

Committee: Strategic Development	Date: 18 th January 2007	Classification: Unrestricted	Agenda Item No: 8.1
Report of: Corporate Director of Development and Renewal		Title: Planning application for decision	
Case Officer: David Gittens		Ref No: PA/05/01647 & 01648	
		Ward(s): Bromley By Bow	

1. APPLICATION DETAILS

Location: Caspian Works and 1-3 Yeo Street (Caspian Wharf), London, E3
Existing Use: Mixed office, industrial, vacant.
Proposal: Revised application: Redevelopment of site to provide buildings of between 4 & 9 storeys and of 13 storeys for mixed use purposes including 390 residential units, Class A1, A2, A3, B1 and D2 uses with associated car and cycle parking, roof terraces, landscaping, canalside walkway and servicing.

Drawing Nos: The application is accompanied by an Environmental Statement under the provisions of the Town and Country Planning (Environmental Impact Assessment) Regulations 1999.

203286/010; 030A; 031A; 032A; 033A; 110D; 120D; 121D; 122D; 123C; 124C; 125C; 126C; 127B; 128B; 129B; 130B; 150D; 151D; 152D; 153C; 154D; 155C; 156C; 157C; 158C; 159C;
Arboricultural Survey;
Architectural Design Statement;
Computer Generated Images;
Construction Traffic Assessment;
Energy Demand Statement;
Environmental Statement & Non Technical Summary;
Employment Property Market Review;
Landscape Design Statement;
Materials Used and Purchasing Strategy;
Planning Statement;
Planning Update Report;
Sustainability and Eco Homes Statement;
Transport Assessment;
Urban Design Statement
Applicant: Berkeley Homes (Capital) Plc C/-Barton Willmore Partnership
Owner: Berkeley Homes (Capital) Plc
Historic Building: No
Conservation Area: No

2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

Reasons for grant

2.1 The local planning authority has considered the particular circumstances of this application against the Council's approved planning policies contained in the London Borough of Tower Hamlets Unitary Development Plan, associated supplementary planning guidance, the

London Plan and Government Planning Policy Statements and Guidance and has found that:

- a) In principle, the redevelopment of the site to provide buildings of between 4 & 9 storeys and of 13 storeys for mixed use purposes including 390 residential units, Class A1, A2, A3, B1 and D2 uses with associated car and cycle parking, roof terraces, landscaping, canalside walkway and servicing is acceptable, subject to an appropriate planning obligations agreement and conditions to mitigate against the impact of the development;
- b) It is considered that the proposed uses would not have an adverse impact on the residential amenity of any nearby properties. A number of conditions are recommended to secure submission of details of materials, landscaping, wetland management, external lighting and to control noise and hours of construction.
- c) The submitted Environmental Impact Assessment is satisfactory, including the cumulative impact of the development, with mitigation measures to be implemented through conditions and a recommended legal agreement;
- d) The proposed development would deliver regeneration benefits comprising: improved townscape; public open space; canalside access; modern employment facilities; and new residential accommodation including a good level and mix of affordable family and market housing.
- e) The proposed development would result in a sustainable, high quality, high density, mixed-use scheme that would contribute to the regeneration of the wider area and that is considered to be in the interests of good strategic planning in London.

3. RECOMMENDATION

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

- A. Any direction by the Mayor of London.
- B. The prior completion of a legal agreement, to the satisfaction of the Chief Legal Officer, to secure the following:
 - a) Affordable Housing (35% of the residential floor space as affordable housing and a 70/30 ratio split between rented and intermediate units by habitable room);
 - b) £1,597,879 towards local healthcare;
 - c) £654,126 towards education provision;
 - d) £60,000 towards public art;
 - e) £40,000 funding towards improvements to bus stops in Violet Road;
 - f) Canalside and open space access in perpetuity, with the potential of providing future canalside access beneath the DLR line (subject to DLR agreement);
 - g) Highways, pedestrian & cycle improvements namely a pinch-point zebra crossing to the north of the site and a raised level zebra crossing south of the site on Violet Road (cost to be confirmed by Highways);
 - h) Preparation and approval of and compliance with a Travel Plan to demonstrate that everything is being done within reason to promote non car based travel;
 - i) 'Car Free' arrangements to restrict the occupants of the development from applying for residents parking permits;
 - j) TV reception monitoring and mitigation as appropriate;
 - k) DLR radio reception monitoring and mitigation as appropriate;

- l) Air quality monitoring during construction;
- m) Local labour in construction.

3.2 That the Head of Development Decisions be delegated power to impose conditions and informatives on the planning permission to secure the following:

Conditions

- 1) Permission valid for 3 years.
- 2) Submission of details of external materials.
- 3) Submission of details of hard and soft landscaping treatment.
- 4) All planting, seeding or turfing.
- 5) Submission of detailed treatment of wetland terrace and management plan.
- 6) Submission of a tree planting schedule in respect of the replacement of the TPO trees.
- 7) Submission details of any proposed walls fences gates and railings.
- 8) Submission of revised drawings to increase width of eastern part of canalside walkway.
- 9) Submission of details of recycling and refuse.
- 10) Submission of details of any external lighting.
- 11) Investigation and remediation measures for land contamination.
- 12) Archaeological investigation.
- 13) Recording of building prior to demolition.
- 14) Submission of details of compensatory flood storage works.
- 15) Submission of details of surface water drainage works.
- 16) Submission of details of surface water control measures.
- 17) Submission of details of a scheme for renewing and maintaining flood defences.
- 18) 4 metre wide maintenance access to Limehouse Cut via the site for Environment Agency.
- 19) No solid matter stored within 10 metres of the banks of Limehouse Cut during construction.
- 20) Installation of adequate sewerage infrastructure.
- 21) Remediation Strategy and Method Statement of details of prevention of water pollution.
- 22) Submission of a final Remediation Validation Report to ensure against water pollution.
- 23) Submission of Water Supply Impact Study.
- 24) Submission of details to be approved in writing by the local planning authority in consultation with the Greater London Authority of the 10% renewable energy measures, gas fired primary Combined Heat and Power system, secondary liquid biomass oil boiler, which shall be in accordance with the revised energy strategy submitted January 2007 and retained in perpetuity.
- 25) Implementation of noise control measures as submitted.
- 26) Limit hours of construction to between 8.00 Hours to 18.00 Hours, Monday to Friday and 8.00 Hours to 13.00 Hours on Saturdays.
- 27) Limit hours of power/hammer driven piling/breaking out to between 10.00 Hours to 16.00 Hours, Monday to Friday.
- 28) Details of means of fume extraction and ventilation for proposed A3 uses.
- 29) Submission of details of brown and green roof systems.
- 30) Submission of materials strategy.
- 31) All residential accommodation to be built to Lifetime Homes standard.
- 32) Submission of a study of suitability of canal system for transfer of construction materials; household waste.
- 33) Any other condition(s) considered necessary by the Head of Development Decisions.

Informatives

- 1) This permission is subject to a planning obligation agreement made under Section 106 of the Town and Country Planning Act 1990.
 - 2) With regard to Condition 11 (Decontamination), you should contact the Council's Environmental Health Department.
 - 3) With regard to conditions 12 and 13 you are advised to contact English Heritage.
 - 4) With regard to conditions 14 to 22 you are advised to contact the Environment Agency.
 - 5) You are advised that the Council operates a Code of Construction Practice and you should discuss this with the Council's Environmental Health Department.
 - 6) You are advised to consult the Council's Highways Development Department, regarding any alterations to the public highway.
 - 7) With regard to condition 23 you are advised to contact Thames Water with whom you should also consult on: water pressure; water supply infrastructure; public sewer connections; sewage disposal on site; and, separation of foul and surface water.
 - 8) You are advised to contact Docklands Light Railway Limited with regard to details of design and construction methods to ensure safety and operating requirements of the DLR.
 - 9) You are advised to contact English Nature with regard to the design of the external lighting system and its impact upon foraging bats.
- 3.3 That if the Committee resolves that planning permission be granted the Committee **confirm** that it has taken the environmental information into account, as required by Regulation 3 (2) of the Town and Country Planning (Environmental Impact Assessment) Regulations 1999.
- 3.4 That the Committee **agree** that following the issue of the decision, a statement be placed on the Statutory Register confirming that the main reasons and considerations on which the Committee's decision was based, were those set out in the Planning Officer's report to the Committee (as required by Regulation 21(1) (c) of the Town and Country Planning (Environmental Impact Assessment) Regulations 1999.
- 3.5 That, if by 1 July 2007 the legal agreement has not been completed to the satisfaction of the Chief Legal Officer, the Head of Development Decisions be delegated power to refuse planning permission.

4. PROPOSAL AND LOCATION DETAILS

Proposal

- 4.1 Application is made for full planning permission for the demolition of the existing buildings on two sites and redevelopment to construct buildings between four and thirteen storeys for mixed use purposes including 390 residential units, Class A1, A2, A3, B1 and D2 uses with associated car and cycle parking, roof terraces, landscaping, canal side walkway and servicing. The composition of the proposed development is as follows:
- 30,985 m2 (GEA) of Class C3 (residential) floor space, comprising 390 residential units;
 - 93.5 m2 (GEA) of Class A1 (Shops), A2 (Financial & Professional) floor space;
 - 220.3 m2 (GEA) of Class A3 (Restaurant & Cafe) floor space;
 - 1,296.2 m2 (GEA) of Class B1 (Business) floor space;
 - 215 m2 (GEA) of Class D2 (Leisure Centre) floor space;
 - 145 m2 of children's play space;

- 2,500 m2 of publicly accessible amenity space;
 - 2,483.5 m2 of semi-private amenity space;
 - 2,609.5 m2 of private amenity space;
 - 1,895.8 m2 of circulation space;
 - 69 residential car parking spaces;
 - 14 residential motorcycle parking spaces; and
 - 392 residential cycle parking spaces.
- 4.2 The larger eastern site would accommodate a “barrier” block adjacent the DLR tracks, with a building that would rise from a height of 4 storeys at the southern end up to a tower element of 13 storeys opposite the site’s southern entrance. There would be 8 storey blocks fronting Violet Road with the upper storeys set back and appearing as predominantly 6 storeys when viewed from ground level.
- 4.3 The proposed development would provide ground floor and first floor level commercial units fronting Violet Road and the adjacent canal creating a new active frontage to Violet Road. Servicing of these commercial units will take place to the rear, within the site, the main vehicular access points into the proposed development being off Violet Road for Site A and Yeo Street for Site B.
- 4.4 The sites would be arranged with a walkway and open spaces along the southern side adjacent to Limehouse Cut canal, and incorporates habitat enhancement measures at the canal interface. The mass of the proposed buildings would be generally stepped away from the walkways.
- 4.5 The present scheme is the latest of a number of proposals for the site that have been submitted by the applicants both at pre application stage and since the applications were first submitted.

Site and Surroundings

- 4.6 The application site is split into two vacant sites which straddle Violet Road where it crosses Limehouse Cut canal which runs along the southern boundary of the site from east to west. Violet Road provides the main pedestrian and vehicular route to the site from the north and south. It also passes through the centre of the site dividing it into two parcels of land, (Sites A and B).
- 4.7 Site A (0.882 hectares) is occupied by six single and two-storey warehouses (Class B8). The floor space area of these units (including mezzanine offices) totals 5,840sqm. Site A has a number of trees adjacent the canal that are protected by a Tree Preservation Order (TPO). Site B (0.254 hectares) is occupied by a two and a half storey building (Class B1, 490sqm) located along its southern boundary, adjacent to the Limehouse Cut. The remainder of the site is enclosed by a 1.8 metre high security fence. Site A lies within the Leaside Action Area Plan area (within the Bromley-by-Bow South Sub-Area) whilst site B lies within the emerging Central Area Action Plan area.
- 4.8 In the immediate vicinity of the application site the area has a mix of employment and residential uses. Site A is bounded to the north by commercial buildings and a residential development (Providence Row Housing). The DLR line forms the east boundary of Site A. Violet Road forms the western boundary. Site B is bounded to the north by Yeo Street, beyond which is a warehouse building. Bow Exchange, a commercial development, is located to the west of Site B. Violet Road forms the eastern boundary.

- 4.9 On the southern side of the canal lies a residential development known as 9 – 52 Ballardier Walk and the converted former Spratts factory complex which is now in residential and live/work use.
- 4.10 Approximately 380 metres to the north of the site is Devons Road DLR station which provides public transport access to Stratford, Lewisham, Poplar, Bank, Tower Gateway and Beckton. The existing bus services that pass within the vicinity of the site currently provide connections to destinations that include the Isle of Dogs and Stratford.

Planning History

- 4.11 The following planning decisions are relevant to the application site:
- **April 1972** – Erection of 5 warehouse buildings with ancillary offices;
 - **November 1975** – Change of use of unit A to manufacturing of export packing cases and storage of timber;
 - **September 1976** – Erection of a factory building for the manufacture of cardboard boxes with ancillary offices; and
 - **August 2001** – Demolition of existing single storey warehouse plus erection of new warehouse and provision of underground car parking (ref: PA/99/1129).

5. POLICY FRAMEWORK

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

Unitary Development Plan

Proposals:		Industrial Employment Areas Flood Protection Areas Green Chains Lee Valley Regional Park Sites of Nature Conservation Importance
Strategic Policies:	ST3	To promote sustainable development
	ST4	Development that respects the built environment
	ST5	Development that contributes to a safe and attractive environment
	ST6	Protect environment/borough/residents from development pollution
	ST7	Energy efficient design
	ST8	Protect/enhance nature conservation, create new wildlife habitats
	ST15	Facilitate expansion and diversification of local economy
	ST16	Encourage development which promote job opportunities
	ST17	Promote and maintain high quality work environments
	ST18	Economic development alongside protection of local environment
	ST20	Ensure sufficient housing land and buildings
	ST22	Improve the range of housing available, including affordable
	ST23	Standards of design in residential development
	ST25	New housing and infrastructure

	ST28	Restrain use of private cars
	ST30	Improve safety and convenience for all road users
	ST35	Range of local shops for all residents
	ST37	Improve appearance of borough
	ST40	Support Lea Valley Regional Park Authority
	ST43	Public art
	ST49	Provision of a range of community facilities
Policies:	HSG1	Housing demand
	HSG3	Affordable housing provision
	DEV1	Urban design
	DEV2	Environmental requirements
	DEV3	Mixed use development
	DEV4	Planning obligations
	DEV6	Tall buildings
	DEV12	Provision of landscaping
	DEV13	Design of landscaping schemes
	DEV18	Public art
	DEV50	Noise
	DEV51	Contaminated land
	DEV55	Development and waste disposal
	EMP1	Promoting employment growth
	EMP2	Oppose loss of employment generating uses
	EMP3	Surplus office floor space
	EMP6	Employing local people
	EMP7	Work environment
	EMP8	Encouraging small business growth
	EMP11	Location and purpose
	EMP13	Residential development in Industrial Employment Areas
	HSG1	Quantity of housing
	HSG2	New housing development
	HSG3	Affordable housing
	HSG7	Dwelling mix
	HSG8	Mobility housing
	HSG9	Density
	HSG16	Housing amenity space
	T15	Transport and development
	T16	Impact of traffic
	T17	Parking standards
	T19	Pedestrians
	T23	Cyclists
	S6	Retail development
	SCF6	Community services
	OS5	Use of vacant land as open space
	OS14	Lea Valley regional park
	U2	Development in areas at risk from flooding
	U3	Flood protection measures

Emerging Local Development Framework

Proposals:	C34	Development site within forthcoming Central Area Action Area Plan boundary. Designation undetermined.
	LS33	Caspian Wharf: Residential (C3)/ Commercial (B1)/ Public open space (requirement of 0.25 ha)

	CP34	Green Chain
	CP35	Lea Valley Regional Park Tree preservation order: 9 trees adjacent canalside
Core Strategies:	CP1	Creating sustainable communities
	CP2	Equality of opportunity
	CP3	Sustainable environment
	CP4	Good design
	CP5	Supporting infrastructure
	CP7	Job creation and growth
	CP9	Employment space for small businesses
	CP11	Sites in employment use
	CP12	Creative and cultural industries and tourism
	CP13	Hotels, serviced apartments and conference centres
	CP15	Provision of a range of shops and services
	CP19	New housing provision
	CP20	Sustainable residential density
	CP21	Dwelling mix and type
	CP22	Affordable housing
	CP25	Housing amenity space
	CP29	Improving education and skills
	CP30	Improving the quality and quantity of open spaces
	CP31	Biodiversity
	CP33	Sites of importance for nature conservation
	CP34	Green chains
	CP35	Lea Valley Regional Park
	CP36	The water environment and waterside walkways
	CP37	Flood alleviation
	CP38	Energy efficiency and production of renewable energy
	CP39	Sustainable waste management
	CP40	A sustainable transport network
	CP41	Integrating development with transport
	CP42	Streets for people
	CP43	Better public transport
	44	Promoting sustainable freight movement
	CP46	Accessible and inclusive environments
	CP47	Community safety
	CP48	Tall buildings
Policies:	DEV1	Amenity
	DEV2	Character and design
	DEV3	Accessibility and inclusive design
	DEV4	Safety and security
	DEV5	Sustainable design
	DEV6	Energy efficiency and renewable energy
	DEV9	Sustainable construction materials
	DEV10	Disturbance from noise pollution
	DEV11	Air pollution and air quality
	DEV12	Management of demolition and construction
	DEV14	Public art
	DEV15	Waste and recyclables storage
	DEV16	Walking and cycling routes and facilities

DEV17	Transport assessments
DEV19	Parking for motor vehicles
DEV21	Flood risk management
DEV22	Contaminated land
DEV24	Accessible amenities and services
DEV27	Tall buildings assessment
EE2	Redevelopment/change of use of employment sites
HSG1	Determining residential density
HSG2	Housing mix
HSG3	Affordable housing provision in individual private residential and mixed use schemes
HSG7	Housing amenity space
HSG9	Accessible and adaptable homes
HSG10	Calculating provision of affordable housing
OSN2	Open space
L1	Leaside spatial strategy
L2	Transport
L3	Connectivity
L5	Open space
L6	Flooding
L7	Education provision
L8	Health provision
L26	Residential and retail uses in the Bromley-by-Bow South Sub-Area
L27	Design and built form in the Bromley-by-Bow South Sub-Area
L28	Site allocation in the Bromley-by-Bow South Sub-Area

Planning Standards

Planning Standard 1:	Noise
Planning Standard 2:	Residential waste refuse and recycling provision
Planning Standard 4:	Tower Hamlets density matrix
Planning Standard 5:	Lifetime Homes

Supplementary Planning Guidance/Documents

Designing Out Crime
 Sound Insulation
 Residential Space
 Canalside Development
 Landscape Requirements

Spatial Development Strategy for Greater London (London Plan)

Policy 3B.4	Mixed use Development
Policy 4A.7	Energy Efficiency and Renewable Energy
Policy 4A.8	Energy Assessment
Policy 4A.10	Supporting the provision of renewable energy
Policy 4A.14	Reducing Noise
Policy 4B.1	Design Principles for a compact city
Policy 4B.3	Maximising the potential of sites
Policy 4B.4	Enhancing the Quality of the Public realm
Policy 4B.5	Creating an inclusive environment
Policy 4B.6	Sustainable Design and construction
Policy 4B.8	Tall buildings, location
Policy 4B.9	Large scale buildings, design and impact

Policy 4C.1	The strategic importance of the Blue ribbon network
Policy 4C.3	The natural value of the Blue ribbon Network
Policy 4C.20	Design, starting from the water
Policy 4C.28	Development adjacent to canals

Government Planning Policy Guidance/Statements

PPS1	Delivering Sustainable Development
PPS3	Housing
PPG13	Transport

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

- A better place for living safely
- A better place for living well
- A better place for creating and sharing prosperity
- A better place for learning, achievement and leisure

6. CONSULTATION RESPONSE

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

LBTH Housing

6.2 In terms of affordable housing taking into account the emerging LDF and taking into account HSG 4 the mix and over all provision of affordable housing is adequate with over 50% of the rented units being family units. The rented to intermediate mix is 74/26% by area. The overall provision of affordable housing appears to equate to around 35% by floor area. On balance the high provision of family units makes this scheme worth supporting.

LBTH Education

6.3 Taking account of the cumulative impact of residential developments throughout the Borough, recommend that a contribution is sought from the applicant for 53 additional primary school places @ £12,342 = £654,126.

LBTH Environmental Health

6.4 The PPG24 assessment and the Assessment of Construction Noise & Vibration are satisfactory. The Developer should be made to implement the contents of the report especially the application of glazing specification of 10/12/6.4 on all sensitive facades, including the provision of acoustic fence on Violet Road to mitigate the noise further.

The Daylight/Sunlight reports and the revised report dated 28/11/06 indicated shadowing the play area and a number of proposed south facing windows on the 1st/2nd floor marginally did not meet appropriate levels of Annual Probable Sunlight Hours (APSH). Following discussion with the architects, revisions have been made that have seen an increase in APSH so as to meet BRE guidelines.

Request condition for investigation/remediation of contaminated land.

LBTH Highways

- 6.5 A bus stop review is required and will be undertaken by LBTH and any improvements/changes required will need to be fully funded by the applicant under a s106 agreement.

A raised level zebra crossing south of the bridge, and a pinch point crossing on Violet Road at an appropriate location slightly north of the site will also be required to be paid for by the applicant under a s106 agreement.

The southern vehicular access on Site A to be used for emergency access only.

Under a s278 agreement the applicant will be liable for the total cost of upgrading the existing footways and carriageway fronting the sites.

Tower Hamlets Primary Care Trust

- 6.6 Calculates that in respect of the provision of healthcare in the Borough, the proposal would generate a requirement in revenue and capital contributions respectively of £1,597,879 + £350,750 = £1,948,629.

(OFFICER COMMENT: On 15 December 2006 the Council's Planning Contributions Overview Panel considered the applicants increased offer of £1,597,879 (which is equivalent to the revenue contributions requested) as an acceptable level of contributions towards healthcare in this case.)

Greater London Authority (Statutory Consultee (Includes TfL))

- 6.7 The GLA's Stage 1 report is generally supportive of the development as originally proposed and advised the Council that the principle of mixed-use redevelopment is accepted if the loss of employment land can be reconciled with the long-term need for (industrial) employment land in the wider area.

It recognised the regenerative benefits that the proposals would bring to this area of East London. However they recommended further clarification or revision the following aspects of the scheme:

- Improving the affordable housing offer;
- Clarification of the housing mix in terms of size and tenure;
- A financial assessment of a potential CHP plant;
- A number of urban design issues, in particular open spaces;
- Social infrastructure and community facilities;
- The assessment of the noise and air quality impact; and
- Legal agreements to address local employment and transport improvements.

The GLA have been in discussions with the applicant and the application has been revised since the Stage 1 report to address these matters. Although the GLA has subsequently advised of its support in principle for the proposal, it is not currently in a position to formally advise on the above listed matters until after its Stage 2 report has been completed. However, Officers can confirm that the applicant has undertaken the above outstanding matters.

In summary, the affordable housing offer has been increased; a CHP plant has been incorporated into the scheme; a single-storey structure has been removed from the scheme to allow a larger area of open space fronting the canal; the noise and air quality impact of the scheme has been considered in the applicant's Environmental Statement and appropriate mitigation measures proposed; financial contributions have been offered by the applicant to help improve social infrastructure and community facilities (including, healthcare and education place provision, traffic calming measures, bus stop improvements); and, local employment training initiatives are proposed during the construction phase of the proposed development.

Transport for London (TfL):

- recognise that the impact on the Docklands Light Railway (DLR) as a result of the proposed development in terms of trips generated as a proportion of total capacity is likely to be small.
- agrees with the Transport Assessment that no additional service is required of bus services, especially given the proximity of the DLR including the proposed new station at Langdon Park, however notes that the proposed development will increase bus loadings, as well as generating additional activity at nearby bus stops.

TfL requests:

- a developer contribution of £40,000 to upgrade nearby bus stops on Violet Road and Devons Road to full TfL accessibility standards and this should form part of the Section 106 agreement.
- that conditions relating specifically to the design of the development and construction methods are imposed to ensure that DLRL's safety and operating requirements are not compromised
- surveys before and after construction to ensure that DLRL radio communications are not adversely affected by the proposals.
- that a Travel Plan is submitted to demonstrate that everything is done within reason to promote non car based travel.

English Heritage (Statutory Consultee)

- 6.8 No objections subject to conditions safeguarding archaeological investigation and recording of an existing building prior to its demolition.

Environment Agency (Statutory Consultee)

- 6.9 No objection subject to conditions related to flood alleviation, drainage works, and water pollution.

Thames Water (Statutory Consultee)

- 6.10 Recommend an informative with regard to water pressure; water supply infrastructure; public sewer connections; sewage disposal on site; and, separation of foul and surface water.

Countryside Agency (Statutory Consultee)

- 6.11 No formal representation.

English Nature (Statutory Consultee)

- 6.12 Scheme should be lit to minimum levels to ensure a minimum impact on foraging bats.

Lea Rivers Trust (Statutory Consultee)

- 6.12 Support the proposal based on the environmental improvements incorporated into the design of the proposal which could benefit local wildlife. The Trust sees the redevelopment as a potential catalyst for greater public use of Limehouse Cut and public enjoyment of the waterway network in East London.

British Waterways (Statutory Consultee)

- 6.13 Expect the developer to contribute to canalside improvements in this location.
Would like to see moorings provided for within the scheme.
Would like more detailed information of the treatment and landscaping of the canals edge.
Would like to see the canal used for the transport of materials and waste during construction works.

Lee Valley Regional Park Authority (Statutory Consultee)

- 6.14
- The Authority objects to this development on the grounds that it is premature pending the securement of adequate open space to meet the needs of residents within this former employment area.
 - So far as the details of the proposed scheme are concerned, the Authority would seek the incorporation of some of the trees and mature vegetation along the eastern part of the southern boundary of the site.

Inland Waterways Association

- 6.15 No objection.

CABE

- 6.16 Not able to comment.

Metropolitan Police Crime Prevention Design Advisor

- 6.17 The CPDA remains concerned that the canal will be opened up to the general public. However, in accordance with the Council's and GLA objectives, and as is presently the case with the southern bank, the applicant does not intend to restrict access to the canal which is presently overlooked by the dwellings on the south bank and would similarly be overlooked by the proposed dwellings.

7. LOCAL REPRESENTATION

- 7.1 A total of 256 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: 24 Objecting: 24 Supporting: Nil
No of petitions received: Nil

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

Land Use:

- The land is designated employment land in the UDP which is the statutory Plan.
- The development is contrary to UDP policy EMP2. The granting of permission would result in the loss of 180 light industrial jobs in the locality.
- The area delimited by Violet Road, Devons Road, the DLR and the canal, is unmistakably a light industrial zone.
- If this scheme is allowed other developers will buy the rest of the industrial land along the canal and move the workforce out.
- The proposal promotes the mixing of incompatible land uses contrary to Government policy PPG4. The proposed use would place unacceptable constraints on the future operations of the surrounding businesses which could affect their ability to develop and prosper and have an adverse effect on the suitability and supply of employment land in the area for industry and warehousing.
- The applicant states that the new development will generate new jobs, however this is questionable given the habit of such developers to leave commercial units empty and then after a short period of time claim that they are unviable and convert them to more lucrative residential use.
- The provision of canalside restaurants would not be appropriate to the locality and would not be seen as a serious counter-attraction to Canary Wharf.
- No sequential testing has been carried out as required by PPS6.

Design:

- The development is contrary to UDP Policy DEV1.1 which states that all development proposals should take into account and be sensitive to the character of the surrounding area in terms of design, bulk, scale and the use of materials.
- The development is contrary to London Plan policy 4C.20 which states that the Mayor will, and boroughs should, seek a high quality of design for all waterside development that should reflect local character, meet general principles of good urban design and improve the quality of the built environment. The policy also states that in particular development should “relate successfully in terms of scale, materials, colour and richness of detail, not only to direct neighbours but also to buildings on the opposite bank...”.
- The proposed complex looks as if its not thought through and as if put together with unpleasant haste and having no regard for the locality on which it would be foisted.
- The development is much too bulky for this quiet canal-side area and would dominate the narrow Violet Road with its overbearing presence.
- The development resembles a jumble of different buildings thrown onto the site. This in combination with its height will severely detract from the amenity of residents and visitors over a wide area.
- The proposal is much taller than any surrounding buildings including those on the opposite side of the canal and there is no overall architectural theme.
- The yellow bricks proposed would be out of keeping with the locality.

Amenity:

- Overshadowing - The development will cause loss of daylight to the south and also loss of sunlight on summer evenings to the warehouse development to the south east. Many of the most affected would be artists in live work studios whose work will be compromised.
- Overlooking - All of the north facing studios, patios and roof gardens of the established warehouse developments on the south bank of the canal will be overlooked to some degree. This will cause a loss of privacy that may also be detrimental to work/employment
- Canal-side Access - The proposal appears to be for a gated community but this conflicts with the London Plan which requires access for the public to canal walkways.
- Noise – The proposed speed bumps will create excessive noise for residents.
- The affordable housing does not appear to be well integrated with the market housing.
- The combination of the proposed two blocks means that loss of light to Colman's Wharf is inevitable and extremely worrying.
- The present industrial buildings on the site already contribute to a funnelling of traffic noise which has a large impact on my property and that of my neighbours. The new proposed buildings will contribute to an increase in noise.
- As a photographer, the proposed building will affect my business in that the reflected light coming off their exterior walls directly into my studio will affect my photography, therefore my business. This will also impede local working opportunities and future prospects for young people who wish to participate in the media industry.

Highways and Transportation

- The proposed density would lead to overcrowding of the bus and rail systems which are already over capacity at peak hours between 7:30 am to 10:00 am and 4:00pm to 6:30 pm.
- There is insufficient parking proposed for residents and none for customers and visitors in a difficult to access area.
- There will be parking on the pavement during non restricted parking hours, creating a road hazard.
- During restricted parking hours the proposal will result in increased competition for resident's parking spaces as visitors to the commercial units from elsewhere in the Borough will be able to use their permits for the controlled parking zone to park in the vicinity.
- Servicing of the commercial units is not adequately provided for in the submitted plans. The Transport Assessment claims that all deliveries to the commercial units will be made from the internal access roads. This would not be possible as the commercial units have no access to them from the access roads. In reality deliveries would be made from vehicles parked on the roads and pavements. In the case of Violet Road this would compromise the existing cycle routes as cyclists would have to swerve around the delivery vehicles and into the path of oncoming traffic.
- The location of the commercial unit on the corner of Violet Road and Yeo Street would make deliveries a particularly hazardous process to everybody using the streets concerned, in addition the disposal of waste from this unit to the bin store involves its transportation along the street and into the sole major access to the site compromising pedestrian movement along the pavement leading to, from and into the access to the site. This example of access to a unit is representative to a great degree for all of the other proposed accesses.

- Refuse collection vehicles servicing the bin stores located in the entrances would block pedestrian and vehicular access to the site.
- There is no need for a pedestrian crossing on the northern part of the bridge as a continuation of the new canalside walkway. There is already an extensive public canal pathway on the south side of the canal with an existing entrance by Balladier Walk.
- There is already a significant build up of traffic at the Chrisp Street/A13 junction and the proposal will exacerbate these problems.

Refuse:

- The bin stores provided are of inadequate size, quantity and shape to cater for recycling.

Overdevelopment:

- The proposal constitutes overdevelopment as it seeks to provide some 960 (net) habitable rooms per hectare (hrh) which is contrary to UDP Policy HSG9 which stipulates a maximum of 247 (gross) hrh.
- The Environmental Statement indicates that the site has a PTAL rating of 3 and the London Plan states that given this rating the maximum density should be 150 units/hectare – this development provides 366 units/hectare.
- The extreme density proposed would be visually inappropriate to the site and its setting leading to crowded open spaces, amenities, pavements and public transport contrary to UDP Policy DEV1.2.

Sustainability:

- The plans do not offer evidence of incorporating energy-efficient features in residential construction.

Ecology:

- The plans show a lack of interest in preserving and enhancing what ought to be its salient feature, the natural wildlife preservation area at the edge of the canal.
- The development is contrary to London Plan policy 4C.3 which states that boroughs should resist development that results in a net loss of diversity and design new waterside developments in ways that increase habitat value.
- The development is also contrary to London Plan policy 4C.4 which states that where appropriate natural landscapes should be protected and enhanced.
- This valuable wilderness area and its protected trees which provides a massive range of environments, including to rare species, will be lost to the detriment of the ecology of the local and wider area.

7.3 The following issues were raised in representations, but they are not material to the determination of the application:

- The height of the proposed development would obscure the view of the historic Spratts Factory from several locations.
- The retail space on the development could be better used for ancillary support retail such as dry-cleaning that will be in demand from the growing local population once the flats are built.

- The 9 storey 'affordable' towers of the development are serviced by only one lift. If the lift breaks down, or someone is using it for removals, disabled persons in the upper storeys will be unable to leave their flats, people will be unable to dispose of their rubbish and so will throw it into the street. This is not an acceptable design for a 9 storey tower in this day and age. Surely we have seen enough of this in the past. I thought they were all being knocked down.
- Loss of visual amenity – The occupants of the existing canal-side developments to the south will see large amounts of their open sky blotted out, views of the hills to the north and the city to the northwest will disappear. While it is recognised that there is no right to a specific view, the general visual amenity of residents will be compromised which is a material consideration.

8. MATERIAL PLANNING CONSIDERATIONS

- 8.1 The main planning issues raised by the application that the Committee must consider are:
1. land use
 2. housing policy
 3. design
 4. impact on the amenity of nearby residents; and,
 5. highway issues.

Land Use

- 8.2 The Proposals Map associated with the Adopted UDP identifies all of Site B and the southern half of Site A within an 'Industrial Employment Area'. Policy EMP1 of the UDP promotes employment growth that meets the needs of local people and opposes development resulting in a loss of employment generating uses (EMP2). However, exceptions to EMP2 will be considered for example where the loss of employment generating land is made good by replacement with good quality buildings likely to generate a reasonable density of jobs.
- 8.3 The emerging LDF documents expect that low intensity industrial uses in the Leaside area to relocate elsewhere and that the retained and new commercial uses will provide a significantly greater number of jobs through the provisions of new purpose built flexible workspace. The Council's emerging LDF proposals for this site (Bromley-by-Bow South Sub-Area (Site Proposal LS33)) and GLA's Lower Lea Valley Framework proposals for this site indicate it's appropriateness for 'Mixed Use' purposes, focusing specifically on the potential for residential and office uses to enable the delivery of open space on the north side of the Limehouse Cut canal.
- 8.4 At present the site contains approximately 5,840 square metres of industrial floor space and 490 square metres of office floor space, all of which is now vacant having previously employed 167 people. The applicants have provided marketing information that demonstrates no demand for the site for continued employment purposes other than what is being proposed as part of this mixed-use proposal.
- 8.5 The application scheme would provide 1,825 sq m of employment generating floor space (93.5 sq m for either A1 or A2 Class uses, 220.3 sq m of Class A3 floor space, 1,296.2 sq m of Class B1 floor space and the remaining 215 sq m for Class D2). The applicant reasonably suggests that the proposed commercial units would have a higher employment density than the previous warehouse uses and could provide jobs for up to 220 permanent employees; a net increase of 53 jobs. The modern commercial floor space could also have the potential to deliver a greater diversity of employment opportunities whilst at a total of 93.5 sq m it is not

considered that the potential retail floor space would threaten the vitality and viability of established shopping locations in the area such that would warrant sequential testing under PPS6.

- 8.6 The scheme would provide regenerative benefits to this part of the Borough, including providing good quality housing, employment floor space and local facilities (e.g. a leisure centre, a restaurant/café fronting the canal, public open space, a local retail unit).
- 8.7 Whilst it could be argued that the range of uses proposed on the site would reduce its role as an employment generator, the structure of employment in the locality is changing significantly. This is recognised by the emerging policy, the recent residential redevelopments undertaken nearby in Barchester Street and other residential-led mixed-use proposals coming forward in Morris Road and Chrisp Street. Accordingly, it is not considered that the proposed land uses would be incompatible with their surroundings, indeed it is anticipated that more of the declining employment sites in the locality would be redeveloped in a similar residential-led manner.
- 8.8 In summary, the change of use of this site from industrial employment purposes to mixed use purposes would not conflict with the aims and objective of the UDP. Further, the principal of the redevelopment of the site for residential-led, mixed-use purposes, providing affordable housing, employment generating floor space, open space and a canalside walkway is endorsed by the emerging LDF and closely reflects the Council's current aspirations for the site. It also satisfies the land use concerns previously expressed by the GLA in their Stage 1 report with regard to reconciling the loss of employment land with the long-term need for industrial employment land in the wider area.

Housing Policy

- 8.9 Policy HSG7 of the UDP states that new housing development should provide a mix of unit sizes where appropriate including a substantial proportion of family dwellings of between 3 and 6 bedrooms. The application proposal would provide 390 residential units in the following mix:

	Studio	1-bed	2-bed	3-bed	4-bed	5-bed	Total
Affordable Units (RSL)	0	7	16	23	15	5	66
Affordable Units (S/O)	0	13	25	0	0	0	38
Affordable Sub-total	0	20	41	23	15	5	104
Private Units	35	105	98	48	0	0	286
Total	35	125	139	71	15	5	390
%	8.97%	32.05%	35.64%	18.21%	3.84%	1.29%	

- 8.10 Policy HSG2 of the emerging LDF requires that the following affordable housing mix is achieved: 0% studios; 20% one-bed; 35% two-bed; 30% three-bed; 10% four-bed; 5% five+ bed.

8.11 The affordable housing would comprise the following dwelling mix:

	Number of Units	% of Total Units	Number of Habitable Rooms	% of Total Habitable Rooms	LBTH Housing Needs Survey (Unit Basis)
Studio	0	0%	0	0%	0%
1 Bed	20	19.23%	40	11.11%	20%
2 Bed	41	39.43%	123	34.17%	35%
3 Bed	23	22.12%	92	25.56%	30%
4 Bed	15	14.42%	75	20.83%	10%
5 Bed	5	4.80%	30	8.33%	5%
TOTAL	104	100%	360	100%	100%

8.12 Of the residential floor space some 35% would be affordable housing which complies with Policy HSG3 of the emerging LDF. Floor space as opposed to habitable rooms was the means of calculating affordable housing in use in the prevailing policies during the earlier stages of the life of the application. However 35% of floor space does equate to 32.5% of habitable rooms and Policy HSG10 of the emerging LDF states that there should be no more than 5% disparity between the respective floor space and habitable room percentages. Accordingly the level of provision is considered acceptable.

8.13 The applicants also have agreed to a 70/30 ratio split between rented and intermediate units when measured by habitable room. Although the proposed 70:30 split in terms of rented/intermediate housing does not conform with the Council's standard of 80:20, it does conform with the GLA requirements in the London Plan and is therefore considered acceptable.

8.14 In terms of habitable rooms the scheme is heavily weighted (54.72%) to the provision of family units. This exceeds the expected minimum of 45% as indicated as required by the Council's Housing Needs Survey. These arrangements are considered acceptable.

8.15 The market housing would comprise the following dwelling mix:

	Number of Units	% of Total Units	Number of Habitable Rooms	% of Total Habitable Rooms	Policy HSG6 Requirements
Studio	35	12.24%	35	04.79%	
1 Bed	105	36.71%	210	28.73%	25%
2 Bed	98	34.27%	294	40.22%	50%
3 Bed	48	16.78%	192	26.26%	25%
TOTAL	286	100%	731	100%	100%

8.16 Emerging LDF Policy HSG2 states that the Council require the intermediate and market housing to provide an even mix of dwelling sizes including a minimum provision of 25% family housing comprising 3, 4, and 5 plus bedrooms to meet housing needs. Policy HSG2 of the also requires that 25% of the market housing is provided for family housing purposes. Accordingly, the mix of market dwellings is considered acceptable.

8.17 The units generally meet the Council's space standards and in some instances these are exceeded substantially, which is welcomed.

Design

- 8.18 Violet Road, which merges into Morris Street and then Chrisp Street as it progresses southwards, is a busy traffic corridor that links Bow with Poplar that is characterised by larger industrial or warehouse buildings that generally turn their back on the main road, presenting buildings with large blank frontages that have a ‘deadening’ effect on the street scene and contribute to creating a harsh built environment that is unfriendly to pedestrians.
- 8.19 The application site is presently occupied by vacant large industrial sheds and a car parking area, which combined with the low level of activity in and around the site gives rise to an environment with minimal natural surveillance to deter against anti-social activity along Violet Road or Yeo Street. The proposed redevelopment therefore provides an opportunity to significantly enhance the locality in urban design terms. Paragraph 4.45 of the Leaside Action Area Plan of the emerging LDF acknowledges the need and potential to increase the intensity of residential development to increase activity and reduce the number of inactive frontages.
- 8.20 The proposed building on Site A is a “stepped” development, ranging in height from predominantly 5 storeys (plus 1) along Violet Road with a further 2 storeys set back from the main façade, and a number of higher focal elements of 7, 8, and 9 storeys in height located at the entrances to the site. The lower elements of the proposed development (4, 5 & 6 storeys) are generally located at the most northerly and southerly ends of the site whilst there is a 1 storey landscaped podium in the centre of the site. The tallest parts are located on the eastern boundary adjacent to the DLR line that incorporates a 13 storey tower element facing the southern entrance, where increased height has no detrimental effect on neighbouring properties a more distant perception from the street scene. Site A also provides a significant wetland habitat adjacent its width, to encourage the existing wildlife that proliferates in this part of the canal.
- 8.21 The proposed building on Site B is also a stepped development, ranging in height from 4 to 6 storeys along Violet Road with one taller focal element of 7 storeys located at the northeast corner, opposite the southern entrance to Site A. The lowest parts of the scheme are located at the southern and western ends of the site.
- 8.22 The buildings on both sites are set back significantly from the edge of the canal to create a new canalside walkway on the northern bank of Limehouse Cut and are both set in tiers around landscaped south facing public open spaces. This is in keeping with paragraph 4.46 of the Leaside Action Area Plan of the emerging LDF which states that development along this part of the Limehouse Cut Canal should maximise the potential of the waterway. The principal elevations to Violet Road would comprise a frontage of varying heights, but with regular fenestration that would give an overall appearance of building 6-storeys.
- 8.23 The scale of the proposed buildings is quite large in relation to the immediate area however the modulated heights across the two sites reduce the visual impact of the scheme and allow it to successfully integrate into its varied surroundings formed by the Spratts building, light industrial sheds and offices, lower-scale residential buildings, public open space and canalside walkway.
- 8.24 Whilst it is a high density scheme the overall design and appearance of the proposal, with its south facing open spaces, canalside walkway and set back upper storeys, would minimise the prominence of the development and any sense of enclosure experienced along Violet Road.

8.25 The proposed development would incorporate an active ground floor frontage which, in particular the canalside restaurant, would animate the pedestrian environment where a mix of lively employment and residential activity can contribute to the quality of the street environment. This is in keeping with Policy L27 of the Leaside Action Area Plan of the emerging LDF. The upper storeys and residential accommodation would provide passive surveillance that would make this part of the street scene more pedestrian friendly, increase natural surveillance in the locality and thus discouraging anti-social behaviour and crime which are key concerns raised within the Community Plan. In view of the above the design of the scheme is considered acceptable. However, should planning permission be granted it is recommended that the details of the elevations and materials be requested for subsequent approval.

Amenity Space and Public Realm

8.26 Paragraph 4.46 of the Leaside Action Area Plan of the emerging LDF, states that development along this part of the Limehouse Cut Canal should maximise the potential of the waterway and provide an ecological space, designed to offer a haven for wildlife and birds through a series of soft spaces that can also be enjoyed by new and existing residents of the area. The adjacent TPO trees are likely to be affected by this part of the proposal, however, the Arboricultural Study, and inspection by Council officers, has confirmed that many of the trees within the group are of limited value. Accordingly it is considered that the retention of the trees should not hinder the redevelopment of the site as proposed. It is recommended that a replacement tree planting schedule be submitted for approval to ensure the high quality re-provision of appropriate semi-mature trees along the canal.

8.27 Across the two sites, the proposal would provide approximately 9,600 sq m of amenity space. This would take the form of landscaped public open space and canalside walkway that includes an ecological habitat (2,500 sq m), semi private amenity space in the form of podiums and roof gardens (2,483 sq m), private amenity space in the form of individual balconies, roofs or balconies (2,609 sq m) and a 145 sq m children's play area. All units would benefit from private amenity space either in the form of individual gardens / roof or balconies and / or communal amenity at podium level or at ground level fronting the canal. This level of amenity space provision generally exceeds that required by emerging LDF Policy HSG7.

8.28 The public open space and walkway provision is particularly welcomed and, at 2,500 square metres, matched the Council's aspirations for the site in the Leaside Action Area Plan of the emerging LDF and generally which seek to maximise opportunities for greater public use of the Borough's waterway networks and increase provision of much needed open space.

Density

8.29 Emerging LDF Policy CP20 states that the Council will resist any proposed housing development that results in the inefficient use or under-development of a site. Paragraph 4.43 of the Leaside Action Area Plan, from the emerging LDF, states that housing densities in the Bromley-by-Bow South Sub-Area up to 700 habitable rooms per hectare (hrh) would normally be permitted.

8.30 The residential density of the proposed development is approximately 960 hrh which is significantly in excess of the normally expected level. However it is considered that a higher density residential development is supported in this strategically important location by the Leaside Action Area Plan and Policy HSG1 of the emerging LDF, PPS3, PPG13 and the

London Plan and is considered acceptable for the following reasons:

- The development will provide significant open space and other local facilities;
- The proposal does not result in any consequence typically seen in an overdeveloped site (i.e. poor size of flats, significant loss of light to adjacent properties, loss of privacy/overlooking of adjacent amenity space, lack of amenity space etc); and
- TfL has confirmed that the development would have a sustainable impact on public transport services;
- The proposed DLR station at Langdon Park, which is to be constructed in late 2007/early 2008, will increase the accessibility of the site to public transport facilities; and,
- The proposal meets the other standards for new development in the UDP.

8.31 In summary, the proposed development will be of a high quality design, will not have any detrimental impact on its context and is considered to be set within an accessible location that would justify the density proposed. Accordingly, the proposed density is considered acceptable.

Residential Amenity

8.32 The application sites are generally due north of the nearby Spratts complex and Balladier Walk. Due to this orientation, and due to the manner in which the application buildings are set back and then tiered away from the southern end of the site, any impact on the surrounding residential uses is minimal. This is reflected by the daylight and sunlight assessment submitted with the application that demonstrates that the proposed development will result in acceptable levels both to existing residential properties in the vicinity and within the development itself.

8.33 The nearest distance of any of the proposed windows to the residential/commercial buildings on the south side of Limehouse Cut is 34 metres (Balladier Walk) and 36 metres (Spratts Complex) which is considered against the Council's minimum standard of 18 metres. Similar distances are maintained between the main facades on Site A. However, in maintaining the building line of the sites across from each other on Violet Road, the distance between the facades of Site A and Site B is approximately 17 metres. However, this type of relationship is common and appropriate in an urban context. Accordingly it is not considered that the proposal would give rise to any significant overlooking or loss of privacy.

8.34 The proposed development has been designed to mitigate the noise impacts from both Violet Road and the DLR line. The noise assessment submitted with the application demonstrates that, subject to the provision of appropriate noise attenuation measures, an acceptable residential environment can be attained.

Highways and Transportation

8.35 The proposed development would provide for 69 car parking spaces accessed from Violet Road and Yeo Street. This provision meets the standards of the emerging LDF and is acceptable in view of the site's public transport accessibility. The proposed development will also provide for 392 cycle parking spaces, which is in excess of 1 space per residential unit. TfL and the Council's Highways officers raise no significant concerns with regard to the level of car parking provision, the servicing of the commercial units, the refuse collection arrangements or the capacity of the public transport system. Details of refuse collection and

recycling are to be required by condition.

- 8.36 A car free arrangement to ensure that future residents of the scheme cannot obtain on-street parking permits will be required. It is considered that the proposed limited levels of parking combined with the car free arrangements would mean that the development would have minimal impact on traffic in the locality. It is not anticipated that the small commercial units would give rise to Borough-wide attraction such that would create an unusually high demand for the on-street resident parking bays by permit holders some distance away. Accordingly the highways impacts are considered acceptable.

Sustainability, Energy Efficiency & Recycling

- 8.37 In accordance with emerging LDF policies a site wide 'Materials Use and Purchasing Strategy' covering all construction management activities for the proposed development has been submitted in support of the planning application. The conclusion of this statement is that, in accordance with the Council's emerging LDF policies, the material purchased and used to construct the proposed development will be sourced, where practicable, from sustainable sources and should help to:

- a) Reduce consumption of irreplaceable material assets;
- b) Promote reuse and minimisation of waste;
- c) Promote prudent use of sustainably managed natural and semi-natural resources;
- d) Promote recycling in demolition and deconstruction; and
- e) Promote the effective protection of the environments.

- 8.38 The proposed development also seeks to achieve either a reduction of 10% in the carbon footprint of the development (should this be deemed necessary) or utilising 10% of its energy requirement from renewable energy sources in accordance with emerging LDF policies. This will include the use of a gas fired combined heat and power (CHP) system in Site A with district mains running to Site B.

- 8.39 Furthermore, in keeping with the emerging LDF policies, the proposed development will:

- make sufficient provision for waste disposal and recycling facilities within each unit and in the communal waste storage areas;
- use Sustainable Urban Drainage Systems (SUDS) in order to reduce surface water runoff; and
- include grey water recycling in order to conserve water and minimise piped water demand.

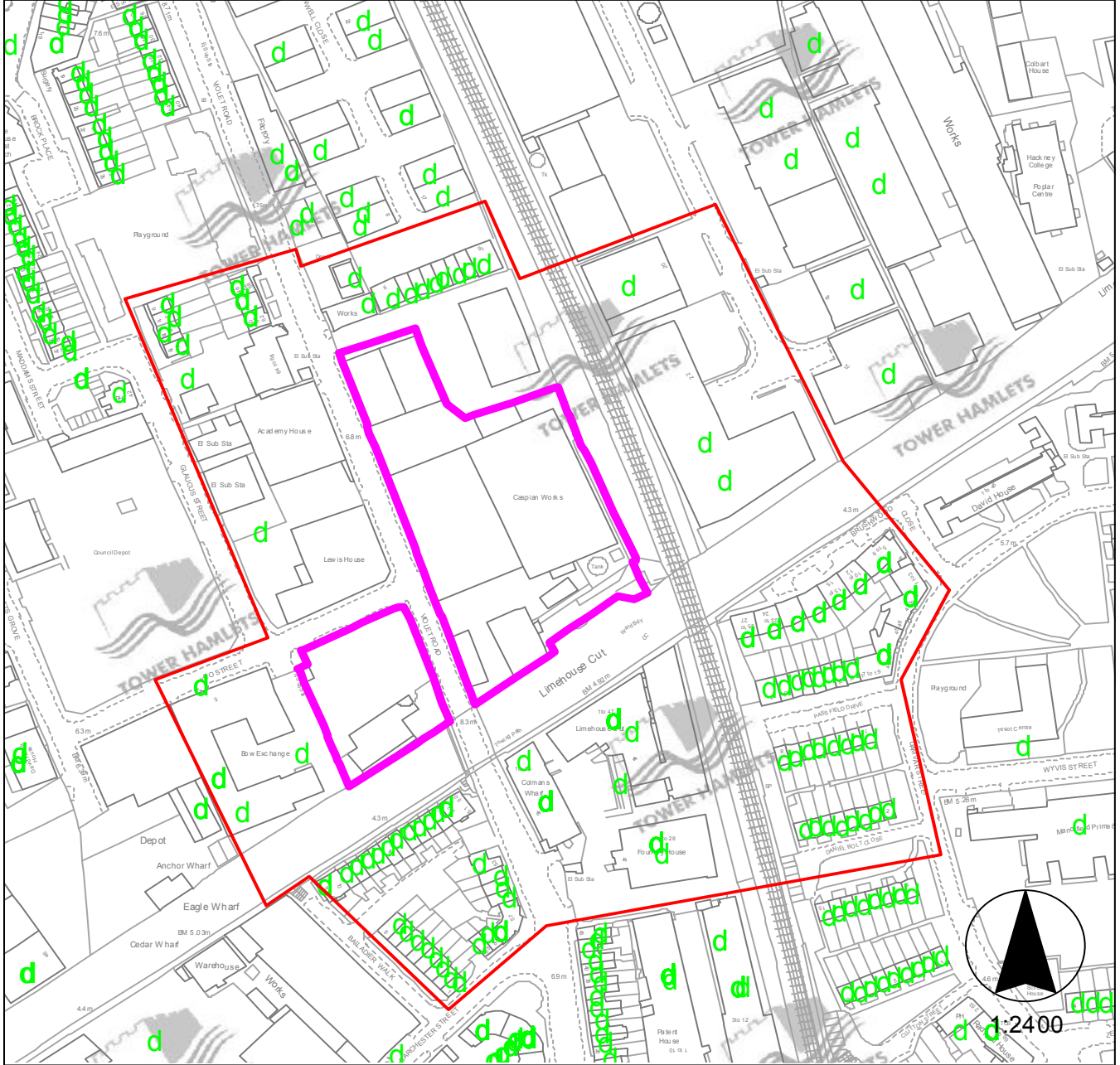
Environmental Impact Assessment

- 8.40 The Council's consultants, Casella Stanger undertook a review of the Environmental Statement. The review highlighted a number of areas where additional information or clarification should be provided. Further to the Council's request, the applicant submitted a range of additional information some of which was re-advertised in accordance with the legislation and reviewed by the Council and Casella Stanger.
- 8.41 The Environmental Statement has been assessed as satisfactory, with mitigation measures to be implemented through conditions and/ or Section 106 obligations.

Conclusions

- 8.42 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.

Site Map



Legend

- Planning Application Site Boundary
- Consultation Area
- d 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 Stationery Office © Crown Copyright. London Borough of Tower Hamlets LA086568

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