

Committee: Strategic Development	Date: 18 th January 2007	Classification: Unrestricted	Agenda Item No: 8.2
Report of: Corporate Director of Development and Renewal		Title: Planning Application for Decision	
Case Officer: Rachel Blackwell		Ref No: PA/06/01897	
		Wards: Bromley by Bow	

1. APPLICATION DETAILS

Location:	2-10 Bow Common Lane, London E14
Existing Use:	Collection of buildings formally used as offices and warehousing.
Proposal:	Redevelopment up to 15 storeys and basement to provide commercial units (B1 and A3) on ground floor with 176 residential units, basement car parking and landscaping
Drawing Nos:	2860PL/001 (Sept 06), 2860PL/100 (Aug 06), 2860PL/101 (Aug 06), 2860PL/102 (Aug 06), 2860PL/103 (Aug 06), 2860PL/104 (Aug 06), 2860PL/105 (Aug 06), 2860PL/106 (Aug 06), 2860PL/107 (Aug 06), 2860PL/108 (Aug 06), 2860PL/109 (Aug 06), 2860PL/110 (Aug 06), 2860PL/111 (Aug 06), 2860PL/200 (Aug 06), 2860PL/201 (Aug 06), 2860PL/202 (Aug 06), 2860PL/203 (Aug 06), 2860PL/204 (Aug 06), 2860PL/206 (Aug 06) Planning Statement Design and Access Statement Appendix Reports Flood Risk Assessment
Applicant:	Ashtontown Ltd C/- Stock Woolstencroft
Owner:	Newspace Developments
Historic Building:	N/A
Conservation Area:	N/A

2. RECOMMENDATION

That the Committee resolve to REFUSE planning permission for the following reasons:

- 1) A significant number of studios and one bedroom flats (42.5%) and a limited number of family housing (13.5%), being three or more bedroom units is proposed. The dwelling mix and type of the proposed housing does not accord with the housing types and sizes identified to meet local needs. The proposed housing mix provides an unacceptable percentage of family housing (3, 4 and 5 bedrooms). As such the proposal is contrary to:
 - (a) Policy HSG7 of the Tower Hamlets Unitary Development Plan 1998, which seeks to provide a mix of unit sizes including family accommodation; and
 - (b) Policy HSG2 of the Local Development Framework, Core Strategy and Development Control Development Control Submission Document which requires all housing to contain an even mix of dwelling sizes including a minimum provision of 25% family housing, comprising 3, 4 and 5 plus bedrooms to meet local needs and promote balanced

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		Rachel Blackwell 020 7364 0436

communities in accordance with the Government's sustainable communities agenda.

- 2) The proposal would result in an over development of the site, by reason of the excessive residential density of 1,025 hr/ha. This would result in an unacceptable design, layout, amenity and environmental impacts as outlined in reasons for refusal (3) to (8) below. As such the proposal is contrary to Policy HSG1 of the Local Development Framework, Core Strategy and Development Control Development Control Submission Document and Policy 4B.3 of the London Plan 2004, which identifies the appropriate density range for the site as being 200-450hr/ha based on location, setting and public transport accessibility.
- 3) The development would be insensitive to the context of the surrounding area by reason of design, mass, scale and height and fail to take account of the development capabilities of the site. As such the proposal is contrary to:
 - (a) Policies DEV1 and DEV2 of the Tower Hamlets Unitary Development Plan 1998, which requires development to be sensitive to the surroundings and the development capabilities of the site;
 - (b) Policy DEV6 of the Tower Hamlets Unitary Development Plan 1998, which requires the development of high buildings outside the central area zone to have regard to the design, siting and character of the locality and their effect on views;
 - (c) Policy DEV2 of the Local Development Framework Core Strategy and Development Control Development Plan Document, which requires development to be designed to the highest design quality standards;
 - (d) CP48 and Policy DEV27 of the Local Development Framework Core Strategy and Development Control Development Plan Document, which specify the criteria to assess tall buildings; and
 - (e) Policies 4B.1, 4B.3, 4B.8 and 4B.9 of the London Plan 2004 which provide location and assessment criteria for tall buildings.
- 4) The layout of the development would compromise the safety and security of future occupants and the surrounding public realm. As such the proposal is contrary to:
 - (a) Policy DEV4 of the Local Development Framework, Core Strategy and Development Control Development Control Submission Document which requires the safety and security of development and the surrounding public realm to be optimised; and
 - (b) Policy 4B.6 of the London Plan, which seeks to ensure that future development meet the highest standard of sustainable design and construction, including measures to ensure that developments are comfortable and secure for users.
- 5) The proposed location of waste and recyclable storage does not comply with Planning Standard 2: Residential Waste Refuse and Recycling Provision. As such the proposal is contrary to:
 - (a) Policy DEV55 and DEV56 of the Tower Hamlets Unitary Development Plan 1998, which seeks to promote adequate storage and collection for litter and waste in new developments;
 - (b) Policy DEV15 of the Local Development Framework, Core Strategy and Development Control Development Control Submission Document which seeks to encourage more sustainable waste management throughout the Borough; and

- (c) Policy 4B.6 of the London Plan, which seeks to ensure that future development meet the highest standard of sustainable design and construction, including the promotion of sustainable waste behaviour in new developments.
- 6) The proposed vehicle and pedestrian access and linkages throughout the site are poorly designed and un-functional resulting in issues relating to vehicular and pedestrian safety. As such the proposal is contrary to:
- (a) Policy T17 of the Tower Hamlets Unitary Development Plan 1998, which seeks to take full account of the Councils Planning Standards for Parking; and
- (b) Policy T17 of the Local Development Framework, Core Strategy and Development Control Development Control Submission Document which states that development with inadequate servicing and circulation and or resulting in adverse impacts on safety or capacity of the transport network will not be supported.
- 7) The development would fail to provide a satisfactory standard of residential accommodation in terms of the size, and access to the residential units and poor quality and insufficient open space areas. As such the proposal is contrary to:
- (a) Policy DEV1 of the Local Development Framework, Core Strategy and Development Control Development Control Submission Document which requires development to protect and enhance the amenity of existing and future residents as well as the amenity of the public realm;
- (b) Policy DEV 2 of the Local Development Framework, Core Strategy and Development Control Development Control Submission Document and Policy 3A.14 of the adopted London Plan 2004 which seeks to ensure that the internal design and layout of development maximises comfort and usability for occupants and maximises sustainability through the provision of adequately sized rooms and spaces; and
- (c) Policy 4B.6 of the London Plan, which seeks to ensure that future development meets the highest standard of sustainable design and construction, including measures to ensure that developments are comfortable and secure for users.
- 8) The development would be insensitive to its location adjacent to the Limehouse Cut by reason of design, mass, scale and height, and may result in overshadowing which could potentially affect the canal ecology. As such the proposal is contrary to:
- (a) Policy DEV57 of the Tower Hamlets Unitary Development Plan 1998, which seeks to protect Sites of Nature Conservation Importance;
- (b) Policy OSN3 Local Development Framework, Core Strategy and Development Control Development Control Submission Document, which requires development adjacent to the Blue Ribbon Network to respect its water location;
- (c) Policy 4C.28 of the London Plan which expects development adjacent to canals to respect the particular character of the canal; and
- (d) 43.C of the London Plan, which seeks to protect and enhance the biodiversity of the Blue Ribbon Network.

3. PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 An application has been made for full planning permission to redevelop land located at 2-10 Bow Common Lane, E3 for the construction of 176 residential units comprising studio, one, two, three bedroom units, and four and five bedroom maisonettes.
- 3.2 The buildings would comprise two separate parallel blocks in a north-south alignment separated by a central courtyard. Block A-D would comprise a mixed use block fronting Bow Common Lane, rising from 4 storeys to the north of the site to a multi storey form rising up to 15 storeys in height adjacent to the Limehouse Cut (canal). Block B-C would be located to the east of the site rising from 4 storeys in the north to 6 storeys in the south adjacent to the Limehouse Cut. Block B-C drops down to 3 storeys in form adjacent to residential development to the east at Invicta Close.
- 3.3 Of the 176 units proposed a total of 56 would be affordable and 120 for private sale. This would equate to 36.5% affordable housing provision calculated on a habitable room basis. In total, there would be 14 studio flats, 61 one bedroom units, 77 two bedroom units, 19 three bedroom units, 2 four bedroom and 3 five bedroom maisonettes.
- 3.4 The development proposes 500m² of ground floor B1/A3 commercial space provided at ground level of blocks A/D at the Bow Common Lane frontage.
- 3.5 The proposal includes a canal side walkway, communal landscaped areas, private gardens, roof terrace and balconies to upper floor units.
- 3.6 A basement car park with access from Hawgood Street to the north east of the site provides 61 car parking spaces, including 6 disabled spaces. 176 cycle spaces would be provided within a designated storage area to the north of the site.

Site and Surroundings

- 3.7 The application site comprises land at 2-10 Bow Common Lane. The site has an overall area of 0.46ha and is bounded by Bow Common Lane to the west, and the Limehouse Cut to the south. The site contains access from both Bow Common Lane and Hawgood Street to the rear of the site.
- 3.8 The site contains a collection of buildings that have been developed over time. The current buildings at 6-10 Bow Common Lane comprise 2 storey form with access to the rear from Hawgood Street. A 3-4 storey office building is presently located at 2-4 Bow Common Lane fronting to the Limehouse Cut. The applicant advises that the buildings on the site are currently vacant.
- 3.9 Located directly opposite the site to the west of Bow Common Lane, between Thomas Road and the Limehouse Cut are commercial and industrial premises. Also to the west, is the Burdett Estate containing residential development comprising blocks of flats rising to 3 storeys in form.
- 3.10 To the north of the site is 12 and 14 Bow Common Lane containing buildings of 2-3 storeys. No 14 Bow Common Lane was previously used as a public house.
- 3.11 Directly to the south of the site is the Limehouse Cut, a canal which forms part of the Lea Valley Regional Park and Blue Ribbon Network. Beyond the canal to the south of the site is commercial/industrial development. Cottal Street and Bartlett Park lie to the south west.

- 3.12 To the east of the site is Invicta Close which contains residential development fronting the Limehouse Cut.
- 3.13 The site has a public transport accessibility level of 3 (where 6b is the highest). Devons Road DLR Station is located approximately 700 metres to the north east of the site and Westferry DLR Station is located approximately 800 metres to the south. Bow Road Underground Station (Hammersmith & City and District Lines) is located approximately 1.16 kilometres to the north and can be reached in about 10-20 minutes by foot. There is a bus stop located on Bow Common Lane, which operates the 309 bus service (London Chest Hospital to Canning Town). Other bus services also operate from St Pauls Way and Burdett Road.

Planning History

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

2-4 Bow Common Lane

- PA/01/00644) Conditional permission was granted on the 5th February 2004 for demolition of the existing single storey building to the rear terrace and use as 13 live work units, 13 residential units (8 one bedroom, 5 two bedroom units) and 8 parking spaces. This permission was subject to a legal agreement.
- PA/91/00111 (Unit 1) Conditional permission was granted on the 21st October 1991 for the installation of plant equipment for heating/ventilation system on the roof.
- TP19365 Conditional planning permission was granted on 5th February 1987 for a change of use of single storey building from industry to recording studio
- TP16990 Conditional planning permission was granted on the 22nd February 1985 for the use of the premises for light industrial purposes.
- TP/72236 Planning permission was granted on 18th December 1958 for the use of that part of Hatherley Wharf adjoining Bow Common Lane and the Limehouse Cut for the business of inorganic chemicals manufacture and storage.
- TP95R/6491 Conditional planning permission was granted on the 1st April 1954 for the erection of a building not exceeding 5000 sq ft in floor area to be used for warehousing packing and garaging purposes.

6 Bow Common Lane

- TP17043 Conditional planning permission was granted on the 22nd February 1985 for the use of the premises for general industrial purposes.
- TP4406 Conditional permission was granted on the 18th August 1972 for the use of part of the warehouse space for additional ancillary office and alterations to elevation.
- TP/44575 Conditional permission was granted on the 16th March 1965 for the erection of a roof over the yard of 6 Bow Common Lane.
- TP44575 Permission was granted on the 19th July 1962 for the reconstruction of the offices on the first floor the provision of an accessway from Bow Common Lane to the warehouse at the rear and the reconstruction of a roof over the access to Limehouse Cut at 6 Bow Common Lane.
- TH1237/1740 Conditional planning permission was granted on the 24th September 1969 for the erection of four storey warehouse extension at Phoenix works.

TP/72236	Conditional permission was granted on 15 th October 1959 for the erection of a three storey warehouse building.
TP/44575	Planning permission was granted on the 22 nd January 1953 for the carrying out of alterations and additions at the premises of Lewis Brooks and Co.
TP/44575	Planning permission was granted on the 26 th July 1951 for the erection of a first floor addition at Lewis Brooks Co.
TP52/8743	<u>10 Bow Common Lane</u> Planning permission was granted on the 10 th June 1954 for the installation of an underground petroleum storage tank and pumps.
TP6505	Planning permission was granted on the 4 th April 1949 for the erection of a single storey sack store.
TP44575	Planning permission was granted on the 4 th April 1949 for the formation of a new entrance.

4. POLICY FRAMEWORK

- 4.1 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:

Green Chain
Lea Valley Regional Park

Policies:

DEV1	Design Requirements
DEV2	Environmental Requirements
DEV3	Mixed Use Developments
DEV4	Planning Obligations
DEV6	High Buildings Outside the Central Area & Business Core
DEV12	Provision of Landscaping in Development
DEV13	Design of Landscape Scheme
DEV46	Protection of Waterway Corridors
DEV48	Strategic Riverside Walkways and New Development
DEV50	Noise
DEV51	Soil Tests
DEV55	Development & Waste Disposal
DEV56	Waste Recycling
DEV69	Efficient Use of Water
EMP2	Retaining Existing Employment Uses
EMP8	Encouraging Small Business Growth
HSG2	Provision for Housing Development
HSG3	Affordable Housing
HSG7	Dwelling Mix & Type
HSG8	Mobility Housing
HSG9	Density of New Housing Development
HSG13	Standard of Dwelling
HSG16	Housing Amenity Space
T15	Location of New Development
T17	Planning Standards (Parking)
T21	Pedestrian Needs in New Development
T24	Cyclists Needs in New Development

OS9 Children's Play Space
OS14 Lea Valley Regional Park

Emerging Local Development Framework

Proposals:	CP34	Development Sites
	CP34	Green Chain
	CP35	Lea Valley Regional Park
	CP36	Blue Ribbon Network
Core Strategies:	IMP1	Planning Obligations
	CP1	Creating Sustainable Communities
	CP2	Equal Opportunity
	CP3	Sustainable Environment
	CP4	Good Design
	CP5	Supporting Infrastructure
	CP9	Employment Space for Small Businesses
	CP19	New Housing Provision
	CP20	Sustainable Residential Density
	CP21	Dwelling Mix & Type
	CP22	Affordable Housing
	CP25	Housing Amenity Space
	CP35	Lea Valley Regional Park
	CP36	The Water Environment & Waterside Walkways
	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
	CP46	Accessible and Inclusive Environments
	CP47	Community Safety
	CP48	Tall Buildings
Policies:	DEV1	Amenity
	DEV2	Character & Design
	DEV3	Accessibility & Inclusive Design
	DEV4	Safety & Security
	DEV5	Sustainable Design
	DEV6	Energy Efficiency & Renewable Energy
	DEV7	Water Quality and Conservation
	DEV8	Sustainable Drainage
	DEV9	Sustainable Construction Materials
	DEV10	Disturbance from Noise Pollution
	DEV11	Air Pollution and Air Quality
	DEV12	Management of Demolition and Construction
	DEV13	Landscaping and Tree Preservation
	DEV15	Waste and Recyclables Storage
	DEV16	Walking & Cycling Routes & Facilities
	DEV17	Transport Assessments
	DEV18	Travel Plans
	DEV19	Parking for Motor Vehicles
	DEV20	Capacity of Utility Infrastructure
	DEV22	Contaminated Land
	DEV27	Tall Buildings Assessment
	EE2	Redevelopment/Change of Use of Employment Sites
	HSG1	Determining Residential Density
	HSG2	Housing Mix
	HSG3	Affordable Housing Provisions in Individual Private Residential

	and Mixed-use Schemes
HSG4	Varying the Ratio of Social Rented to Intermediate Housing
HSG7	Housing Amenity Space
HSG9	Accessible and Adaptable Homes
HSG10	Calculating Provision of Affordable Housing
OSN3	Blue Ribbon Network & the Thames Policy Area

Planning Standards

Planning Standard 1:	Noise
Planning Standard 2:	Residential Waste Refuse and Recycling Provision
Planning Standard 3:	Tower Hamlets Density Matrix
Planning Standard 4:	Lifetime Homes

Supplementary Planning Guidance/Documents

Designing Out Crime
Sound Insulation
Residential Space
Landscape Requirements
Canalside Development

Spatial Development Strategy for Greater London (London Plan)

Policy 3A.7	Affordable Housing Targets
Policy 3A.8	Negotiating Affordable Housing in Individual Private Residential and Mixed Use Schemes
Policy 3C.2	Matching Development to Transport Capacity
Policy 2C.24	Freight Strategy
Policy 4A.6	Improving Air Quality
Policy 4A.7	Energy Efficiency and Renewable Energy
Policy 4A.8	Energy Assessment
Policy 4A.9	Providing for Renewable Energy
Policy 4A.10	Supporting the Provision of Renewable Energy
Policy 4A.11	Water supplies
Policy 4A.14	Reducing Noise
Policy 4B.1	Design Principles for a compact city
Policy 4B.2	Promoting world class architecture and design
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.7	Respect Local context and communities
Policy 4B.8	Tall buildings, location
Policy 4B9	Large scale buildings, design and impact
Policy 4C.1	The strategic importance of the blue ribbon network
Policy 4C.2	Context for sustainable growth
Policy 4C.3	The natural value of the blue ribbon network
Policy 4C.8	Sustainable Drainage
Policy 4C.12	Sustainable growth priorities for the blue ribbon network
Policy 4C.14	Freight uses on the blue ribbon network
Policy 4C.17	Increasing access alongside and to the blue ribbon network
Policy 4C.20	Design Starting from the water
Policy 4C.28	Development Adjacent to Canals

Government Planning Policy Guidance/Statements

PPG1	Generally Policy and Principles
PPG3	Housing
PPG13	Transport
PPG24	Planning & Noise

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
- A better place for excellent public services

5. CONSULTATION RESPONSE

5.1 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

5.2 In summary:

- A total of 176 residential units are proposed. This equates to 471 habitable rooms, approximately 36.5% affordable housing (calculated by habitable rooms) and 34.3% (calculated by floor space). This provision exceeds the policy requirement for 35% housing and under the emerging LDF at least 25% would be required to be provided without grant. Grant funding (if) available could be applied to the additional units.
- The policy expectation is that the ratios will be 80% socially rented: 20% intermediate. The proposed tenure split is 76%: 24% does not reflect the Council's expected requirement. *OFFICER COMMENT: The proposed tenure mix generally accords with the tenure split as specified in policy 3A.7 of the London Plan.*
- The scheme provides 45% family units (3, 4 and 5 bedrooms) within the affordable housing component. This satisfies the LBTH Housing Needs Survey requirement of 45%. There is a proposed scheme mix for the social rented specified, however, none proposed for the intermediate housing units.
- The affordable housing is integrated within the scheme and meets the standards set out in the Housing Corporation's Scheme Development Standards.
- It is proposed that all the dwellings in scheme are lifetime homes standards, and there are parking spaces adjacent to the homes. The wheelchair units are spread in blocks, and there are 10 designated disabled parking bays evenly distributed beneath them all of which are within 20m of wheelchair access lift. On this site, the requirement of 10% wheel chair homes would be to provide 18 units.

LBTH Education Development

5.3 The dwelling mix provided results in the need for an additional 21 primary school places. A developer contribution is sought towards this provision: 21 places @ £12,342 = £259,182. This sum is sought at 100%.

Developer contributions are pooled to provide additional school places at suitable locations in the Borough as part of the overall planning of school provision.

LBTH Corporate Access Officer

5.4 The Access Statement does not adequately consider the issues or provide evidence of best practice standards that they have used to prepare the statement and how they will ensure that the scheme is inclusively designed which is a requirement of Council policy. Accessibility and inclusive design throughout the site requires further exploration.

LBTH Energy Efficiency Unit

5.5 No reply received.

LBTH Highways Development

5.6 This development is unacceptable due to the servicing impacts associated with the refuse and recyclables. The development's access to the underground parking is also deemed unacceptable. Approval should only be granted following redesign of these two issues to a standard acceptable to the Transportation and Highways service.

In addition approval should only be granted subject to the provision of a car free agreement for the site and pedestrian improvements detailed above.

At present this application should not be granted approval based on these highway considerations.

LBTH Environmental Health

Air Quality

5.7 It is imperative that air quality be assessed for the following reasons:

- The Borough has been declared an air quality management area and residences will be placed in this area as result of this development.
- The development might contribute to the further deterioration of the state of air quality in the Borough during the construction/operational phases. In lieu of the above, an air quality assessment must be completed.

Noise

- This department is satisfied with the recommendations of the report with regard to mitigation against external noise. This is subject to the developer ensuring the recommendations in Table 3 (Anticipated Glazing and Ventilation Requirement) of the AIRO Road Traffic Noise Assessment – September 2006 are implemented.
- Details of any proposed ventilation/extract duct must be submitted and approved by Environmental Health.

Contaminated Land

Recommend this application to be conditioned to ensure the developer carries out a site investigation to investigate and identify potential contamination.

LBTH Cleansing Officer

5.8 No response received.

LBTH Horticulture & Recreation

5.9 No response received.

LBTH Sun/Daylight Officer

5.10 No response received.

London City Airport

5.11 No safeguarding objection.

Tower Hamlets PCT

5.12 No response received.

Metropolitan Police

5.13 No objections to the proposal. Recommendations made regarding improvements to safety and security within the development.

British Waterways (Statutory Consultee)

5.14 In summary:

- Satisfied that the tallest element of the development sited adjacent to the road bridge over the canal to give it a nodal function, and due to its orientation would not have any unacceptable overshadowing impact on the canal. Furthermore the public realm area separating the two building blocks ensures we are not left with a bulk of development along the extent of the sites water frontage.
- However BW would prefer to see the 3-5 storey residential block to the northern side of the site positioned further back from the canal to open up the site and reduce the otherwise oppressing impact of the building height from the canal. It is also felt that the boundary treatment to the ground floor units should be designed to allow maximum integration with the canal and the rest of the site.

Relationship to adjoining canal side development

- BW is concerned that the canal side elevation of the proposed 3-5 storey residential block fails to relate to the domestic scale of the adjoining Invicta Close development, particularly in terms of the window proportions and positioning. This results in an awkward relationship where the two developments meet.

Environment Agency (Statutory Consultee)

5.15 Object to the application for the following reasons:-

- Insufficient access to the canal side for river wall maintenance, improvement or renewal has not been provided in the proposed layout of the development.
- A report on the condition of the canal wall has not been submitted.
- Inadequate buffer distance provided between proposed development and the Limehouse Cut.

Lea Valley Regional Park Authority (Statutory Consultee)

5.16 The Authority:

- Considers that the proposed measures to assist biodiversity are less than might reasonably be expected along the Limehouse Cut and that measures both on land and in the water should be enhanced for example by providing fish shelters, coir rafts and increased vegetation;
- Requests that due to the high density of the development that the applicants be required to contribute towards the provision of additional public open space within the Borough;
- Requests that provision be made to provide public access to the riverside; and
- That a condition be imposed requiring the submission, approval and implementation of a scheme for the provision of bat roosting and bird nesting boxes on the proposed buildings.

Greater London Authority (Statutory Consultee)

5.17 The principle of mixed-use development on this site is supported. There is, however, a considerable amount of work required before the development reaches consistency with the

London Plan. Further discussion and work is therefore required on energy, affordable housing and mix, density, transport, the internal design and the provision of play equipment and space for under 5s.

London Development Agency LDA

In summary, the London Development Agency request further justification relating to the loss of employment floor space on-site and the lack of evidence to justify the loss of this floor space. Furthermore, the lack of detail regarding conflict between existing neighbouring uses and the proposed end use should be addressed to ensure compatibility.

Transport for London (TfL)

Given that TfL have raised a number of issues with the application they have written to the Council separately outlining these issues. The issues raised in the TfL response are summarised as follows:

- TfL may not be able to support the proposal of designating 3 parking spaces for commercial use during day time as this is inconsistent with the parking standards set out in the London Plan which requires no car parking provision for the commercial component.
- Arrangement and layout of basement car parking access via Hawgood Street need to be revised to provide sufficient vertical sight lines.
- With regard to the likely traffic impacts during the construction period, consultation should take place with TfL on the routing and the hours that construction vehicles would be allowed to access the site.
- The Transport Assessment lacks detailed information on footway widths or quality of the footways surrounding the site. This information together with assessment of the crossing facilities, the pedestrian access to public transport and the general accessibility of pedestrian movements near the site should be supplied.
- The current level of cycle parking spaces (i.e. 87 spaces) is considered inadequate. A minimum of 176 secure spaces is required for the proposed residential development. For the commercial land use, the specific use classification has to be confirmed as this would assist in calculating the additional number of cycle parking needed for the commercial component of the development.
- Green Travel Plan required as part of the S106 Agreement.

6. LOCAL REPRESENTATION

6.1 A total of 209 neighbouring properties within the area shown on the map appended to this report were notified of 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:	1	Objecting:	1	Supporting:	0
No of petitions received:	0				

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

- The proposal represents an underdevelopment of the site and does not make the best economic use of the land.
- The proposal could have a detrimental impact upon the future development potential of surrounding properties.
- Surrounding businesses employ approximately 50 staff. An opportunity would be welcomed which would allow this business to maintain a business premises within the proposed development.
- The proposal fails to take into consideration the development potential of surrounding

sites. A more comprehensive development would incorporate surrounding sites to achieve a more appropriate scale of development.

7. MATERIAL PLANNING CONSIDERATIONS

7.1 The main planning issues raised by the application that the Committee must consider are:

1. Land Use;
2. Density;
3. Design and Layout & the Suitability of a Tall Building at this Location;
4. Accessibility & Inclusive Design;
5. Affordable Housing, Dwelling Mix & Housing Standards;
6. The Blue Ribbon Network;
7. Energy Efficiency;
8. Transport & Parking; and
9. Residential Amenity.

Land Use

7.2 Land use within the area is presently evolving and the site and surrounds has been designated in the Local Development Framework Core Strategy and Development Control Submission Document as a suitable location for mixed use development. In essence the proposed development comprising both residential and B1/A3 use is contrary to the adopted UDP (1998) yet is generally consistent with the emerging LDF.

7.3 The existing buildings on the site have an overall area of 8480m² and have previously been used for a variety of uses including industrial, office and warehousing. The applicant advises in the planning statement submitted with the application that the site is vacant. However the site may be used unlawfully for residential accommodation.

7.4 The scheme proposes 500m² of B1/A3 flexible floor space at ground level which may be suitable for office or restaurant type uses. The applicant estimates that the projected employment level for the commercial units proposed could have the potential to generate 31-33 jobs (based on 1 job per 16m² for B1 use – London Plan).

7.5 It is acknowledged that mixed use development incorporating both commercial and residential uses is appropriate at this location. Whilst it can be argued that the development would result in a loss of employment in terms of floor space and given that the commercial element only comprises a small percentage of the overall scheme, the loss of employment uses is counteracted by the replacement with uses which may have the potential to generate employment above the current rates on the site.

Residential Density

7.6 Policy HSG9 of the UDP provides an upper figure of 247 habitable rooms per hectare (HRH) for new residential development. The policy sets out four circumstances where higher densities may be acceptable, these include:

- 1. The development would be for special needs housing or non-family housing*
- 2. The development is located within easy access to public transport, open space and other local facilities*
- 3. The dwellings are part of a substantial mixed use development or are a small in fill*
- 4. It can be demonstrated that the development meets all other standards for new dwellings in the Plan and does not conflict with the Council's policies for the environment.*

- 7.7 UDP policy HSG9 has largely been superseded by the density policies of the London Plan 2004 and Policies of the Local Development Framework – Core Strategy and Development Control Submission Document. Core policy CP20 of the Local Development Framework – Core Strategy and Development Control Submission Document states that Council will seek to maximise residential densities, taking into account the individual relative merits of sites and their purposes. The London plan and LDF policy HSG1 include the implementation of a density, location and parking matrix, which links density to public transport availability as defined by PTAL (Public Transport Accessibility Level) scores which are measured on a scale of 1 (low) – 6 (high).
- 7.8 The site has a public transport accessibility level (PTAL) of 3. For urban sites with a PTAL range of 1 to 3 the appropriate density of 200-450 hrh would allow for dense development, with a mix of uses and buildings. The proposed density of 1025hrh exceeds the greater level of the density range. In this instance the scheme is considered to result in an overdevelopment of the site as it fails to address a number of the policy requirements identified in both the UDP and the Local Development Framework – Core Strategy and Development Control Submission Document. The key deficiencies are outlined as follows:-
- The proposal by way of its height, mass, bulk and form is overbearing in relation to the character of local development and is an inappropriate design response to the surrounding context.
 - The development fails to respect the natural environment, including the adjacent watercourse, in terms of insufficient setbacks, potential ecological impacts and insufficient information on treatments to the canal.
 - The central open space area is poorly designed as it does not provide through linkages from Bow Common Lane to Hawgood Street to the east. This space is also impinged by vehicular access for service vehicles. This access is unsustainable from a permeability and usability perspective.
 - Poor internal design and layout in terms of size of units, and size and location of private amenity space.
 - Several Public and private spaces within the development as well as dwelling entries are obscure from the site frontage and public areas within the site resulting in unsafe spaces throughout the development.
 - An overall inappropriate unit mix containing an overprovision of 1 and 2 bedroom units which is not consistent with the Borough's housing needs.
 - Inappropriate access arrangements resulting in traffic conflicts both on the site and in surrounding streets and impacts to both vehicular and pedestrian safety.

Design & Layout and Suitability of a Tall Building at this Location

- 7.9 The proposal does not accord with policies DEV6 of the UDP (1998) and Policy DEV27 of the Local Development Framework – Core Strategy and Development Control Submission Document in relation to tall buildings, given the high density of the proposal as demonstrated above and failure to adequately justify a number of important design criteria.
- 7.10 In addition to tall building and density policies, the proposal would conflict with the design and environmental Policies DEV1 and DEV2 of the 1998 UDP and Policy DEV2 of the Local Development Framework – Core Strategy and Development Control Submission Document, which requires the bulk, height and density of development to positively relate to surrounding building plots and blocks, and the scale of development in the surrounding area. Furthermore the proposal does not conform to the general scale and character of the canal environs as required by policy DEV47 of the UDP (1998) and OSN3 of the Local Development Framework – Core Strategy and Development Control Submission Document.
- 7.11 The proposed layout, scale and form of development, coupled with the high densities proposed and poor standards of amenity would result in an overdevelopment of the site, furthermore the proposal is considered to have little regard to the site and its surrounding

context adjacent to the Limehouse Cut. The design failures of the proposal are best demonstrated in the following summary:

Site layout

- 7.12 The design and layout of the development fails to provide appropriate linkages from the central and canal side communal open space on the site to proposed community space at Furze Green to the east via Hawgood Street. The introduction of vehicular access, to the rear with raised level units and lack of through pedestrian access at this location, results in the development turning its back on to this local green space. This results in poor site permeability both within the development and its integration to the surrounding street network.

Building height and form

- 7.13 The Limehouse Cut divides the area in two distinct character districts being linear open space with bridges spaced at more than 500m. There are post war housing estate tall buildings of 11 storeys and 13 storeys and the Abbott's wharf residential building to the south. To the north of the Limehouse Cut, the nearest tall building is approximately 400m away from the site. There are two predominant view corridors for the site, one along Bow Common Lane and the other along the Limehouse Cut, both in either direction. Out of four views, the only one view corridor where the 2-10 Bow Common Lane tall building would be clearly experienced near a taller building of similar scale is looking west along the Limehouse Cut towards Abbots Wharf. A clear separation of 200 meters and the presence of the canal separates them, and therefore there is no synergy between these two tall elements.
- 7.14 The building height, as proposed appears out of context, and is bulky in nature. Inappropriate articulation further adds to the negative impact. The site falls outside the tall buildings clusters area as identified in Policy CP48 of the Local Development Framework – Core Strategy and Development Control Submission Document.
- 7.15 The design provides for a stepped profile, which at Block C responds to the canal edge and is reduced to three storeys towards east adjacent to existing residential development. Stepping along Bow Common Lane is also provided to six storeys within Block A, from which the tower element rises (Block D) the scale and proportion of which result in an overbearing scale given its square proportions.
- 7.16 The massing on Bow Common Lane at Block A is modulated after the sixth storey resulting in a reduced impact to the street with minimal setback as well as variation in materials. A similar design response is required to scale down over bearing sense of enclosure of the fifteen storey tower upon the amenity space. Section CC and GG on the submitted plans illustrate that this would result in poor use of almost half of the amenity space. The massing decision of Block B has also resulted in 50 % of back gardens for ground floor units being in poor daylight conditions given their orientation and the overbearing nature of the proposals.

Elevations and materials

- 7.17 The materials, openings, and overall articulation for the tower element is considered to be poor. The west facing elevation with back painted glass would appear out of context given that it is reflective in nature and such a large surface would produce a flat façade resembling an office tower. As opposed to this the east facing elevation features a variety of materials, which fail to create balance and termination at the top, resulting in an unresolved, cluttered appearance.

Amenity space

- 7.18 The amenity space at ground floor level is fragmented. It would be hard and urbane in nature with a major part being allocated for cycle parking, private gardens and access for service vehicles.
- 7.19 The three residential units facing the open space lack any definable space and would be

exposed to public domain resulting in a poor standard of amenity for these units. The inappropriate access for service vehicles associated with waste and biomass delivery/collection would result in the larger part of the area being retained as hard surface.

- 7.20 The proposed roof garden at the sixth floor level and exclusive balconies for individual units are considered to be inadequate to compensate for lack of communal amenity space at ground floor level.
- 7.21 Internally the development is dominated by corridor access to the units and very few units are dual aspect resulting in limited daylight and outlook. A number of residential units within the development do not achieve the Council's Residential Space Standard Guidance resulting in a poor standard of amenity for future occupants.

Accessibility & Inclusive Design – Safety & Security

- 7.22 UDP policies DEV1 and 2 and policy DEV 3 of the Local Development Framework – Core Strategy and Development Control Submission Document seek to ensure that developments incorporate inclusive design principles and can be safely, comfortably and easily accessed and used by as many people as possible. It is considered that the design and layout of public and private spaces within the development are not inclusively designed resulting in poor permeability and connectivity and a reduced standard of amenity for future occupants.
- 7.23 Further UDP Policies DEV1 and 2 and Policy DEV 4 of the Local Development Framework – Core Strategy and Development Control Submission Document seek to ensure that safety and security within development and the surrounding public realm are optimised through good design and the promotion of inclusive environments.
- 7.24 The commercial component of the development is oriented to Bow Common Lane providing for an active frontage. The entries to the residential component of the development and individual units are provided off a central courtyard and the canal side. Several of the communal and unit entries open directly onto the central courtyard with minimal sense of address or transition points between public and private spaces. The lack of defined and accessible entries restricts access and permeability throughout the site and would result in a reduced standard of amenity for future occupants and visitors to the site.
- 7.25 The entrances to several of the family sized units are obscured by the location of private open space areas. These obscure entries would not be visible from the communal open space areas within the development reducing their accessibility and resulting in unsafe spaces. To the rear (east) of the site access to the family sized units via a single accessway is considered to result in issues of safety and security as this area would be obscured by fencing and landscaping associated with the private open spaces of the units fronting this space. As previously discussed above the layout of the site and the lack of through linkages results in poor accessibility and inclusive design which would lead to a poor quality environment. The location of private open spaces, refuse stores and biomass delivery within this central area would also obscure this space creates unsafe spaces thereby compromising the safety and security of future occupants.

Housing Policy

Affordable Housing

- 7.26 Adopted UDP Policy HSG3 seeks an affordable housing provision on sites capable of providing 15 or more units in accordance with the Plan's strategic target of 25%. Policy 3A.8 of the London Plan states that boroughs should seek the maximum reasonable amount of affordable housing taking into account the Mayor's strategic target that 50% of all new housing in London should be affordable and the Borough's own affordable housing targets.
- 7.27 The Local Development Framework – Core Strategy and Development Control Submission

Document Policy CP22 seek 50% affordable housing provision from all sources across the Borough with a minimum of 35% affordable housing provision on site's capable of providing 10 or more dwellings. Policy HSG10 confirms that affordable housing will be calculated in terms of habitable rooms with the exception of where this yields a disparity of 5% or more compared to calculation in terms of gross floor space.

- 7.28 The applicant has offered to provide 56 affordable housing units out of the total 176 units proposed, representing 39% provision overall (32% in terms of units and 39% in terms of the total habitable rooms). This scheme meets the Council's minimum target of 35%.

The affordable housing for rent would comprise the following dwelling mix:

	Units	Habitable Rooms %	GIA m2
Affordable Units	56 - 32%	186 – 39%	3,075 – 36%
Market Units	120 - 68%	289 – 61%	5,415 – 64%
TOTAL	176 – 100%	471 – 100%	8,490 – 100%

- 7.29 Of the affordable housing provision, 76% would comprise social rented accommodation and 24% intermediate in terms of habitable rooms. This ratio does not achieve the requirements of policy HSG4 of the Local Development Framework – Core Strategy and Development Control Submission Document which requires a social rented to intermediate ratio of 80:20 for grant free affordable housing.

Dwelling Mix

- 7.30 On appropriate sites, UDP Policy HSG7 requires new housing schemes to provide a mix of unit sizes including a “substantial proportion” of family dwellings of between 3 and 6 bedrooms.
- 7.31 Local Development Framework – Core Strategy and Development Control Submission Document HSG6 specifies the appropriate mix of units to reflect local need and provide balanced and sustainable communities. Family accommodation is again identified as a priority reflecting the findings of the Borough's Housing Needs Survey as well as the draft East London SRDF. The Policy provides the required breakdown of provision for development proposing 10 units and above. In terms of family accommodation, the Policy requires 45% of social rented housing (without subsidy), 40% of social rented housing (with subsidy), 10% of intermediate and 25% of market housing to comprise units with 3 or more bedrooms respectively.

The proposal would provide for 176 residential units in the following mix:

	Total No of units	% of total units	HSG2 policy requirement
Studio	14	7.9%	0 %
1 bed	61	34.6%	20%
2 bed	77	43.7%	35%
3 bed	19	10.7%	30%
4 bed	2	1.1%	10%
5 bed	3	1.7%	5%
TOTAL	176	100%	100%

- 7.32 In terms of affordable housing the scheme provides a reasonable match with the Council's preferred unit mix providing 45% family units (3, 4 and 5 bedrooms), against the Council's of 45%. It is however considered that overall the scheme does not provide a reasonable match with the Council's preferred unit mix specified in the Local Development Framework – Core Strategy and Development Control Submission Document. The scheme provides 12% family units overall (including 4 and 5 bedroom units) as opposed to a target of 35% with an

overprovision of 1 and 2 bedroom units.

The Blue Ribbon Network – Limehouse Cut

- 7.33 Immediately to the south of the subject site is the Limehouse Cut, which is designated in the proposals maps of both the UDP (1998) and Local Development Framework – Core Strategy and Development Control Submission Document as a site of nature conservation.
- 7.34 In addition the Limehouse Cut is part of the public realm contributing to London's Open Space Network. The Blue Ribbon Network identified in Section 4C of the London Plan sets out general policies for regeneration related to London's network of rivers, docks, canals and other open spaces, this is reiterated in Policies DEV47 and DEV48 of the UDP (1998) and OSN3 of the Local Development Framework – Core Strategy and Development Control Submission Document.
- 7.35 It is acknowledged that whilst development at this location will seek to improve the aesthetic amenity of the site and the canal environs and improve linkages to the canal and its associated tow path development must also respect its waterside location.
- 7.36 It is considered that the development including the layout, scale and form of the proposal fails to provide an appropriate response to the waterside location. In addition minimal consideration has been given in the development of the scheme in terms of potential environmental impacts and how these may be addressed.
- 7.37 This is reiterated in the comments of the Environment Agency who has objected and both British Waterways and the Lea Valley Regional Park Authority who have raised issues in relation to the application.
- 7.38 The Environment Agency has objected to the application on the basis of an insufficient setback distance from the waterway. The development is presently setback approximately 4 metres from the canal edge with obstruction of vehicle access, planting, seating, etc, within this area. An 8 metres buffer distance, free of structures is required between the canal edge and the development.
- 7.39 In addition it is considered that proposed scale and form of the tower element proposed is overbearing in the context of the canal and its surrounds and may result in amenity impacts to the amenity value of the waterway and ecology in terms of visual impact and overshadowing.
- 7.40 A number of other issues have also been raised by consultees, including:-
- BW is concerned that the canal side elevation of the proposed 3-5 storey residential block fails to relate to the domestic scale of the adjoining Invicta Close development, particularly in terms of the window proportions and positioning. This results in an awkward relationship where the two developments meet.
 - BW has a policy of resisting public access on the offside (non-towpath side) to allow for quiet and secure mooring opportunities and to encourage wildlife habitats and other biodiversity, especially where there is no end destination.
 - BW is concerned that the turning area for delivery lorries serving the biomass boiler is not large enough and may therefore lead to lorries manoeuvring in close proximity to the canal edge. Thus adding stress to the canal wall and opening up health and safety hazards, such as the possibility of lorries falling over the canal wall.
 - Insufficient access to the canal side for river wall maintenance improvement or renewal has been provided for in the layout of the development.

Energy Efficiency

- 7.41 The Local Development Framework – Core Strategy and Development Control Submission

Document contains a number of policies to ensure the environmental sustainability of new development. Policy DEV6 requires major development to incorporate renewable energy production to provide at least 10% of the predicted energy requirements on site. In addition all new development is required to include a variety of measures to maximise water conservation (Policy DEV7), incorporate sustainable drainage systems (Policy DEV8) and construction materials (Policy DEV9). In addition all new development is required to make sufficient provision for waste disposal and recycling facilities (Policy DEV15).

- 7.42 The applicant has submitted an energy statement which outlines the proposed and potential energy efficiency and renewable energy measures within the scheme consistent with the London Renewables Toolkit and Part L of the Building Regulations. Communal Biomass heating is proposed to provide the heating base load coupled with a sign up of apartments to a green tariff provider. The proposed development incorporates fuel storage at basement level with fuel deliveries to be carried out at ground level accessed from Bow Common Lane.
- 7.43 The GLA consider that the use of combined heat and power has not considered the potential for increases in capacity and sale of electricity to residents and other third parties. Instead the heat provision is to be provided by a small biomass boiler, thereby enabling a 10% contribution from renewables to be achieved.

Transport & Parking

- 7.44 Both the UDP and the Local Development Framework – Core Strategy and Development Control Submission Document contain a number of policies which encourage the creation of a sustainable transport network which minimises the need for car travel, lorries and supports movements by walking, cycling and public transport.
- 7.45 In accordance with Policy DEV17 the applicant has submitted a transport assessment to demonstrate the impacts of the development upon the local transport network and detail a number of appropriate mitigation measures.
- 7.46 Council Highways Engineers and TfL have assessed the development as unacceptable in highways terms for the following reasons:-
- The site although currently having a PTAL of 3 is generally well located in terms of public transport. Both LBTH Highways engineers and TfL state that the potential approval of the scheme could result in impacts upon the local transport and pedestrian networks throughout the area and further investigation is required in terms of an assessment of the crossing facilities, condition of footways surrounding the site and the ease of access to public transport nodes.
 - This development also provides a mix of housing types from 1 bed units to 5 bed units and is likely to be attractive to families. There are a number of primary schools to the south of the development, and St Paul's Way Secondary School to the North. There is also a multi use games area to the south and Bartlett Park is within a couple of minutes walk. The pedestrian access routes to these facilities will be impacted by this development. This development should contribute to pedestrian improvement and safety scheme that links the secondary school in the North with the primary schools in the South, which will take into account access to Bartlett Park and the Multi Use Games area.
 - The proposed building form adjacent to Bow Common Lane rising to 15 storeys is likely to result in a canyoning effect along Bow Common Lane. With no pedestrian permeability through the site until the bridge on Bow Common Lane, the development is likely to result in a negative walking environment along Bow Common Lane due to the sense of enclosure created.
 - The site would benefit from providing a pedestrian access route through the development, linking Hawgood Street with Bow Common Lane. This would result in a more direct link from the development to Devons Road DLR station, reducing the walking distance by approximately 100m, increase pedestrian permeability through

the site and result in a wider benefit to the area.

- The development provides 61 parking spaces off-street in an underground car park accessed off Hawgood Street. This level of parking falls within the Council's parking standards. However the access to the car park is considered unsafe and unacceptable for the following reasons:
 - The visibility of the entrance is compromised; visibility of vehicles leaving the car park is minimal. The visibility would be hampered should a vehicle wish to leave the site at the same time that a vehicle should wish to enter the site. This would result in vehicles waiting on the corner of Hawgood Street. This corner is at an extreme angle and visibility is an issue for vehicles approaching this corner.
 - The vehicle swept path analysis submitted with the application show that vehicles entering or exiting the car park will need to manoeuvre across the oncoming traffic. In addition, vehicles approaching from the east on Hawgood Street would have no visibility into the car park entrance, they would have to dramatically sweep into the oncoming lane on the blind corner and should a vehicle be approaching the exit from the car park, they would be required to reverse back onto Hawgood Street at the blind corner.
 - There is considerable concern that the entrance width is too narrow, there is barely room for one vehicle to enter or leave the site. This access is too narrow to provide access to larger vehicles such as transit vans; these would be required to service plant equipment such as the lifts and plant equipment.
 - The width of the access point would also encourage vehicles to use the footways as additional manoeuvring space; this would be unacceptable in terms of safety and maintenance.
- The cumulative effect of development planned in this area shows that there will be less than adequate on-street parking provision in the local area to cope with demand. This development does not promote car free living and seeks to use on-street residents permit parking to supplement the car park provided underground. This is unacceptable given the good levels of bus, DLR and underground access in the site and its proximity to local amenities. With these factors taken into consideration the scheme should be car free, with parking limited to the off-street bays.
- The level of cycle spaces provided within the development (87) is inadequate and should be increased to comply with the cycle parking standards of the London Plan and the Local Development Framework – Core Strategy and Development Control Submission Document which would equate to 1 space per unit (176) and designated spaces for the commercial uses.

7.47 Adopted UDP Policy DEV56 and DEV15 Local Development Framework – Core Strategy and Development Control Submission Document seeks to assess waste and recyclables storage in new development.

7.48 The development is considered to provide inadequate refuse storage, with separate storage for the commercial waste. The plans show that the servicing of the refuse will be from an internal service road that accesses the site from an entry point on Bow Common Lane adjacent to Limehouse Cut. This access route is unacceptable for service vehicles or any vehicle access. It is at the base of the road bridge crossing Limehouse Cut; this has very poor visibility and would require service vehicles turning left or right out of this exit to be in the path of both lanes of traffic. This is exacerbated by the 309 bus route that uses this bridge.

7.49 Northbound service vehicles entering the site by turning right, using this access may not be visible by approaching traffic and could be hidden by the apex of the bridge; this would be considered dangerous to approaching northbound traffic. Similarly southbound service vehicles turning left into the site would have to manoeuvre into the oncoming traffic lane; the bridge apex would cause unacceptable risk to northbound traffic.

- 7.50 The internal service road as shown would mean the recyclable storage area shown to the North of the site would be more than 20 metres away; this would be an unacceptable distance.
- 7.51 The general waste underground bins shown on the plan whilst acceptable in terms of capacity, these would not be acceptable in terms of servicing. It is unlikely that the service vehicle would be able to access the rear set of bins; in addition the service vehicle would find the space allocated by the service road unacceptable to ensure that their stability equipment used during lifting the refuse containers would be operable. The proximity of the building on the west of the site could also be a problem for the lifting equipments manoeuvrability.
- 7.52 The bin storage accessed from Hawgood Street is not wide enough for a refuse vehicle to gain access. Any service vehicle access the bins at this point would completely block the entrance to the car park.

Amenity

- 7.53 UDP Policy DEV2 and policy DEV 1 Amenity of the Local Development Framework – Core Strategy and Development Control Submission Document seeks to ensure that development where possible protects and enhances the amenity of existing and future residents as well as the amenity of the public realm.
- 7.54 It is considered that the proposed development should not result in overlooking or loss of privacy to surrounding development. The proposal is massed in two separate buildings. Given the siting of the buildings on the site, habitable room windows of dwellings within the development would be located in excess of 18 metres from adjoining development to the east of the site thereby minimising potential for loss of privacy and overlooking of surrounding properties. Internally the Bow Common Lane and the block to the east are adequately separated in excess of 18 metres thereby minimising impacts of internal overlooking.
- 7.55 In relation to sun and daylight the applicant has undertaken a daylight study which indicates that the proposal should not result in any unacceptable impacts in terms of daylight and sunlight to surrounding properties.

Daylight

- 7.56 The results of the VSC plots demonstrate that six of seven windows will adhere to the BRE VSC guidance. The development will result in a degree of change in the VSC level experienced at window reference point 4 which is slightly below the BRE target of 0.8 (0.72). This however relates to an assumed window position at first floor level in the rear elevation of No 12 Bow Common Lane which were not accessible during visits to the site. It is considered that the overall impacts in terms of day lighting would be minimal given the industrial context of the site and the low levels of day lighting currently experienced.

Sunlight

- 7.57 Under the terms set out in the BRE guidance the scheme should not result in any unacceptable sun lighting impacts.

Overshadowing

- 7.58 The overshadowing plots demonstrate that the proposed development should not result in any unreasonable overshadowing impact of neighbouring properties. Shadow impacts are at their greatest in the afternoon period. On this basis, surrounding properties will receive sunlight for at least half the day. The Environment Agency has also raised issues regarding potential overshadowing and impacts upon the biodiversity of the canal environs, which has been discussed previously in this report.
- 7.59 The microclimatic conditions as a result of the development have been assessed and are not

considered to cause any adverse wind conditions on or around the site.

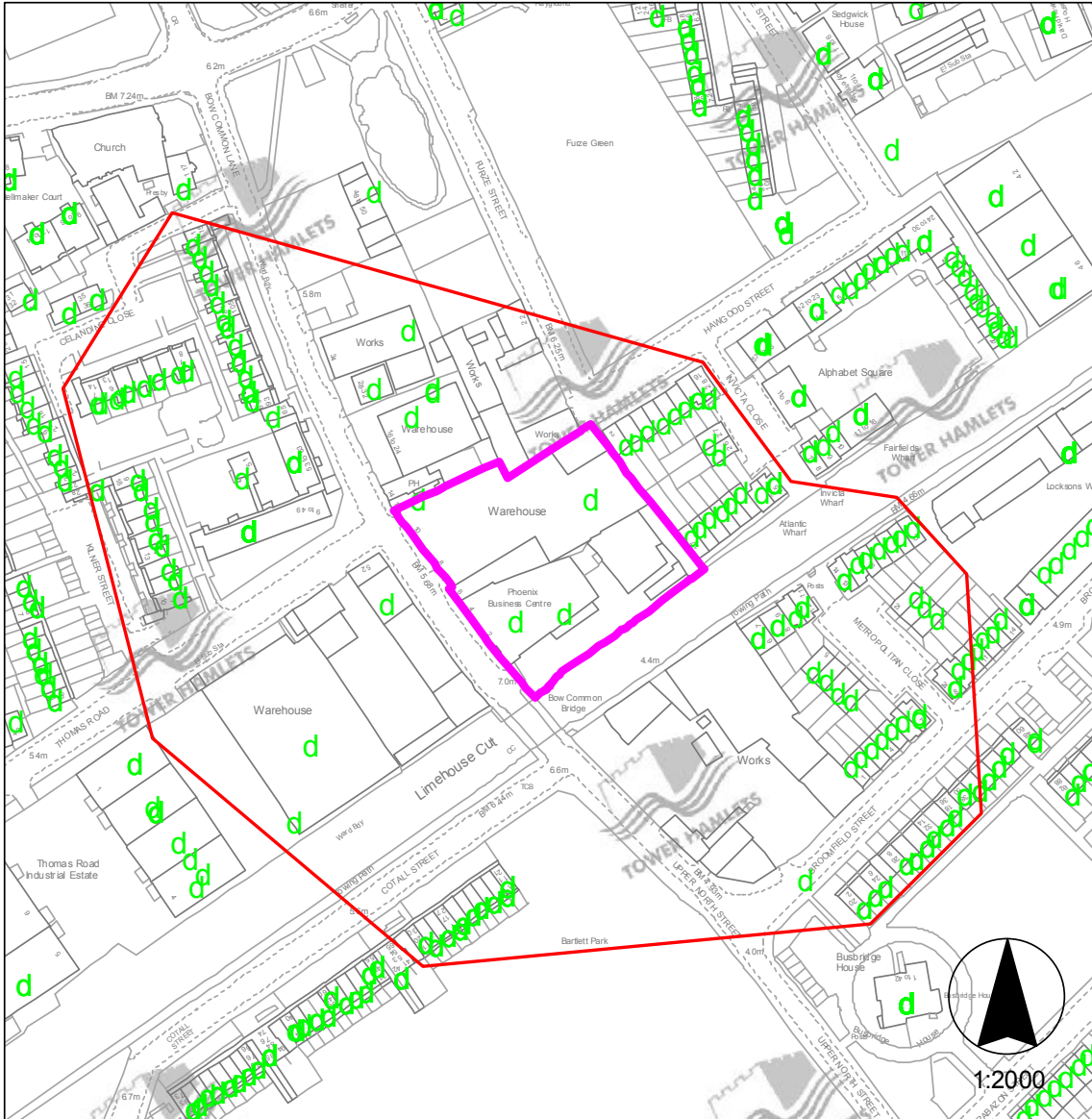
Air Quality

- 7.60 Policy DEV 11 of the Local Development Framework – Core Strategy and Development Control Submission Document requires the submission of an air quality assessment for developments which are likely to have a significant impact on and result in harm to air quality. An air quality assessment has not been submitted as part of the application documentation and therefore the impact of the development upon air quality cannot be assessed.

8.0 CONCLUSIONS

- 8.1 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 CONSIDERATION 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 Stationary Office © Crown Copyright.
 London Borough of Tower Hamlets LA086568