the units are family housing, with only 10.5% of the private housing large enough to be considered family housing.

The provision of family housing and would fail to meet the requirements of policy SP02 of the Core Strategy, saved policy HSG7 of the UDP and policy HSG2 of the IPG.

Affordable Housing

Policy 3.11 of the London Plan 2011 states that policies should set an overall target for the amount of affordable housing provision over the plan period in their area, based on an assessment of all housing needs and a realistic assessment of supply. It also states that boroughs should take account of regional and local assessments of need, the Mayor of London’s strategic target for affordable housing provision that 50% of provision should be affordable and, within that, the London-wide objective of 60% social housing and 40% intermediate.

This policy is supported by policy SP02 of the CS which states that the Council will seek to achieve a 35% - 50% affordable housing target across the Borough, with a minimum of 35% affordable housing provision being sought on all development of more than 10 housing units. Policy SP02 of the CS seeks a tenure split of 70% social rent to 30% intermediate.

The affordable housing provision for the development is 35.44% by habitable room, which represents a total of 7 affordable units over the various unit sizes. While not meeting the London Plan target of 50%, the development exceeds the minimum 35% required by the policy SP02 of the CS.

The tenure split provided by the development is 71% social rent to 29% intermediate. Again, while this falls short of the London-wide tender split objective of the London Plan, it generally accords to the tenure split required by policy SP02 of the CS.

At a local level the provision of affordable housing and tenure split is considered acceptable and would accord with policy SP02 of the CS. While the quantum and tenure split fail to accord to London-wide targets set by the London Plan, it is considered that these are overall London-wide targets and the relatively small scale of units involved in this application is not considered to be detrimental to the achievement of these targets London-wide over all developments.

Affordable Housing Rent Model

Under the new national planning policy statement, PPS3, issued in June 2011, the definition of affordable housing has changed and now includes social rented, a new product called affordable rented and intermediate housing

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.

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.

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.

Policy SP02 requires developments to provide 35% affordable housing (subject to viability), and a split of 70:30 between the tenures. The Council has not had the opportunity to reconsider or vary this policy in light of the new definitions in PPS3 at this stage but the change in national policy is a material consideration. The indication from housing officers is that they generally favour retaining the current split of 70% social rent and 30% intermediate tenures. This is because the new affordable rent levels, if taken up to the maximum level of 80% of market rent have been shown to be unaffordable to local applicants.

Tower Hamlets has commissioned a housing consultancy called the Pod Partnership to research market rent levels in different areas of the borough and to carry out affordability analyses. Pod established that 80% of average market rent in the E14 area was £239 for one beds, £319 for two beds, £447 for three beds and £387 for four beds units. The affordability analyses for all areas of the boroughs led to the conclusion that rents would only be affordable to local people if they were kept at or below 65% of market rent for one beds, 55% for two beds and 50% for three beds and larger properties.

These adjusted percentage levels for the E14 area would be £194 for one beds, £219 for two beds, £279 for three beds and £242 for 4 bed units. The affordable rents proposed by this applicant is at £187.50 for a two bedroom home, £275 for a three bedroom home and £300 for a 4 bedroom Wheelchair home. This is below the affordable rent levels of 80% of the market rate. The 2 bed units are below our affordability tolerances as is the 3 bedroom units, however the rent on the 4 bed property is above our tolerances and therefore not deemed affordable.

Council does not support the rents on the 3 bed units and would seek to ensure that rent levels remain locally affordable with a restriction placed in the s106 agreement setting a maximum monetary level that can be charged for each size unit. It is suggested that this would be able to rise year on year by the Retail Price Index (RPI) + 0.5%.

Amenity of Adjoining Occupiers and the Surrounding Area

Daylight and Sunlight

Policy SP10 of the Core Strategy, saved policy DEV2 of the UDP and policy DEV1 of the IPG seek to protect the amenity of surrounding existing and future residents, as well as the amenity of the surrounding public realm, including sunlight and daylight.

The applicant has provided a Daylight and Sunlight Report in support of their application, outlining the daylight and sunlight received by the buildings adjacent the development site, including the consented scheme to the west on the Blackwall Yard site. It has assessed the impact on the daylight and sunlight levels against the latest guidance provided in the "Site layout planning for daylight and sunlight: A good guide to practice" by P Littlefair (2011) providing the results of the effect on daylight in terms of the tests use in the BRE guidelines.

The daylight and sunlight report shows that there is a loss of daylight to some of the neighbouring residential buildings. However, levels are not significant, given the urban context. The retained level of daylight Average Daylight Factor is considered to be sufficiently close to the BRE Guidelines as to be acceptable.

Likewise, in relation to sunlight, the majority of windows within surrounding developments will meet the BRE Guidelines and those which do not will be sufficiently close to be considered acceptable on balance.

It is therefore considered that the proposed development would accord with policy SP10 of the Core Strategy, saved policy DEV2 of the UDP and policy DEV1 of the IPG, in terms of daylight and sunlight.

Privacy

By seeking to protect the amenity of surrounding existing and future residents, policy SP10 of the Core Strategy, saved policy DEV2 of the UDP and policy DEV1 of the IPG also seek to protect neighbouring occupiers from the effects of overlooking from new developments and reduction in terms of privacy.

The proposed development is separated a minimum distance of 15.8m from Wingfield Court and a minimum distance of 24m from Studley Court. No windows to habitable rooms within the proposed development face directly towards Wingfield Court. Therefore there is no direct overlooking from window to window. The windows looking to the east towards Studley Court would be separated from habitable windows of the residential properties in Studley Court by a distance greater than 18m, which is the distance that the Council's UDP states reduces inter-visibility to a degree acceptable to most people.

On north side of the fourth floor of the development is a roof terrace. The roof terrace would be set back 1.3m from the north façade of the development and would, at the closest point, be a minimum of 17m from the closest habitable window within Wingfield Court. This would have a impact on the privacy of units on the levels around the 4th floor level, but given that the acceptable 18m distance is only breached in the corner of the roof terrace, the level of impact on privacy is not considered significant.

It is therefore considered that the proposed development would not result in any unacceptable impacts in terms of overlooking or privacy and would accord with policy SP10 of the Core Strategy, saved policy DEV2 of the UDP and policy DEV1 of the IPG, in terms of overlooking and privacy.

Outlook

When considering amenity, the outlook from developments must also be considered. Policy SP10 of the Core Strategy, saved policy DEV2 of the UDP and policy DEV1 of the IPG also seek to control development in terms of unacceptably restricting outlook from an existing development. It must be noted that "outlook" is different from a "view" and that policy SP10 of the Core Strategy, saved policy

DEV2 of the UDP and policy DEV1 of the IPG do not seek to protect private views from residences.

Given the separation distances of the proposed building from the existing developments, the proposed development not considered to impact significantly on the outlook of the existing developments and would be in accordance with policy SP10 of the Core Strategy, saved policy DEV2 of the UDP and policy DEV1 of the IPG, in term of protecting outlook from existing developments.

Wind Microclimate

Planning guidance contained within the London Plan 2010 places great importance on the creation and maintenance of a high quality environment for London. Policy 7.7 of the London Plan 2008, requires that tall buildings should not affect their surroundings adversely in terms of microclimate and wind turbulence.

Wind microclimate is therefore an important factor in achieving the desired planning policy objective. Policy DEV1 of the IPG also identifies microclimate as an important issue stating that:

“Development is required to protect, and where possible seek to improve, the amenity of surrounding and existing and future residents and building occupants as well as the amenity of the surrounding public realm. To ensure the protection of amenity, development should: ...not adversely affect the surrounding microclimate.”

The applicant has provided a wind micro-climate assessment detailing the wind micro-climate around the proposed building. The report concludes that the conditions around the proposed development are likely to be similar to the existing, in the ‘standing’ or ‘strolling’ range, in terms of the Lawson Comfort Criteria.

The conclusion also states, taking into the grouping effect with the consented Blackwell Yard scheme, the proposed development is likely to have a positive impact off-site on the east side and non-significant elsewhere.

It is therefore considered that the development would not create significant adverse wind micro-climate conditions for adjacent areas and would be acceptable in terms policies 7.6 and 7.7 of the London Plan, policy SP10 of the Core Strategy, saved policy DEV2 of the UDP and policy DEV1 of the IPG, in relation to wind micro-climate.

Noise and Vibration

In protecting the amenity of the surrounding area policy SP03 of the CS, policies DEV2 and DEV 50 of the UDP and policy DEV1 and DEV 10 of the IPG also require the noise and vibration nuisance from a development to be minimised.

The application makes no reference to any plant associated with the development and therefore provides no specific details of any proposed noise and vibration levels. While it is unlikely that the proposed C3 uses would require the installation of significant plant equipment, it is considered that a condition of consent could ensure that details of noise and vibration impacts of any proposed plant or ventilations systems would be submitted to the Local Planning Authority for approval prior to installation. This would ensure that any acoustic attenuation required would be installed to mitigate the impact on the adjoining occupiers and surrounding area.

As such it is considered that the with the recommended condition of consent imposed the proposed development would accord with policy SP03 of the CS, policies DEV2 and DEV 50 of the UDP and policy DEV1 and DEV 10 of the IPG and not adversely impact on adjacent properties in terms of noise and vibration.

Construction

It is acknowledged that the proposed development would result in some disruption to the amenity of the area and highway network due to the construction effects of the proposed development, however these will be temporary in nature.

Demolition and construction is already controlled by requirements to adhere to numerous other legislative standards, such as Building Act 1984, Environmental Protection Act (EPA) 1990, Environment Act 1995 and Air Quality Regulations 2000 and Health and Safety at Work Act 1974. However, PPS23 makes provision for the inclusion of conditions of consent to mitigate effects of

construction.

It is therefore recommended that if approved a condition of consent is included, which would require the submission of a Construction Management Plan in order to ensure that the best practice examples are followed to avoid, remedy and mitigate the effects of construction.

Traffic and Servicing

Trip Generation

Policies 6.1 and 6.3 of the London Plan, policy SP09 of the Core Strategy, policy T16 of the UDP and policy DEV17 of the IPG seek to restrain unnecessary motor-vehicle trip generation, integrate development with transport capacity and promote sustainable transport and the use of public transport systems.

The subject site is located within an area where the Public Transport Accessibility Level (PTAL) of 2 indicates limited access to public transport. However, the East India Dock DLR is located approximately 110m from the site. This will mean that the DLR, which connects to major shopping and service centres at Stratford, Canary Wharf and the City, is easily accessible to future occupiers and that the development would be appropriately situated to encourage occupiers and visitors to use the public transport, rather than less sustainable modes of transport, such as private cars.

The development creates 26 additional C3 residential units, which would not result in a significant impact in terms of peak time trip generation. The applicant's Transport Assessment shows that there is sufficient capacity on the DLR network to accommodate the expected increase in use requirement.

It is therefore considered that the development is appropriately serviced by public transport and the scale of development and proposed use is appropriate for the transport capacity of the area. The development is considered to accord with policies 6.1 and 6.3 of the London Plan, policy SP09 of the Core Strategy, policy T16 of the UDP and policy DEV17 of the IPG in terms of integrating development with transport capacity.

Vehicle Parking

Policies 6.1, 6.11 and 6.13 of the London Plan seek to reduce traffic congestion and vehicle use by minimising vehicle parking within developments and promoting use of public transport. This is supported by policy SP09 of the Core Strategy and policy DEV19 of the IPG.

The application site is currently a car park. 6 of the spaces on the site are not controlled by the applicant. In order to re-provide these spaces the development provides 7 car parking spaces. These being the 6 spaces in re-provision for the existing spaces and an additional disabled car parking space for the proposed development.

Parking Standards provided in the London Plan and the IPG both set out maximum standards, encouraging minimal parking to be provided, if any. The only exception to this is parking for Blue Badge holders (disabled parking). Both the London Plan and the IPG parking standards require 1 disabled parking bay to be provided.

In order to minimise the use of private motor vehicles, reduce motor vehicle traffic, prevent increased stress on the permit parking bays and promote sustainable transport use, it is considered that the future occupants should be prevented from obtaining parking permits for on-street parking. In order to achieve this, it is recommended within the S106 there is a clause restricting the issuing of parking permits to the future occupiers be imposed on any approval.

With the imposition of a clause in the S106 restricting the issuing of on street parking permits and that there is no parking, other than 1 disabled parking space, provided onsite, it is considered that the development would appropriately reduce traffic congestion and vehicle use by minimising vehicle parking within developments and promote the use of public transport and would accord with policies 6.1, 6.11 and 6.13 of the London Plan, policy SP09 of the Core Strategy and policy DEV19 of the IPG.

Cycle Parking and Facilities

Policy 6.9 of the London Plan, policy SP09 of the Core Strategy and policy DEV16 of the IPG seek to provide better facilities and a safer environment for cyclists.

The proposals within the development aim to provide provision for 1 cycle space per unit. These will be provided in dedicated storage areas within the core of the development block. They are therefore only accessible to residents. A further 3 cycle spaces or 10% is provided at to the east of the building, for the purpose of visitors' cycle storage.

This provision is in accordance with Council's standards and therefore considered to provide adequate cycle storage. A condition of consent is recommended to ensure the cycle storage is retained within the development for the lifetime of the use.

Given that the development provides adequate cycle storage provision, it is considered that the development would be acceptable in terms of policy 6.9 of the London Plan, policy SP09 of the Core Strategy and policy DEV16 of the IPG.

Delivery and Servicing

Policies 6.1, 6.11 and 6.14 of the London Plan, policies SP08 and SP09 of the Core Strategy, policies T16 and T26 of the UDP and policy DEV17 of the IPG seek to minimise the impacts on the highway network and promote efficient and sustainable arrangements for deliveries and servicing.

The site is located off Newport Avenue, a privately owned and maintained road. The site is located some distance from Council administered adopted public highway. Therefore, servicing is not considered to impact on the safety and efficiency of the public highway. The reversing of a vehicle into the parking area for servicing and waste collection is not considered ideal, as it would raise safety concerns, but this is not a unique situation. In terms of the site constraints, due to the relatively narrow nature of the site it is unlikely that onsite servicing would be able to be accomplished without reversing in any case.

As such, it is considered that the servicing of the development would be acceptable in terms of policies 6.1, 6.11 and 6.14 of the London Plan, policies SP08 and SP09 of the Core Strategy, policies T16 and T26 of the UDP and policy DEV17 of the IPG

Design and Layout of the Development

Mass and Scale

Policies 7.1, 7.4, 7.5 and 7.6 of the London Plan, policies SP02, SP10 and SP12 of the Core Strategy, policies DEV1, DEV2 and DEV3 of the UDP and policies DEV1 and DEV2 of the IPG seek to ensure developments are of appropriate mass and scale to integrate with the surrounding environment and protect the amenity of the surrounding environment and occupiers.

The applicant participated in a pre-application process in which they reduced the height of the development from 17 storeys to 12 storeys. The height is considered in keeping with the height of the immediately adjacent existing buildings in the Virginia Quay development, which are 10 to 12 storeys in height. The 12 storey height is also significantly shorter than the approved 27 storey scheme to the west at Blackwall Yard.

The portion of the building closest to the adjacent Wingfield Court is kept to a lower 4 storey height in order to allow light to and outlook from the existing units. In addition the narrow profile of the building allows maximum consideration to the outlook to the south, towards the river.

Overall the scale, mass and profile of the proposed scheme is considered to be in keeping with that of the immediate surrounds and would maintain the character of the area. It is considered the proposed development would accord with Policies 7.1, 7.4, 7.5 and 7.6 of the London Plan, policies SP02, SP10 and SP12 of the Core Strategy, policies DEV1, DEV2 and DEV3 of the UDP and policies DEV1 and DEV2 of the IPG, in terms of scale and mass.

Appearance and Materials

Policies 7.1, 7.4 and 7.6 of the London Plan, policies SP02, SP10 and SP12, policies DEV1, DEV2 and DEV3 of the UDP and policies DEV1 and DEV2 of the IPG, also seek to ensure development is high quality in design, including materials and appearance.

Through the pre-application process the materials have been considered and proposed as a coherent high quality material palette. The use of the dark brick as the predominant material has created a building of homogenous character which complements the existing dominant building material of stock brick, yet sets the building apart from the existing Virginia Quay development. The

coloured panels break up the scale of the building and add relief and interest to the scale of the building.

Overall the materials proposed are supported as high quality and would ensure an appropriate appearance of the building within the existing environment, in accordance with policies 7.1, 7.4 and 7.6 of the London Plan, policies SP02, SP10 and SP12, policies DEV1, DEV2 and DEV3 of the UDP and policies DEV1 and DEV2 of the IPG.

Internal Amenity

Flat Sizes

Policy 3.5 of the London Plan, policy SP02 of the Core Strategy, policy HSG13 of the UDP and policy DEV2 of the IPG seek to ensure that adequate dwelling sizes and room sizes are provided to ensure appropriate living conditions for future occupiers. The London Plan provides minimum standards for overall dwelling sizes, while the Council's "Supplementary Planning Guidance Note – Residential Space" provides both minimum dwelling sizes as well as minimum room sizes.

In addition to these documents, the interim edition of the Mayor of London's London Housing Design Guide (LHDG) August 2010 provides guidance on housing size and room sizes. The London Plan states that this will form the basis of the proposed Housing SPD. It is therefore considered to carry considerable weight in terms of consideration of what are acceptable standards.

The proposed room sizes and overall flat sizes are in most cases appropriate, exceeding the minimum standards provided by the London Plan, the Council's Supplementary Planning Guidance and the LHDG. However, 6 of the 1 bedroom 2 person private flats fall below the space standards provided in the London Plan, Council's Supplementary Planning Guidance and the LHDG.

It is therefore considered that the proposed development fails to provide acceptable internal space for the amenity of the future residents in accordance with policy 3.5 of the London Plan, policy SP02 of the Core Strategy, policy HSG13 of the UDP and policy DEV2 of the IPG.

Daylight and Sunlight

Policy 3.5 of the London Plan, policy SP02 of the Core Strategy and policy DEV2 of the IPG also seek to ensure development are designed to provide appropriate living conditions in terms of Daylight and sunlight received by the proposed development.

The applicant has failed to provide details of the daylight and sunlight levels that would be received by the proposed new development. It is therefore not possible to confirm that adequate levels of daylight and sunlight would be received by the development to ensure that the living conditions of future residents are acceptable.

It is therefore considered that the details of the level of daylight and sunlight should be ascertained prior to the approval of the application. Daylight and sunlight levels should meet the minimum guidelines for appropriate living conditions outlined in the BRE guidance document "Site layout planning for daylight and sunlight: A good guide to practice" by P Littlefair (2011).

Play Areas and External Amenity Space

Policy 3.5 of the London Plan, policy SP02 of the Core Strategy, policy HSG16 of the UDP and policy HSG7 of IPG and promote the good design and the provision of amenity spaces within developments. Furthermore, policy 3.6 of the London Plan, policy SP02 of the Core Strategy, policy O9 of the UDP and policy HSG7 of the IPG require the provision of appropriate child play space within residential developments.

Policy HSG7 of the IPG provides details of the Council's private and communal amenity space requirements. All ground floor units comprising 3 bedrooms or greater should be provided with a minimum 50m² of private amenity space. Units comprising 2 or more bedrooms should be provided with a minimum of 10m² of private amenity space and 1 bedroom units should be provided with a minimum of 6m² of private amenity space. In addition to the private amenity space, all developments comprising of 10 or more units should also provide 50m² of communal amenity space, plus 5m² for every additional 5 units thereafter.

In terms of the private amenity space provision only 3 one bedroom private units and the top floor private three bedroom unit meet the private amenity space standards required by policy HSG7 of IPG. However, the communal amenity space provided significantly exceeds the 65m² required, with

the provision of 127m² at ground floor level and 80m² at the fourth floor roof terrace level.

The GLA Supplementary Planning Guidance “Providing for Children and Young People’s Play and Informal Recreation” clearly sets out the appropriate level of play space for developments. It details that on-site playable space should be provided for under 5 year olds within 100m walking distance from residential units, facilities within 400m walking distance for 5-11 year olds and within 800m for 12+ year olds.

From the information submitted by the applicant in response to GLA Stage I comments, the play space provision will be made for under 5 year olds on site and an agreement with the managing agent for the Virginia Quay development has been made to allow use of the MUGA and play area within the Virginia Quay for children over 5 years old. This play area and MUGA is located within 100m of the site and considered to provide acceptable play space.

The proposed development would fail to accord with policy SP02 of the Core Strategy, policy HSG16 of the UDP and policy HSG7 of IPG in that it would provide sufficient private amenity space. However, given the quantity of communal amenity space proposed in the development it is considered that on balance the amenity space provision would be acceptable, provided all units can access the roof terrace amenity space.

In terms of the provision of play space within the development and the area, this is considered acceptable, subject to details being provided of the provision of the under 5 year old onsite and the agreement with the management of Virginia Quay to allow access to the MUGA and play area within the Virginia Quay development.

Landscaping

Policies 5.10 and 5.11 of the London Plan and policy SP04 of the Core Strategy seek to ensure that development contributes to the greening of the urban environment. Policy DEV12 of the UDP and policy DEV13 of the IPG also require the provision of landscaping within a development.

The applicant is proposing to incorporate the development into the surrounding landscaping by reproducing the existing hard landscaping approach up to the edge of the development. Low planting and grass is provided at areas of the ground level landscaping including an area of lawn in the communal amenity space. Much of landscaped amenity space to the west side of the development will be landscaped in Grass Crete permeable paving.

In addition areas of roof at various levels incorporate elements of a living building by the inclusion of Sedum planting.

Some of the materials proposed have been included in the Design Statement for the application. These appear to be acceptable. However, details of planting proposed and maintenance of the landscaping has not been provided.

It is recommended that a condition of consent is imposed on the application if granted, which will ensure that a robust landscaping plan is submitted for approval. With such a condition imposed it is considered that the development would acceptably accord with policies 5.10 and 5.11 of the London Plan, policy SP04 of the Core Strategy, policy DEV12 of the UDP and policy DEV13 of the IPG.

Access and Inclusivity

Policies 3.8 and 7.2 of the London Plan, policy SP02 of the Core Strategy, policy DEV1 of the UDP and policies DEV3 and HSG9 of the IPG seek to ensure the development is accessible and that housing is appropriate for changing needs of residents.

The design statement states that the main entrance level and entrance to the ground floor flat will be set at the existing datum level at the northern part of the existing steps to create a seamless and level access to the building. Step free access will also be provided externally to the ground floor communal amenity area.

The ground floor unit and 2 two bedroom units on the first floor have been designed to be accessible to wheelchairs.

The building is served by two 8 person lifts from the independent affordable and private residential reception entrance lobbies. The lift providing access to the private units will be accessible in

emergency to the wheelchair units on the first floor. It is recommended that a condition of consent is included requiring that the retention of this ability is imposed on the application, to ensure it will be available for the life of the development.

All accommodation should be built to Lifetime Homes Standards. It is therefore recommended that a condition of consent requiring that the development is built to Lifetime Homes Standards is imposed.

The proposal has one main entrance which then splits into two separate entrance lobbies, one for private and one for affordable. The single entry point to the building is supported as providing inclusiveness. However, there is a fourth floor roof terrace that provides some of the amenity space for the development. This space is only accessible to the private units. It is considered that this is not inclusive, as this area of communal amenity space is only accessible to those in the private units and the affordable units are excluded from this area. It is considered that the lift core and stair well servicing the affordable tenures should be extended to provide access to the fourth floor roof terrace also.

With such a change and the recommended conditions imposed, it is considered that the development would provide adequate access, adaptable to the changing needs of residents and would be appropriately inclusive, in accordance with policies 3.8 and 7.2 of the London Plan, policy SP02 of the Core Strategy, policy DEV1 of the UDP and policies DEV3 and HSG9 of the IPG.

Security and Safety

Policy 7.3 of the London Plan, policy DEV1 of the UDP and policy DEV4 of the IPG seek to ensure that developments are safe and secure.

No details of how the development will meet the secured by design standards have been provided. In order to ensure that the development maximises the safety of residents, details of how the development meets secured by design standards should be submitted for approval and it is recommended that this is required by condition.

With such a condition imposed on the permission it is considered that the development would adequately provide a safe and secure environment and accord with policy 7.3 of the London Plan, policy DEV1 of the UDP and policy DEV4 of the IPG.

Waste Storage

Policy 5.17 of the London Plan, policy SP05 of the Core Strategy, policy DEV56 of the UDP and policy DEV15 of the IPG require developments to make suitable waste and recycling provision within the development.

Council's Waste Management team have reviewed the waste storage provision and consider that it will be acceptable for the level of estimated waste and recycling that would be generated by the development. The storage area is easily accessible to the servicing area and would not require waste to be transported significant distances from the storage points to collection vehicles.

To ensure that the waste storage areas are retained it is recommended a condition of consent is imposed if permission for the development is granted.

With such a condition imposed ensuring that the waste storage facilities are retained for the lifetime of the development, it is considered that appropriate provisions for waste and recycling facilities are provided within the development in accordance with policy 5.17 of the London Plan, policy SP05 of the Core Strategy, policy DEV56 of the UDP and policy DEV15 of the IPG.

Environmental Sustainability

The London Plan 2011 has a number of policies aimed at tackling the increasingly threatening issue of climate change and the impacts of human habitation on the natural environment. London is particularly vulnerable to matters of climate change due to its location, population, former development patterns and access to resources. Policies within the Core Strategy, UDP and IPG also seek to reduce the impact of development on the environment, promoting sustainable development objectives.

Energy

Policies 5.2, 5.3, 5.4 and 5.7 of the London Plan, policy SP11 of the Core Strategy and policies DEV5 and DEV6 of the IPG require development to incorporate energy efficient design and utilise

low carbon and renewable energy technology in order to minimise the carbon emissions associated with the development.

The applicant has employed an energy strategy approach in accordance with the GLA energy hierarchy. The total provision of the Lean, Clean and Green measures leads to a 25.90% improvement against the notional or target ADL1A compliant building.

Although the applicant has met the 25% carbon dioxide required by policy 5.2 of the London Plan, the applicant has failed to provide any renewable energy technology. Policy SP11 of the Core Strategy requires all new developments to provide 20% reduction of carbon dioxide emissions through onsite renewable energy generation where feasible.

The use of CHP for space and water heating makes many of the renewable energy technologies inappropriate, as the heat requirement is already provided. However, the applicant has stated that they have excluded any provision of electricity producing renewable technology, such as photovoltaics (PV) as the CHP technology produces excess electrical demand for the site. As such the PV would have no benefit to the occupiers and would have a significant cost.

This case would only occur if the electrical energy production from the CHP technology is used by the building rather than feed back into the grid. Confirmation has been sort from the applicant as to how this will happen, given the legislation around electricity sales in the UK.

This should be secured in a S106 legal agreement, to ensure the full benefits of the carbon dioxide reduction strategy are achieved. If secured by S106 it is considered that the development would be acceptable in accordance with policies 5.2, 5.3, 5.4 and 5.7 of the London Plan, policy SP11 of the Core Strategy and policies DEV5 and DEV6 of the IPG, in terms of energy efficiency.

Biodiversity

Policy 7.19 of the London Plan, policy SP04 of the Core Strategy and Policy DEV5 of the IPG require development to protect and enhance biodiversity.

The applicant has not provided any information on the environmental quality of the site. However, a site visit to the site confirms that the site will have little ecological value. The applicant does however acknowledge that black redstarts have been sighted within the local area.

It is considered that the application proposals will improve the biodiversity value of the site, through the provision of soft landscaping and sedum roofs. The applicant has indicated that a condition requiring a black redstart survey to be undertaken prior to the commencement of development and other measures to be incorporated into the scheme in order to ensure that the measures are implemented could be imposed on any approval. It is recommended that such a condition is imposed to ensure appropriate mitigation. This could lead to the sedum roof proposed on the top level of the development to be changed to a brown roof, appropriate for Black Redstart habitat.

With such a condition imposed, it is considered that the development would be acceptable in terms of policy 7.19 of the London Plan, policy SP04 of the Core Strategy and Policy DEV5 of the IPG.

Water Use

Policy 5.15 of the London Plan, policy DEV69 of the UDP and policy DEV7 of the IPG, seek to ensure appropriate minimisation of water use within developments.

The applicant has submitted a Sustainability Statement providing details of the design intent for the development. The document states that the development will have a rainwater harvesting tank in the basement allowing for sustainable drainage and attenuation as well as reuse of water for irrigation of external areas.

No further detail is provided of how this will operate or even is the provision shown on the plans. It is therefore considered that a condition of consent should be imposed to require detail of how this will operate to be submitted and approved and retention and use of the approved water recycling system. It is also considered that low flow devices should be installed and retained in all residential units and a condition should be imposed to ensure this.

With such conditions imposed, it is considered that the development would appropriately mitigate water usage in accordance with policy 5.15 of the London Plan, policy DEV69 of the UDP and policy

DEV7 of the IPG.

Drainage and Flood Protection

Policies 5.12, 5.13 and 5.14 of the London Plan, policy SP04 of the Core Strategy, policy DEV46 of the UDP and policies DEV7, DEV8 and DEV21 of the IPG, seek to ensure development has suitable flood protection, flood protection of other sites is not reduced and that sustainable drainage is used to ensure that stormwater run-off rates are reduced and water quality is maintained.

The applicant has undertaken a comparison between ground levels at the site and the relevant River Thames tidal flood water level and confirmed that this indicates that the site is located within Flood Zone 1, which means that there is a low risk of flooding. The probability of flooding at the site is very low as the site is defended against tidal flooding to a very high standard. The results of the SFRA show that the residual risk at the site following a breach in the flood defences would be negligible.

Furthermore, because the site does not result in the alteration to any flood protection defences or result in a reduction in the level of flood water storage capability, the development is not considered to raise the risk of flooding of other developments.

The proposed development is reducing the number of parking spaces from 15 to 7. This will in effect reduce the contamination of the runoff surface. In order to maintain the quality of water discharged from the site it is recommended that oil/petrol filters are fitted into drainage from vehicle parking areas. This should be secured by condition of consent.

A rainwater harvesting tank is being provided in the basement, allowing for sustainable drainage and attenuation, as well as water re-use. The development is not creating an increase of hard landscaping, but instead is proposing sedum roofs, which will attenuate rainwater, and deliver a larger amount of soft landscaping, to that of the existing site conditions, resulting in greater overall site permeability. It is considered that these measures will significantly reduce the total run-off and the run-off rate.

Subject to the recommended conditions the scheme is considered to satisfy policies 5.12, 5.13 and 5.14 of the London Plan, policy SP04 of the Core Strategy, policy DEV46 of the UDP and policies DEV7, DEV8 and DEV21 of the IPG and ensure development has suitable flood protection, ensure flood protection of other sites is not reduced and ensure that sustainable drainage is used to ensure that stormwater run-off rates are reduced and water quality is maintained.

Air Quality

Policy 7.14 of the London Plan, policy SP03 of the Core Strategy and policy DEV11 of the IPG seek to ensure that air quality is protected. Air pollution has an impact on human health, biodiversity, crops and forests, materials, buildings and cultural heritage. Air Quality testing has identified that the whole of the London Borough of Tower Hamlets has poor air quality. As such, London Borough of Tower Hamlets is an air quality control zone.

Given that combustion engine vehicles are a significant contributor to poor air pollution, through emissions from combustion engines, the reduction in vehicle parking spaces is considered to contribute towards measures for improving air quality. Minimisation of parking spaces will result in a reduction in the use of private motor vehicles, thereby reducing emission rates.

However, although no details have been provided, the development has potential to create additional levels of air pollution emissions through the use of a CHP system. As such, in order to minimise the emission levels from the CHP system, it is recommended a condition is imposed to require the installation of abatement technology to minimise the air pollution emissions.

With the recommended condition imposed, it is considered the development would be acceptable in terms of 7.14 of the London Plan, policy SP03 of the Core Strategy and policy DEV11 of the IPG, with respect to air quality.

Construction Waste and Recycling

Policy 5.18 of the London Plan 2011 requires developments to follow the principles of the waste hierarchy and that reuse and recycling of waste reduces the unnecessary landfilling of waste. This is supported by policy SP05 of the Core Strategy.

The applicant has not provided detail of how the principles of the waste hierarchy will be followed in

during the construction period. It is therefore recommended a condition of consent should require a Site Waste Management Plan to be submitted detailing the particulars in relation to the development to ensure that the development is implemented in accordance with the principles of the waste hierarchy and that reuse and recycling of waste reduces the unnecessary landfilling of waste. If development is undertaken in accordance with an appropriate Site Waste Management Plan the development would be considered to be in accordance with policy 5.18 of the London Plan and policy SP05 of the Core Strategy.

Land Contamination

Policy 5.21 of the London Plan, policy DEV51 of the UDP and policy DEV22 of the IPG, seek to ensure that land that is potentially contaminated is appropriately tested and any contamination issues addressed to ensure that the land is appropriately addressed prior to development. This includes ensuring that pathways for contaminants to enter ground water and surface water are not created as well as ensuring that the soil onsite does not cause a safety risk to those that come into contact with it.

The site, while previously developed, is currently primarily hard surfaced. Given that there is a historic use of the site for industrial purposes associated with the wharf, the site is considered potentially contaminated. No detail of testing of the site for land contamination has been submitted with the application and it is considered that a condition should be imposed to ensure that the potential contamination of the land is tested. If found to be contaminated the condition should require appropriate mitigation.

With such a condition imposed, the development would be considered acceptable in terms of policy 5.21 of the London Plan, policy DEV51 of the UDP and policy DEV22 of the IPG.

Planning Obligations

Policy DEV 4 of the UDP and policy IMP1 of the IPG provide ability for the Council to seek planning obligations to secure onsite or offsite provisions or financial contributions in order to mitigate the impacts of a development.

Financial Contributions

LTGDC have a tariff approach to the financial contributions required to provide infrastructure and mitigation for the impacts of the development. LBTH accept this approach and does not consider that there are any additional financial contributions required.

Non-Financial Contributions

LBTH would seek to ensure that the affordable housing provision is secured through the use of the S106 legal agreement as a planning obligation. As discussed previously, it is also considered that a target rent level is secured in accordance with LBTH's POD research in order to ensure that the affordable housing rent level is affordable to the borough's residents.

Other non-financial contributions should be set as follows:

- Restriction for all new units on obtaining a Council Parking Permit to park on the highway
- Employment Initiatives to use reasonable endeavours to employ local people during the construction and end user phases of the development.
- Electricity Energy Strategy for the development.

CONCLUSION

LBTH has reviewed the application and taken into account all relevant policies and considerations in assessing the proposed scheme for the erection of a 12 storey residential building (measuring 42.6m AOD in height), including basement storage/plant area, to provide 26 residential dwellings and associated works, comprising access, landscaping, car parking and other works.

The Council has no objections in principle to the proposals to erect a residential development of 12 storeys on the site, subject to appropriately addressing the following matters of concern that officers identify:

- Inclusivity and the lack of access for affordable unit occupiers to the roof terrace amenity area

- Confirmation of adequate daylight and sunlight received within the proposed units
- Confirmation of agreement with Virginia Quay owners for residents of the proposed development to use the play area within the Virginia Quay Development.

The following matters also fail to meet policy and where possible should be addressed

- The mix of housing fails to provide sufficient family housing within the private tenure
- The unit sizes of some of the 1 bedroom 2 person units fail to meet minimum requirements and therefore provide poor internal amenity.

The Council also seeks the following conditions to be imposed on any approval of planning permission:

- 3 year time limit
- Development to be built in accordance with approved plans
- Plant noise levels to be 10dB below background levels at residential properties
- Submission and approval of Construction Management Plan
- Cycle storage to be installed prior to occupation and retained for the lifetime of development
- Submission and approval of landscaping details and management plan
- Development built and retained in accordance with lifetime homes standards
- Submission and approval of Secured by Design details
- Waste storage to be installed prior to occupation and retained for the lifetime of development
- Submission and approval of Black Redstart survey and incorporation of appropriate habitat measures
- Submission and approval of rainwater harvesting tank and system, requiring installation prior to occupation and retention for the lifetime of the development
- Low flow water devices to be installed and retained for the lifetime of development
- Oil/petrol filters to be installed in drainage off vehicle parking areas
- Submission and approval of CHP air pollution abatement technology, requiring insulation prior to operation and retention for the lifetime of the development
- Submission and approval of site waste management plan
- Submission and approval of details of land contamination, including if relevant details for remediation and verification
- The disabled parking space shall be marked out as approved drawings and retained for the exclusive use of blue badge holders

Recommendation Agreed by:	
Date Agreed:	