

Committee: Strategic Development	Date: 16 February 2012	Classification: Unrestricted	Agenda Item Number: 6.1
Report of: Director of Development and Renewal		Title: Planning Application for Decision	
Case Officer: Tim Ross/Pete Smith		Ref No: PA/11/02174, PA/11/03468 and PA/11/03469	
		Ward: Blackwall and Cubitt Town	

1. APPLICATION DETAILS

Location: Wood Wharf, Preston's Road, London
Existing Use: Primarily light industrial, office and warehouse units. Also residential, indoor sporting facilities and a nursery

Proposal: **PA/11/02174**
Application to replace extant planning permission PA/08/01215 dated 18th of May 2009 involving the following development:

Hybrid application for comprehensive mixed-use redevelopment of Wood Wharf comprising:

1) Outline Application (all matters reserved, save for access & layout) involving demolition of dwellings at Lovegrove Walk and the provision of commercial floorspace (B1), up to 1668 residential units (C3), and hotel (C1) contained in fourteen buildings; Retail (A1), financial services (A2), restaurants & cafes (A3), drinking establishments (A4) and takeaway establishments (A5); leisure & community uses (D1 & D2); associated infrastructure, including the creation of structures in Blackwall Basin and South Dock; principles of landscaping and public realm; means of access; bridge links; car, motorcycle and bicycle parking spaces, servicing; and electricity substation.

2) Full Application
Creation of canal and other engineering infrastructure.

PA/11/03468
Application to replace extant listed building consent dated 18th May 2009, reference PA/08/1218 involving the following works:

Partial demolition of a small section of the southern dock wall to Blackwall Basin, for the creation of a new canal between South Dock and Blackwall Basin and the introduction of piled foundations to anchor structures within the Basin and other associated works as part of a comprehensive mixed use redevelopment of Wood Wharf.

PA/11/03469
Application to replace extant conservation area consent dated 21st July 2009, reference PA/09/909:

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	Name and telephone no. of holder:
Application, plans, adopted UDP. draft LDF and London Plan		Xxxx Xxxx 020 7364 xxxx

Demolition of building to the west of Preston's Road and east of Canary Wharf in connection with the redevelopment of Wood Wharf pursuant to Planning Permission ref. PA/08/1215 dated 18th May 2009.

Drawing No's:

- Details of Layout Drawings

RSHP_A_PMP_X_P_X_1300 (Contextual Layout Plan)
RSHP_A_W12_P_1301A W12 E-H High Street Bridges
RSHP_A_W12_S_1302A Building Scale W12 E-H
RSHP_A_W12_P_1301B Building Definition W12
RSHP_A_W12_S_1302B Building Scale W12 J+K
RSHP_A_PMP_X_P_00_1304 (Upper Ground Level)
RSHP_A_PMP_X_P_B0_1305 (Lower Ground Level)
RSHP_A_PMP_X_P_B1_1306 (Basement Level B1)
RSHP_A_PMP_X_P_B2_1307 (Basement Level B2)
RSHP_A_PMP_X_P_00_1309 (Open Space Upper Ground Level)
RSHP_A_PMP_X_P_B0_1310 (Open Space Lower Ground Level)
RSHP_A_PMP_X_P_B3_1311 (Basement Level B3)
RSHP_A_PMP_X_P_00_1314 (Routes Plan – Upper Ground Level)
RSHP_A_PMP_X_P_B0_1315 (Routes Plan – Lower Ground Level)

- Details of Access Drawings

6400/AR/001 Access Details – Upper Ground Level
6400/AR/002 Access Details – Upper Ground Level (Cartier Circle)
6400/AR/003 Access Details – Upper Ground Level (Cartier Circle Layout)
6400/AR/004 Access Details – Upper Ground Level (Wood Wharf Square)
6400/AR/005 Access Details – Lower Ground Level
6400/AR/006 Access Details – Lower Ground Level (Preston's Road Access)
6400/AR/007 Access Details – Lower Ground Level (Preston's Road Access Layout)
6400/AR/008 Access Details – Lower Ground Level (Montgomery Street Access)
6400/AR/009 Access Details – Lower Ground Level (Montgomery Street Access Layout)
6400/AR/0010 Access Details – Basement Level B1
6400/AR/0011 Access Details – Basement Level B2
6400/AR/0012 Access Details – Basement Level B3

- Details of Canal and other engineering infrastructure drawings

118236-03-101 Issue AA Proposed Canal Layout Plan
118236-03-102 Issue AA Typical Canal Sections
118236-03-103 Issue AA W18 Bridge over Canal
118236-03-104 Issue AA W19 Bridge over Canal
118236-03-105 Issue AA W20 Bridge over Canal
118236-03-106 Issue AA Details of Canal Walls over the Utilities Drop Chamber
118236-03-107 Issue AA Southern Canal Entrance
118236-03-108 Issue AA Northern Canal Entrance
118236-03-109 Issue AA Community Park Canal Beach
118236-03-110 Issue AA Canal Capping Details
118236-03-111 Issue AA Illustrative Utilities Chamber Details

118236-03-112 Issue AA Illustrative Attenuation Tank
118236-03-101 Issue AA Eco-Island Details

- Listed Building Consent drawings
 - 01.101 (Rev. B) Listed Dock Edge Plan as Existing – Sheet 1
 - 01.102 (Rev. B) Listed Dock Edge Plan as Existing – Sheet 2
 - 01.103 (Rev. B) Listed Dock Edge Plan as Existing – Sheet 3
 - 01.104 (Rev. B) Listed Dock Edge Plan as Existing – Sheet 4
 - 01.105 (Rev. B) Listed Dock Edge Plan as Existing – Sheet 5
 - 01.106 (Rev. B) Listed Dock Edge Plan as Existing – Sheet 6
 - 01.200 (Rev. C) Site Location Plan as Proposed
 - 01.201 (Rev. B) Listed Dock Edge Plan as Proposed – Sheet 1
 - 01.202 (Rev. C) Listed Dock Edge Plan as Proposed – Sheet 2
 - 01.203 (Rev. B) Listed Dock Edge Plan as Proposed – Sheet 3
 - 01.204 (Rev. B) Listed Dock Edge Plan as Proposed – Sheet 4
 - 01.205 (Rev. B) Listed Dock Edge Plan as Proposed – Sheet 5
 - 01.206 (Rev. B) Listed Dock Edge Plan as Proposed – Sheet 6
 - 01.208 (Rev. C) Listed Dock Edge Details – Sheet 1
 - 01.209 (Rev. B) Listed Dock Edge Details – Sheet 2
 - 01.211 (Rev. B) Listed Dock Edge Elevations – Sheet 1
 - 01.212 (Rev. B) Listed Dock Edge Elevations – Sheet 2
 - 01.100 (Rev. B) Site Location Plan as Existing
- Details of Layout document
- Details of Access document
- Details of Scale Parameters document
- Details of Canal and other engineering infrastructure document
- Planning Statement
- Design and Access Statement/Accessibility Strategy
- Design Guidelines Rev. A
- Environmental Statement
- Environmental Statement clarification matters
- Environmental Statement Regulation 19 Response – Sunlight/daylight
- Public Realm Context
- Water Space and Public Realm Strategy
- Transport Assessment (including additional justification for the number of car parking spaces; further information on the capacity assessments for the Preston's Road/Aspen Way roundabout and the Aspen Way/Upper Bank Street junction; an extension to the PERS audit in the vicinity of Wood Wharf to cover routes to local facilities including retail, education and public transport facilities; an audit of the bus stop facilities in the vicinity of the site)
- Travel Plan Framework
- Construction Strategy incorporating Code of Construction Practice
- Housing Statement
- Statement of Community Involvement
- Sustainability Statement
- Energy Strategy
- Daylight and Sunlight Assessment, including additional Internal Daylight Assessment
- Estate Management Strategy
- Regeneration and Sustainability Statement
- Cultural Heritage Report
- Retail Impact Assessment

- Aircraft Risk Assessment
- Noise Assessment
- Waste Strategy
- Tree Survey
- Dock Wall Survey
- Statement of Developers Contributions
- Planning Policy Statement (2011)
- Heritage Statement (2011)
- Environmental Statement Addendum (2011)
- Transport Impact Assessment (2011)
- Revised Energy, BREEAM & Code for Sustainable Homes Assessment (2011)
- World Heritage Site Assessment (2011)

Applicant: Wood Wharf (General Partner) Ltd.
Owner: Various (Certificate C ownership certificate submitted)
Historic Building: Grade I listed Blackwall Basin
 Grade I listed West India Export Dock (East Quay)
Conservation Area: Coldharbour

2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

2.1 The Local Planning Authority has considered the particular circumstances of these applications against the Council's approved planning policies contained in the London Plan (2011), Tower Hamlets Core Strategy (2010), saved policies within the London Borough of Tower Hamlets Unitary Development Plan 1998 (UDP), Wood Wharf Masterplan Supplementary Planning Guidance (2003) (WWSPG), the Council's Interim Planning Guidance (2007) (IPG), Managing Development Plan Document (Proposed Submission Version) 2012, the Council's Planning Contributions Supplementary Planning Document (2012), the draft London World Heritage Sites – Guidance on Settings Supplementary Planning Guidance and Government Planning Policy Guidance and other material considerations.

- The site is an appropriate location to secure the comprehensive redevelopment of a brownfield site within an identified Opportunity Area for a major mixed-use sustainable development of a scale and quality commensurate with Canary Wharf in accordance with Policies 2.10, 2.13, 2.15, 3.3, 3.4 and 4.3 of the London Plan (2011), saved Policy DEV3 of the Unitary Development Plan (1998) and policy IOD17 of the Interim Planning Guidance Isle of Dogs Area Action Plan which seeks to provide a mix of uses. The proposed mix of uses accords with the site allocation (Site 16) as outlined in the Managing Development DPD (proposed submission version) 2012 which sets out preferred uses for the site being Employment (B1 and B2), Retail and Leisure (A1, A2, A3, A4 and A5), Residential (C3) and Public Open Spaces.
- The proposal seeks to create a sustainable urban quarter comprising new residential and working communities, supported by a quality environment which brings these two aspects together as a sustainable extension of the Isle of Dogs community in accordance with the WWSPG, policies SP01, and SP02 of the Council's Core Strategy (2011) policies CP1, CP2 and CP46 of the Council's Interim Planning Guidance, policy IOD1 of the Interim Planning Guidance Isle of Dogs Area Action Plan, PPS1 and PPS3, which require all new developments to contribute to creating and maintaining sustainable communities where people want to live, work and visit. The development accords with the vision for Canary Wharf as set out in LAP 7 & 8 of the adopted Core Strategy.

- Core Strategy's vision for Canary Wharf stating that Canary Wharf should enhance its global role as a competitive financial district by expansion to provide a substantial amount of new jobs. The Core Strategy looks to focus larger floor-plate offices and intensify floorspace in Preferred Office Locations namely Canary Wharf (Policy SP06). The proposal continues to accord with the national, regional and local planning policies and supports the Mayor's aspirations within the Isle of Dogs Opportunity Area as set out in the London Plan (2011), namely policies 2.10, 2.13, 2.15 and the Council's policies contained within the Core Strategy (2011) SP06, SP07 and the Development Management DPD (proposed submission version) 2012, policies DM15 and DM16.
- The scheme will consolidate the northern part of the Isle of Dogs as an important global financial and legal centre, whilst also facilitating locally-based employment, training and local labour opportunities for the local community. The full scope of the development falls within a POL (Preferred Office Location). The scheme therefore accords with policy 2.10, 4.1, 4.2, 4.3, 4.12 of the London Plan (2011), saved policies EMP1 and CAZ1 of the Unitary Development Plan (1998), the WWSPG, Core Strategy (2011) policies SP06, SP07 and Development Management DPD (proposed submission version) 2012 policies DM15 and DM16, which seek to develop London's regional, national and international role whilst safeguarding and enhancing the number and range of jobs available for local residents.
- The hotel use will help support the northern part of Isle of Dogs role as a leading centre of business activity and in this respect will support London's world city status in accordance with policies 1.1 and 2.10 of the London Plan (2011) the WWSPG, Core Strategy (2011) policies SP01, SP06 and draft Development Management DPD (proposed submission version) 2012, policy DM7
- The full scope of the development falls within Canary Wharf Major Centre. The provision of retail (A1), financial services (A2), restaurants & cafes (A3), drinking establishments (A4) and takeaway establishments (A5) and the social and community facilities (D1 and D2) are acceptable in line with policies 2.15 of the London Plan (2011), policy SP01, as contained within the Core Strategy (2010) and PPS4 which seek to protect and enhance the major town centre status of the area, promoting a complementary mix of uses.
- The proposed location of the residential uses within the Isle of Dogs Major Centre in this instance will not have a detrimental impact upon the global financial role of the northern part of the Isle of Dogs in accordance with 4.3 of the London Plan (2011) which seeks a mix of uses in office locations.
- The proposal provides an acceptable amount of affordable housing and mix of units, as demonstrated through viability assessment. As such, the proposal is in line with PPS3, policies 3.8, 8.10, 3.11, 3.12, 3.13 of the London Plan (2011), saved policy HSG7 of the Council's Unitary Development Plan (1998), policies HSG2 and HSG3 of the Council's Interim Planning Guidance (2007); policy SP02 of the Core Strategy Development Plan Document (2010); and DM3 of the Managing Development DPD (proposed submission version) 2012 which seek to ensure that new developments offer a range of housing choices.
- The proposal is in line with the London Plan and Council's policy which seek to maximise the development potential of sites. The density of the scheme is considered appropriate for this Opportunity Area, where it is not considered to result in unacceptable impacts commonly associated with overdeveloped sites, in line with policy 2.13, 3.3, 3.4 of the London Plan (2011), saved policies DEV1, DEV2 and DEV 3 of the Unitary Development Plan (1998) the WWSPG, policies SP02 of Core Strategy (2010) which seek to ensure development proposals achieve the maximum intensity of

use that is compatible with the local context, good design principles and all infrastructure.

- The development will provide new public realm, public open space, child play space and enhanced pedestrian linkages through the site as appropriate in accordance with policies 3.5, 3.6, 7.1 and 7.5 of the London Plan (2011) and in line with saved policy HSG16 of the Council's Unitary Development Plan (1998), policy SP02, SP04, SP09 of the Core Strategy and policies DM4 and DM10 of the Managing Development DPD (proposed submission version) 2012 and PPS3 which seek to improve amenity and liveability for residents whilst creating a more attractive environment for those who live and work here.
- The proposed layout and access of the development, including the [indicative] building envelopes (such as height, scale, bulk and general design intent) is considered to be acceptable in accordance with policy 7.7 of the London Plan (2011) and will enhance the character and appearance of the surrounding area, in accordance with saved policies: DEV1, DEV2 and DEV37 of the adopted Unitary Development Plan (1998), policies SP10 and SP12 of the Core Strategy (2010); and DM24 and DM26 of the Managing Development DPD (proposed submission version) (2012) which seek to ensure buildings and places are of high quality design and suitably located. The development falls within a Canary Wharf sub-area which is considered to be acceptable for tall buildings as defined in Core Strategy policy SP10.
- The development would form a positive addition to London's skyline, without causing unacceptable harm to local or long distant views in accordance with the London Mayor's London View Management Framework (July 2010), London Plan (2011) policies 7.11, 7.12, Policies DM26 and DM28 of the Council's Development Management DPD (proposed submission version) 2012 and the draft London World Heritage Sites – Guidance on Settings Supplementary Planning Guidance (2011) which seeks to ensure development does will not adversely impact on the visual integrity UNESCO World Heritage Site status of Maritime Greenwich and which seeks to ensure tall buildings are appropriately located and of a high standard of design whilst also seeking to protect and enhance important views.
- The safety and security of the scheme is acceptable in accordance with policies 7.2, 7.3, 7.13 of the London Plan (2011), policy DEV1 of the Unitary Development Plan (1998) and policy SP09 of the Council's Core Strategy (2011) and policy DM23 of the Councils Development Management DPD (proposed submission version) 2012 which require all developments to consider the safety and security of development without compromising the achievement of good design and inclusive environments.
- The new public realm will enhance pedestrian access and animate the dock edge in accordance with policies 6.10, 7.5 of the London Plan (2011), saved policies DEV1 of the Unitary Development Plan (1998) and SP04, SP09 and vision for Canary Wharf as set out in LAP 7 & 8 of the adopted Core Strategy (2011) as well as policies DM10 and DM12 of the Development Management DPD (proposed submission version) which seek to protect and promote the vitality, attractiveness and historic interest of the docks, and to ensure that the design of waterside developments integrate successfully with the water space.
- The proposed development will not have a detrimental impact upon the Grade I listed Blackwall Basin and East Quay and West India Export Dock or their settings and would enhance the historic character and importance, subject to condition regarding related to the design, scope, construction and attachment to the listed dock wall of the proposed Eco Islands in accordance with PPS5, policy 7.8 of the London Plan (2011) policy SP10 of the Core Strategy (2010) and policies DM27 of the Development Management DPD (proposed submission version) 2012.

- The development has adequately considered the cumulative impact upon the surrounding public transport network, in line with policies 6.3 and 6.4 of the London Plan (2011), policy SP09 of the Core Strategy (2010) and saved policy T16 of the Unitary Development Plan 1998, Policy DM20 of the managing Development DPD (proposed submission version) 2012 and the WWSPG and which seek to ensure there are no detrimental impacts upon the public transport network.
- Transport matters, including parking, access and servicing, are acceptable and in line with saved policies T16 and T19 of the Council's Unitary Development Plan (1998), policy SP08 and SP09 of the Core Strategy Development Plan Document (2010) and DM20 and DM22 of the Managing Development DPD (proposed submission version) 2012, which seek to ensure developments minimise parking and promote sustainable transport options.
- Proposed residential accommodation will achieve a Code for Sustainable Homes Level 4 rating and all commercial development achieves a BREEAM 'Excellent' rating which ensures the highest levels of sustainable design and construction in accordance with Policy 5.2, 5.3 of the London Plan (2011) saved Policy DEV 5 of the Interim Planning Guidance, policy SP.11 of the Core Strategy (2010) and policy DM29 of the Development Management DPD (proposed submission version) 2012, which seek the highest standards of sustainable design and construction principles to be integrated into all future developments.
- The proposal will achieve 29.5% carbon dioxide savings against baseline emissions subject to fuel-cell technology being implemented or 21% if it is found to be unfeasible. The main renewable components provide around 7.6% carbon dioxide emissions savings. Whilst the proposed development is not meeting Core Strategy Policy SP11 it is broadly in compliance with policies 5.2 and 5.11 of the London Plan (2011). The development will also provide a linked energy network, subject to condition, in accordance with policy 5.6 of the London Plan (2011) and Development Management DPD (proposed submission version) 2012 (Site Allocation16) which seeks a district heating facility in this location.
- Contributions have been secured towards the provision of affordable housing, education, employment and training, community facilities, public transport, Crossrail, local highway network, improvements to connectivity and integration, leisure facilities, public open space improvements, social and community projects, car free agreement, health and development monitoring in line in line with Regulation 122 of Community Infrastructure Levy 2010, Government Circular 05/05, saved policy DEV4 of the Council's Unitary Development Plan (1998), and policy 8.2 of the London Plan (2011), policy SP13 of the Council's Core Strategy (2010) and the Councils Planning Obligations SPD (2012) .
- The proposed canal and other engineering infrastructure will provide increased waterspace, water-based recreation and entertainment opportunities in accordance with saved policy DEV1 of the Unitary Development Plan (1998), the WWSPG, policy SP04 of the Core Strategy (2010) and policy DM12 of the Development Management DPD (proposed submission version) 2012 which seek to provide promote the enhancement of the waterspace.
- The development has appropriately considered its potential impact within Coldharbour Conservation Area, and upon surrounding conservation areas, archaeology assets, listed buildings, dock cranes and world heritage sites in accordance with PPS5, policies 7.1, 7.4, 7.7 and 7.11 of the London Plan (2010), policies SP09 and SP10 of the Core Strategy (2010) and policies DM27 and DM28 of the Development Management DPD (proposed submission version) 2012 which seek to minimise any impact upon heritage

assets.

- Vehicular, cycle and pedestrian routes to and through the site shall be secured to ensure equal and inclusive environments are maintained in accordance with policy 6.9, 6.10 and 7.2 of the London Plan (2011), saved policy DEV1 of the Unitary Development Plan, the WWSPG, policy SP08 of the Core Strategy (2011) and policies DM20, and DM23 of the Development Management DPD (proposed submission version) 2012.
- The development will operate in accordance with a number of appropriate environmental management strategies including air quality, construction management, contamination, light pollution, noise, TV reception, local infrastructure in terms of sewerage and water, flooding, waste management, car parking management, and recycling to ensure that the estate is operated sustainably with minimal impact upon the surrounding residents in accordance with policies London Plan policies 5.13, 5.14, 5.15, 5.21, policies SP05 and SP03 of the Core Strategy (2011) and DM9, DM13, DM14, DM25 and DM30 of the Development Management DPD (proposed submission version) 2012.
- The development will mitigate potential impacts upon the ecology and nature conservation area in accordance with 7.19 of the London Plan (2011), policy SP04 of the Core Strategy (2010) and policy DM11 of the Development Management DPD (proposed submission versions) 2012 which seek to protect and enhance biodiversity.
- On balance it is not considered that the proposal would give rise to undue impacts in terms of privacy, overlooking, sunlight and daylight, and noise upon the surrounding residents. Also, the scheme proposes appropriate mitigation measures to ensure a satisfactory level of residential amenity for the future occupiers. As such, the proposal is considered to satisfy the relevant criteria of saved policy DEV2 of the Council's Unitary Development Plan (1998), policy DEV1 of the Interim Planning Guidance (2007); policy SP10 of the of the Core Strategy Document (2010) and policy DM25 of the Managing Development DPD (proposed submission version (2012) which seek to protect residential amenity.
- Where the proposed demolition of the Lovegrove Walk houses form part of a comprehensive regeneration strategy for the site encompassing up to 1,668 residential units, the proposal is considered to be acceptable, due to a significant net increase in homes and therefore in accordance with policy 3.3 of the London Plan (2011), policy SP02 of the Core Strategy (2010) and policy DM3 of the Development Management DPD (proposed submission version) 2012.
- Consideration has been given to the objections made to the scheme, but none of these are considered sufficient to outweigh the reasons for granting planning permission and listed building consent.

3. RECOMMENDATION

PA/11/02174

3.1 That the Committee resolve to **GRANT** planning permission subject to:

A. Any direction by The London Mayor (see details later in this report)

B. Any direction by the Secretary of State pursuant to the Shopping Development Direction

- C. The prior completion of a S.106 Deed of Variation to ensure that the planning obligations secured pursuant to the S.106 Agreement (attached to planning permission issued under PA/08/01215 and dated 18 May 2009) apply to planning permission (PA/11/02174)
- 3.2 That the Corporate Director Development & Renewal is delegated authority to negotiate the Deed of variation indicated above.
- 3.3 That the Corporate Director Development & Renewal is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

General: Site wide

1. The development must begin within three [3] years from the date of this permission.
2. The final submission of all reserved matters in respect of each of the phases (being appearance, scale and landscaping) must be made within 10 years from the date of this permission. The development of each phase must begin within 2 years from the date of the last reserved matter(s) approved in respect of the relevant phase.
3. The development shall be carried out in accordance with the approved phasing plan, unless otherwise agreed by the LPA (Append to decision)
4. Submission of a detailed phasing programme
5. The development is to be carried out in accordance with the Details of Scale Parameters document. Quantum of floorspace to be limited to that assessed under the ES.
6. The development of Phases 2, 3 and 4 shall not commence upon until non-secured land has been tied into the s106 agreement.
7. The development shall be carried out in accordance with the following site wide strategies submitted:
 - Design Guidelines;
 - Water Space and Public Realm Strategy;
 - Play Space Strategy;
 - Resource and Waste Management Strategy;
 - Details of Scale Parameters;
 - Accessibility Strategy;
 - Energy Strategy; and
 - Estate Management Strategy.
8. The development shall not be commenced until site wide strategies addressing the following matters are submitted (to include all of the EIA mitigation measures where relevant) and the development shall be carried out in accordance with the approved strategies:
 - Cycle Facilities;
 - Environmental Construction Management incorporating Code of Construction Practice;
 - Way Finding Strategy
 - Surface/ foul water drainage and surface water control measures;
 - Flood risk (including protection of the flood defences);
 - Construction of storage facilities for oils, fuels or chemicals;
 - Water supply infrastructure reinforcements;
 - Ecology and nature conservation (including all of the EIA mitigation measures);
 - Cultural Heritage, including archaeology investigations and a programme of recording and historic analysis;
 - Impact of construction on the listed dock walls;
 - Safety and security, including Secured by Design principles;

- Noise and vibration;
 - Contamination (including water pollution potential);
 - Wind microclimate;
 - Air quality; and
 - Light pollution
9. Details of works to be carried out on the dock banks
 10. Submission of details of the floating islands.
 11. Development shall not commence until access from Cartier Circle is secured and details submitted.
 12. All planting within 5 metres of the docks shall be of locally native plant species only.
 13. No building or other obstruction shall be erected over or within 3 metres of any public sewer.
 14. External artificial lighting within 5 metres of the bank top shall be directed away from the docks.
 15. Restriction on storage of solid matter within 10 metres of the banks of the docks, locks and canal
 16. Limit hours of construction to between 8.00 to 18.00, Monday to Friday and 8.00 to 13.00 on Saturdays and no working on Sundays or Public Holidays
 17. Submit improvement details to the northern part of the working South Dock, including access, management/maintenance (including historic cranes) and improvement works (including any alterations/ demolition of structures).
 18. Buildings to be equipped with aircraft obstacle lighting
 19. Details of the proposed works and foundation arrangements (in consultation with LUL)
 20. Restriction on the number of vehicular parking/motorcycle spaces on site as follows:

	Office	Retail/Public	Residential	Hotel	Total
Vehicular Spaces	270	93	443	23	829
Motorcycle Spaces	69	25	60	5	159

21. A minimum number of bicycle parking space are to be provided on-site, as follows:

Office	Retail/Public	Res	Hotel	Total
1326	50	1668	20	3064

22. Submit details of the dock water cooling system

Phase 1

Phase Wide

1. Submission of reserved matters (comprising Scale, Appearance and Landscaping) for all development within the phase, excluding building W01)
2. The development shall not be commenced until the following phase wide details are submitted (including all of the EIA mitigation measures where relevant):
 - Resource and Waste Management Plan;
 - Energy Plan;
 - Detailed Access Statement, including Way Finding Plan;
 - Landscape Management Plan;
 - Estate Management Plan;
 - Servicing and Deliveries Management Plan;
 - Details of cycle facilities;
 - Environmental Construction Management Plan, incorporating Code of Construction Practice;
 - Ecology and Nature Conservation Plan (including all of the EIA mitigation measures);

- Archaeology Investigations;
 - Programme of recording and historic analysis;
 - Impact of construction on the listed dock walls;
 - Safety and security, including Secured by Design principles;
 - Noise and vibration limits;
 - Contamination and remediation plan;
 - Wind microclimate plan;
 - Air quality plan;
 - Surface/ foul water drainage and surface water control measures;
 - Flood risk;
 - Details of the proposed works to achieve access routes for emergency vehicles to the site;
 - Details of riparian life saving equipment;
 - Full particulars regarding the feasibility of using the docks and river for the transportation of construction materials for building;
 - Electrical charging points for vehicles, and
 - Details of sustainable design and construction measures.
3. The development shall not be commenced until the details of the associated highway works have been submitted.
 4. The development shall not be occupied until the associated highway works have been carried out.

Building W01

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. Building W01 shall not be occupied until the foot bridge to Montgomery Street is completed.
3. Submission of a detailed access statement.
4. Samples and full particulars of all of the external materials proposed shall be submitted.
5. Details of the cycle facilities
6. Environmental Construction Management Plan
7. Flood warning system
8. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
9. Submit details of green/brown roofs
10. Submission of a Resource and Waste Management Plan
11. Submission of a security management scheme, including Secured by Design assessment
12. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
13. Submit details of renewable energy measures and carbon emissions
Light pollution assessment
14. Submit details of the CHP plant

Phase 2

Phase Wide

1. Submission of reserved matters (comprising Scale, Appearance and Landscaping) for all development within the phase, excluding buildings W02, W03, W07A, W07A/B, W07B and W08.
2. The development shall not be commenced until the following phase wide details are submitted (including all of the EIA mitigation measures where relevant):
 - Resource and Waste Management Plan;

- Energy Plan;
 - Detailed Access Statement, including Way Finding Plan;
 - Landscape Management Plan;
 - Estate Management Plan;
 - Servicing and Deliveries Management Plan;
 - Details of cycle facilities;
 - Environmental Construction Management Plan, incorporating Code of Construction Practice;
 - Ecology and Nature Conservation Plan (including all of the EIA mitigation measures);
 - Archaeology Investigations;
 - Programme of recording and historic analysis;
 - Impact of construction on the listed dock walls;
 - Safety and security, including Secured by Design principles;
 - Noise and vibration limits;
 - Contamination and remediation plan;
 - Wind microclimate plan;
 - Air quality plan;
 - Surface/ foul water drainage and surface water control measures;
 - Flood risk;
 - Details of the proposed works to achieve access routes for emergency vehicles to the site;
 - Details of riparian life saving equipment;
 - Full particulars regarding the feasibility of using the docks and river for the transportation of construction materials for building;
 - Electrical charging points for vehicles;
 - Details of sustainable design and construction measures; and
 - Details of the A1 – A5 uses (including use, location, shop fronts, operating hours, sizes) within Wood Wharf Square/High Street.
3. Buildings W02 and W03 shall not be occupied until the temporary health facility has been provided.
 4. Details of the hard and soft landscaping of the temporary park(s), including child play space.
 5. Buildings W02 and W03 shall not be occupied until the pedestrian access is provided through the site connecting Preston's Road to Cartier Circle and Montgomery Street.
 6. Restrictions on development until the temporary park has been completed
 7. The development shall not be commenced until the details of the associated highway works have been submitted.
 8. The development shall not be occupied until the associated highway works have been carried out.

Buildings W02 and W03

(Commercial Buildings to be conditioned separately, but for this report, have been grouped together)

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. Submission of a detailed access statement.
3. Samples and full particulars of all of the external materials proposed shall be submitted.
4. Details of the cycle facilities
5. Environmental Construction Management Plan
6. Flood warning system
7. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
8. Submit details of green/brown roofs
9. Submission of a Resource and Waste Management Plan

7. Submission of a security management scheme, including Secured by Design assessment
11. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
12. Submit details of renewable energy measures and carbon emissions
13. Submit details of the CHP plant
14. Light pollution assessment

Building W07A and W07A/B
(Hotel)

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. 10% of new hotel units will be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users
3. Submission of a detailed access statement.
4. Samples and full particulars of all of the external materials proposed shall be submitted.
5. Details of the cycle facilities
6. Environmental Construction Management Plan
7. Flood warning system
8. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
9. Submit details of green/brown roofs
10. Submission of a Resource and Waste Management Plan
11. Submission of a security management scheme, including Secured by Design assessment
12. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
13. Submit details of renewable energy measures and carbon emissions
14. Submit details of the CHP plant
15. Light pollution assessment

Building W07B
(Residential and retail)

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. The residential units shall comply with the minimum space standards;
3. All residential units are to comply with Lifetime Homes standards;
4. No fewer than 10% of the total number of residential units shall be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users;
5. Submission of a detailed access statement.
6. Samples and full particulars of all of the external materials proposed shall be submitted.
7. Details of the cycle facilities
8. Environmental Construction Management Plan
9. Flood warning system
10. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
11. Submit details of green/brown roofs
12. Submission of a Resource and Waste Management Plan
13. Submission of a security management scheme, including Secured by Design assessment
14. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
15. Submit details of renewable energy measures and carbon emissions
16. Submit details of the sustainable design and constructions measures (a minimum of Code Level 3 is required unless otherwise agreed by the LPA)

17. Details of the A1 – A5 uses where applicable (including use, shop fronts, operating hours, sizes)
18. Light pollution assessment
19. Details of eastern façade treatment to achieve adequate sunlight/daylight levels

Phase 3

Phase Wide

1. Submission of reserved matters (comprising Scale, Appearance and Landscaping) for all development within the phase, excluding buildings W06, W07C, W08 and W09.
2. The development shall not be commenced until the following phase wide details are submitted (including all of the EIA mitigation measures where relevant):
 - Resource and Waste Management Plan;
 - Energy Plan;
 - Detailed Access Statement, including Way Finding Plan;
 - Landscape Management Plan;
 - Estate Management Plan;
 - Servicing and Deliveries Management Plan;
 - Details of cycle facilities;
 - Environmental Construction Management Plan, incorporating Code of Construction Practice;
 - Ecology and Nature Conservation Plan (including all of the EIA mitigation measures);
 - Archaeology Investigations;
 - Programme of recording and historic analysis;
 - Impact of construction on the listed dock walls;
 - Safety and security, including Secured by Design principles;
 - Noise and vibration limits;
 - Contamination and remediation plan;
 - Wind microclimate plan;
 - Air quality plan;
 - Surface/ foul water drainage and surface water control measures;
 - Flood risk;
 - Details of the proposed works to achieve access routes for emergency vehicles to the site;
 - Details of riparian life saving equipment;
 - Full particulars regarding the feasibility of using the docks and river for the transportation of construction materials for building
 - Electrical charging points for vehicles; and
 - Details of sustainable design and construction measures.
3. Details of the hard and soft landscaping of the temporary park(s), including child play space.
4. Restrictions on development until the temporary park has been completed
5. The development shall not be commenced until the details of the associated highway works have been submitted.
6. The development shall not be occupied until the associated highway works have been carried out.

Buildings W06

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. Submission of a detailed access statement.
3. Samples and full particulars of all of the external materials proposed shall be submitted.

4. Details of the cycle facilities
5. Environmental Construction Management Plan
6. Flood warning system
7. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
8. Submit details of green/brown roofs
9. Submission of a Resource and Waste Management Plan
10. Submission of a security management scheme, including Secured by Design assessment
11. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
12. Submit details of renewable energy measures and carbon emissions
13. Submit details of the CHP plant
14. Light pollution assessment
15. Details of the A1 – A5 uses where applicable (including use, shop fronts, operating hours, sizes)

Building W07C, W08 and W09

(Residential Buildings to be conditioned separately, but for this report, have been grouped together)

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. The residential units shall comply with the minimum space standards;
3. All residential units are to comply with Lifetime Homes standards;
4. No fewer than 10% of the total number of residential units shall be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users;
5. Submission of a detailed access statement.
6. Samples and full particulars of all of the external materials proposed shall be submitted.
7. Details of the cycle facilities
8. Environmental Construction Management Plan
9. Flood warning system
10. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
11. Submit details of green/brown roofs
12. Submission of a Resource and Waste Management Plan
13. Submission of a security management scheme, including Secured by Design assessment
14. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
15. Submit details of renewable energy measures and carbon emissions
16. Submit details of the sustainable design and constructions measures (a minimum of Code Level 3 is required unless otherwise agreed by the LPA)
17. Details of the A1 – A5 and/or D1 uses where applicable (including use, shop fronts, operating hours, sizes)
18. Details of northern façade treatment to W07C to achieve adequate sunlight/daylight levels

Phase 4

Phase Wide

1. Submission of reserved matters (comprising Scale, Appearance and Landscaping) for all development within the phase, excluding buildings W04, W05, W07D and W13
2. The development shall not be commenced until the following phase wide details are submitted (including all of the EIA mitigation measures where relevant):

- Resource and Waste Management Plan;
 - Energy Plan;
 - Detailed Access Statement, including Way Finding Plan;
 - Landscape Management Plan;
 - Estate Management Plan;
 - Servicing and Deliveries Management Plan;
 - Details of cycle facilities;
 - Environmental Construction Management Plan, incorporating Code of Construction Practice;
 - Ecology and Nature Conservation Plan (including all of the EIA mitigation measures);
 - Archaeology Investigations;
 - Programme of recording and historic analysis;
 - Impact of construction on the listed dock walls;
 - Safety and security, including Secured by Design principles;
 - Noise and vibration limits;
 - Contamination and remediation plan;
 - Wind microclimate plan;
 - Air quality plan;
 - Surface/ foul water drainage and surface water control measures;
 - Flood risk
 - Details of the proposed works to achieve access routes for emergency vehicles to the site;
 - Details of riparian life saving equipment;
 - Full particulars regarding the feasibility of using the docks and river for the transportation of construction materials for building;
 - Electrical charging points for vehicles; and
 - Details of sustainable design and construction measures.
3. Details of the hard and soft landscaping of the Community Park, including child play space.
 4. Restricting commencement of development until the Community Park has been delivered.
 5. Submit details of the pavilion building within the Community Park.
 6. The development shall not be commenced until the details of the associated highway works have been submitted.
 7. The development shall not be occupied until the associated highway works have been carried out.

Buildings W04 and W05

(Commercial buildings to be conditioned separately, but for this report, have been grouped together)

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. Submission of a detailed access statement.
3. Samples and full particulars of all of the external materials proposed shall be submitted.
4. Details of the cycle facilities
5. Environmental Construction Management Plan
6. Flood warning system
7. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
8. Submit details of green/brown roofs
9. Submission of a Resource and Waste Management Plan
10. Submission of a security management scheme, including Secured by Design assessment
11. Details of the means of ventilation for the extraction and dispersal of cooking smells

and other fumes.

12. Submit details of renewable energy measures and carbon emissions
13. Submit details of the CHP plant
14. Light pollution assessment
15. Details of the A1 – A5 and/or D1 uses (including use, location, shop fronts, operating hours, sizes).

Building W07D and W13

(Residential buildings to be conditioned separately, but for this report, have been grouped together)

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. The residential units shall comply with the minimum space standards;
3. All residential units are to comply with Lifetime Homes standards;
4. No fewer than 10% of the total number of residential units shall be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users;
5. Submission of a detailed access statement.
6. Samples and full particulars of all of the external materials proposed shall be submitted.
7. Details of the cycle facilities
8. Environmental Construction Management Plan
9. Flood warning system
10. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
11. Submit details of green/brown roofs
12. Submission of a Resource and Waste Management Plan
13. Submission of a security management scheme, including Secured by Design assessment
14. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
15. Submit details of renewable energy measures and carbon emissions
16. Submit details of the sustainable design and constructions measures (a minimum of Code Level 3 is required unless otherwise agreed by the LPA)
17. Details of the A1 – A5 uses where applicable (including use, shop fronts, operating hours, sizes)
18. Light pollution assessment
19. Details of northern façade treatment to W07D to achieve adequate sunlight/daylight levels

Any other planning condition(s) considered necessary by the Corporate Director Development & Renewal.

Informatives

- 1) Section 106 agreement required;
- 2) Section 278 agreement required;
- 3) This permission does not include consent for the indicative moored vessel locations and a separate planning application is required where proposed.

Any other informative(s) considered necessary by the Corporate Director Development & Renewal.

- 3.4 That the Committee confirms that it has taken the environmental information into account as required by Regulation 3 of the Town and Country Planning (Environmental Impact) Regulations 2011.
- 3.5 That the Committee agrees that following issue of the decision the Corporate Director

Development and Renewal should place a statement on the statutory register pursuant to Regulation 24 of the 2011 Regulations containing the information required by Regulation 24 and that for the purposes of Regulation 24 (1)(c) the main reasons and considerations on which the Committee's decision was based shall be as set out in this report in the summary of reasons for granting permission.

- 3.6 That, if within 3-months of the date of this Committee the legal agreement has not been completed, the Corporate Director Development & Renewal is delegated power to refuse planning permission.
- 3.7 In view of the various changes to policy since the previous May 2009 grant of planning permission, the need to amend policy to reflect existing policy circumstances and the need to control aspects of the development now necessary as a consequence of amended policy, it is officers intention to produce a draft decision notice in time for the 16 February 2012 Committee which will outline any substantive changes to planning conditions and/or new planning conditions to deal with matters arising out of this application to replace the extant planning permission. This draft decision notice will form part of an eventual Update Report.
- 3.8 That the Committee **GRANT** listed building consent for **PA/11/03468** subject to:

Conditions to secure the following matters:

1. Details in respect of the following shall be submitted to and approved in writing by the Council as local planning authority in consultation with English Heritage before the relevant work is begun. The relevant work shall be carried out in accordance with such approved details:
 - a. Detailed drawings of all proposed structures (associated with the current application) anchored or fixed within the Blackwall Basin (including full plans and sections) at a scale of 1:10.
2. Before any work is undertaken in pursuance of this consent to anchor or fix any structures (associated with the current application) within the Basin, structural engineers' drawings and a method statement indicating the proposed method of ensuring the safety and stability of the listed fabric, shall be submitted to and approved in writing by the Council as local planning authority in consultation with English Heritage. The relevant work shall be carried out in accordance with such structural engineer's drawings and method statement thus approved.

- 3.9 That the Committee **GRANT** conservation area consent for **PA/11/03469** subject to:

Conditions to secure the following matters:

1. Works for the demolition of the building or any part thereof shall not be commenced before a valid construction contract under which one of the parties is obliged to carry out and itself complete the works of redevelopment of the site for which planning permission was granted (PA/11/2174) has been entered into and evidence of such construction contract has first been submitted to and formally accepted by the Council as local planning authority.
2. Any other planning condition(s) considered necessary by the Corporate Director Development & Renewal.

4. BACKGROUND

- 4.1 On 18 May 2009, an outline planning permission (ref PA/08/01215) was granted (all

matters reserved, save for access & layout) for comprehensive mixed-use redevelopment of Wood Wharf the key elements include:

- 460,000sqm Office (B1) floorspace
- 19,000sqm Retail
- 340 bed Hotel
- Up to 1,668 residential units (minimum 18% affordable based on 70/30 split in favour of social rented)
- 5,000sqm community uses (including a health facility and Idea Store)

4.2 The approval included £53m planning obligations (S.106) secured for LBTH and £100m for Crossrail. Other community benefits included a new park and 25,000 new jobs.

4.3 The planning permission is due to expire on 18 May 2012 and the applicant is keen to replace the current extant outline/detailed planning application and the associated listed building consent and conservation area consent

4.4 The impact of the economic downturn has delayed the implementation of the scheme and the planning permission, even though the applicant had previously applied for and secured reserved matters approval for two of the office elements provided by the previous outline planning permission. The Government has recognised this type of situation and its effect on development and has legislated to allow for applications to extend the time limits for implementing planning permissions. This allows developers and local planning authorities, in appropriate circumstances, to keep planning permissions alive for longer, thereby enabling planning permissions to be more quickly implemented when economic conditions improve.

4.5 The development was previously anticipated to commence in August 2009 (site clearance and demolition works) with the main construction works starting November 2009. Some enabling and advanced works such as the construction of a new Cable and Wireless Building (Planning consent granted separately) and diversions commenced in January 2008. As highlighted below, two reserved matters applications were submitted and approved back in 2009. With current economic circumstances, funding has not been readily available to facilitate a start on site

4.6 An application to replace the extant planning permission can be made if the relevant time limit of an extant planning permission has not expired on either 1st October 2009 and/or at the date of the application and if the development has not yet been commenced.

4.7 The Greater Flexibility for Planning Permissions Guidance issued by Communities and Local Government states that the Council should take a constructive approach towards these applications and given that the principle of the development has already been agreed, the focus of the determination should be on adopted policies and other material considerations which may have significantly changed since the original grant of permission.

4.8 As it is with the subject application, where the original permission is accompanied by a S106 legal agreement, the Council need to consider whether a supplementary deed is required to link the obligations of the original to the new permission. It should also be noted that the Council has the power to impose and/or vary conditions.

5 SITE AND SURROUNDINGS AND PLANNING HISTORY

5.1 The Wood Wharf site is situated in the northern part of the Isle of Dogs and has a land mass area of 7.98 hectares (ha). However, the application site extends to an area of 13.34 ha where it includes surrounding water space area, containing proposed infrastructure extending from existing land mass. The site lies immediately to the east of the Canary Wharf cluster and to the west of Preston's Road. Blackwall Basin defines the northern

boundary of the site with the River Thames locks and South Dock forming the southern boundary.

- 5.2 Wood Wharf today comprises a number of low-rise, light industrial, office and warehouse units. The site is therefore previously developed but largely underused.
- 5.3 The site is bounded by Harbour Quay to the south and west and the A1206 Preston's Road to the east. The closest section of the TfL Road Network is the A1203 Aspen Way which lies 500m to the north. Cycle Super Highway 3 (CS3) is located approximately 680m north on Poplar High Street. 4 bus routes services can be accessed within acceptable walking distance from the site with stops located on Prestons Road and Churchill Place 200m to the northwest. The nearest underground station to the site is Canary Wharf, located approximately 500m east, offering links to the Jubilee line and Docklands Light Railway. By 2018, Crossrail is expected to be operational and the site will benefit from the proposed Isle of Dogs station some 400 metres north-west of the site via Trafalgar Way.
- 5.4 The Public Transport Accessibility Level (PTAL) of the site is therefore estimated at 4 (out of a maximum of 1-6, where 6 is excellent). It is clear that the PTAL is likely to increase as Crossrail comes on line.
- 5.5 The site has operated as a low density employment site and the applicant estimated at the time of the previous planning application that up to 200 jobs existed on the Wood Wharf site although it is likely that there are fewer working on the site today.
- 5.6 The site contains a number of features which are recognised as heritage assets:
- Blackwall Basin is identified as Grade I listed and is located to the north of the site.
 - Part of the former West India Dock walls is Grade I listed.
 - Three cranes which are understood to have been relocated from elsewhere on the Isle of Dogs, front onto the river lock on the south-east corner of the application site

Relevant Planning History

- 5.6 The following planning decisions are relevant to the application. It is not considered necessary to provide any further details of the outline planning permission, listed building consent and conservation area consent the subject of the current applications.

PA/09/00867 Approval Reserved Matters (After OPP). Details of scale, appearance and landscaping of buildings W02 and W03 pursuant to Conditions G1 and H1 of planning permission Ref. PA/08/1215 dated 18th May 2009.

PA/09/00868 Approval Reserved Matters (After OPP). Details of the scale and appearance of building envelopes W12A (parts thereof) and W22(parts thereof) pursuant to Conditions B1, F1, I1 & N1 of planning permission Ref. PA/08/1215 dated 18th May 2009.

The applicant has requested that these approval of details be followed through into the current application to replace the extant planning permission. This will be covered by varied reserved matters conditions

PA/10/00050 Non-material amendment (TCPA S96a) to the planning permission PA/08/1215 involving the inclusion of Scale Parameters for Building Envelopes W12, W12F, W12G, W12H, W12J and W12K into condition 8 of planning permission.

This non material amendment has been included within the current scheme proposals – and is covered in the list of drawings to be approved.

PA/11/01000 Temporary change of use to Class D1 (non-residential institution) and D2 (assembly and leisure), up to 2400 sq.m. of Class A3 (restaurants and cafés) and A4 (drinking establishments) floorspace and sui generis (theatre, outdoor exhibition uses [falling outside Class D1]) and ancillary uses to comprise no more than 14,999 sq.m. of enclosed floorspace; erection of a temporary bridge; erection of temporary structures; works of hard and soft landscaping, parking and other works incidental to the application for a period of two years.

6. PROPOSAL

- 6.1 The application is to replace the extant hybrid permission, in that the applicant is seeking outline planning permission for the redevelopment of Wood Wharf for a mixed-use scheme, alongside full planning permission for the canal and other engineering infrastructure works. These proposals also seek to replace the extant Conservation Area Consent and Listed Building Consent along with the subsequent reserved matters approvals as set out in the relevant planning history section of this report.
- 6.2 The proposal comprises a series of tall buildings, which will provide up to 1,668 residential units in a variety of sizes and tenures (up to approximately 200 metres in height) and over 450,000 sq m of commercial floorspace, together with hotel, retail, recreation and community uses, public open space and new access links set within a high quality public realm.
- 6.3 The outline part of the application relates to all aspects of the scheme, with the exception of the canal and other engineering infrastructure. Matters for detailed approval at this stage are access and layout with all other matters (being scale, appearance and landscaping) reserved for subsequent approval. This is with the exception in relation to buildings W02, W03 (as shown on the plan below) which have had these reserved matters approved previously along with W12A (parts thereof) and W22 (parts thereof) covering details of scale and appearance. Whilst the applicant has requested that these reserved matters approvals are explicitly referred to in the corresponding planning conditions, this would not preclude the applicant from applying for alternative reserved matters should it elect to do so in the future.
- 6.4 A separate application for listed building consent is also submitted, for partial demolition of a small section of the southern dock wall to Blackwall Basin, the creation of a new canal between South Dock and Blackwall Basin and the introduction of piled foundations to anchor structures within the Basin, along with and other associated works as part of the comprehensive redevelopment of Wood Wharf.
- 6.5 A separate application for conservation area consent is also submitted for the demolition of a building to the west of Preston's Road which falls within Coldharbour Conservation Area.
- 6.6 All applications are to be considered concurrently as a comprehensive package.
- 6.7 The redevelopment of Wood Wharf is also envisaged to take place on a phased basis and the intention has always been to secure reserved matters approval on a block by block basis (or a combination of blocks) – as sites come forward.
- 6.8 As highlighted above, the outline application reserves scale, as well as appearance and landscaping. The Town and Country planning (Development Management Procedures) Order 2010 states that where scale is reserved, as a minimum, the application should provide 'an indication of the upper and lower limits for height, width and length of each building within the site boundary', to establish a 3-dimensional building envelope within which the detailed design of the buildings will be constructed.

6.9 Maximum and minimum parameters including heights, widths and lengths of buildings have been applied for. These parameters have provided a building envelope within which the final scheme must lie within and therefore have also formed the basis of the ES (as updated). The applicant has treated all 'built form' and 'other structures' (such as boardwalks, basements and structural islands) as being included within this definition. For the purposes of approving layout in detail at this stage, this application shows only the maximum widths and lengths of buildings.

6.10 The table below outlines the Schedule of Scale Parameters for each "building":

Building Envelope Number	Primary Use	Maximum Height*	Minimum Height*	Maximum Length	Minimum Length	Maximum Width	Minimum Width
W01	Office	134.45	126.05	81.000	58.500	57.000	47.000
W02/03	Office	194.25	188.05	69.000	59.000	135.000	124.000
W04	Office	141.85	129.25	57.000	47.000	57.000	47.000
W05	Office	125.05	116.65	45.000	35.000	57.000	47.000
W06	Office	199.90	183.85	45.000	35.000	57.000	47.000
W07A	Hotel	134.45	114.45	27.000	15.000	39.500	25.000
W07A/B	Hotel	33.00	23.00	33.500	23.500	14.500	9.500
W07B	Residential	206.02	186.02	33.500	20.000	33.500	20.000
W07C	Residential	160.25	140.25	45.000	30.000	26.000	15.000
W07D	Residential	119.30	99.30	40.000	25.000	26.000	15.000
W08	Residential	124.55	78.00	56.542	30.000	22.000	14.000
W09	Residential	69.45	23.80	21.000	14.000	99.500	93.500
W10	Amenity Deck	9.15	7.50	37.856	35.061	127.030	121.923
W11A	Retail	17.75	16.75	8.500	7.300	15.000	13.651
W11B	Retail	17.75	16.75	8.500	6.750	15.000	13.100
W11C	Retail	17.75	16.75	14.000	13.000	41.500	40.500
W11D	Retail	17.75	16.75	8.500	6.750	31.500	25.874
W11E	Retail	17.75	16.75	8.500	7.500	27.500	26.386
W11F	Retail	17.75	16.75	8.500	5.250	11.750	6.654
W12A	Retail	12.75	12.75	28.250	26.000	195.500	193.000
W12B	Retail	12.75	12.75	63.250	41.250	48.500	47.000
W12C	Retail	12.75	12.75	63.250	41.250	70.500	67.500
W12D	Retail	12.75	12.75	63.250	41.250	64.500	60.500
W12E	High Street Bridge	12.75	12.75	13.500	9.000	13.000	11.000
W12F	High Street Bridge	12.75	12.75	13.500	9.000	33.900	20.149
W12G	High Street Bridge	12.75	12.75	13.500	9.000	11.750	9.750
W12H	High Street Bridge	12.75	12.75	13.500	9.000	4.000	2.000
W12J	Cross Street Connections	12.75	12.75	61.000	32.250	28.000	6.000
W12K	Cross Street Connections	12.75	12.75	61.000	38.250	31.000	6.000
W13	Residential	69.45	42.70	48.432	27.000	20.000	14.000
W22	West Side Basements	12.75	5.50	240.424	238.465	305.910	295.500
W23	East Side Basements	6.00	5.50	101.700	100.211	153.250	133.973
W25	Electrical Substation	15.65	12.63	77.170	40.500	18.600	6.250
W27	Park Pavilion	12.00	9.00	18.500	12.500	12.000	6.000
Other Structures							
W14	Bridge	10.23	6.00	143.223	143.223	15.104	9.409
W15	Waterside Boardwalks & Island	6.00	5.00	87.623	80.498	116.411	112.648
W16	Bridge	11.50	6.00	137.570	123.301	98.264	26.094
W17	Waterside Boardwalks & Island	12.75	5.50	57.606	53.606	262.930	258.800
W18	Bridge	7.00	6.00	39.218	33.783	13.381	6.400
W19	Bridge	7.00	6.00	20.715	20.715	15.000	6.400

W20	Bridge	7.00	6.00	19.397	16.892	15.697	3.000
W21	Floating Islands	6.00	5.00	62.568	50.668	113.603	105.486
W24	High Street Canopy	28.75	21.15	23.500	15.000	230.000	109.625

Note: * Levels are National Ordnance Datum Level

As indicated above, these parameters will be fixed by condition to ensure that the development keeps within the limits assessed for EIA purposes.

- 6.11 The applicant has submitted quantum figures which are based on the maximum envelopes mentioned above. The applicant has advised that not every building will be capable of being developed out to its maximum dimensions and are therefore considered to be indicative, subject to details of design to be approved at the reserved matters stage.
- 6.12 The quantum of development listed below reflects the maximum parameters and, as indicated above, these parameters will be fixed to ensure the development keeps within the parameters assessed for EIA purposes (as updated).

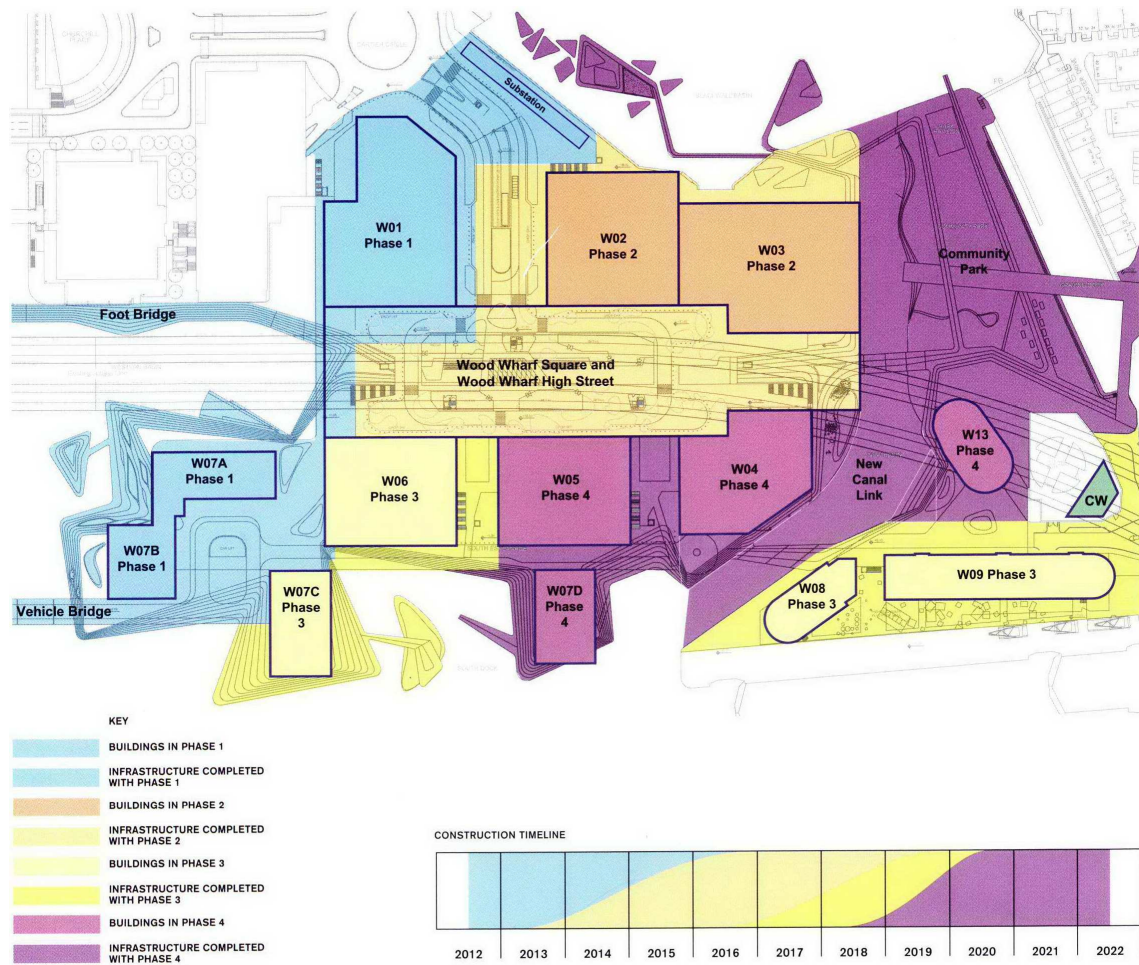
Use	Floorspace (sqm)(GIA)	Floorspace (sqm)(GEA)
Office (B1)	453,444	460,484
Retail (A1 – A5)	19,488	19,886
Leisure and community uses (D1 and D2)	4,984	5,086
340 bedroom hotel (C1)	26,325	26,937
1,668 residential units	-	-

- 6.13 Below show the layout plan for the proposed development which broadly sets out the location of the various land uses identified in the table above.

Location of Various Land Uses and Land Parcels



- 6.14 The comprehensive re-development of Wood Wharf would be a long-term exercise that would require a phased approach. A four-phased approach was suggested over a 10-year period as shown on the diagram below.



6.15 The following table summarises the proposed phasing and construction sequence:

Phase 1	<ul style="list-style-type: none"> • Building W01 • Footbridge to Canary Wharf • EDF substation
Phase 2	<ul style="list-style-type: none"> • Construction of office buildings (W02 and W03), hotel (W07A and W07A/B), residential buildings (W07B) Wood Wharf Square and Wood Wharf High Street • Vehicle bridge connecting to Canary Wharf • Temporary NHS Centre • Temporary Community Park facilities
Phase 3	<ul style="list-style-type: none"> • Construction of office building W06 • Construction of residential buildings W07C, W08 and W09 (including W13 basement and substructure construction) • Temporary Community Park facilities
Phase 4	<ul style="list-style-type: none"> • Construction of office buildings W04 and W05. • Construction of residential buildings W07D and W13 • Construction of the new Canal and bridges, the final Community Park and the remaining Public Realm



7.0 POLICY FRAMEWORK

7.1 For details of the status of relevant policies see the front sheet for “Planning Applications for Determination” agenda items. The following policies are relevant to the application:

7.2 The London Plan (2011)

- 1.1 Delivering the strategic vision and objectives of London
- 2.5 Sub regions
- 2.10 Central Activities Zone – Strategic Priorities
- 2.13 Opportunity areas and intensification areas
- 2.15 Town Centres
- 3.1 Ensuring equal life chances for all
- 3.2 Improving health and assessing health inequalities
- 3.3 Increasing housing supply
- 3.4 Optimising the use of land
- 3.5 Quality and design for housing developments
- 3.6 Children and young people’s play and informal recreation facilities
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 3.10 Definition of affordable housing
- 3.12 Negotiating affordable housing
- 3.13 Affordable housing thresholds
- 4.1 Developing London’s economy
- 4.2 Offices
- 4.3 Mixed use developments and offices
- 4.12 Improving opportunities for all
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction

5.6	Decentralised energy in new developments
5.7	Renewable energy
5.8	Innovative energy technologies
5.9	Overheating and cooling
5.11	Green roofs and development site environs
5.12	Flood risk management
5.13	Sustainable drainage
5.14	Water quality and waste water infrastructure
5.15	Water use and supplies
5.21	Contaminated Land
6.3	Assessing effects of development on transport capacity
6.5	Funding Crossrail and other strategically important transport infrastructure
6.9	Cycling
6.10	Walking
6.13	Parking
7.1	Building London's neighbourhoods and communities
7.2	Inclusive environment
7.3	Designing out crime
7.4	Local character
7.5	Public realm
7.6	Architecture
7.7	Location and design of large and tall buildings
7.11	London view management framework
7.12	Implementing the LVMF
7.13	Safety, security and resilience to emergency
7.14	Improving air quality
7.15	Reducing noise and enhancing soundscapes
7.19	Biodiversity and access to nature
8.2	Planning obligations
8.3	Community Infrastructure Levy

Supplementary Planning Guidance/Documents

London Housing Design Guide 2010
 London Views Management Framework SPG
 Draft View Management Framework

7.3 Core Strategy (adopted 2010)

SP01	Refocusing on our town centres
SP02	Urban living for everyone
SP03	Address the impact of noise pollution
SP05	Provide appropriate refuse and recycling facilities
SP06	Delivering a range and mix of employment uses, sites and types in the most appropriate location for that particular uses.
SP07	Support the growth and expansion of further and higher education facilities
SP08	Making connected places
SP10	Protect and enhance heritage assets and their settings; protect amenity and ensure high quality design in general.
SP11	Energy and Sustainability
SP12	Delivering Placemaking
SP13	Planning Obligations

Planning Obligation Supplementary Planning Document (2012)

7.4 Unitary Development Plan (1998)

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

Wood Wharf Supplementary Planning Guidance (2003)

7.5 Interim Planning Guidance (Oct 2007)

Proposals		Major Centre Major Centre – secondary frontage Flood risk area Blue ribbon network Site of importance for nature conservation Crossrail boundary Jubilee Line Strategic cycle route Development Site ID5: Employment (B1 and B2), Retail and Leisure (A1, A2, A3, A4 and A5), Residential (C3) and Public Open Space
Policies:	DEV1	Amenity
	DEV2	Character & Design
	DEV3	Accessibility & Inclusive Design
	DEV4	Safety & Security
	DEV5	Sustainable Design
	DEV6	Energy Efficiency & Renewable Energy
	DEV10	Disturbance from Noise Pollution
	DEV11	Air Pollution and Air Quality
	DEV12	Management of Demolition and Construction
	DEV13	Landscaping
	DEV15	Waste and Recyclables Storage
	DEV 16	Walking and Cycling Routes and Facilities
	DEV17	Transport Assessments
	DEV18	Travel Plans
	DEV19	Parking for Motor Vehicles
	DEV20	Capacity of Utility Infrastructure
	DEV22	Contaminated Land
	DEV24	Accessible Amenities and Services
	DEV25	Social Impact Assessment
	HSG1	Determining Residential Density
	HSG2	Housing Mix

HSG3	Affordable Housing
HSG4	Social and Intermediate Housing ratio
HSG7	Housing Amenity Space
HSG9	Accessible and Adaptable Homes
HSG10	Calculating Provision of Affordable Housing
OSN2	Open Space
IOD1	Spatial strategy
IOD2	Transport and movement
IOD3	Health provision
IOD4	Education provision
IOD5	Public open space
IOD6	Water space
IOD7	Flooding
IOD8	Infrastructure capacity
IOD10	Infrastructure and services
IOD13	Employment Uses in the Northern sub-area
IOD14	Residential uses in the Northern sub-area
IOD15	Retail and Leisure Uses
IOD16	Design and Built Form in the Northern sub-area
IOD17	Site allocations in northern sub-area

**Managing Development - Development Plan Document (DPD)
Proposed Submission Version (2012)**

Proposal Site 16 Wood Wharf

Policies:	DM3	Delivering Homes
	DM4	Housing Standards and amenity space
	DM8	Contributing to healthy and active lifestyles
	DM9	Improving air quality
	DM10	Delivering Open space
	DM11	Living Buildings and biodiversity
	DM12	Water spaces
	DM13	Sustainable drainage
	DM14	Managing Waste
	DM15	Local job creation and investment
	DM16	Office Locations
	DM20	Integrating development with a sustainable transport network
	DM21	Sustainable transport of freight
	DM22	Parking
	DM23	Streets and public realm
	DM24	Place Sensitive Design
	DM25	Amenity
	DM26	Building Heights
	DM27	Heritage and the historic environment
	DM28	World Heritage Sites
	DM29	Achieving a Zero-carbon borough and addressing climate change
	DM30	Contaminated Land

7.6 Government Planning Policy Guidance/Statements

PPS1	Delivering Sustainable Development
PPS3	Housing
PPS4	Planning for Sustainable Economic Growth
PPS5	Planning and Historic Environment
PPS6	Planning for Town centres

PPS9	Biodiversity & conservation
PPS10	Waste
PPG13	Transport
PPS22	Renewable Energy
PPG24	Planning & Noise
Draft PPS	Planning for a Low Carbon Future in a Changing Climate

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

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

7.8 Supplementary Planning Guidance/Documents

Designing Out Crime
 Residential Space
 Landscape Requirements
 GLA – draft London World Heritage Sites – Guidance on Settings (2011)

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

8. CONSULTATION RESPONSE

8.1 The following were consulted regarding the application:

LBTH Access to Employment

Support in principle, subject to a financial contribution towards access to employment initiatives as follows:

- 20% of the construction phase workforce will be local residents of Tower Hamlets
- 20% goods/services procured during the construction phase should be achieved by businesses in Tower Hamlets
- £253,980 for training of local people or equivalent in-house training scheme
- £5,632,556 towards the training and development of unemployed residents in Tower Hamlets

(Officer Response)

The original s106 agreement includes a £5,000,000 contribution towards Skillsmatch, £3,000,000 towards East London Business Place programme, and provision of on-site Construction Training and Recruitment centre (equivalent value £2,275,000). With respect to the on-site Construction Training and Recruitment centre, the applicant is proposing to operate the centre on-site in-kind, which the Employment and Training Officer has agreed to in principle, subject to the submission of a strategy secured by S.106 Agreement to ensure the needs of the community are met by this proposal. The centre must be offered at an equivalent value to that requested by the Council).

LBTH Environmental Health

Health and Safety

Construction Phase - The development should comply with the Construction (Design and

Management) Regulations 2007.

LBTH Highways

It is acknowledged that the site has previously been granted planning consent for similar proposals, and the Transport Assessment has been updated.

Further investigation required around necessary measures to mitigate the impact of the development on Preston's Road roundabout. The updated TA demonstrates that the development proposals have a detrimental impact on the operation of Preston's Road roundabout, but because an improvement scheme has not been identified it is not possible to determine whether such a scheme will be able to resolve existing and future capacity issues.

Any planning permission should be subject to conditions to secure the following:

- S106 car and permit free agreement.
- Construction Management Plan.
- Delivery and Service Management Plan.
- Private forecourt/areas to be drained within the site and not into the Public Highway
- Development shall not commence until the Council (as local planning authority and the highway authority) has approved highway improvements, and not occupied until these works have been completed.
- s278 agreement (Highway Act 1980).
- Temporary obstruction of footway and carriageway to be kept to a minimum.
- All construction vehicles must only load/unload/park at locations and within the times permitted by existing on-street restrictions

(Officer Response)

Further discussions have been held with LBTH Highways regarding the potential impact of the Wood Wharf development on traffic generation in and around the Isle of Dogs. The previous S.106 agreed to make a significant contribution to off site highway works (in particular the Trafalgar Way and Prestons Road roundabout) to the tune of up to £1,750,000 to be delivered in two tranches (indexed linked). This obligation will remain as part of these current proposals and officers are satisfied that as phased development comes forward, the impact of additional traffic generation will be able to be managed following the carrying out of off site highway works. All other matters will be controlled through the use of planning conditions or planning obligations. The level of car parking proposed, for both the commercial and residential elements would comply with both London Plan and the Council's current car parking standards, as detailed in the London Plan (2011) and the Council's Managing Development DPD (proposed submission version) 2012.

LBTH Waste Policy and Development

No objection subject to a site waste management plan being in place.

British Broadcasting Corporation (BBC)

Where a new development causes reception problems, we expect the developer to rectify these, and planning authorities sometimes require a legally binding commitment under Section 106 of the Town and Country Planning Act 1990, or Section 75 of the Town and Country Planning (Scotland) Act 1997, to enforce this before granting planning permission.

British Waterways (Statutory Consultee)

The proposed development will set a new standard for waterfront design and development in the heart of the dock complex and will be recognised both nationally and internationally as an

exemplar for the rest of the Thames Gateway. British Waterways (BW) raises no objections. BW has been able to build in their requirements from the earliest stage of the design process. BW therefore has no requests for conditions or planning obligations.

BT Cellnet

No response.

Design Council (CABE)

Comments on the previous scheme (dated 18 August 2008) represent their formal response to this application. This is set out in the previous Committee report.

Corporation of London

The proposal will not have a detrimental impact on the City of London. No observations.

Cross Rail

The site of this planning application is identified within the limits of land subject to consultation under the Safeguarding Direction.

The implications of the Crossrail proposals for the application have been considered and Crossrail Limited do not wish to make any comments on this application as submitted.

Cross River Partnership

No response.

Docklands History Group

No response.

Docklands Light Rail

No direct response. Integrated as part of TFL's response.

EDF Energy Networks Ltd

No response.

English Heritage (Statutory Consultee)

Planning Application PA/11/2174

In order to further the understanding of any heritage assets on the site, previous conditions A31, A32 and A33 of planning permission PA/08/01215 should be placed on any new consent.

Whilst there is undoubtedly the potential for damage to the setting of the World Heritage Site (WHS) by uncoordinated development on the Isle of Dogs, including tall buildings located south of the existing Canary Wharf cluster, the impact of the proposed Wood Wharf development on the setting is acceptable. It would not impact adversely on the visual integrity of the WHS or its Outstanding Universal Value.

Conservation Area Consent PA/11/3469

English Heritage raised no comment regarding the application for conservation area consent.

Listed Building Consent PA/11/3468

English Heritage has raised concern about the impact of the proposed 'Eco Islands' on the historic character of Blackwall Basin and has requested that conditions be imposed on the listed building consent to allow for further details to be submitted, so that the details can be assessed in much more detail.

English Heritage (Archaeology) (Statutory)

The archaeological and historic building recording conditions on the existing consent (PA/08/01215), the conditions A31 – 33 should be carried over to any new consent granted.

Environment Agency (Statutory Consultee)

No objection.

Greater London Authority (Statutory)

The GLA Stage 1 report is broadly supportive of the proposed renewal of this extant consent. The letter refers to the various changes in policy that are now relevant to the proposed development: those being housing quality, the impact of the development on the “universal value, integrity, authenticity or significance of the World Heritage site” (Greenwich World Heritage Site), air quality and energy.

In terms of housing quality, the GLA has stated that the level of information submitted alongside the hybrid application is not sufficient to ensure that the residential units will meet the London Housing Design standards. The GLA has advised that they will not object to this approach as long as a condition is imposed on the renewal which states that all subsequent reserved matters applications will meet the minimum standards set out in table 3.3 and will meet all other design standards as far as is practicable.

The GLA is content with the impact of the development on the World Heritage site. The GLA is also content with the submitted/updated energy strategy for the proposed development, provided that the application is conditioned such that the development exceeds 2010 Building Regulations through energy efficiency alone, that the development is designed to allow future connection to a district heating network, the restating of previous conditions in relation to residential heating networks (including links to the proposed hotel and other uses) are restated and that a minimum of 4,000 sq meters of PV panels will be provided.

Finally, the Stage 1 response advises that provided certain conditions are applied and there are no changes to the S.106 Agreement which impact on compliance with the London Plan, the proposed development need not be referred back to the London Mayor for a Stage 2 response.

(Officer Comment)

It is proposed to include conditions and vary existing conditions to deal with the points raised at Stage 1. These will be included in a draft decision notice, to be presented to Members as part of the Update Report.

Inland Waterways Association

No response

Isle of Dogs Community Foundation

No response.

Lea side Regeneration

No response.

London Borough of Hackney

Noted that there are no comments.

London Borough of Greenwich

No objections.

London Borough of Lewisham

No response.

London Borough of Newham

No response.

London Borough of Southwark

No objection

London City Airport

No safeguarding objection subject to conditions.

London Fire & Emergency Planning Authority (Statutory)

No objection.

London Regional Transport

No response.

London Thames Gateway Development Corporation

No response

London Underground Ltd

No objection subject to conditions.

Maritime Greenwich World Heritage Site/ Greenwich Society

No response

Metropolitan Police

No further comments.

National Air Traffic Control Services

NATS (En Route) Limited has no safeguarding objections to this proposal

National Grid (formerly TRANSCO Ltd)

No response.

Natural England

No objection and comments on application PA/08/1215 remain relevant.

Port of London Authority

No objection and comments on application PA/08/1215 remain relevant.

Statutory Amenity Societies (Statutory)

No response.

Thames Water (Statutory)

Surface Water Drainage

In respect of surface water the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water.

(Officer Response)

The scheme will be conditioned appropriately

Water Infrastructure

The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Notwithstanding, impact studies have identified the reinforcements which would be required to support this development. Thames Water therefore recommends that the scheme be conditioned to ensure the development does not commence until these reinforcements are agreed by the developer with Thames Water. Provided that this is agreed to and implemented, there is no objection.

(Officer Response)

The scheme will be conditioned appropriately.

Waste water

Peak discharge to combined sewer system should not exceed historic peak discharge from the site; this should be achieved by SUDS / surface water retention.

(Officer Response)

The scheme will be conditioned appropriately.

Sewerage Infrastructure

Development covers a large area, currently served by combined sewers. Impact will depend

upon proposed points of connection. Overall flows to combined sewers should not exceed historic flows and this may often be achievable by agreed surface water retention.

The London Wildlife Trust

No response

Tower Hamlets Primary Care Trust

No response.

Transport for London (Statutory)

TfL comments are addressed within the body of the Deputy Mayor's Stage 1 response as raised above. TfL's comments are addressed in detail within the Highways section of this report.

9. LOCAL REPRESENTATION

- 9.1 A total of 13,965 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: 8 Objecting: 8 Supporting: 0

No of petitions received: None

- 9.2 The following issues were raised in representations that objected to the proposal and are material to the determination of the application. These are addressed in the next section of this report:

Impacts of demolition and construction will include dust, noise and traffic that could affect the day to day Billingsgate fish market business

(Officer Comment)

The phases of the development will be closely monitored through an Environmental Management Plan and Construction Management Plan, which will be managed through the use of planning conditions;

Ensure no adverse impact of the development that could affect the day to day Billingsgate fish market business e.g. traffic issues and potential complains from future residents.

(Officer Comment):

The potential impact of the development on local roads and infrastructure has been carefully considered and financial contributions have been agreed to mitigate any impact through the phases. The residential element of the proposals is considered to be sufficient distance from the Billingsgate such that future residents will not be overly affected by the operation of the fish market

Impact on viability of existing small shops

(Officer Comment)

The level of retail provision proposed as well as the additional housing and overall regeneration is likely to result in economic benefits to existing business, during the construction and end use phase. The site is located within an area where increased comparison and convenience retail activity to meet a variety of needs is positively encouraged.

Loss of family dwellings

(Officer comment)

Any loss of family dwellings will be replaced by a significantly greater number of residential units as part of the proposed development, including a net gain in family accommodation once the Wood Wharf scheme has been completed

Ensure car parking for new residential units

(Officer Comment)

The level of car parking must be considered with reference to the capacity of the local road network, sustainable transport objectives, as well as the needs of future residents. Car parking levels will be determined alongside subsequent reserved matters approval but will not exceed the car parking levels included in this outline submission. The site is well located in terms of a variety of public transport options. Secure cycle parking will be provided alongside all residential accommodation.

Demolition of Lovegrove Walk

(Officer Comment)

The benefits of comprehensive redevelopment of the area outweigh issues associated with the demolition of Lovegrove Walk. As highlighted above, the proposed development will provide a net gain in family housing

Insufficient transport and social infrastructure

(Officer Comment)

Sufficient public open space is provided as part of the development and appropriate financial contributions have been secured for health and education. The site is well located in terms of public transport and highway infrastructure improvements will be progressed – linked to the proposed development through the S.106 Agreement

Asbestos health and safety concern regarding demolition of Shed 4.

(Officer Comment)

This phase of the development would be closely monitored through an Environmental Management Plan and Construction Management Plan, controlled through the use of planning conditions

Excessive height and impact of local and strategic views.

(Officer Comment)

The proposed building heights are considered acceptable. The site is a location where tall buildings are considered acceptable and have been previously found acceptable in relation to the current extant planning permission;

Risk of blight if redevelopment does not occur

(Officer Comment)

Extending the time limit for implementation will increase the possibility of this site being redeveloped. Refusing to renew the planning permission would lead to further blight. The Wood Wharf site is an allocated development site, as contained within the Development Management DPD (proposed submission version) 2012.

10 MATERIAL PLANNING CONSIDERATIONS

- 10.1 As noted in Section 4 of this report, there is an extant planning permission for the site and the current application only seeks to replace the extant planning permission, providing an extended period to commence the development (for an additional three years). This application is required to be determined in accordance with S.38(6) of the Planning and Compulsory Purchase Act 2004. However, in this particular case, the matters to be considered relate any significant changes in development plan policies and other material considerations since the grant of the original permission dated 18 May 2009.
- 10.2 Since May 2009, a number of relevant national and regional guidance and adopted policy as set out in the development plan have been updated. Those most relevant to this application include PPS5, the London Plan (2011), Council's Core Strategy (2011), the Planning Obligations SPD (2012) and the Managing Development DPD (proposed submission version) which now has a degree of weight in determining planning applications. The London Mayor has also issued a draft World Heritage Site Setting Management SPD which is a further material consideration.
- 10.3 The Committee report for the previously approved scheme is attached as Appendix 1 of this report. Officers have examined the key changes to policy since May 2009 as it relates to the following issues.
1. Land use
 2. Design and Access
 3. Amenity
 4. Transport, highways and access
 5. Other (including energy and renewable technology)
 6. Listed building consent issues

Land use

- 10.4 Whilst planning policy has developed and moved on since May 2009, the general thrust of planning policy remains supportive of the broad principles of the development proposed by this hybrid application as the associated applications for listed building consent and conservation area consent.
- 10.5 The proposed land use is considered to be beneficial to the area and follows the overall spatial plans for the Isle of Dogs as contained in the Core Strategy (2010) and London Plan (2011). The London Plan identifies Opportunity Areas within London which are capable of significant regeneration, accommodating new jobs and homes and recognises that the potential of these areas should be maximised. The Isle of Dogs is identified within the London Plan as an Opportunity Area (Policy 2.13).
- 10.6 The mixed use approach to development in this location is compliant with Policy 4.3 of the London Plan (2011). Wood Wharf is also an allocated site (Site 16) in the Managing Development DPD (proposed submission version) 2012 which sets out preferred uses for the site being Employment (B1 and B2), Retail and Leisure (A1, A2, A3, A4 and A5),

Residential (C3) and Public Open Spaces land uses in accordance with those proposed in this application. The current mix of uses proposed would comply with this broad mix of uses.

- 10.7 Policy SP01 of the Council's Core Strategy (2010) promotes mixed use and multi-purpose town centres. The development accords with the vision for Canary Wharf as set out in LAP 7 & 8 of the adopted Core Strategy. The full scope of the development falls within Canary Wharf Major Centre and POL (Preferred Office Location).
- 10.8 Core Strategy's vision for Canary Wharf states that Canary Wharf should enhance its global role as a competitive financial district by expansion to provide a substantial amount of new jobs. The Core Strategy looks to focus larger floorplate offices and to intensify floorspace in Preferred Office Locations such as Canary Wharf (Policy SP06). The proposal continues to accord with the national, regional and local planning policies and supports the Mayor's aspirations within the Isle of Dogs Opportunity Area as set out in policies 2.10, 2.13, 2.15 and the Council's policies including SP06, SP07, DM15 and DM16. The Wood Wharf site remains one of the Borough's most significant opportunities to facilitate comprehensive regeneration and the renewal of this planning permission is crucial to secure positive change and the delivery of associated physical and social infrastructure.
- 10.9 It is clear that the policies that promote the principle of development have not changed dramatically since May 2009 and if anything, they have become more focussed towards promoting economic regeneration in areas such as the Isle of Dogs. This proposal will maintain and enhance Canary Wharf as an important Major Centre and should support continued growth as required by Core Strategy Policy SP01. The proposals result in a maximum increase of 19,488 sq metres of retail floorspace (A1-A5), 4,984 sq metres of leisure and a 340 bedroom hotel. This is consistent with the role and functions of the centre within the retail hierarchy and will consolidate the centre's status as a major centre.
- 10.10 Table 3.1 of the London Plan identifies the London Borough of Tower Hamlets as having a ten year housing target of 28,850 for the period 2011-2021 and this area is identified as an Opportunity Area with significant potential to accommodate new homes. The Development Management DPD identifies this site as having potential for a strategic housing development. Policy SP02 of the adopted Core Strategy seeks to deliver 43,275 new homes during 2010-2025 in line with the targets set in the London Plan of which this site can contribute a significant proportion. This was the adopted approach back in May 2009

Housing (affordable housing, housing mix and standard of accommodation)

- 10.11 The development provides for up to 1,668 residential units of which 483 units are affordable housing. The 2008 SDC report outlined the mechanism to deliver affordable housing and the applicant has not sought to amend this previously approved delivery mechanism. It is accepted that the overall proposal will result in the loss of existing residential properties (some being suited to family occupation). However, the overall provision of additional family and non family accommodation will far exceed existing housing that is proposed to be demolished to make way for the proposed redevelopment
- 10.12 The Council's policy stance on affordable housing provision has not changed since the previous approval and the Borough's minimum affordable housing provision remains at 35%, measured by habitable rooms. According to policy SP02, in seeking to negotiate the maximum reasonable amount of affordable housing, the Council will have regard to the economic viability of the proposal and the availability of public subsidy to support affordable housing on site.

- 10.13 The viability toolkit assessment which accompanied the extant permission states that the scheme can only viably provide 18% affordable housing, with 70% of this housing being social (target) rents and 30% intermediate (based on habitable rooms) assuming no grant assistance. Furthermore, the S.106 Agreement obligated the developer to use all reasonable endeavours to apply for Full Social Housing Grant in respect of the affordable housing units with a view to increasing affordable housing to 35% (within the policy compliant tenure mix).
- 10.14 This approach was outlined within the 2008 SDC report and if anything, the viability of the scheme in the current economic climate will be even more challenging than it was back in 2008. It should also be recognised that the redevelopment of the Wood Wharf site is long term and it is possible that in a few years time, the Social Housing Grant regime might be accessible than it is currently and the applicant/developer may be successful in securing Social Housing Grant in the future, which will allow the affordable housing levels to move further towards the 35% target.
- 10.15 The S.106 Agreement has a clause allowing the Council to determine the appropriate level of affordable housing when each phases comes forward having regard to the availability of grant funding at that time.
- 10.16 It is significant that the applicant has not sought to renegotiate the original S106 package. As the viability of this scheme is likely to have become more challenging as a consequence of the economic downturn, the retention of the original S106 package (including the affordable housing delivery mechanisms) should be welcomed. It would be reasonable to allow the applicant an extended time in order to allow greater possibility of implementation.
- 10.17 At this stage, where scale is a reserved matter, the applicant has advised that it is not appropriate to specify an exact residential mix. However, an illustrative mix is summarised below (which assumes Social Housing Grant assistance) to that of policy DM3 of the Development Management DPD, which seeks to reflect the Boroughs current housing needs:

		affordable housing						market housing		
		social rented			intermediate			private sale		
Unit size	Total units in scheme	units	%	LDF %	units	%	LDF %	units	%	LDF %
Studio	170	0	0	0	0	0	0	170	14.35	0
1 bed	644	73	23.17	30	82	48.81	25	489	41.27	50
2 bed	586	99	31.14	25	67	39.88	50	420	35.44	30
3 bed	181	95	30.16	30	19	11.31	25	67	8.94	20
4 bed	67	28	8.89	15	0			39		
5 Bed	20	20	6.35		0			0		
TOTAL	1668	315	100	100	168		100	1185	100	100

- 10.18 Some illustrative block layouts were provided with the original application and the applicant seeks to rely on these for the replacement of this previous planning permission. The level of information provided is not sufficient to demonstrate compliance with the London Plan Policy 3.5 and policy DM3 of the Development Management DPD (proposed submission version) 2012. However the GLA consider this to be acceptable on the basis that the application is conditioned such that all the units in the reserved matters applications will

meet the minimum space standards set out in table 3.3 of the London Plan 2011, that there will be no single aspect units in areas that fall within NEC C or D and will meet the other Housing Design Guide standards as far as is practicable. In addition the application should be conditioned such that the GLA are consulted on the reserved matters applications. It is recommended that adherence to these housing design standards is secured by condition.

Amenity

- 10.19 Since the grant of planning permission national policy has not changed in this respect. The Council's Environmental Statement review consultants remain of the view that the justification provided as part of the extant permission remains robust. As such the proposals are considered to comply with policy SP10 of the Core Strategy (2010) and policies DM24, DM25, and DM26 of the Development Management DPD (proposed submission version) 2012.

Design and Access

Strategic Views

- 10.20 The development falls within a Canary Wharf sub-area which is considered to be acceptable for tall buildings as defined in policy SP10. The development now needs to be considered with reference to the London Mayor's London View Management Framework (July 2010) and Policy DM28 of the Development Management DPD (proposed submission version) 2012 in which seek to ensure development does not negatively affect the UNESCO World Heritage Site status of Maritime Greenwich. It also needs to have regard to the draft World Heritage Site Setting Management SPD 2011.
- 10.21 The site falls within the setting of the Maritime Greenwich World Heritage Site. London Panorama View 5: Greenwich Park, as identified within the London Mayor's London View Management Framework. The view is protected to ensure that new development does not negatively impact on the outstanding universal value of the Maritime Greenwich World Heritage Site.
- 10.22 The London Mayor and English Heritage have commented that the proposal would not impact adversely on the visual integrity of the World Heritage Site or its Outstanding Universal views. Your officers concur with this view and as a consequence, the proposal accords with policies SP10 of the Core Strategy and policy 7.12 of the London Plan and the Mayor's View Management Framework.

Transport, Highways and Access

- 10.23 The applicant has considered the cumulative impact upon the surrounding public transport network (with an updated Transport Assessment having been submitted).
- 10.24 The local road network is operating at near capacity or over capacity and the contributions included in the previous S.106 Agreement provided by the developer for highway improvement works (used alongside pooled contributions from other developments in the vicinity) would be used to mitigate the impact of additional vehicle traffic.
- 10.25 As such to ensure compliance with the London Plan (policies 6.3 and 6.4) and Core Strategy policy SP09, it remains crucial that financial contributions, delivered through the S.106 Agreement are made available at the appropriate time to facilitate junction improvements and other related off site highway works to mitigate the impact of the development. Work has already been undertaken to determine the range of options open to the Council and TfL to improve highway capacity and pedestrian/cycle safety of the Prestons Road and Trafalgar Way roundabout.

10.26 The level of car parking previously proposed remains in accordance with London Plan and LBTH car parking standards. The existing car free clauses in the S.106 Agreement will continue to apply.

10.27 In order for the proposed development to comply with the London Plan, a number of elements need to be incorporated into any permission granted and these are outlined below:

Electric Vehicle Charging Points

10.28 Policy 6.13 '*Parking*' of the London Plan 2011 requires developments to ensure that 1 in 5 spaces (both active and passive) provide an electrical vehicle charging point to encourage the uptake of electric vehicles. Therefore 20% active and 20% passive provision needs to be secured in order for the development to comply with the London Plan. Wood Wharf is prepared to equip 10% of spaces with electric charging points and make provision for a further 10% of spaces to be capable of modification. This provision is in accordance with the London Plan requirement for retail parking. The main commercial car park is designed to serve the town centre and provide publicly accessible parking. Wood Wharf is prepared to accept a condition whereby 20% of residential parking spaces are equipped with electric charging points with an additional 20% passive provision. Officers are in the process of drafting a condition to this effect and will be included in the draft decision notice.

Coach and taxi pick up and drop off

10.29 Policy 6.13 of the London Plan 2011 requires that one coach parking space per 50 rooms is supplied for hotels, which equates to 6-7 spaces within the proposed scheme. However as the previously consented scheme did not provide any coach parking, TfL consider a coach pick up and drop off area would be sufficient, located close to the hotel entrance and capable of accommodating a 12-15 metre coach. The applicant has agreed that the layout of the forecourt in front of the hotel will be designed to enable a coach to drop-off and pick-up passengers from within the defined turning area which it is recommended is secured by condition, linked to a future reserved matters submission.

10.30 TfL consider the development would benefit from a taxi rank, in addition to the set down/pick up for private hire vehicles already secured. Any set down/pick up facilities for private hire vehicles should have enforced time restrictions on waiting to avoid illegal touting. The upper level of Wood Wharf has been designed with significant areas of kerb space for vehicle pick-up and drop-off that could accommodate private hire vehicles and taxis. Similar facilities have been incorporated into the lower level for the proposed hotel. It is not considered appropriate at this stage to designate or design kerb spaces.

10.31 The Stage 1 report from the GLA clarifies the position with regards to planning obligations to mitigate any transport related impacts of the development. This will not be renegotiated as the agreed mitigation measures remain appropriate and proportionate to ensure compliance with London Plan policies 6.1, 6.5, 6.9 and 6.13, Mayor's Crossrail SPG, Council policies SP08, SP09, DM20 DM22

Other Policy Issues

Energy Efficiency and Sustainability

10.32 At a national level, PPS22 and PPS1 encourage developments to incorporate renewable energy and to promote energy efficiency.

- 10.33 The London Plan sets out the Mayor's energy hierarchy which is to:
- Use Less Energy (Be Lean);
 - Supply Energy Efficiently (Be Clean); and
 - Use Renewable Energy (Be Green).
- 10.34 The London Plan 2011 includes the target to achieve a minimum 25% reduction in CO2 emissions above the Building Regulations 2010 through the cumulative steps of the Energy Hierarchy (Policy 5.2).
- 10.35 Saved Policy DEV2 of the UDP (1998), DM29 of the Managing Development DPD and SP02 of the Core Strategy (2010) seek to incorporate the principle of sustainable development, including use of energy efficient design and materials, and promoting renewable technologies. Core Strategy Policy SP11 requires all new developments to provide a 20% reduction of carbon dioxide emissions through on-site renewable energy generation.
- 10.36 To comply with London Plan policy 5.2, it is recommended that the condition on the extant permission for a requirement to exceed Part L of the 2006 Building Regulations through demand reduction measures alone for all uses is replaced to ensure development will exceed 2010 Building Regulations compliance through energy efficiency alone.
- 10.37 The applicant demonstrated that there are no existing district heating networks within the vicinity of the proposed development. However, the energy assessment indicates that Wood Wharf is identified as one of the most westerly connections for the planned London Thames Gateway Heat Network. It is therefore recommended that a condition is imposed to ensure that the development is designed to allow future connection to a district heating network should one become available. The applicant remains committed to delivering the proposed heat networks within the proposed development as set out in the extant permission. This includes two residential networks, with links to the hotel and other uses, with each office block having its own network. Site allocation 6 in the Managing Development DPD (proposed submission version) 2012 also seeks a district heating facility in this location.
- 10.38 The applicant has confirmed that the total CHP capacity for the residential networks will be 600-800 kWe and the exact sizing will be confirmed at the detailed design stage and that this will still lead to 29.5% carbon dioxide savings against baseline emissions would be made if fuel-cell technology is implemented and 21% if it is found to be unfeasible. These measures ensure that the development delivers its commitment to 'be lean' and 'be clean'.
- 10.39 A range of renewable energy sources (Be Green) have been considered and it is proposed to use dock water for cooling, and heat rejected by office refrigeration equipment to pre-heat the residential network. 4,000 sq.m. of photo-voltaic cells are proposed. These three main renewable components provide around 7.6% carbon dioxide emissions savings. Whilst the proposed development is not meeting Core Strategy Policy SP11 it is broadly in compliance with the London Plan (Policies 5.2 and 5.11). In addition, given that the application is in outline, it is appropriate to provide realistic benchmarks at this stage subject to detailed design.
- 10.40 It is recommended that the approach set out above is secured through the imposition of conditions.
- 10.41 In terms of sustainability, London Borough of Tower Hamlets requires all new residential development to achieve a Code for Sustainable Homes Level 4 rating and all commercial development to achieve a BREEAM 'Excellent' rating. This is to ensure the highest levels of sustainable design and construction in accordance with Policy 5.3 of the London Plan 2011 dated and Policy DEV 5 of the London Borough of Tower Hamlets Interim Planning and

Policy DM29 of the managing Development DPD (proposed submission version) 2012 which seek the highest standards of sustainable design and construction principles to be integrated into all future developments.

- 10.42 The applicant is committed to achieving a Code for Sustainable Homes Level 4 rating and targets a BREEAM "Excellent" rating. It is recommended that the achievement of these ratings is secured as a minimum through an appropriately amended planning condition. It is also the intention that any subsequent reserved matters application, the development should seek to achieve a Code for Sustainable Homes / BREEAM rating appropriate to the planning policies at the time of submission.

Listed Building Consent and Conservation Area Consent

- 10.43 Key policy updates in this regard since the granting of Conservation Area Consent PA/09/0909 (on 21st July 2009), and Listed Building Consent dated 18th May 2009, PA/08/1218, includes PPS5, Policy 7.8 of the London Plan (2011), Policy SP10 of the Council's Core Strategy (2010), Policy DM27 of the managing Development DPD (proposed submission version) 2012 and the Cold Harbour Conservation Area Appraisal and Management Guidelines (adopted in November 2009)

Listed Building Consent

- 10.44 English Heritage (EH) raised concern about the impact of the proposed 'Eco Islands' as they feel that these structures, in terms of how they will be fixed and anchored to the listed structures might significantly detract from that historic character.
- 10.45 In order to preserve the significance of designated heritage assets and their setting, as required by PPS5, it is proposed to replace the extant condition with wording found to be acceptable to English Heritage. This planning condition to ensure the design, scope, construction and attachment to the listed dock wall of the proposed Eco Islands will not have a detrimental impact upon the Grade I listed Blackwall Basin and East Quay and West India Export Dock or their settings, thereby ensuring that the works to the Grade I listed building accords with PPS5, and Policy DM27 of the Managing Development DPD (proposed submission version) and Policy SP10 of the Council's Core Strategy (2010).

Conservation Area Consent

- 10.46 This is an application to replace extant conservation area consent dated 21st July 2009, reference PA/09/909. English Heritage has raised no objection to the proposal's impact upon the conservation area. The heritage impact were fully considered as part of the extant permission and the requirements of PPS5 and Core Strategy policy SP10 and managing Development DPD policy DM27 are satisfied

Other Issues

Environmental Impact Assessment

- 10.47 The application relates to an urban development project with a development area of more than 0.5 hectares. It thus falls within paragraph 10(b) of Schedule 2 to the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. As the project is likely to have significant effects on the environment, it is required to be subject to environmental impact assessment before planning permission is granted. Regulation 3 of the EIA Regulations precludes the grant of planning permission unless prior to doing so, the Council has taken the 'environmental information' into account. The environmental information comprises the applicant's environmental statement (ES), any further information submitted following request under Regulation 22 of the EIA Regulations, any other substantive information relating to the ES and provided by the applicant and any representations received from consultation bodies or duly made by any person about the

environmental effects of the development.

- 10.48 The applicant submitted was an addendum to the original ES and the Council's retained EIA review consultants, Land Use Consultants, reviewed the ES addendum to confirm whether it satisfied the requirements of the EIA Regulations. Following that exercise, the view of Land Use Consultants was that it is complaint and no Regulation 22 issues were identified.
- 10.49 As the application is in outline (save for the canal works and other engineering infrastructure which are submitted in detail) for the purposes of the assessment of environmental impacts and to comply with the requirements of the EIA Regulations and associated European Directive, the applicant has submitted parameter plans and other information to prescribe key aspects of the development. These include, for example, quantum of floorspace and heights, widths and lengths of building to create 'building envelopes'. Further details of access and layout are submitted for determination at this stage. Should the scheme be approved, the parameters will be fixed in order to keep the development within those assessed in the ES and ensure that the scheme does not give rise to significant environmental impacts which have not been assessed through the EIA process. Should the applicant then bring forward proposals which alter the range of impacts identified and assessed in the ES and further information on which this current application has been determined they may need to be reassessed and/or a new application submitted.

Demolition and Construction

- 10.50 Some concerns have been raised in relation to the nuisance from construction works. the typical hours of work, which would be secured by condition would be 08:00 – 18:00 weekdays; 08:00 – 13:00 Saturdays; and no working on Sundays or bank holidays. This is also covered by pollution prevention and control act 1999 and therefore the hours are regulated.
- 10.51 In addition, the applicants agree to the provision of an environmental management plan (EMP) and construction management plan to be secured by condition. This plan would cover various operational aspects of the development phase, including air quality, noise, dust and vibration, as well as monitoring of impacts. The EMP would be reviewed by the environmental health section, and allow the council to work with the developer to ensure that impacts associated with the build are closely monitored.

Land Ownership

- 10.53 Land ownership issues have been dealt with by condition to ensure comprehensive redevelopment. A Compulsory Purchase Order has not been confirmed to date but this not material to the granting of planning permission.

Planning Obligations

- 10.54 Obligations and financial contributions were secured under the original S.106 Agreement towards environmental, infrastructure and services required to mitigate potential impacts of the proposed development. Officers consider that the obligations and financial contributions are compliant with the Community Infrastructure Levy Regulations 2010, generally in line with the Council's Planning Obligation SPD (2012) and consistent with Core Strategy policy SP13 which seek to ensure that legal agreements and contributions are: reasonable, necessary, relevant to planning and related to the development.

- 10.55 The original s106 package provided a total contribution of £153,120,030. This comprised a payment of £100,000,000 for Crossrail, £39,535,320 in various payments to the Council and the provision of benefits “in-kind” (such as on-site employment and training, an Idea Store and a PCT facility) representing a value of £13,584,710. The package, excluding the Crossrail payment, represents a contribution of some £121 per square metre for the commercial elements (offices and hotel) and around £9,680 per residential unit. With the proposed Deed of Variation, these financial contributions will apply to the proposed development the subject of this proposed renewal of the extant planning permission. A detailed breakdown of the previous S.106 package is included in the previous 2008 SDC report (see Appendix 1 attached to this report),
- 10.56 Officers consider that the existing S.106 obligations meet the requirements of the Community Infrastructure Regulations 2010 and constitute a reason for granting planning permission. The recommendation is that a Deed of Variation should be entered into to ensure the obligations apply to the proposed application. The applicant has not sought to renegotiate the original s106 package with a revised viability toolkit. Officers consider it likely that the viability of this scheme has become more challenging as a result of the economic downturn and that the original S.206 package is appropriate and should be supported.
- 10.57 Overall, having regard to the current adopted policies and other material considerations, it is considered that the proposals the subject of this application to replace the extant planning permission is acceptable and should be supported in accordance with adopted planning policy and other material considerations. There is a requirement to add and vary planning conditions (to respond to changing policy requirements) and these will be outlined in a future Update Report, to make clear the required changes to planning conditions whilst outlining the extent of policy compliance.

11. SUMMARY AND CONCLUSIONS

- 11.1 The proposal is supported by the adopted and emerging spatial strategies for Isle of Dogs as outlined in the Development Plan and other material considerations. The proposal will re-develop an under-used site with a modern high quality, mixed use scheme which maximises the site potential and provides a contemporary development along this area of regeneration. The existence of an extant planning permission for the same scheme would act as a material consideration in determination of this case. There are no significant material changes in circumstances or in policy that would prohibit the use of the new procedures to replace the extant planning permission.
- 11.2 All other relevant policies and considerations have been taken into account. Planning permission should be granted for the reasons set out in the SUMMARY OF MATERIAL PLANNING CONSIDERATIONS and the details of the decision are set out in the RECOMMENDATION at the beginning of this report.

Planning Application
Site Map



0 75 m



Planning Application Site Boundary



Consultation Area



Land Parcel Address

This Site Map displays the Planning Application Site Boundary and the neighbouring Occupiers / Owners who were consulted as part of the Planning Application process. The Site Map was reproduced from the Ordnance Survey mapping with the permission of Her Majesty's Stationary Office (c) Crown Copyright. London Borough of Tower Hamlets LA100019288